



Our Cycle Route No. 28.

(1897-'98 Series.)

PHILADELPHIA TO LANCASTER.

A Continuation of Trip No. 20.

Judging from inquiries received at this office, it would really look as though the number of cyclists desirous to ride from this city either to Baltimore or Lancaster increased daily in the same ratio as the obstacles to a pleasant journey a wheel to either of them.

The poor condition of the Lancaster "Pike" west of Coatesville suggested my running over the old Lancaster "Road," two weeks ago, to see if perchance there would be any advantage in taking it in preference to the former.

I fear it is six or one and half a dozen of the other in dry weather; while, during or immediately after rain, the pike, such as it is, is undoubtedly the lesser evil of the two.

PHILADELPHIA TO DOWNTOWN.

We traveled the Lancaster Pike as far as Downton, in our trip No. 20 (Aug. 22).

We now retrace our well-known itinerary through our beautiful western suburbs, cross over the railroad at Berwyn; and as we pedal away towards Green Tree and look for the first vista of the Chester Valley that usually greets us here, we see nothing between us and the opposite range of hills but a dense mist.

What if it means rain? Let us see what time it is: 7:15 A. M. "Rain before 7, clear by 11," the old jingle says; but it does not fit this time.

You've got no faith in old weather saws? I have. Show me a brick wall, and all theories against its existence notwithstanding, I will prostrate my belief at its foot most abjectly.

Some scientists will say, for instance, that there is no connection between the sun's crossing of a certain line in the celestial sphere and the weather changes popularly associated with the period in question; but what need we care whether the two facts can be theoretically reconciled, so long as

mark; quite a different place from what it looked when Moses Coates (whose father came over from Ireland about 1717) first settled on the banks of the Brandywine. It was the eastern branch of the Brandywine, you know, that we crossed at Downton; this one is the western.

THREE ROADS AHEAD.

Our little map shows three routes starting more or less directly westward from Coatesville. In addition to the poor condition of the roadbeds, there is a long steep gradient to overcome here. The well-known Mine Ridge and its offshoots stand across our way.

(1) THIS ONE AVOIDS THE RIDGE.

We can circumvent them by taking the Valley road through Pomeroy, Parkersburg and Atglen, then turning R through Christiansa (Pa.) and striking the Lancaster pike through the "Gap" in the mountain, which was first utilized for a similar purpose long ago, by the promoters of the Wilmington Pike.

This itinerary is level, but the name of the road is "mud." This, however, will be found a patronymic not exclusively its own in this section.

(2) "PIKE'S PEAK OR BUST."

When I went straight through along the pike from this point last season I spoke of it as follows:

We keep straight on through West Coatesville past the Valley road on the L and Midway Hotel on the R.

This part of the borough was once a village named Midway, as it was half way between Philadelphia and Columbia. The fine railroad bridge (835 feet long and 73 high) which connects it with East Coatesville is worth a passing notice.

Mine Ridge now stands across our path, dividing Chester county from Lancaster county (certain well-filled coffers in Philadelphia could tell you how it came to be styled "Mine" Ridge). What if you have to do a little walking here and there? It will get you into training for climbing up the Alleghenies with your wheel some day.

It's only six miles to Sadsbury anyway, and when you strike Mount Vernon Hotel, 3 m. farther (49 m. from start) the invigorating air that fills your lungs at that elevation is alone "worth the price of admission to the whole show," as P. T. Barnum would have said.

And, moreover, a cyclist should have no soul, who could gaze, unmoved, at the top of this ridge on the panorama of hills.

"Broad, round and green, that in the Southern sky,
With feature of waving grass and grain,
Orchards and beechen forests, basking in the sun."

DOWN AGAIN.

The up grade from Coatesville to

poor indeed, and we are glad to strike Compassville (or, for short, "Compass").

COMPASSVILLE (AND WAGON-TOWN).

The Compass Hotel, standing here at the intersection of the roads, is the successor of the old "Mariner's Compass" Inn, which gave its name to the locality.

The origin of the name has excited some curiosity. Retired seamen have often been known to bestow on their inland homes names connected with their former calling, and in the absence of any historical evidence, this might be applicable as a guess to the present case; there is, however, a local tradition that the name was suggested by the remarkably sharp angles made here by the remarkable intersection of the several highways at this point.

By the way, the nearby Wagontown also owes its name to an old-time tavern on this road, "The Wagoner's," the relic of which is now used as a farm.

The inn is incidentally mentioned in the records of 1754; and in 1777, in the list of persons whom the Board of War requisitioned for wagons to remove the public stores in Philadelphia to the west side of the Schuylkill, we find "Wm. Clinging (Clingan) near the office of the Wagon on the Lancaster Road."

