Four Strands of String Make Rug

A durable scatter rug in cotton—quick to do, inexpensive, sturdy, colorful. It's made of four strands worked together forming a stout "thread." Made in three colors, you can have gay rugs for Winter—rugs that will fit the coloring of



Pattern 5927.

your rooms exactly. Crochet the medallions one at a time, some plain, some figured, and join them for this stunning diamond design. In pattern 5927 you will find complete instructions and charts for making the medallions shown; an illustration of them and of the stitches used; material requirements; a photograph of the medallion; color suggestions.

To obtain this pattern, send 15 cents in stamps or coins (coins preferred) to The Sewing Circle, Household Arts Dept., 259 W. Fourteenth St., New York, N. Y.

Please write your name, address and pattern number plainly.

Men Who Do

When I look at history I see it as man's attempt to solve the practical problem of living. The men who did most to solve it were not those who thought about it or talked about it or impressed their contemporaries, but those who silently and efficiently got on with their work.—J. B. S. Haldane.



All people who suffer occasionally from headaches ought to know this way to quick relief.

At the first sign of such pain, take two Bayer Aspirin tablets with a half glass of water. Sometimes if the pain is more severe, a second dose is necessary later, according to directions.

If headaches keep coming back we advise you to see your own physician. He will look for the cause in order to correct it.

The price now is only 15¢ for twelve tablets or two full dozen for 25 cents — virtually, only a cent apiece.



15¢ FOR 12 TABLETS

virtually 1 cent a tablet

Four Wishes

Anger wishes all mankind had only one neck; love, that it had only one heart; grief, two teargarlands; pride, two bent knees.—Richter.

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BECAUSE BUILDING UP YOUR

ALKALINE RESERVE

helps you to resist colds

LUDEN'S

Menthol Cough Drops 5¢

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. . . is knowledge of a manufacturer's name and what it stands for. It is the most certain method, except that of actual use, for judging the value of any manufactured goods. Here is the only guarantee against careless workmanship or use of shoddy materials.

Buy ADVERTISED GOODS



THE "BIKE" COMES BACK



Forty Years Ago Cycling Was a Major American Sport; Then the Auto Began to Crowd the Bicycle from Our Streets and Highways; But in the Midst of the Depression Came a "Bicycle Boom" and Now More Than 1,000,000 of the Two-Wheelers Are Being Manufactured Annually

By ELMO SCOTT WATSON

© Western Newspaper Union.

GRANDPA shook his cane angrily at the disappearing figure of a boy on a bicycle and shrilled after him: "If I could lay my hands on you, you reckless young squirt, I'd mighty soon . . ." But the boy was soon out of sight and, as Grandpa stumped along, he grumbled to himself: "It's gettin' so life and limb ain't safe on the streets of this town any more . . ."

But the next day he nodded approvingly when he read an editorial in the local newspaper. It announced that a "safe riding club" was being formed and invited every boy and girl who rode a bicycle to join it.

No, this isn't an incident from a newspaper's "Forty Years Ago" column. It happened only the other day in a modern American city. It's an interesting sidelight on the come-back which the bicycle has been staging in recent years that, in this motor age, these two-wheeled vehicles should be adding to the traffic hazards of our cities and towns!

Perhaps you aren't aware of the fact that it was necessary for the "bike" to stage a come-back, but it's true, nevertheless. You may recall the time when more than 4,000,000 enthusiasts were making cycling a national pastime. Beginning back in the eighties, the manufacture of bicycles steadily increased until 1899, the peak year of production, when more than 300 factories were turning out nearly a million and a quarter "bikes" annually. Those who couldn't afford a horse and buggy found the bicycle a cheap and effective means of getting around and millions of Americans, young and old, were pedaling their way through the streets of our towns and along country roads.

Then around the turn of the century came the first automobiles and, as they were improved and their use increased, these gasoline - driven four - wheelers gradually began to crowd the leg-propelled two-wheelers off the road. By 1904 the production of bicycles had dropped to less than 200,000 annually. As the coughing, clattering "horseless carriages" grew in numbers, men began shaking their heads and sadly predicting the extinction of the bicycle as well as the horse. Except for their use by messenger boys, bicycles were losing out to automobiles.

By 1909 bicycle production had hit the bottom with only 168,000 placed on the market. Then, for some unknown reason, the number began to climb steadily,



Dismounting by the Pedal.

reaching a peak of 299,000 in 1914. During the next five years the industry was hard-hit by war demands for steel, rubber and all the other materials which go into bicycle making, but by 1921 the number produced had climbed back up to 216,000. In 1927 it was 255,000 and in 1931 260,000.

