

Thomas Stevens rides with Igali Svetozar from Budapest (Hungary) to Belgrade (Serbia) in 1885 on His Ride Around the World

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This paper is about Thomas Stevens' ride through Hungary in 1885 with Igali Svetozar who was a Hungarian that was serving as a Consul for the United Kingdom's Cycle Touring Club (CTC). Igali was an avid cyclist who had already cycled from Montpellier in France to his home in Duna Szekeso (through Budapest) in Hungary when he finished his university studies in France.¹ [Figure 1] Igali knew of Thomas Ste-

vens' progress on his planned ride around the world from newspaper accounts that were appearing in newspapers throughout Europe, and he told his acquaintances that he would accompany Stevens on his ride from Budapest to Belgrade if he did actually come to Hungary. This story came to this author's attention when an account of this interaction between Thomas Stevens and Igali Svetozar written by Igali Svetozar and published in Hungary in 1887² [Figure 2] was discovered by English speaking bicycle historians in about 2017.³ This paper can be accessed directly on the internet as it was published in the Hungarian language.⁴

Some Background

As is well known, Thomas Stevens was the first person to ride a bicycle around the world in 1884, '85, & '86.⁵ [Figures 3a, 3b, & 3c] This ride began in San Francisco, California, U.S.A., in the spring of 1884 on a 50" Standard Columbia high wheel bicycle that Stevens bought in San Francisco for his ride, and it went westward to Boston and then south to New York City where Stevens overwintered while he wrote up a description of the first leg of his ride that had started in San Francisco. This write-up of his ride across America was important because it proved to Col. Albert Pope, founder and



Figure 1. Photo of Igali Svetozar at the time of his bicycle ride to Montpellier, France, in 1885.

owner of the Pope Manufacturing Company which was the maker of Stevens' Columbia bicycle, that Stevens was able to describe his trip in a written form that would be interesting to readers of Pope's *Outing Magazine*.⁶ [Figure 4] This was important to Stevens because he needed financial support to pay for the expenses that would be incurred on his ride around the world, and he had appealed to Pope to provide the financial assistance that was needed. Stevens' articles that described the first part of his ride from San Fran-

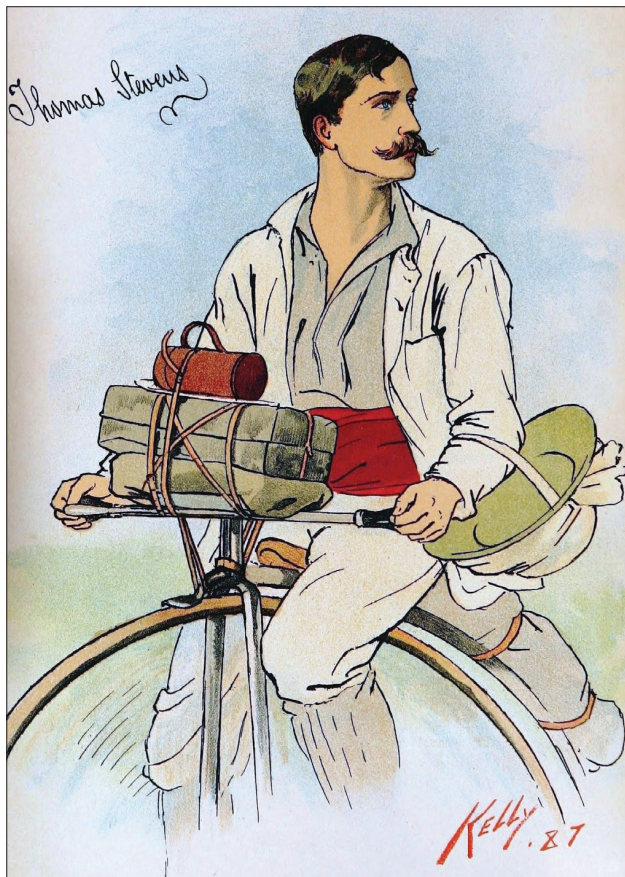


Figure 3a. Drawing of Thomas Stevens when on his ride around the world on a bicycle, 1884, '85, & '86; Frontispiece in *Around the World in a Bicycle*, (New York: Charles Scribner's Sons) 1887.

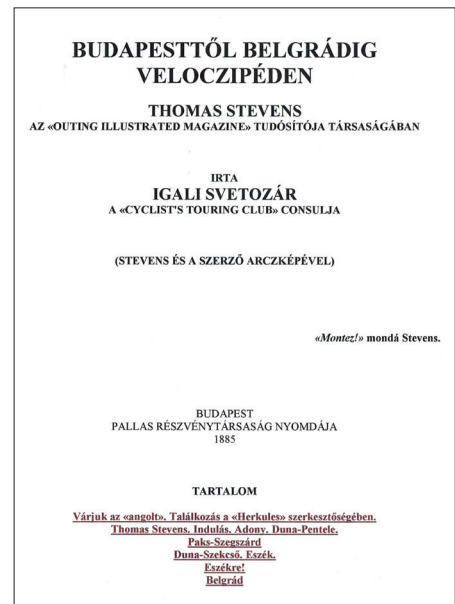


Figure 2. Cover of booklet by Igali Svetozar, *Budapesttől Belgrádig Veloczipéseden*, 98 pp. (Budapest: Részvénytársaság Nyomdája) 1885.

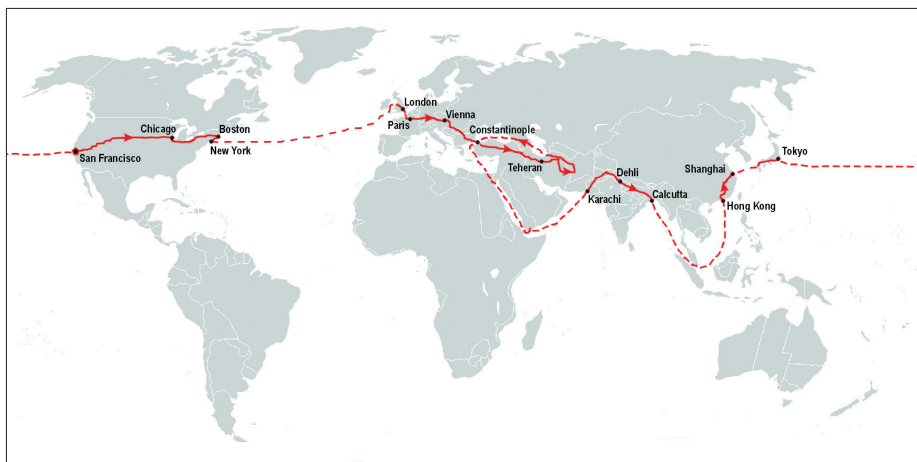


Figure 3b. Map showing the route of Thomas Stevens' ride around the world on a bicycle from April 22, 1884, to December 17, 1886.

cisco to Boston did earn the respect of Col. Pope, and they were subsequently published in *Outing Magazine*.⁷ Hereby, the commitment from Pope to provide the money needed for his Ride around the World on a Bicycle was secured. In addition, Col. Pope gave Stevens a new, fully nickel plated, 50" Columbia Expert ordinary bicycle to use for the remainder of his ride around the world.

