

A CALIFORNIA CYCLEWAY.
BY CHARLES FREDERICK HOLDER.

Among the many new constructions that are to be seen in Southern California none are of more practical interest than the Pasadena cycleway, now nearing completion and already opened to the public for bicycles and motorcycles. Southern California has especial attractions to the wheelman, as the season is the whole year. The winter, which is virtually lost in the East, is open here, and really the most delight a ful time, when the country has taken on a coat of green and is radiant with wild flowers. This fact and the assurance of good roads all over the State brings out numbers of wheelmen, and a conservative estimate places the wheels in Los Angeles and Pasadena, resident and visiting, at thirty thousand, and the inventors of wheels at five thousand.

The Pasadena and Los Angeles cycleway is a movement to provide the wheelman with a perfect road, with a minimum grade between two cities nine miles apart and at different altitudes. The inventor and promotor of the novel scheme is a wealthy resident and trustee of the city of Pasadena, Mr. Horace Dobbins, he being the president of the company, the vice-president is ex-Governor H. H. Markham. The cycleway, which it is believed is the only one of its kind in the world, is an elevated perfectly adjusted road running from the heart of Pasadena to the plaza of Los Angeles. In appearance it somewhat resembles the elevated road in New York, being apparently as high in places; but it is built of wood instead of iron, yet strong enough to bear the equipment and car service of an electric road. The accompanying photograph shows the section leading from the depot in Pasadena proper to the site of the former Raymond Hotel. Here it makes a turn and continues on to South Pasadena, then through a beautiful country flanked by green hills, with everywhere a view of the range of the Sierras that are often covered with snow. In fact, one object of the cycleway is to give a scenic route through one of the charming localities of Southern California.

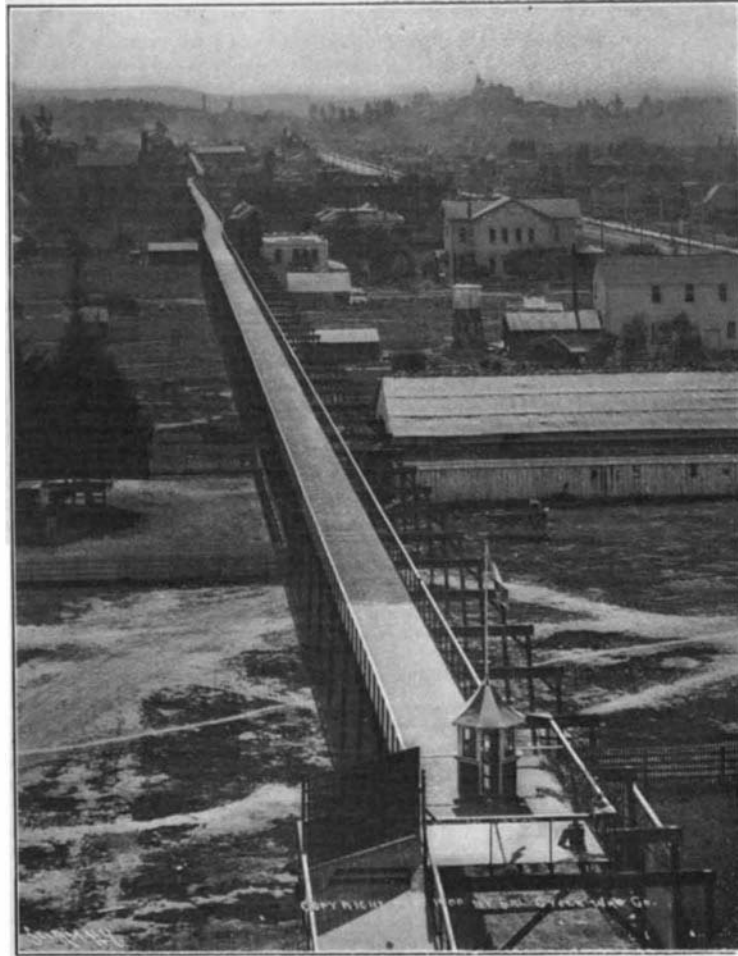
The portion shown is but one-half of the road; in brief, when the cycleway is complete, it will be twice as wide, which warrants the assumption that the promotors may have some additional object in view—something else than to afford wheelmen and wheelwomen a perfect road. Whether this is true has not been given out, but a few days ago an automobile owned by a resident of Pasadena, was run out upon the cycleway and went speeding toward Los Angeles under the most perfect conditions; and it was evident that if the road permitted an automobile to run upon it, it would soon become very popular—a literal sky route to Los Angeles for these vehicles.

A critical examination of the cycleway is interesting, showing it to be a somewhat remarkable piece of engineering. The proposition has been to give wheelmen a grade from Los Angeles to Pasadena up hill and a decided rise at that which will not be appreciable, and this has been accomplished. The roadway ranges from 3 to 50 feet in height, giving a maximum grade of but three per cent; and this but for two thousand feet; at all other points it will not be greater than 1 1/4 per cent. This is about the grade of Broadway in Los Angeles in the heart of the city, and not appreciable to the average wheelman. The cycleway, with its heavy wire sides painted dark green, is not an objectionable feature, as it winds away through the hills like a gigantic snake. It is at present wide enough to hold four wheels abreast, and has the right of way for a duplication in width. The timber used in the construction is Oregon pine; 1,250,000 feet were required to complete it, and twenty miles of heavy wire netting.