The Boom Begins.

Although 1931 was one of the worst depression years, it marked the beginning of the real bicycle boom. Since then its growth has been one of the marvels of modern industry. Its expansion has been a quiet one, almost unknown to the public. In contrast to the early days when the magazines were filled with bicycle ads, such a reflection of the importance of the industry is a rarity today. But so important has the industry become that it was felt necessary to hold a cycle trades convention in Chicago last year where a production of 750,000 bikes was reported for the previous year and an estimated production of 900,000 for 1936 was announced. It is quite likely that the close of 1937 will see the production for this year well over the million mark.



Mounting a Bicycle (as Illustrated in "Cassell's Book of Sports and Pastimes.")

Of course, that's still a long way from the 4,000,000 mark of 40 years ago but it indicates that the bicycle has definitely come back. No one seems to know just why there has been this revival in the popularity of bicycle-riding. Perhaps it's due entirely to an economic factor. When the boom started in the midst of the depression, the fact that a bicycle requires no gasoline to operate it, no garage in which to house it and a minimum of expense for upkeep were items of considerable importance to people who had to save every penny they could.

Or you can, as some people do, "lay it on the movies." Bicycle-riding became a fad among the movie stars and when rotogravure sections of the newspapers and movie fan magazines began printing pictures of beautiful girls pedaling a bike (and in shorts, too!) many a woman who liked to fancy herself a potential movie star went and did likewise (including the wearing of shorts). If you are inclined to doubt the importance of this influence, consider the statement, made at the trades convention in 1936, that 20 per cent of the sales in that year were to women.

Bike Excursions.

Whatever the reason of this revival of interest in cycling, however, the fact remains that it has steadily increased during the last six years. Curiously enough, among the first to recognize it and turn it to their advantage were the railroads, whose continued existence has also been threatened by one branch of the automotive industry — trucks. Some of them, notably the Boston and Maine, have begun sponsoring "bike excursions" into the country f · city cycling enthusiasts. Special baggage cars are provided for the "bikes" and low round-trip rates are offered wheelmen and wheelwomen who want to get away from congested metropolitan centers for a day of healthful exercise in the open country.

Perhaps one reason why the Boston and Maine railroad has been the pioneer in this innovation is because Boston has been the hub of bicycling in this country, thus adding another reason for its popular nickname of "the Hub." The first wheeling organization in America was the Boston Bicycle club, founded nearly 60 years ago. That was in February, 1878, and the next month it staged its first club "run." One of the prime movers in the organization of this club was Frank W. Weston, familiarly known as "Papa" Weston, who has the additional title of "Father of Wheeling in the United States." Weston was an Englishman who brought to this country his native country's love for sports of all kinds and who did a great deal to introduce cycling and increase its popularity in this country.

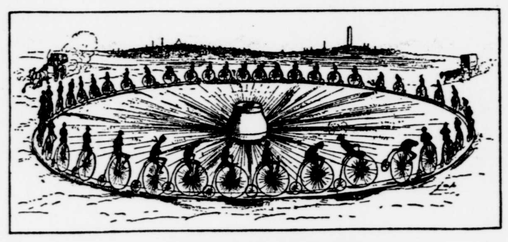
However, it was an American magazine which did more even than did Weston to foster the sport of wheeling. In the February, 1880, issue of Scribner's Magazine appeared an article under the title of "A Wheel Around the Hub" which told of the first overnight public cycling event in America which it had sponsored and financed. It had invited 40 members from several cycling organizations to take part in the tour, the majority of them coming from the pioneer organization, the Boston Bicycle club.

The 40, dressed in the variety of costumes which were characteristic of the early bicycle riders, met at the corner of Warren street and Walnut avenue in Roxbury, a section of Boston some three or four miles from the center of the city. A horse and buggy was provided for the Scribner's artist who accompanied the party to make a pictorial record of its tour and a baggage truck was on hand to carry extra clothing and other supplies.

Old "'High-Wheelers."

All of the 40 rode the old-fashioned "high-wheelers" and these were enough of a novelty to attract to the starting place a large crowd, some of them envious and others scornful of these "new-fangled contraptions"—not to mention the usual quota of irrepressible, jeering small boys. Secretly pleased, no doubt, by the sensation they were causing, the 40 rode up Walnut avenue toward Jamaica Pond, where the first stop was to be made.