It is clear that Stevens used many different sources of information to plan the route that he would use in his ride around the world, but it is also clear that

he made good use of the CTC's *Continental Road Book, Vol. II: Germany, Austria, & Hungary*. In fact, Stevens' route through Germany, Austria, & Hungary followed exactly the routes recommended and described in this guide book [Figures 5a & 5b] even though this guide book was not published until 1887. Stevens sailed from New York to Liverpool in England in the spring of 1885 to continue his ride around the world. Stevens then departed England for France in late spring 1885, but while in England, he engaged in much visiting and discussions with representatives of the British bicycle riding community.⁹ During

this time in England, it is most likely that Stevens was given the details of the cycle routes in Europe that had been selected by representatives of the CTC, and that these routes were adopted by Thomas as he finalized his plans for riding across Europe into the lesser known Middle East.

Thomas Stevens arrives in Vienna (Austria), Igali Svetozar in Budapest (Hungary) reacts, and Stevens rides to Budapest along the Danube River

Stevens arrives in Vienna on the afternoon of Sunday, May 31, 1885, and Igali reads about this event in the *Independence* newspaper in Budapest. This newspaper article tells about Stevens' journey from San Francisco to New York City by bicycle, then to Liverpool by steamer, and his onward journey that will take him through Hungary to Belgrade and then on around the world. Igali's reaction was: *Impossible. Does he think he can climb over the Himalaya Mountains and the China Wall? If he can do these things, he is certainly another Atalantus.*

Stevens meets with the Vienna Bicycle Club and learns that riding bicycles in Vienna is strictly controlled with no riding allowed in the center of the city. In spite of this he learns that there are over 200 cyclists in Vienna, and he is offered by the leaders of the Vienna cyclists to be escorted by a group of these cyclists to the Hungarian border at Presburg (now

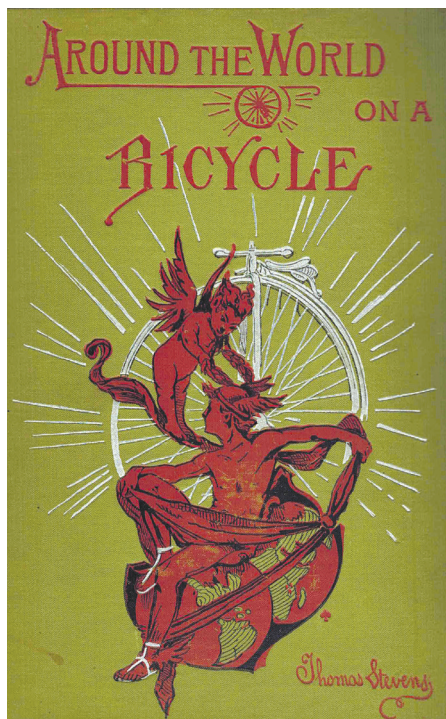


Figure 3c. Cover of Book by Thomas Stevens, *Around the World on a Bicycle, Vol. I*, 547 pp., which contains Stevens' account of his ride with Igali Svetozar from Budapest to Belgrade in 1885 on p. 142-170.

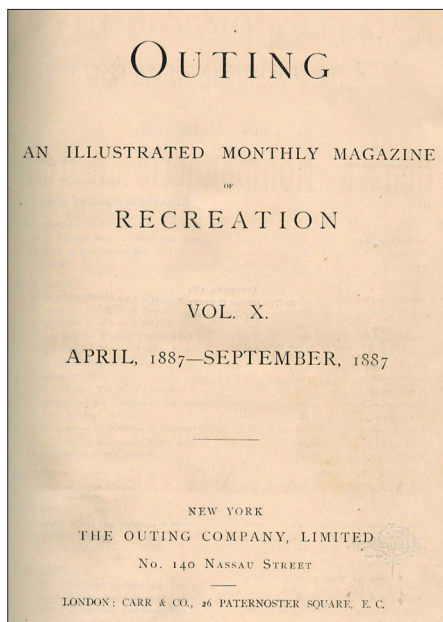


Figure 4. Cover of *Outing*, an Illustrated Monthly Magazine, owned by Col. Albert Pope, in which Thomas Stevens' account of his Ride around the World on a Bicycle was published in monthly installments in Volumes VII (1885/6), VIII (1886), IX (1886/7), X (1887), & XI (1887/8).

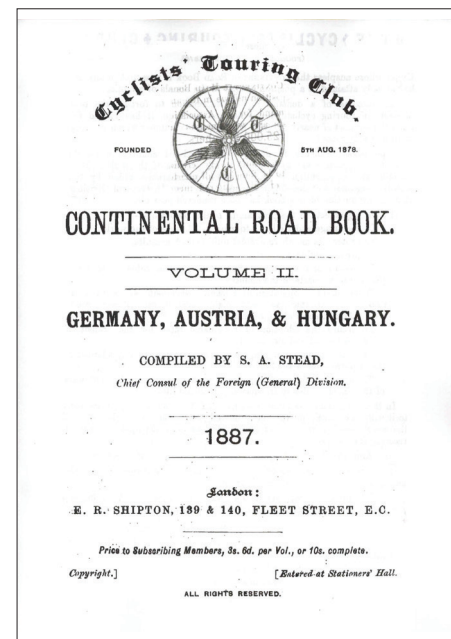


Figure 5a. Cover of *Cyclists' Touring Club's Continental Road Book, Vol. II: Germany, Austria, & Hungary*, compiled by S.A. Stead, 174 pp. (CTC: London) 1887.

called Bratislava) if he will stay in Vienna for a few days. At 5 AM on June 4th, five cyclists arrive at Stevens' hotel, and they ride away together following the Danube River heading for Hungary. On reaching the Hungarian border, the accompanying cyclists from Vienna say "Good-Bye" and Stevens continues along the Danube River (called the Duna in Hungary) entering the town of Presburg (now Bratislava) on the Hungarian border. [Figures 6 & 7]

