



Southern Californians do not use the bicycle on the highway enough. When Northern riders wheel down here they all comment on this fact. One reason for this is the lack of road maps and a road-book. Most of the public roads in Northern California are measured and described in the road-book, published by the North California division of the League of American Wheelmen. All the Eastern States have good road-books, and the larger L.A.W. divisions issue an annual road-book and maps.

Another drawback in touring by wheel in this part of the State is the poor quality of the roads, which get more cut up and dusty as the season passes on. In some parts of Southern California wheelmen find riding the railroad ties the best way to travel with a bicycle. This is the case in getting to Redondo Beach by bicycle.

At present the most-used route by wheelmen is the trip to Santa Monica, so that has been chosen for the Times first bicycle trip.

The annual Fourth of July Santa Monica road race will start at the corner of Second and Hill streets and go out Hill to Pico, west on Pico to Western avenue and then on Washington to Ivy station on the Southern Pacific Railroad, where the route turns to the right into the boulevard, which begins there. The road-race course is exactly seventeen miles and finishes down the main street of Santa Monica, a block this side of the ocean bluff.

A Times reporter has wheeled over the course, and here describes it. The trip starts from the intersection of Figueroa avenue and Pico street, and is as follows:

- Figueroa avenue (out Pico) macadam, level, good.
- Alvarado street, macadam, hollow, fair, 1 mile, bad crook in road.
- Pico Heights postoffice, macadam, rolling, fair, 2 miles, look out for hill.
- Western avenue, sand-clay, level, poor, 2 3/4 miles, turn left top of hill.
- Washington street, sand-clay, rolling, poor, 3 1/4 miles, turn right.
- Bonita Meadow Hill, sand-clay, hollow, bad, 5 1/4 miles, better walk down.
- Slaughter-house, clay, level, good, 6 1/2 miles.
- Half-way House, adobe, level, fair, 7 3/4 miles, rest here.
- Boulevard, adobe, level, fair, 8 miles, turn to right.
- Southern Pacific bridge over road, clay, rolling, poor, 9 miles, turn left beyond bridge.
- The Palms, clay, hilly, fair, 9 1/2 miles, turn left 1/4 mile, turn right, and turn left.
- National saloon, adobe, level, bad, 10 1/2 miles.
- End of bad road, adobe, hill, bad, 11 1/4 miles, turn left top, then right and left.
- Scorcher's delight, clay, rolling, fine, 14 1/2 miles, turn right block beyond G. A. R. Cemetery, macadam, level, fine, 15 miles, down bad hill to town.
- Main street, Santa Monica, level, fine, 15 1/2 miles, take best train to town.

By this table a good idea of the road can be obtained by a new rider, and he can govern his work accordingly.

An early start is suggested, say 7 in the morning, so as to avoid the stiff wind that blows in from the ocean by 9 o'clock or before.

Look out for the car track on Pico road and the bad hole at the crook in the road where a house stands in the way. The road runs on both sides. Better take the left-hand road. Then there is the first hill, and it will pay new riders to walk down and up where the turn is made to the left onto Western avenue. There is no sign board, but it is the first four corners after the end of the street-car track two blocks back.

Getting into Washington-street extension there is a bad turn, but then refreshments can be had there. Now the road is very sandy for a short mile, then the hard clay appears and the road curves before the Bonita Meadow down-grade is reached. It will pay all new riders to walk down this grade as it is sandy and steep.

Turning onto the boulevard a mile more of sandy road is found.

After passing the Southern Pacific Railroad culvert the road runs parallel to the track for a quarter of a mile, also nearly parallel for half a mile before passing under the track.

In passing through the little village of The Palms, turn to the left just after going under the track and then ride a quarter-mile and at The Villa turn to the left, then, just beyond the store, turn to the right and climb a stiff winding hill, and then the road bends to the left at a right angle. Here is a good strip of road until the horrible mile and a quarter of adobe is reached. This is a straight avenue and would be a good road with a little work.

Climbing a double hill and turning to the right the rider reaches what is here named the "Scorcher's Delight,"

as there is then three miles of hard, smooth clay. The rider is liable to get off the road here as there are a number of turns in the road. Follow the main-traveled road and it will finally bring you to Pearl street. Be sure to turn to the right at the top of the double hill where you leave the bad road.

A block beyond the sign reading "Garfield avenue" turn to the right and a short ride brings you out by the cemetery where you can see the city of Santa Monica on the mesa below. There is a down-grade here and a bad sandy hill that is safest walked. At the foot of the hill look out for the railroad track. Across the commons there are several trails into town and they lead right to the principal street which debouches on the Ocean Front Park.

At Santa Monica several restaurants and saloons have put in racks for bicycles and store wheels free of charge.

The road to Santa Monica is far from inviting and most uninteresting, except the last three miles, where a fine view of the ocean beach is had. The land along the road lacks the orange groves, villas and parks of other roads leading out of Los Angeles and as no effort is made to better this road it is usually at its worst. With the use of a road machine and proper sprinkling it would be a pleasant drive and in time will probably be a fine avenue all the way with flower and shrub-surrounded vil-



CHARLES S. WELLS OF SAN FRANCISCO.
 las and palaces like some of Riverside's avenues.