From Jamaica Pond they continued on their way to Brook Farm, the site of the famous experiment in communal living which had attracted such notables as Ralph Waldo Emerson, Nathaniel Hawthorne, Henry D. Thoreau, William Ellery Channing, Charles A. Dana, George William Curtis, A. Bronson Alcott and Margaret Fuller. Continuing south they crossed the Charles to Dedham and came to a wooded tract, since known as the "Grove of Pleasant Memories," where they stopped for the lunch for which their stupendous exercise of pedaling the old "high-wheelers" had given them a keen appetite.



A WHEEL AROUND THE HUB
(From a Drawing in Scribner's Magazine, 1880.)

Their next objective was Readville and the foot of Blue Hill where they dismounted, "parked" their bikes and climbed the 600-foot hill, the highest on the Atlantic coast from Maine to Florida. Continuing south the cyclists reached Massapoag lake where they dined and spent the night at an inn on its shore. They had covered all of 35 miles in their first day's run!

The next morning they started to retrace part of their route, then turned east toward South Braintree and Hingham and continued on until they reached Cohasset to the "astonishment of the marines," according to Scribner's artist, who accompanied them. They had already ridden 32 miles and they stopped now for lunch. In the afternoon the return trip was made via Hingham, North Weymouth, Quincy, Dorchester and Roxbury to their starting place. During their two-day trip, they had covered 100 miles and established an institution which was destined to last for many years.



Dismounting Over the Handles.

Although it has been said that the article in Scribner's describing this first tour "did more to foster the sport of wheeling in this country than anything previously written on the subject," the trip was not immediately repeated. In fact, the "Wheel Around the Hub" was only a pleasant memory for 11 years when it was revived by the Boston Bicycle club. From that time on, year after year, the members of the club assembled in West Roxbury and rode their bicycles over the same route, making all the original stops and reproducing the first event as faithfully as possible.



Perhaps you do not think of cycling as a sport. But it was so considered in the early days and there was a time when bicycle racing threatened to become a serious rival to horse racing in popular appeal. Those were the days when cycling had its own "speed demons," just as did the automobile of a later era—when the renowned Murphy, racing behind the Twentieth Century Limited on his Tribune bicycle at the rate of a mile a minute, was one of the greatest heroes of the day. And even in this modern era six-day bicycle races not only retain their popularity as indoor sports but have been the inspiration for dancing marathons, "walkathons" and various other kinds of endurance contests.

If you would learn how important cycling was as a sport in the early days look in a book called "Cassell's Book of Sports and Pastimes." Listed among the "many games and exercises" is bicycling, concerning which the author says:

"Amongst all manly and athletic pursuits bicycling holds a most prominent place, not only as a sport, but also as a real and useful accomplishment. Though it is only within the last few years that it has attained the position it now holds, that preeminence is not of mushroom growth, but rests upon a firm basis. The practice of bicycling is distinguished over all other sports by its independence. The adept, rising early in the morning, can compass eighty or a hundred miles with ease in the course of a holiday, visiting his friends, or exploring with some chosen companion, some new district far from his usual haunts. The toil-worn clerk can, by getting up an hour earlier than usual, take a quiet run amongst the green fields, and fill his lungs with fresh air before entering upon the labors of the day. In short, such a hold has the sport taken upon youths everywhere that hundreds of manufacturers and thousands of workmen are hourly engaged in the production of machines and their various parts."



Dismounting by the Backbone.

Learning to Ride.

Nowadays, of course, if you want to ride a bicycle you do it by the trial-and-error method. You get your bicycle, get on, start and hope that you won't find yourself on the ground too soon. Ordinarily, it doesn't take a person long to acquire the sense of balance necessary to ride a two-wheeler and, after that, riding a bicycle is as much a matter of course with the average American, both young and old, as is walking.

But it wasn't so simple in the days of the old "high-wheelers." So Mr. Cassell gave very minute direction on "learning to ride." He says: "The safest and best way of learning to ride, both for young and old, is to attend one or other of the schools of 'bicycling academies' where the art is taught at a very cheap rate."

He then proceeds to discuss most learnedly the technique of how to "ride, mount and dismount; or free" and accompanies this instruction with illustrations (some of which are reproduced with this article) to show the "tyro" how. Perhaps such a careful approach was necessary for the conservative English. But it is doubtful if the average young American back in the eighties or nineties took time to learn technique from a book before trying to ride. He was more likely to be a disciple of "direct action" and go about it in much the same way as one veteran American bike-rider did. Recalling those early days, he says:

"I don't know how I came to buy my first bicycle. Maybe it was because of my intense desire for riding something, and we couldn't keep a horse in the backyard.

