

THE OTTO COASTER BRAKE.

Extreme lightness of added equipment combines with clever effectiveness in the Otto coaster brake, offered for 1900 by the Stockton Mfg. Company, of Newark, N. J. Almost entirely shielded from sight and weighing only five ounces, this small device fitted to the tourist's mount may reduce the number of pedal strokes from 25 per cent. to 40 per cent., depending upon the nature of the roadways traversed. There is much opportunity for additional sight-seeing, as well as a vast amount of comfort and ease in the consequent saving of energy; and you will get there almost as quick as the fellow who pedals down-hill as well as up-hill. The Otto is for sprockets of all shapes and sizes. The price is very reasonable, and the convenience of being able to obtain it from first-class cycle agents will be appreciated by wheelmen and wheelwomen.

THE KELLY HANDLEBAR COMPANY.

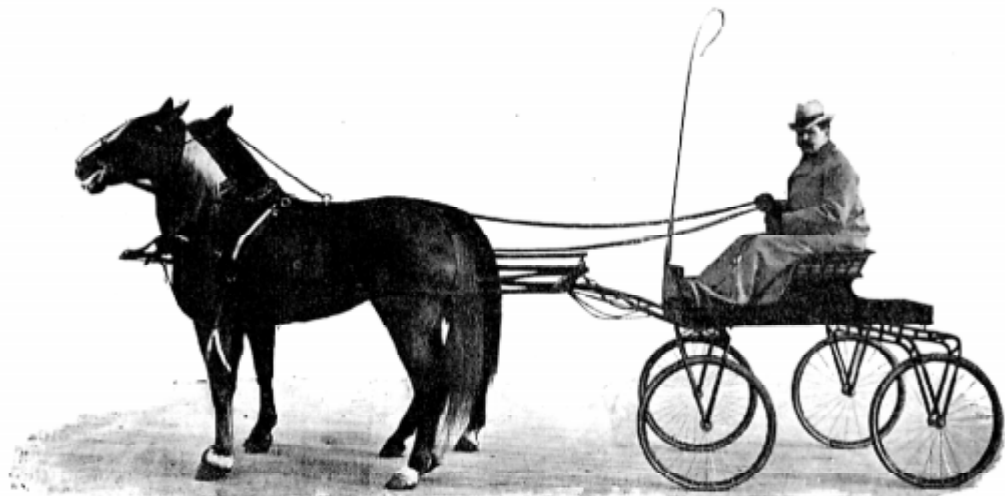
Adjustable handlebars are now not only the usual equipment of highest grade bicycles, but the riders of medium and lower priced machines are coming to demand that the same convenience be allowed also to them. This is quite reasonable, since there are a number of makes on the market, and the additional cost is so slight as to be unfelt. A worth pioneer is the Kelly, made by the Kelly Handlebar Company, of Cleveland, Ohio. Its introduction dates back to 1895. The essential feature of this design is a divided bar with sections

pivotaly connected to the stem, and provided with serrations which engage and interlock with corresponding parts in the head of the machine, being held from slipping by means of a clamping bolt. This bolt has, for 1900, taken the place of the old-time cap-screw with good effect. All working parts are made from drop-steel forgings, and the stem is of metal untouched by fire after forging. Thousands of these bars are in satisfactory use in the United States alone.

EDWARD MILLER & COMPANY.

The makers of the Majestic and Everlit acetylene gas lamps brought to the cycle accessories field, five years ago, a half century's successful experience in general lamp manufacture. Oil lights were the sole output of this concern in the cycle line until the season of 1899, when the acetylene gas type was taken up, and so satisfactory has the latter proven that for 1900 it has entirely superseded the older models. In the Majestic for this year the water reservoir is built below the combustion chamber, where it is not affected by the upward radiating heat from the flume. The carbide cup has corrugations at the side marked to indicate the amount of fresh carbide needed for one, two, three or four hours' riding, thus enabling one to calculate very near the expected consumption of carbide and supply accordingly. By this means useless waste is guarded against, and the lamp easily cleaned after each ride without removal of accumulated refuse.

THE PROWLER.



CHAMPION PACING TEAM OF THE NEW YORK SPEEDWAY.

The champion racing team of the New York Speedway is shown with Mr. W. R. Rose driving. The team is made up with Sir Eld, 2:14 $\frac{3}{4}$, by Storm, on the off side and Island Belle, 2:16 $\frac{1}{4}$, by King Gold on the near side. It is an inspiring picture to see this team at full speed, for they are wonderfully mated in action and speed and can pace a short distance at a sensationally fast gait.