Stevens soon notices that the land was devoted to large open fields used for animal grazing in contrast to the smaller fields tilled by individual farmers typical of France and Germany. Hungary was a country that was still dominated by wealthy families that owned large estates, and these estates were tended by the sur-

rounding peasant population in a manner that reminded Stevens of the days of slavery in the American south. [Figure 8]

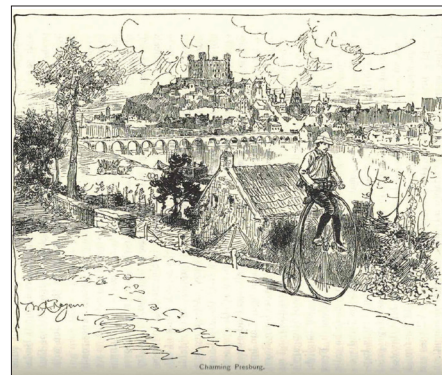
Stevens' objective for his first night as he rode along the Danube River towards Budapest was Altenburg in the center of a 60,000 acre estate owned by the Archduke Albrecht, uncle of the then emperor of Austro-Hungary and one of the wealthiest land-owners in the empire. He was only in the gasthaus for an hour when Professor Thallmeyer from the Altenburg Royal Agricultural School called and invited Stevens to his home for conversation and sampling of his collection of Hungarian wines: Stevens found the conversation and the wines to be excellent.

The next night was spent in the small town of Neszmely on the Danube. This gasthaus had no rooms for sleeping so Stevens was given the choice place in the barn with loose straw and animals moving around below all night long: The other guests for the night had to sleep on the bare barn floor. [Figure 9]

Stevens arrives in Budapest and He meets Igali

The day after Neszmely was

Figure 6 Drawing of Thomas Stevens riding on bank of the Danube going through the town on Presburg in Hungary on the border with Austria. Thomas Stevens' book on his Ride Around the World (EN 5), p. 143.



taken up by the ride to Budapest [Figures 10a & 10b] where Stevens seeks out Mr. Kosztovitz, a member of the Budapest Bicycle Club and a Consul of the Cyclists' Touring Club. Kosztovitz is an enthusiastic cyclist, he speaks English, and he is found at the 1885 National Budapest Exposition. [Figure 11] Stevens is treated to a dinner outdoors at the Exposition hosted by Kosztovitz with several local wheelmen, and he is introduced to Igali Svetozar who volunteers to accompany Stevens on his ride from Budapest to Belgrade, an offer that Stevens accepts. In Stevens' account of this meeting in Budapest,¹⁰ he makes special note of the following:

- (i) A predilection for sport among the citizens that he meets.
- (ii) A larger proportion of handsome ladies than one sees in most European

No. 212.			
PEST, DUNA FÖLDVAR, ESSEGG, PETERWARDEIN, BELGRADE.			
Places on the Road.	Kil.	Hotels.	General description of the Road, etc.
PEST	...	National	Heavy traffic to Promontor, and a great many water-courses.
Promontor	7		
Tétény	8		At Tétény where road forks, go to the left. Splendid to Tolna. Some stiff hills before Ercsi, then level to Adony. Steep descent before Duna Pentele, care required. Stiff climb before Kömlöd.
Ercsi	17		
Adony	18		
Duna Pentele	20	Sabady.	
Duna Földvar	21	Hirsch.	
Kömlöd	15		
Pars	6		Pars to Tolna sandy in very dry weather, then bad to Szekszard.
Tolna	22	Inn.	
Szekszard	14	Grosses Wirthshaus.	3 or 4 watercourses before Vandomb, bad road.
Vardomb	13		
Battaszek	5		
Furko	7		Furko lies in a deep valley.
Duna Szekoso	7	Hirsch.	
Bar	5		
Mohacs	7	Kreosmer	C.T.C. Consul, Igali Svetozar. fork take road to outward.
Udvard	15		
Barauyavar	17		
Monostor	5		
Reskend	12		
Dároa	18		
Belye	7		
Essegg	8	Hôtel Freund	Essegg to Trpinje wretched road.
Trpinje	22		
Vukovar	15	Löwe	At Vukovar the mountain chain of the Fruška Gora begins, charming scenery—dusty. Keep on the road which runs along the Danube (Donau).
Szotin	7		
Opatovac	7		
Sarengrad	10		From Sarengrad very hilly to Illock—some unrideable climbs.
Illock	14		
Nestin	9		
Szuczek	10		
Crevitz	13		From Crevitz stony and bad. Beyond Kamenitz a stiff climb, care required.
Kamenitz	15		From Peterwardein continual climb to Karlowitz (badly paved). Then comes the ascent of the Venac-Berg, which is unrideable for 8 kil. Solitary inn on the summit; then continual descent and better surface to Zimony. A passport required in crossing frontier.
Peterwardein	6		
Karlowitz	9		
In'bia	20		
O. Pazua	12		
Uj. Pazua	11		
Batainitza	9		
ZIMONY	14		
(Opposite Belgrade)	477		
Belgrade	...	Die Krone	Finest excursion from Belgrade.
Tapside	5		

Figure 5b. Description of Route No. 213 in CTC's Continental Road Book, Vol. II, Germany, Austria, & Hungary, p. 157-158, compiled by S.A. Stead, 174 pp. (CTC: London) 1887.



Figure 7. Map of Hungary from 1880s showing the Danube River (the Duna) as it flows through Hungary's capital Budapest, and continues into Slavonia and then alongside Serbia's capital Belgrade.



Figure 8. A picture of a cotton field in one of America's southern slave states showing slaves picking cotton with a white man overseer before America's Civil War in 1864-1867 that brought about the abolition of slavery.



Figure 9. Stevens slept in a barn like this on the night that he spent in Neszmely at a Gasthaus that had no rooms for sleeping.

cities. Stevens writes, *It is not at all inconsistent with Budapest propriety for the wife of the wheelman sitting opposite you to remark that she wishes she were a rose that you might wear her for a button-hole bouquet on your journey, and to ask whether or not, in that case, you would throw the rose away when it faded.*

(iii) Gypsy music. He remarks, "As it is played here beneath its own sunny skies, methinks there is nothing in the whole world to compare with it. The music does not suit the taste of some people because it is too wild and thrilling."

(iv) Budapest is a place of many languages. One of the waiters could speak 9 different languages.