SIDE GLANCES, RIGHT AND LEFT.
Passing various turns L to Gap and Mt. Vernon, R to Rockville and Honeybrook, we reach Pequena Postoffice, and the White Horse about 3 m. from Compassville.

The riding is still poor, though slightly better since we left Compassville. In wet weather it were folly to come this way a wheel.

To Spring Garden Hotel and Ledger P. O. (2 m. farther) the roadside, if not the roadway, is an improvement.

On the way we reach the end of 4 miles, and Bird-in-Hand 3 m. farther, with numerous branchings R and L several (as might be expected) leading to Paradise (on the Lancaster pike).

AS TO PARADISE.

Nor must it be imagined that "Paradise" is nothing more than a name in this case. As a historical fact, when the place was first made a posttown, ninety-three years ago, the original settler, Abraham Wittmer, desired it to be so designated "because to him it was a paradise."

Others have found their Eden elsewhere, judging from J. R. Musick's "Four Months in Paradise," in Godfrey for October, whereby he means Hawall.

And, by the way, the current issue of St. Nicholas reminds us that, according to the Mohammedan creed, the animals beside man are admitted into Paradise: 1, the dog; 2, Balaam's ass; 3, Solomon's ant; 4, Jonah's

H. White, S. K. Runyan, Benjamin T. Lovett, Roads and Maintenance—B. Landreth, P. W. Peters, E. Lawrence, Legislation—A. W. Gilkison, W. S. Wright, H. L. James, Progress—W. C. Peirce, J. N. DeGroot, G. Schelliser, Jr.

FOLLOWING is the schedule of the Wilmington Bicycle Club's 100-mile run to-day:

	Miles.	At Leave
Wilmington	0	A.M. A.M.
Kennett wharf	1	8.00
Pennsville	2	8.00
Salem	3	8.35
Bridgeport	4	8.35
Millville	5	9.30
Vineyard	6	10.10
Malvern	7	11.00
Clayton	8	11.40
Pittman Grove	9	P.M. P.M.
Woodbury (dinner)	10	1.00
Woodbury	11	2.00
Clouetown	12	2.30
Philadelphia	13	3.00
Chester	14	4.50
Wilmington	15	6.25

EDDIE BALD WILL LEAVE for Paris October 13, to remain until December, when he returns to ride at Madison Square Garden during the six-day race. Bald has been engaged to ride in exhibitions at that time. His trip to Paris will be made principally with the view of looking over the ground for a trip next year, although he will ride a number of exhibitions on the Paris tracks during the month of November.

ZIMMERMAN WILL, MOST LIKELY, take a trip to Mexico in December, riding in exhibitions in the Republic during that month.

HURET DECLARES HE CAN BEAT Cordang's record and that 1200 kilometers will ultimately be reached. He says the increase in speed of these later days is due to improved pacing. He denies that he himself is any faster than he used to be, although his records would indicate he was 25 percent, a better man than when he beat Shariand's time several years ago.

WHAT A FLURRY THERE will be in France when it is announced there that Jimmy is to ride there next year, remarks the American Wheelman. The excitement of it will not compare with any cycling sensation in this country that could be imagined, for the French simply idolize our champion. They never cease to sound his praises; he is quoted by them incessantly, and they name their big races in his honor. Zimmerman is a name to conjure with in the land of frog legs, gristles and variety actresses with shoulder wrigglers of hair, for he simply wiped the French champions off the slate when he was there in '94. More than that, he is to reappear in competition for the first time since his retirement, and they will feel honored on that account. And we are not a bit jealous of the fact that Jimmy did not appear against our stars this year, for we are proud of him anywhere, and, furthermore, to have ridden here this year would have been almost suicidal for him. He did not have the opportunity to prepare himself for the ordeal that he would have had to experience, and it was better for him not to chance his reputation under unfavorable circumstances. When he decided to ride in competition he was met with a quartering offer by the French promoters that it would have been foolish for him to reject it. It is reasonable to suppose, however, that had he not decided to go to France he would have opposed him in the American circuit next year keeping them all guessing. After riding the season in France it is his intention to take in Aus-

THE VETERAN WHEELMAN APPEALS TO FANCIERS

This Famous Old Lover of the Sport Wants to Keep the Federation Intact.

THE CLIQUE OPPOSED

Shows Up Reasons for the Desire of the Opposition to Depose Jones and Points Out Why Sheppard Should Not Be Elected.

To the Sporting Editor of The Inquirer: Dear Sir—During the past few months we have been constantly hearing of rumored disruptions, dissatisfactions and schemes among the districts and members of the National Federation of Homing Pigeon Fanciers. I am rumored for the reason that it is the disgruntled effort of a few that is being entered and made to appear as something formidable.