"I have a sneaking feeling, however, that it was the 'saddle' on the contraption, that gave the illusion of horseback riding in the Wild West. Ah! It would be so romantic, so daring to leap into the saddle, thrust the toes into the stirrups on the pedal and away, dashing across field and lea. I had seen other riders, deftly leading their 'mount' by the handlebars a few yards, then vault into their seats and whizz away. I tried it, landed on the 'saddle' with a jolt that knocked my spine three inches up into my skull, and lay semi-conscious where I fell, the 'mount' spinning its front wheel lazily across my face. Undaunted, I rose leaned the 'mount' up against a picket fence, and with the aid of that device learned how to ride."

• • •

Does all that have a familiar sound—as though it might be a page from your own experiences in learning to ride a bicycle?

Ah! Those were the days! But don't begin mourning them as "good old days that are gone forever." For they aren't gone at all, at least, not so far as the bicycle is concerned. For the bike has staged a come-back and it's not only with us still but it's here in greater numbers than it has known for many years.

The Newest in Miniature



SEW - YOUR - OWN presents a house frock with the heart to be up and doing, no matter how busy you are, how old you are, or how many calories you've forgotten to keep count of. Sew-Your-Own also presents the first doll with a heart (the picture proves it). And lastly it presents a frock with a love interest for a Modern Miss, something usually confined to the movies.

Ideal for Home.

Sew-Your-Own always has had a soft spot in its heart for the Lady of the Fireside, she who cooks and bakes and sews and keeps everything right. Today's house frock for her (above left) is as neat and sweet as anyone could wish. The collar is in contrast, the saw tooth edging piped to match. Of course, it's easy to run-up and practically no trouble at all to launder. Better make two!

A Doll—a Dress.

The little lady in the center, above, knows her heart's in the right place because Mommy put it there. Dolly Dimples is her swell little playmate and her heart's in the right place, too. Ask your Mommy to send for Pattern 1203 and you'll have a great big surprise in store. Yes siree!

Her Heart Unattached.

You will find Miss Svelt Seventeen (above right) is good to her figure! Her frock, an original Sew-Your-Own design, gives her real distinction — that different-in-the-right-way look. It is the ultimate in chic in rayon crepe with a satin waist front.

Pattern 1405 is designed for sizes 34 to 46. Size 36 requires 4⅜ yards of 35-inch material plus ⅝ yard contrasting.

Pattern 1203 is designed for sizes 2, 3, 4, and 5 years. Size 3 requires 1⅝ yards of 35-inch material for the child's dress. The doll's body, medium size, requires ⅝ yard of 35-inch material. The doll's dress, medium size, requires ⅔ yard of 35- or 39-inch material. One hank of wool is required for doll's hair.

Pattern 1377 is designed for sizes 14 to 20 (32 to 44 bust). Size 16 requires 2½ yards of 54-inch material. The topper in contrast requires ¾ yard of 39-inch material.

Send your order to The Sewing Circle Pattern Dept., 247 W. Forty-third street, New York, N. Y. Price of patterns, 15 cents (in coins) each.

New Pattern Book.

Send 15 cents for the Barbara Bell Fall and Winter Pattern Book. Make yourself attractive, practical and becoming clothes, selecting designs from the Barbara Bell well-planned, easy-to-make patterns.

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Favorite Recipe of the Week

Glace Apple Tart

3 cups sugar
1½ cups water
1 blade mace
2-inch piece stick cinnamon
1 tsp. whole cloves
1 peppercorn
Lemon and orange peel
¼ cup lemon juice
3 pie apples
4 tart shells

MIX sugar and water in large skillet. Add spices and thin pieces of orange and lemon peel tied loosely in a bag. Bring to a rapid boil, skim carefully, add lemon juice. Peel, core, and cut apples into eighths. Simmer gently, turning apples frequently until tender and clear. Remove apples to plate. Remove spice bag, and boil syrup until it sheets from spoon. When apples are cold, arrange in tart shells. Spoon cool syrup over apples, serve with plain or whipped cream if desired.

Give some thought to the Laxative you take

Constipation is not to be trifled with. When you need a laxative, you need a good one.

Black-Draught is purely vegetable, reliable. It does not upset the stomach but acts on the lower bowel, relieving constipation.

When you need a laxative take purely vegetable

BLACK-DRAUGHT

A GOOD LAXATIVE

CHEW LONG BILL NAVY TOBACCO 5¢ PLUG



Retail price, 35¢ per quart
Quaker State Oil Refining Corporation, Oil City, Pa.