Igali had come from his home in Duna Szekerd (a river town near Bar on the Duna) to meet Thomas Stevens for the first time in Budapest at the National Exposition that was in progress. Igali's impression of Stevens at first meeting was that he was a man about 30 years old with wide shoulders and great body strength. Stevens' hair and moustache were blond, and his hands and face were black like the gypsies (from extended exposure to sun for more than a year of riding). The meeting took place on a warm June day, and Igali noted that Stevens wore a blue coat over a woolen



Figure 10a. Map showing the Duna flowing through Budapest.

shirt even though the day was very warm. Stevens answered questions addressed to him with a clear voice and as few words as possible. Stevens was asked what he thought about the Hungarian women, and Stevens replied that the women in Pest were as beautiful as they were in cities like Paris. During their time together, Igali noticed on several occasions that Stevens was, indeed, very interested in beautiful women.

Stevens' arrival day in Budapest was spent at the Exposition meeting Hungarian velocipedists and viewing the

Exposition at which he spent some time looking for silk cloth. When asked why he wanted silk cloth, he explained that he wanted to construct a tent for use when no suitable accommodation could be found as had happened in Neszmely: this project was not consummated. Unknown to Stevens, his new Hungarian friends had booked him into a fine hotel in Budapest, and Igali would make sure that Stevens had a bed to sleep in every night while they were together.

Stevens was introduced to Hungarian wines at a fine dinner with his new

acquaintances in an outdoors restaurant at the Exposition. Early the next morning, Igali had to wait for Stevens to arrive with his host for the night who had slept later than planned perhaps because of the considerable amount of wine that had been consumed the night before.

Daily Highlights of Ride from Budapest to Belgrade mainly from Igali's Account

Table 1 is a translation of Igali's summary of his ride with Thomas Stevens from Budapest to Belgrade, and **Figure 5b** is a copy of "Bicycle Route 212" in the Cyclists' Touring Club's *Continental Road Book: Germany, Austria, Hungary* Published in 1887. These are two descriptions of the same route which tells us that Thomas and Igali were familiar with this route from Budapest to Belgrade before it had been published by the CTC. Following is a listing of the major events each day of this ride:

Day 1 (Monday, June 8) Escorted by nine Hungarian Cyclists including Mr. Philipovitz, Captain of the Budapest Wheelmen, and Igali Svetozar; Thomas Stevens and his accompanying bicycling friends leave Budapest by ferry to get from the east side to the west side of the river and the road that goes along the Duna southwards towards Belgrade. The day was very hot and all the riders removed their shirts except Stevens who kept both his shirt and his coat on, and he



Figure 10b. Budapest in the late 19th Century



Figure 11. A scene from the 1885 National Budapest Exhibition.

kept it on all the way to Belgrade in spite of the very hot weather. Igali found this to be strange, and he marveled about it several times during his 9 days of riding with Stevens.

Lunch in Adony was followed by a mid-day rest (typically 3 hours for lunch and a rest at mid-day) by all the riders except for Stevens who ate rapidly and then spent about 2 hours writing-up the day's journey for *Outing Magazine* using the storage box that was fastened on top of the handlebars on his 50" Columbia



Figure 12. A Gypsy Band like the one that played Stevens' favorite songs at the hotel in which Thomas Stevens and Igali Svetozar stayed in Szeksard.



Figure 13. Ladies in traditional dresses seen walking down the street in Osijek as Thomas and Igali sit at a restaurant enjoying a glass of wine on Thursday, June 11th, 1885.

Date	Town of Departure	Town of Lunch Stop	Town at end of Day's Ride	Day's Distance Traveled (Km.)	Length of Day's Ride (Hr.)	Notes by Igali Svetozar
June 8	Budapest	Adony	Danube Pentele	70	5	Good way
June 9	Danube Pentele	Paks	The Canard	79	5 1/2	The road between Tolna & Szrsggard is bad
June 10	The Canard	-----	Danube Tube	31	2 1/4	Stevens was my guest
June 11	Danube Tube	Keskend	Osijek	82	6 1/2	Favorable wind
June 12	----- Rain all day so we remained in Osijek. -----					
June 13	Osijek	Vukovar	Sarenrad	74	7 3/4	There is no highway between Osijek and Trpinje so we walked this part of the way.
June 14	Sarenrad	Cherevitz	Petrovaradin	58	5	Fresha-Gora National Park
June 15	Petrovaradin	India	Batainitza	60	5	Machine parts break (a seat spring and some spokes on Igali's bicycle).
June 16	Batainitza	Zimony	Belgrade	14	1	Total distance = 468 km.

Table 1. Route taken by Thomas Stevens and Igali Svetozar from Budapest to Belgrade in 1885 with Igali's Notes. (From Report of the Ride by Igali Svetozar - EN 1)

bicycle as a desk. [Figure 3a] Following lunch, it was a four hour ride to Duna Pentele, about 70 km from Budapest. After arrival in Duna Pentele, the five remaining riders had a splendid dinner at Lábady's restaurant.

After supper, the cyclists went to bathe in the river (i.e., the Danube) which had been much anticipated since morning. Finally, Stevens removed his blue coat along with his other clothes revealing that his shirt and underpants were made of 'wool': This caused some conversation, and it was decided that 'wool' was certainly the best material for bicycle rider's clothing.

The day ended with a visit to Mr. Ujvári's private wine cellar where the group wended its way through long rows of large wine casks. Mr. Ujvári stopped at different casks to fill his heber¹¹ with 'the best Hungarian wine' which was then served to the guests by pouring quantities of wine into the guest's mouths through a tube at the bottom of the heber. After drinking two rounds of red wine and two rounds of champagne, the following toast was made by the host: *The prosperity and welfare of England, America, and Hungary, three countries that are one in their love and appreciation of sport and adventure.*

Day 2 (Tuesday, June 9) Duna Pentele to Szekszard (The Canard): The riders rode past many fields of wheat and corn on roads that were as good as found in Germany which lead to good cycling although the broiling sun made the day very hot. However, these roads were fringed with mulberry trees that gave the riders cooling shade which Igali took advantage of all too often. Thomas summed up his companion Igali's characteristics

in this way:

- In America he would be called a 'character'.
- He dresses in the thinnest racing costumes through which the broiling sun penetrates.
- He wears a blue sash about his waist.
- He has rat-trap pedals on his high wheel bicycle.
- His only fault as a road companion is the slow speed at which he consistently travels.
- He is an excellent Magyar and orders

all ordinary people to stand aside and allow himself and his companion the right of way at all times even if it means running one's cart into a ditch.

- Igali knows four languages but no English except for a few words: However, he is an excellent pantomimic.
- Within five minutes of arriving at a gasthaus, Igali usually has a circle of the town's leading citizens around him, and he is telling them about the importance of his companion and his companion's adventure. End of the characterization of Igali.



