

TRIPS A WHEEL

Where to go and
How to get there

Little town of the name of Kennett, not far from Marlborough. The fact that the Kennett township in which we are now, at the head of the Toughkenamon Valley, is adjacent to Marlborough township, is not a mere coincidence of course. Francis Smith, one of the first pioneers hereabouts, in 1686, came from Wiltshire; and this sufficiently explains the origin of these two names.

In old documents the designation of this place is always spelt Kennet; why modern reformers have gratuitously added another t is more than I can tell you.

Outside of a well-known road machine factory there is hardly any business in Kennett Square, save in connection with agriculture; but as is generally the case in old localities occupied by the descendants of the original settlers, most people here are "pretty well fixed"—to use the local expression.

Let me throw out the hint, however, that cyclists who might drop in here on Sunday, without having made arrangements for their bodily comfort beforehand, would be likely to find themselves anything but "well fixed."

WHAT THERE IS IN A NAME!

Well, out of Kennett Square we spin through Union street and over Clay Creek (the western branch this time). What there is in that name "Clay" Creek I hope you'll never find out, on a wet day. Just now the clay on our road is in the pulverized state, and we are thankful for it.

A famous place (alas!) it became in our national history. Old Chadd's house, Washington's and Lafayette's headquarters, are all here still. We might make a special pilgrimage here some day and study one of the painful chapters of our annals on the very spot where its scenes were enacted.

INTO CHESTER COUNTY

At the crossing near the hotel the R road leads to Lenape and West Chester, the L to the railroad station; we proceed straight out westward, cross the creek and enter Chester county, bearing R at Chadd's Ford Junction Station, on the other side of the bridge.

Would that our change of State implied an improvement in the condition of the highway! The country is beautiful, but the less is said of the roadway the better, and the unbroken series of hills between this and the Susquehanna are sure to tax the forbearance of any cyclist who is not compelled to travel this way for business purposes.

OLD WILLIAM BRINTON

One and a quarter miles from Chadd's Ford Hotel, bear L (no sign

year, since Jenner announced his discovery of vaccination.

At the crossroad here, R to London-derry, L to Elkview; keep straight on as though you were bound for Russellville; a bad hill and a wretched road.

At bifurcation with sign pointing R to Russellville, L to Oxford, take the latter branch.

A short but positively dangerous descent 18 m. from start; and 14 m. further in Forestville, the merest shadow of a hamlet.

Here another turn R to Russellville and another to Elkview. See Elkdale a short distance S W. on the map? And did you notice a creek that we crossed between Jennersville and Forestville? It is Big Elk Creek, one of the two feeders of Elk River at the head of which is Elkton; and you passed through that town if you came with us to Baltimore last season, via Perryville.

LINCOLN UNIVERSITY.

About a mile beyond Forestville, on one of the highest hills we have climbed to-day, where the road for a short distance shows intermittent signs of slight improvement, a group of brick buildings on L attracts your attention. It is the Lincoln University, an institution for the higher education of colored youth.

It was first incorporated 43 years ago as "Ashmun Institute" after the well-known philanthropist and founder of Liberia, Jehudi Ashmun; but its name was changed to its present form

"INQUIRER" ROUTE COUPON, to Accompany Trip A-wheel No. 25—1897-98 Series

Distance to Start	Localities	Dist. bet. Localities	Directions as to Turns, Etc.	Grade of Road	Material of Roadway	Cond'n of Road	Toll	Hotels
0	Philadelphia		Woodland and Baltimore avenu	H	Various	G, V, O	None	
4 1/2	Annapolis	4 1/2	Straight on.	H	Various	G, V, O		
5 1/2	Landdowne	1 1/2	Straight on.	H	Various	G, V, O		
7 1/2	Clifton	2	Straight on.	H	Various	G, V, O		
10 1/2	Swarthmore, cross.	3	Straight on.	H	Various	G, V, O		
15	Black Horse	4 1/2	East, Washington st.; bear R beyond creek.	H	Clay	F		
21 1/2	Concord	6 1/2	East, W. Ivy Mills and Chadd's Ford.	H	Clay	F		
25	Hamorton	3 1/2	Bear R beyond bridge, then bear L at Anvil.	H	Clay	F		
28 1/2	Kennett Square	3 1/2	Bear L and bear R 2 m. out beyond Hamorton.	H	Clay	F		
30 1/2	Avondale	2 1/2	At station, R Prospect ave., L Evergreen st.	H	Clay	VP		
34 1/2	West Grove	4	Three Forestville.	H	Clay	F		
41 1/2	Jennersville	7 1/2	R into Market st.; L into 2d st.; then L over R. L. road, and R beyond it.	H	Clay	F		
45 1/2	Oxford	4 1/2	Three Battle Swamp.	H	Clay	F		
52 1/2	Chrome	7 1/2		H	Clay	F		
56 1/2	Port Deposit	4 1/2		H	Clay	F		

DIRECTIONS—R, right; L, left; X, crossing or crossroads; F, fork. GRADE—M, mountainous; H, hilly; R, rolling; L, level (approximately). CONDITION—B, bad; V, very good; G, good; F, fair; P, poor. An asterisk (*), prefixed to a letter, denotes the condition of the path, and implies that the roadway is poor or so variable as not to be depended on.