At intervals of 200 feet over the center, incandescent lights are being placed, which at night will convert the cycleway into a gleaming serpent. The terminal stations are Moorish in design; one being placed near the Hotel Green in the business center of Pasadena, and the other at the plaza in Los Angeles. At these buildings, which will be equipped with the facilities of a railway depot, will be a department for renting bicycles and motorcycles; also a repair shop. So one may rent a wheel at Pasadena, and run down to Los Angeles and leave it there if desired, or vice versa; or a motorcycle can be taken at either city, leaving the cycleway and carrying the passenger to any part of the city.

The route of the road was selected by the inventor with great care, and as a result of several years' work in securing rights of way and legislative action. The

track runs through Pasadena, South Pasadena, Highland Park, down the picturesque Arroyo Seco, following the Los Angeles hills into the city. These hills form a picturesque feature of the region; they are very abrupt, and surround an attractive little valley, and are in reality the broken up foothills of the Sierra Madre Range. Here the cycleway will have its casino that will doubtless prove an attractive feature. The crown of one of the most beautiful of these hills has



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BIRD'S-EYE VIEW OF THE CYCLEWAY.

been selected from which a magnificent view of the surrounding country is to be had. Merlemount, as the casino is called, stands in the center of a part of one hundred acres, reached from the cycleway by walks, wheel or motorcycle. This is being laid out into walks and various conveniences for wheelmen. The casino itself will be delightful in its beauty of situation and equipment. The building will be 200 feet in length, surrounded by a broad piazza and protected by a



"GLENARM CURVE" ON THE CYCLEWAY BETWEEN PASADENA AND LOS ANGELES, CALIFORNIA.

wealth of tropical and semi-tropical plants. At one end will be a circular rack for ladies' wheels and a ladies' waiting room fitted up in the Turkish fashion. Besides these there will be reception rooms, café and restaurant, while part of the basement is to be a Swiss dairy complete in all its furnishings.

From this hill one of the most comprehensive views in Southern California is obtained. The Sierra Madres—a wall 6,000 feet in height—overshadow the San Gabriel Valley, not 10 miles distant. To the east rise the peaks of Mt. San Antonio; Mt. San Jacinto and Mt. San Bernardino (sentinels of the land of the orange

and olive), rising 9,000 and 11,000 feet in the air on the edge of the great California Desert. To the south and west, the blue waters in the Pacific glisten in the sun, and twenty miles out to sea can be seen the island of Santa Catalina. The intervening country is the garden spot of the State, with acres of lime, lemon, orange, and olive trees and almost all the important fruits of the world.

The cost of this cycleway is insignificant when everything is considered, being but \$187,500. The toll is ten cents by book tickets between Pasadena and Los Angeles (eighteen miles), the park and other features being free. This toll permits a bicycle or motorcycle to enter the cycleway, and ride up and down all day, if desired. It has been estimated that if half of the wheelmen in the two cities patronize the road once a month it will give the cycleway an income of \$20,000 per year, which would seem a very conservative estimate as the roads on Sunday between Los Angeles and Pasadena are often filled with wheelmen, who ride through the dust, taking the heavy grade between the cities without question; and that the majority of them would choose the perfectly smooth road is without doubt. It is to be hoped that the cycleway will be the financial success, as it promises to be a boon to thousands of devotees of the wheel in Southern California, and, doubtless, will be the initiative for such roadways all over the country—certainly in the vicinity of the large cities.

The Castle of Ulysses.

In Ithaca there are ruins which are generally known as the Castle of Ulysses. Although cyclopean walls with gate openings are found, and the site, which is 400 feet above the sea, was adapted for the residence of a pirate chief, many archæologists have been doubtful whether the identification of the place should continue to be accepted. Dr. Dörpfeld has been provided with funds to undertake a more thorough exploration of the ruins than has hitherto been attempted. Several years ago he examined the island of Ithaca and fixed on a site in another part of it. He has since come to the conclusion that the residence of Ulysses is not to be found there, but in the island of Leucadia or Santa Mora and near the town of Leucas, which some have identified as the Homeric Nericus. Leucadia, it will be remembered, has poetic associations, for from one of the cliffs Sapho committed suicide. She was passionately in love with a beautiful youth named Phaon, and as she failed to obtain a return of affection, she is said to have thrown herself from the promontory under the belief that those who took that leap would be cured of their love, if not destroyed. In some ways Leucadia corresponds more closely with the description in the Odyssey than does Ithaca, but it will undoubtedly be difficult to persuade scholars to abandon such an ancient tradition.

The July Building Edition.

The July issue of the SCIENTIFIC AMERICAN BUILDING EDITION is the 117th number of this periodical. It contains many interesting features such as "A Tile Front of a Russian Sanctuary at the Paris Exposition," "Staircase Hall of the Breakers, Newport, R. I.," "The Heart Country Seat at Pleasonton, Cal." There is also a page of "Stair and Arch Details." A number of houses of various prices are illustrated. All of our readers may not know that pictures of houses are only published after the house has been actually built, wash drawings or elevations not being used.

The Current Supplement.

The current SUPPLEMENT, number 1280, has many valuable articles. The front page is given up to an article on "Frost Fighting," by Alex. McAdie and shows how the orange and lemon crops are protected in California. It is fully illustrated. "The Art and Craft of Garden-Making" is a review of a new book. "The Means of Defense of Animals," Part IV., deals with protection against living animals. "The Palace of Electricity at the Paris Exposition is illustrated. "Cotton Supplies" is by John A. Banister.

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