Figure 14. The ruins of Osijek Castle famous as the site of historic battles in which the Ottoman King Sulieman I won over the Hungarian King Pál Tomorri in 1526 thereby adding a large part of Hungary to the Ottoman Empire until Hungary was reunited in the 19th Century.



Figure 15. A Camera Tricycle made by a craftsman near Osijek that was propelled by the rider operating a mechanism that was not explained.

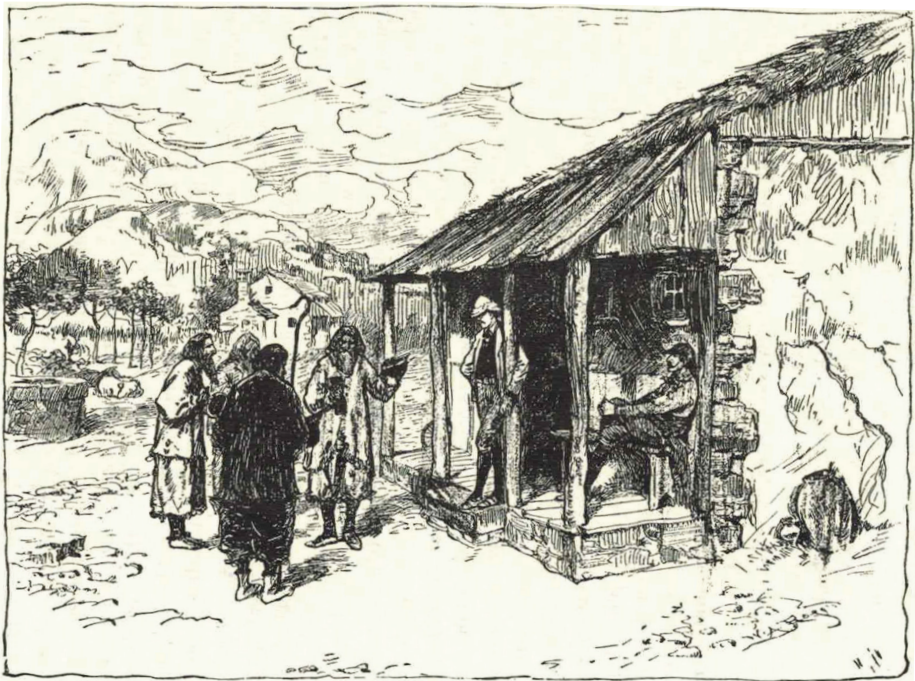


Figure 16. A crude roadside tavern on the way between Osijek and Sarengrad where Thomas and Igali stopped for refreshments.

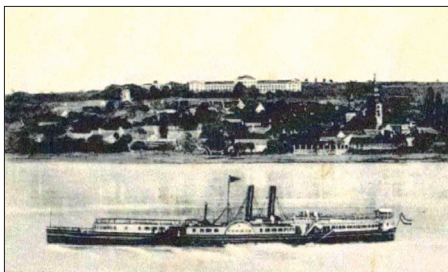


Figure 17. The riverside town of Kaminetz with a fast ferry passing on the Duna.



Figure 18. The fortified town of Peterwardien in Slavonia from across the Duna in Hungary.

The hotel in Szekszard and the local wine gardens support a 14-piece Gypsy Band. The band's leader once spent nearly a year in America, so for Thomas' pleasure after dinner the band played *Home, Sweet Home*; *Yankee Doodle* (Thomas' favorite song for singing when riding on the road); and *Sweet Violets*.

[Figure 12]

Day 3 (Wednesday, June 10)

Szekszard to Bar (actually on to the riverside town of Duna Szekeso, Igali's hometown):

Thomas Stevens and Igali Svetozar



Figures 20a & 20b. Scenes within the Fruske-Gora National Park in Slavonia.



Figure 19. In Neusatz, Hungary, a group of people were seen in traditional Hungarian dress engaged in 'Colo' (traditional street dancing).

leave Szekszard before 6:00 AM. The riders arrive in Duna Szekeso at about noon, and they decide to stop here to wash their clothes and have Thomas' shoe repaired. The two riders bathe in the river after which they call on some of Igali's friends including the Greek priest and his wife; Igali being of the Greek religion. Thomas is a guest at Igali's home for the night.

Day 4 (Thursday, June 11) Bar to Osijek (over the River Drave into Slovenia):

Igali and Thomas start from Igali's home in Bar at 5 AM and soon arrive in Mohacs where they encounter a memo-

rial made of fruit stones dedicated to the Hungarian Captain of the Army Pál Tomorii whose 30,000 men fought well but was defeated by the Ottoman King Suleiman I whose army numbered 100,000 in 1526. This brought the southern part of Hungary into the Ottoman Empire, and the country was not united again until the middle of the 19th Century.

The two riders were in Baranyavar for lunch and Stevens made compliments about the wine: He asked, *Where does this wine come from?* And the answer is that Hungary had been an important producer of wines for many centuries. Then, four ladies came down the street dressed in traditional Hungarian dresses: Steven's appreciated the spectacle. **[Figure 13]**

The afternoon took Stevens and Igali over the Drave River, a tributary to the Duna, into the town of Eszek (Osijek), the capital of Slovenia. The editor of *Der Drave*, the semi-weekly official organ of the Slavonian capital, and Mr. Alexis Freund who had been a member of the Veloziped Club in Bordeaux when he had stayed there, the two people in town who could speak English, met Igali and Thomas for dinner hoping to convince the two riders to stay over as guests for a tour of the city and dinner the next day. Igali was eager to accept, but Thomas wanted to continue the ride: Rain decided the issue in favor of staying in town the next day. Igali's account of the evening suggests that he and Steven's enjoyed another good meal, some great wine, and the company of the local women.



Figure 21a (top), Hungarian Gray cattle; & Figure 21b (bottom), Hungarian sheep.



Figure 22. Thomas and Igali could see the city of Belgrade by looking down the Duna from the dock on the river in the town of Zemun where they left by the fast ferry (see Figure 17) to go to Belgrade.

Day 5 (Friday, June 12) Stayed in Osijek (a rainy day)

Igali and Stevens woke up to a rainy day, and they decided not to ride this day. Mr. Freund and the newspaper Editor turned up early in the morning to show the riders the sights of the town. Igali accepted the invitation, but Thomas stayed in his room all morning to write his report on the trip for *Outing Magazine*. The rain abated by mid-day, and Stevens joined Igali, Freund, and the newspaper Editor in the afternoon to see the town and to learn more about its history. [Figure 14]

One of the most interesting sights to be seen in Osijek in Igali's opinion was a three wheeled vehicle made by a strange man from far away where men wear turbans and use different money. However, it is a self-propelled machine with four wheels that is shown in the copy of Igali's booklet used by this writer, [Figure 15] but with no explanation. This four wheeled machine appears to be propelled by the rider operating a mechanism that could not be determined from the narrative in Igali's small book.¹² It seems likely that these accounts appear in Igali's book to indicate that artisan's in the west are not the only one's capable of making (perhaps even inventing) self-propelled vehicles.

