

barred up by the railroad company a couple of years ago; then some of us went to Frankford via Rising Sun lane, the Old Second street pike and Asylum road; this route, however, is longer and hilly—altogether an undesirable prelude to a long ride. On the other hand, Kensington and Frankford avenues are only available for wheelmen for whom miles of Belgian block have no terror; so that, pending the cutting through of Erie avenue, we can hardly do better than follow the zigzag line shown on the map.

We go up North Broad street to Lehigh avenue (three miles of asphalt to begin with); turn east into Lehigh avenue as far as Fifth street (most of it asphalt), turn north on Fifth for seven blocks, then branch off R into Glenwood avenue and L into Second street. Here two blocks of a disgraceful roadway that has been unimproved for a quarter of a century brings us past the extreme end of Erie avenue (referred to above), to the disjointed extremity of Butler street at the corner of New Cathedral Cemetery. We turn R along the cemetery and spin merrily eastward down Nicetown lane.

NICETOWN LANE.

This Nicetown lane was once the nightmare of many a cyclist; indeed it would have been useless to us at

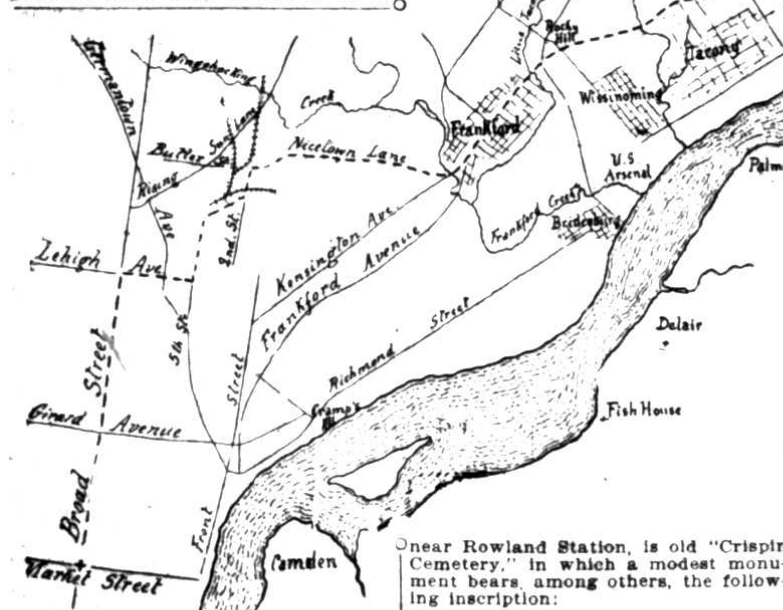
was brought across from New Jersey, as well as from William Penn's domain, to this, the only mill then in existence west of New England.

Indeed, tradition has it that the Pennypack was deep enough at high tide in those days for the small brigs and brigantines that traded with the West India Islands; and up they sailed to the very mill and got cargoes of barreled flour for their foreign trade.

The mill stood the wear and tear of almost 200 years, and ground the flour of successive generations until October 11, 1890, when a fire destroyed it; if you wish to see what is left of the venerable old thing, run down this next turn R, Mill street; it is but a short ride.

The continuation of Mill street on L, labeled "Welsh Road," would bring you to another memento of our early days. About a mile distant,

(16½ m.)? Toll for what, in the name of the prophet? Take note as you pass by of the turning R to Andalusia wharf (one mile distant), and of the L road to Byberry (two miles). A few yards farther that other L turn goes to Hulmeville, and almost opposite, on R, that imposing pile of stone buildings is a home for colored children.



INQUIRER CYCLE ROUTE NO. 1.
Philadelphia to Bristol—A Trip
Taken by the Writer, Wednesday, April 14.
(The stroke line indicates the route described.)

near Rowland Station, is old "Crispin Cemetery," in which a modest monument bears, among others, the following inscription:

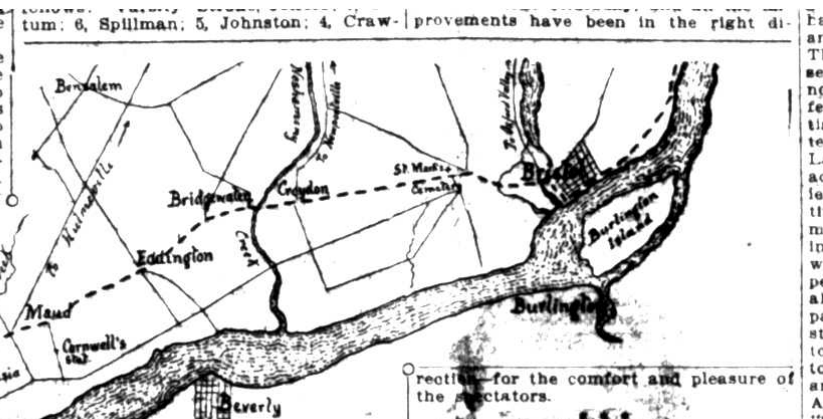
In
Memory of
THOMAS HOLME,
Died 1895.
Aged 71.
Surveyor-General of
WILLIAM PENN

The railroad station, a short distance at the back of it, is Cornwell's. At Maud Postoffice we are a little over 17 miles from start. Wonder who this particular Maud is or was.

And this is Eddington; L to Trevoise, 4 m.; R to Eddington Station. See that large, red brick building through the trees on the left? It is St. Francis' Industrial School for Orphan Boys. Our path, right here, is rather better than it used to be; and we are told there will be a general improvement all along this road in the near future.

And where could "Bridgewater" (19¼ m.) be but on the bank of a stream? Yet, stay, in England I came across at least one Bridgewater that has no connection with either a bridge or water. William the Conqueror had a boon companion, Walter de Douay, to whom he presented a tract of land. This naturally became known as Burgh Walter, the "Town of Walter," and in the course of time Burgh Walter was meaninglessly corrupted to Bridgewater. So you see, after all,

"My gran'ther's rule was safer'n it is to crow;



ford; 3. Moore; 2. Chriswell; bow, Ludlam; coxswain, Colson. The Annapolis crew is composed of: Stroke, Carter; 7. Daisell; 6. Oddie; 5. Odell; 4. King; 3. Wakeman; 2. Bailey; bow, Stamford; coxswain, Fisher. Of the new candidates Newell and Sweetland are promising men.

WHERE TO RACE.

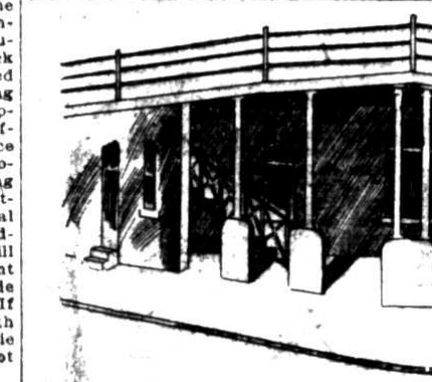
As yet nothing definite has been decided regarding the place for holding the races. There is no doubt that Poughkeepsie is preferred by the naval authorities here. Commodore Mordock states that New London is not regarded with favor by the committee having charge of arrangements. If Poughkeepsie does not make a more reasonable offer than has yet been presented the race will probably be held at Saratoga. Professor Wheeler has made the following statement: "There has been a committee appointed for making the practical detail arrangements for the Harvard-Cornell-Yale race. This committee will endeavor at the earliest possible moment to find what arrangements can be made with the railroads at Poughkeepsie. If suitable arrangements can be made with the railroads and with the Poughkeepsie Regatta Committee there is no doubt that the race will be held there."

BASE BALL PRACTICE.

The base ball candidates are working faithfully during this fine weather, but the improvement in the playing is not so marked as was looked for. The candidates for third base are not doing particularly well, and Brown, who has been playing at first, has been moved to third. His work is not entirely satisfactory. Affeld is doing well at short stop, as is Haskell at second. King, who was relied upon to catch, is still troubled by a sore arm, and his throwing is, in consequence, not up to the standard. Murtaugh is

rectly—for the comfort and pleasure of the spectators.

It will be recalled that last year the massive brick walls and picturesque galleries extended only to the flagpole on the broad street side of the ground, the owners of the club being unable to continue the improvements pending the settlement of the suit for damages arising from the erection of the hump. This year, however, the wooden fence on Broad street has been supplanted by a brick wall similar to that on the Lehigh avenue side, and the comparatively crude stand has been replaced by a pavilion even more elaborate than that on the left field side. It extends in one immense sweep from the pavilion of



THE NEW ENTRANCE.

550 feet (including a corresponding hanging cantilever gallery of four rows along Broad street) to the eastern end of the club house at center field. While this new structure is much shorter in its main portions than the left field stand, it is also, on the other hand, higher, broader and deeper, having seven extra rows of seats, and its cantilever gallery of four platforms along Broad street is of much greater length than that along