*HOTELS—On this particular trip, asterisks denote places where there are hotels, to the knowledge of the writer. The scarcity of the traffic along the road, however (especially of traffic a-wheel), would not justify the hotel keepers in offering wheelmen any reduction on the usual rates; and none is to be expected on the strength of this coupon.

a cruel tantalizer in this weather, for there is not a drop to be had; and one mile from the latter we get our first view, yonder on the horizon, of the range of hills that guard the west bank of the Susquehanna.

DOWN TO THE RIVER.

Down we go, down, down, but not to the river yet as you may possibly imagine; we have just one more hill, stiff and rough, to climb; and then we run down in earnest (do, be cautious, into Port Deposit (40 1/2 m. from Chadd's Ford).

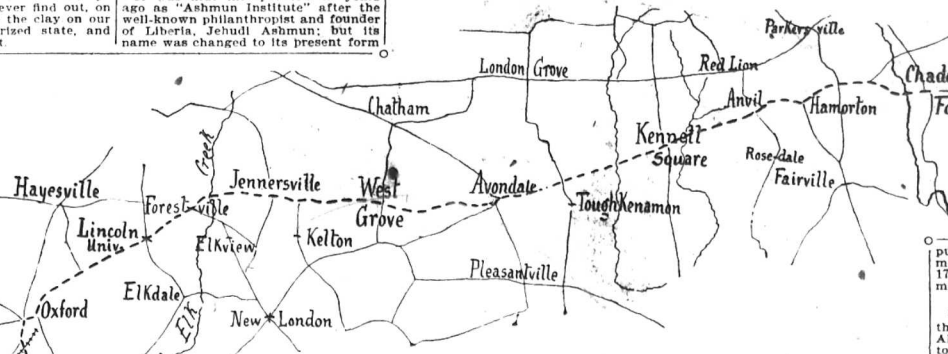
We shall have more to say of Port Deposit next Sunday; meanwhile, if you are fond of fishing look for the

which will doubtless prove interesting reading to many.

THE GATHERING OF THE CLANS.

"During the day preceding many bicyclists arrived, and on the morning of the event the city began to present a most animated appearance, not only by the arrival of the large number of wheelmen, but through the interest of the citizens themselves, who thronged the main thoroughfares to witness the arrival and secure positions for observation; and when at about half past one o'clock the line of wheelmen was formed to proceed to Hampden Park, the sidewalks were densely lined with enthusiastic spec-

matching himself against J. E. Mellen and Thomas Harrison, allowing them to alternate every five miles, while he rode the whole distance. Prince had the race easily, neither of his competitors being anywhere near his match. The excitement and enthusiasm continued to increase, however, and on the last mile it was perfectly wild and tumultuous, and especially when on turning into the homestretch, where Prince spurred magnificently past Mellen, and as he came down the course increasing his lead, the roaring applause of the spectators became deafening. He passed under the wire several seconds ahead; but as the figures will show he was not particularly



Fisherman's page in this issue of the Inquirer, and see what may be found in the Susquehanna, right at this place.

Earlier Days of the Springfield Race Meet

The wondrous performances witnessed at Springfield, Mass., this week, recall the earlier days of the now

tators, and most of the stores were closed, and business was suspended during the afternoon, the people who could all moving to the park. At this place the grand stand and the general stand were speedily filled, and thousands were lining the course or grouped about the grounds, there being within the inclosure when the races commenced between twelve and thirteen thousand spectators.

"There were several bicycles in the procession, among which we noticed a Harvard and a Victor (Overman's); and six American Star bicycles added a novel feature.

A MILE IN 2:37 1/2.

"The starters in the mile race were: Will R. Pitman, of New York city; Frank Moore, Birmingham, England; W. A. Norton, Natick; C. W. Clark, Waltham; V. C. Place, Greenfield; F. G. M. Hendee, Springfield; J. G. Knowlton, Easthampton; J. W. Waitles, Jr., Boston; L. W. Morse, Attleboro. The men got off well together, but Hendee slightly leading. At the half mile, Moore took second place and hugged Hendee's heels well on the home stretch, when he spurred to the front with seeming ease; and both men, now well in advance of the

pushed by his competitors. His five mile times were as follows: Five miles, 17:08; ten miles, 33:50 1/2; fifteen miles, 51:18; twenty miles, 1:08 1/2."

RECORDS BROKEN.

"The American records broken were the one mile amateur, made by R. P. Ahl in the Institute Building, at Boston, 8 April, which was 2:53-8, the two miles of A. D. Claffin at the same place and date, which was 6:21 1/2, and the five mile record of G. D. Giddison in the same place, 6 April, which was 16:10 3/4."

THE CUSTOMARY VOTE OF THANKS.

"The track officials were as follows: Judges, E. F. Tolman, of Worcester; C. R. Percival, of Boston, and T. S. Rust, of Meriden, Conn., timers, O. W.

immediately after Abe Lincoln's assassination.

It occupies as you may see, a commanding position. It educates an average of 200 students who, on graduating after a four years' course, receive the degree of Bachelor of Arts, and boasts a library of some 15,000 volumes.

MORE HILLS.

And now having come up so very high, we must needs go down again, of course, past that turn R to Hayesville and further down still; how would our "hinds off" asphalt youths look, going down this declivity, think you? And do you notice that serpentine thing curving up that other rise, right ahead of us? Well, we shall know what hill-riding is like, before this day is over!

OXFORD, PA.

Here we are at Oxford anyhow