Day 6 (Saturday, June 13) Osijek to Sarengrad:

Igali and Thomas left Osijek at 5 AM and found the roads to be very rough and muddy causing these two riders to walk their bicycles for 15 km. At times, Stevens rode his bicycle in knee deep grass and across some of the deep ditches dug to separate different fields, but Igali was not so brave: He walked. The countryside was rather boring being mostly flat fields of wheat. Singing to one another was the main method for relieving the boredom:



Figure 24. The Belgrade Bicycle Club took Thomas and Igali on a tour of the most interesting sights in Belgrade by horse drawn carriage.

Igali became conversant with *Yankee Doodle* which was Thomas's favorite – other songs shared were the Hungarian national air, *God Save the Queen*, and *Britannia Rules the Waves*.

In the middle of the forenoon, Igali and Thomas made a stop at a rude road-side tavern for some refreshments.

[Figure 16] Stevens' account of this stop: *Here are congregated several Slavonian shepherds in their large, ill-fitting, sheepskin garments, with the long wool turned inward – clothes that apparently serve them alike in summer's heat and winter's cold. One of the peasants, with ideas a trifle befuddled with wine, perhaps, and face all aglow with admiration for our bicycles, produces a tattered memorandum and begs us to favor him with our autographs, an act that of itself proved him to be not without a degree of intelligence that one would scarcely look for in a sheepskin clad Slavonian shepherd. Igali gruffly bid the man "be gone", and gave a careless kick at the proffered memorandum. However, seeing no harm in the request, and moreover, being perhaps by nature a trifle more considerate of others, I complied. The shepherd then read aloud, "United States of America", to his comrades, and his comrades all lifted their hats quite reverently and placed their brown hands over their hearts, for I suppose*

they recognized in my ready compliance with the simple request, in comparison with Igali's rude rebuff - which no doubt came naturally enough - the difference between the land of the prince and peasant, and the land where "liberty, equality, and fraternity" is not a meaningless motto – a land which I find every down-trodden peasant of Europe has heard of, and looks up to.

Many small villages were passed thorough in which a bicycle had never been seen before. The people tended to get very excited, and they would drop everything to rush out to see this new thing. With so much interest in touching and feeling these amazing machines, Thomas and Igali begin to take their bicycles into their bedrooms at night to protect them from the tugging, touching, and pulling that could cause damage even though the machines were strong enough to withstand the rolling over hundreds of kilometers of rough roads.

Day 7 (Sunday, June 14) Sarengrad to Peterwardien:

On their way to Peterwardien for the night, Igali and Thomas pass through the riverside town of Hamenitz, [Figure 17] and the riders decide to stop for an hour to give Thomas an opportunity to witness the Slavonian national dance.



Figure 25. A photograph of Thomas Stevens and Igali Svetozar taken at the end of a day's ride somewhere along the route between Budapest and Belgrade in June 1885.



Figure 26. A photograph of Thomas Stevens taken in San Francisco, California, USA, in the Spring of 1884 just before he began his ride around the world.

One hundred young gallants and maidens outfitted in finery such as no other people save the Croatian and Slavonian peasants ever wear – the young men, braided and embroidered, and the damsels having their hair entwined with a profusion of natural flowers in addition to their costumes of all possible hues. Forming themselves into a large ring, distributed so that the sexes alternate; the young men extend and join their hands in front of the maidens, and the latter join hands behind their partners; the steel-strung tamboricas strike up a lively twanging air, to which the circle of dancers endeavor to shuffle time with their feet, while at the same time moving around in a circle. Livelier and faster twang the tamboricas, and more and more animated becomes the scene as the dancing, shuffling ring endeavors to keep pace with it. As the fun progresses into the fast and furious stages, the youths' hats have a knack of getting into a jaunty position on the side of their heads, and the wearer's faces assume a reckless, flushed appearance, like men half intoxicated, while the maiden's'

bright eyes and beaming faces betoken unutterable happiness. Finally the music and the shuffling of feet terminate with a rapid flourish, everybody kisses everybody, and the Slavonian dance is ended. Thomas was impressed.

In the evening, Igali and Stevens reached the strongly fortified town of Peterwardien [Figure 18] on the Slovenian side of the Duna across the river from the much larger Hungarian town of Neusatz. Once their bicycles were secured in their rooms at the gasthaus in Peterwardien, Thomas and Igali meet with Professor Zaubauer, Editor of *Uj Videk*, who takes them across the river to Neusatz to meet Frau Schreiber who speaks English, and makes sure that they see 100 men and women in traditional Hungarian costumes dance the Hungarian National Dance called "Colo" which resembled the Slovenian national dance witnessed earlier. [Figure 19]

The evening ended with a walk over the bridge crossing the Duna back to their rooms in Peterwardien.

Day 8 (Monday, June 15) Peterwardi-

en to Batainitza:

The countryside was beautiful as the riders left Peterwardien and approached the mountains called Fruska-Gora.

[Figures 20a & 20b] The riders passed by many farms with Hungarian cattle and sheep grazing [Figures 21a & 21b] as well as fields of grains. This scene reminded Igali of paintings by Rembrandt, and he wrote that Rembrandt's paintings were never better than what he was seeing now looking at the mountains ahead.

The ride on this 8th day (Monday, June 15th) took Stevens and Igali through the beautiful Fruska-Gora Mountains. The roads over the hills caused Igali to worry that the weight of the box that Thomas carried on top his handlebars would cause headers on the downhill runs so he took the lead and got Thomas to join him in walking down the steepest parts of the road. The riders descended out of the Fruska-Gora Mountains to Batainitza for the night, but Igali had problems with his bicycle. First, a seat spring broke and then some spokes broke. The seat spring problem was solved temporarily by a carpenter who shaped a piece of wood that fit over the back bone and held the seat in place: This solution to Igali's problem was overseen by Thomas who felt that the problem would have been fixed by a Yankee carpenter in less than half the time that it took the Slavonian artisan to make this temporary repair. The broken spoke could not be fixed on the road: Igali was impressed when he saw that Thomas carried spare spokes inside his straight handlebars, but Thomas' straight spokes could not replace the vee shaped broken spoke on Igali's bicycle.