It is my purpose to foster and protect the best interests of our Federation, and, I believe, I voice the sentiments of all true lovers of the sport when I say that we do not propose to submit to any high handed legislation or drastic measures that may be proposed by any of our members that have for their ultimate aim the disruption of our system and organization that has been built up only after six years' continual and untiring efforts of our present race secretary, Charles H. Jones. When the name of the race secretary is mentioned it causes a deep impression to be made upon all fanciers, for in him we recognize that we have the keystone of the arch of the National Federation; without the keystone the arch will fall, and fall into a mass of confusion.

DISSATISFIED MEMBERS.

Constant overtures are being made by some of our few dissatisfied members to persuade many of our districts to instruct their representatives and delegates who will attend the next annual meeting of the N. F. of H. P. against our present administration. Their campaign is being pursued vigorously, yet we believe in, for the encouraging letter we have received daily at the race secretary's office all tend to show their cause to be on a poor foundation, and when our brothers push the cause of such men as they now represent, I have no hesitancy in saying that their management would be false and full of interest for personal aggrandizement. To obviate the possibility of such an event it is evident that something must be done, a unity of action and purpose determined on, and as a result show to the pigeon world the appreciation of true worth and merit, as has been exemplified by our present race secretary.

I write at length on the position of race secretary for it is undoubtedly the pendulum that controls and operates the machinery of our Federation. We must have a man in this position who has the proper experience which can be had only by actual service in managing and working out of details that are forever arising.

It is the purpose of those men who wish to have the "cake and the penny too," to introduce what would be a radical ruinous change in our government.

The best and truest interests of the fan can not afford to disregard the services of Charles H. Jones, and unless he is found in the same position for next year under the direction of influential and capable president, woe to them that will have wrought the wrong. The veterans must oppose him at the present time know in their own

and came to the conclusion, and expressed it in my presence, that there were only three names of men in the Federation who were fit to run it, and then proceeded to name them. He headed the list with himself, as being preeminently fitted for it, and then followed with the names of a Mr. Morrison and Mr. Verinder.

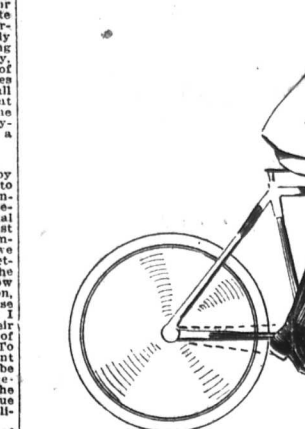
VERINDER'S LETTER.

Right here I wish to say why Mr. Shepherd is not the man for race secretary. I want to say this, but will not merely repeat your own words. Mr. Shepherd is not popular among the fan; true his name may be known, but so merely on account of being overbearing, and his impulsive manner that has been so distasteful to all who have had experience with him. Personality means so much in this office, and it is essential for a gentleman to fill it. I also wish to call your attention to the fact that under the signature of William Verinder which was sent to every district secretary in the Federation. This letter is as follows:

"JERSEY CITY, N. J., AUG. 28.

"At the annual meeting of the Metropolitan Concurrence Association representing the following districts of the National Federation of American Homing Pigeon Fanciers, Manhattan, Essex, Hudson, Staten Island, York and Union, a vote of resolution was adopted by a rising vote endorsing F. H. S. Morrison, of Elizabeth, N. J., as president, and John Shepherd, of Philadelphia, for National Race Secretary of the Federation for next year.

"The next issue of the Homing Exchange, which will reach you in a few days, will give the text of the resolutions, and also show the great popularity in favor of these gentlemen.



SOMET

This interesting group was seen recent head of the family occupied the rear seat, and the other a seat riding the top seemed as delighted as their father—New

"There is no doubt of their election, but in order that there may be no friction, which might probably tend to retard the growth of the organization, other candidates springing up, those of us who feel deeply the great importance of the homing pigeon, do hereby united action in favor of these gentlemen.

I would ask you as a personal favor to read and report to your district at the earliest possible moment, and to urge the action of the Homing Exchange, in which it will be published.

The active part taken by both Mr. Morrison and Shepherd, in bringing about the present condition of the organization, is too well known to need comment, and I hope that you will see that the matter endorsing them be acted upon promptly.

"WILLIAM VERINDER."

I especially wish to call your attention to the paragraph where Mr. Verinder asks as a personal favor for the letter and reports of the action taken on his suggestion, which reports, etc., he promised to publish in the next issue of the Homing Exchange. As I write I have the September number of the above paper at