The riders spent the night in the riverside town of Batainitza.

Day 9 (Tuesday, June 16): Batainitza to Belgrade:

An early morning ride took Stevens and Igali from Batainitza to Zemun from where they would take a ferry to Belgrade which was within sight of the loading dock on the Duna at Zemun. However, Igali had no passport for entry into Belgrade, the capital of Serbia, from Zemun which was in Slavonia so the first order of business was to get this essential document for Igali so that he could board the ferry. A friend in Osijek had written to the official in Batainitza with an introduction and a recommendation for Igali which, combined with a copy of the Cyclists' *Tour Book* [Figure 5b & 5b] with

Igali's name printed in it, was sufficient to get Igali a passport within an hour.

It took only a few minutes to cross over from Zemun to Belgrade on the first class steamer launch. [Figure 17] Thomas noticed three men on board the ferry wearing dark blue velociped uniforms, and it was soon learned that the three Servian wheelmen had come over from Belgrade to meet Thomas and his Hungarian traveling companion. Thomas was surprised to learn that the small Kingdom of Servia, a country that had been independent for only seven years since the Treaty of Berlin in 1878, had a bicycle club (in French *La Société Velocipédic Serbe*) organized in 1885 with 30 members of which 12 owned their own bicycles. The President of this club was the CTC Consul for Serbia.

On arrival in Belgrade, Thomas and Igali were met by a contingent of the Servian bicycle club, and it was decided that Thomas would stay over until the following afternoon when the club's best rider would leave with Thomas and accompany him all the way to Istanbul. During the intervening time, members of the Servian bicycle club entertained Thomas and Igali with sumptuous meals and touring of Belgrade in a carriage to see the most interesting sights in Belgrade. [Figure 23] Thomas was much impressed by the views from the ramparts of Belgrade Fortress that afford sweeping views up and down the broad Danube – which here winds about as though trying to bestow its favors with impartiality upon Hungary, Servia, and Slovenia – and of the Save.

Day 10 (Wednesday, June 17)

Stevens left Belgrade this morning accompanied by Igali and Mr. Popovitz, the best bicycle rider in Servia.¹³ The three riders traveled down the Duna and then turned southward into the beautiful valley of the Morava River as Stevens continued his ride towards Constantinople.

Day 11 (Thursday, June 18):

It was on this morning that Igali turns to return to his home in Hungary. On parting, Igali gives Stevens his blue sash, and in turn, Stevens gives Igali some of the Roman coins that he had been given by a shopkeeper in Belgrade. So, the two men who had become fast friends parted. Thomas wrote later of his thoughts about Igali: *Igali's bump of cautiousness is fully developed, and day by day, as we journey together, I*

am becoming more and more convinced that he would be an invaluable companion to have accompany one around the world; true, the journey would occupy a decade, or thereabout, but one would be morally certain of coming out safe and sound in the end. For mile after mile we have to trundle our way slowly along the muddy highway as best we can [Igali's normal pedaling speed was about 10 to 12 km/hour compared to 15 or more km/hour that was normal for Stevens]. We relieve the tedium of the journey by whistling alternately "Yankee Doodle" to which Igali has taken quite a fancy since first hearing it played by the gypsy band in the wine garden in Szekszard ... and the Hungarian national air --- this latter, of course, falling to Igali's share of the entertainment.¹⁴

Mr. Popovitz continued to ride with Stevens to Pirot near the Rumanian border with Turkey when he had to return to

Belgrade to continue with his job. And so, Thomas Stevens rode on alone towards Constantinople to continue on his ride around the world with all its adventure.

A Picture of Thomas Stevens and Igali Svetozar

One of the most important things about Igali Svetozar's account of his ride with Thomas Stevens from Budapest to Belgrade is the picture of himself with Stevens at the end of the day's ride into Belgrade that was printed at the front of his small book and shown here as **Figure 24**. Thomas had insisted that he and Igali would have a picture taken of themselves on their arrival in Belgrade before either rider had 'cleaned up', and this was done with the result that we have a wonderful picture taken in a studio in Belgrade soon after the rider's arrival in that city and before they had done any 'cleaning up'. It is interesting to compare Steven's appear-



Figure 27. A photograph of Thomas Stevens somewhere in, or near, Liverpool, England, in the spring of 1885.

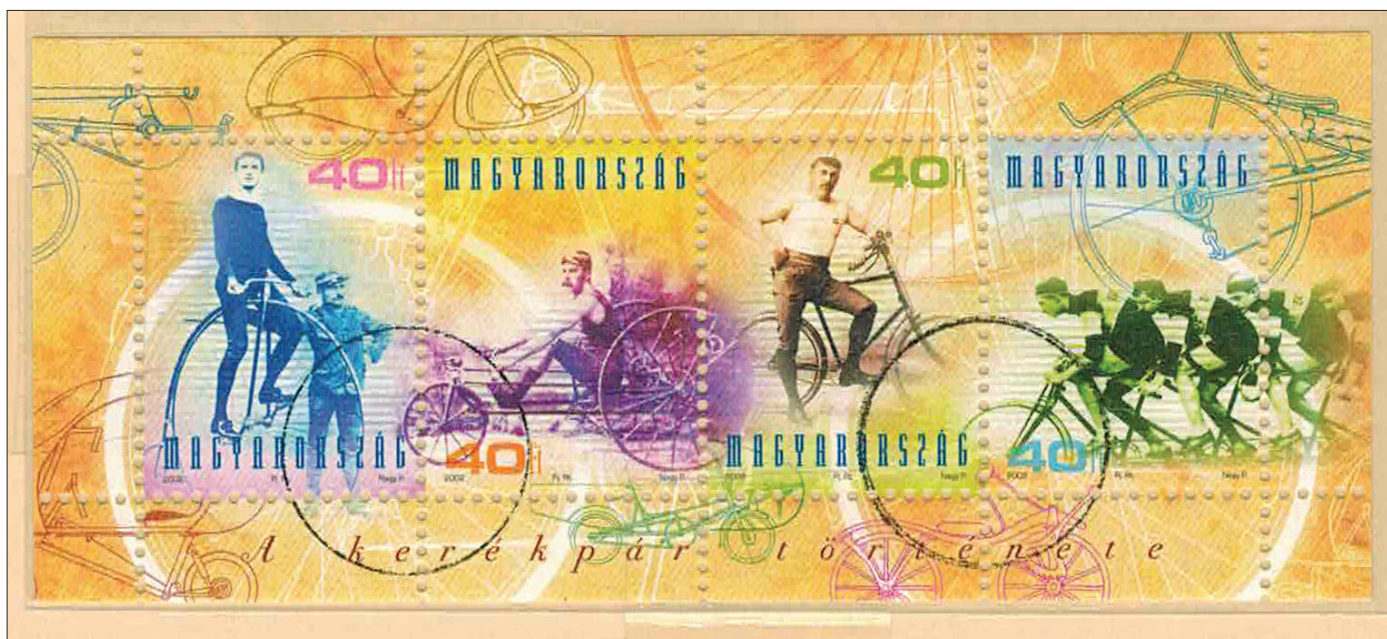


Figure 28. A strip of Hungarian postage stamps commemorating bicycles and their evolution from 'high wheels/ordinaries' (1870/80s), to racing tricycles (1880s), to racing pneumatic tired safety bicycles and 'four-seated/quad pacing bicycles' (1890s).

ance in this picture with his appearance in the pictures shown in **Figure 25** (taken in 1884 as Stevens was about to begin his Ride Around the World in San Francisco, California, USA) and **Figure 26** (taken in early 1885 somewhere in the vicinity of Liverpool, England, on his arrival in Europe). Not surprisingly, Stevens' appearance is very similar in these pictures supporting the notion that he was a man in good health and very fit for the adventure in which he engaged: a ride around the world by bicycle.

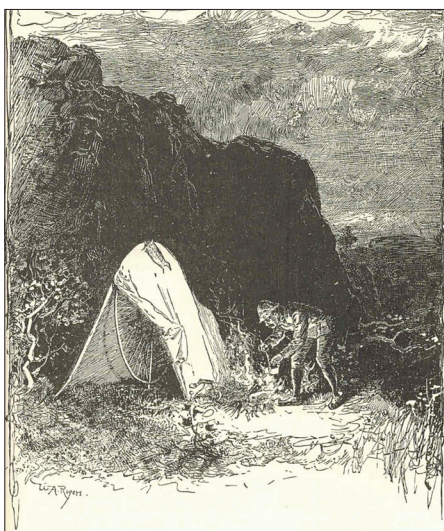


Figure 27. Thomas had a bicycle tent made in Constantinople, and he had to use this tent one night in Turkey when night fell and no hotel could be found. (See pp. 246-247; 298-299; & 344-347 in *Around the World on a Bicycle* by Thomas Stevens, 1889)

Two Bonuses

Thomas did make a bicycle tent in Constantinople,¹⁵ and he had one occasion to use this tent when riding through Turkey.¹⁶ [Figure 27]

The people of Hungary continue to be interested in bicycles as shown by the strip of Hungarian postage stamps printed in 2012 showing the development of the bicycle from the velocipede to the modern safety bicycle. [Figure 28] ●

Acknowledgements

I wish to thank Michael Grützner who informed me about Igalı Svetozar's written account of his 9-day ride with Thomas Stevens from Budapest to Belgrade, and Scotford Lawrence who discovered this account in the first place, and gave me some advice about Hungary and surrounding countries during the period of the ride from Budapest to Belgrade by Thomas Stevens and Igalı Svetozar.¹⁷

Endnotes

- 1 Igalı Svetozar, *MontPELLIERTŐL BUDAPESTIG Velocipéden*, published in Hungary by the author, 84 pp., 1885. This publication is available on the 'Internet' by Googling "Igalı Svetozar 1885".
- 2 Igalı Svetozar, "By Velocipede to Belgrade from Budapest with Thomas Stevens, the Correspondent from *Outing Illustrated Magazine*" (published in Hungarian by the author), 21 pp., 1887.
- 3 The account of Igalı Svetozar's ride with Thomas Stevens (EN2) was discovered by Scotford Lawrence in England who informed Michael Grützner who informed this author.
- 4 Igalı Svetozar, *Budapesttől Belgrádig velocipéden* Thomas Stevens Társasában. Entered in the

Hungarian Electronic Library on 2012-12-18.

This publication is available on the 'Internet' by Googling "Igalı Svetozar 1885".

- 5 Thomas Stevens, *Around the World on a Bicycle*, Vol. I, 547 pp. (Sampson Low, Marston, Searle, and Rivington: London) 1887; and Vol. II, 477 pp., 1889.
- 6 Thomas Stevens, "Across America on a Bicycle", *Outing Magazine*, Vol. VI (1885), p. 41, 164, 290, 410; Vol. VII (1885/86), p. 34, 182, 286, 379, 506, 655; Vol. VIII (1886), p. 36, 170, 264, 424, 526, 631; Vol. IX (1886/87), p. 26, 138, 207, 291, 441, 526; Vol. X (1887), p. 32, 122, 187, 203, 282, 346, 422, 546; Vol. XI (1887/88), p. 180, 238, 357, 427, 535; Vol. XII (1888), p. 144, 230.
- 7 *Outing Magazine*, Vol. VI (1885), Thomas Stevens, "Across America on a Bicycle. p. 41, 164, 290, 410.
- 8 Stead, S.A., *Continental Road Book*, Vol. 2, Germany, Austria, & Hungary, Cyclists' Touring Club: London, England, 215 pp. + Preface & Index, 1887.
- 9 See for example EN 2, p. 92-102, and David Birchell, "Thomas Stevens in Liverpool", *The Wheelmen Magazine*, Issue No. 91, p. 17-21, November 2017.
- 10 Thomas Stevens, EN5, p. 148.
- 11 A 'heber' is a hand carried flask with a long tube attached to its bottom from which wine can be dispensed directly into a wine taster's mouth., Vol. I, p. 148 (Sampson, Low, Marston, Searle, and Rivington: London) 1887.
- 12 See EN1 and EN2.
- 13 Thomas Stevens, *Around the World on a Bicycle*, Vol. I, p. 175 (Sampson, Low, Marston, Searle, and Rivington: London) 1887.
- 14 Thomas Stevens, *Around the World on a Bicycle*, Vol. I, p. 155 (Sampson, Low, Marston, Searle, and Rivington: London) 1887.
- 15 Thomas Stevens repaired his equipment during his stay in Constantinople, exchanged his Bulldog pistol for a 38 cal. Smith & Wesson, and had a bicycle tent made to his design. See EN5, pp. 246-249.
- 16 See EN5, p. 345.
- 17 Scotford Lawrence recommended three books by Patrick Leigh Fermor to get a good idea of what Hungary and the surrounding countries were like at the end of the 19th Century and the first of the 20th Century. These books were: *The Broken Road: From the Iron Gates to Mount Athos*; *Between the Woods and the Water: On Foot to Constantinople from the Hook of Holland*; and *A Time of Gifts: On Foot from the Hook of Holland to the Middle of the Danube*.