THE LIGHT-HARNESS HORSE.

NEW FOREIGN MARKET FOR TROTTERS.

OUR Austrian friends, who have become such strong bidders in American sale rings for the trotting-bred horse, will, if the signs indicate anything, soon encounter enthusiastic rivals in their neighbors of Poland. Gentlemen of wealth

in the latter country have long had their eyes on the American trotter and, noting the success of Austrians in both breeding and racing operations, they are rapidly cultivating a healthy appetite for "the Sport of all sports." Recently a Polish gentleman of wealth sent his emissaries to this country to make pur-

chases, and, among a number of other good ones, has secured that grand racehorse, Dan Cupid, 2:09 $\frac{1}{4}$. Dan Cupid is twelve years old. He is by Barney Wilkes, and out of Asternore, by Strathmore. His record was made over the Lexington mile track in 1897.

A NOTABLE SHIPMENT ABROAD.

When the transatlantic liner *Labn* sailed from New York on January 23d she carried eleven grandly bred trotters consigned by the well-known breeder, Mr. James Butler, owner of East View Farm, East View, N. Y., to Messrs. Constantin and Franz Blenkle, St. Petersburg, Russia. Among the animals were: Miss Fanny (4), by Direct, 2:05 $\frac{1}{4}$, out of that great brood mare Fanny K., dam of Miss Beatrice, 2:13 $\frac{1}{4}$, and Miss Kate, 2:15 $\frac{1}{4}$; Miss Bonner (4), by Director, 2:17, and out of Mambrino Maid, 2:15 $\frac{1}{4}$; Katymore (3), by Colonmore; Della Patchen (4), by Wilkes Boy; Annunciata (4), by Wilkes Boy; Bessie Kenney (5) by Simmons; Maggie Jay (4), by Jay Bird; Miss Sophistry (5), by Direct, an Kate Stranger, by Stranger.

RACING ON ICE.

In Northern New York, in Maine, in Canada and the great Northwest advantage is taken of every opportunity to race on the ice and snow. In most places where severe weather is encountered an elaborate track is laid out, straight-away or regulation shape, and regular meetings are held. The winter now drawing to a close has not been conducive to continuous sport in this line, but wherever the ice was strong enough numerous race meets have been held. A very successful matinee was held at Lake of the Isles, Minn., Jan. 17th. A pacing race to solve a disputed supremacy was the first event, but, although five heats were paced, the dispute continues, and each of the favorites has its coterie of supporters, who insist to the point of backing their choice with "coin of the realm." Mollie Foster won the special for pacers and Hazel Herd won the free-for-all for pacers. The latter was officially timed the third heat (quarter-mile) in 31 $\frac{1}{4}$ seconds. Hazel Herd is owned and was driven by Mr. W. C. Carling. The special for trotters only had two starters, and was won by Mr. William Hamm's Anthony, the fastest quarter being in 35 seconds.

PROVIDENCE SPEEDWAY.

At a meeting of the Providence, R. I., Driving Association, Jan. 22d, it was reported that the organization was gaining rapidly in membership, and it seems now assured that one thousand members is not an improbable result of the enthusiasm shown in all quarters. Col. Isaac Goff is president of the club. Speeches were made by many people prominent in the political, social and business life of Providence, and the speedway project advocated seems now an assured fact at a very early date.

ON RUNNERS AT SYRACUSE.

Syracuse, N. Y., horsemen have enjoyed rare sport almost uninterruptedly this winter. This may seem strange to many readers who have been so unlucky as to live in unfavored sections where, like New York City, for instance, there

has been practically no severe weather, and not enough snow to whiten the sidewalks; but at Syracuse the sleighing commenced many weeks since, and has never been really bad. The snow-track record, held jointly for two years by Natalie and Harry Jones at 1:12 $\frac{3}{4}$, was this season broken by Prestoria Wilkes, 2:13 $\frac{1}{2}$, the new record being 1:10. My report shows that the track was not in the best condition when this new record was made, and good judges believe the mare will yet reduce this mark. Zilla and Pony M., in a match race, established a new four-heat snow record for the track. Zilla won, but she had to step the last heat in 1:14 $\frac{3}{4}$.

WOMEN WHO ENJOY TROTTERS.

At some later date I hope to be privileged to write an article regarding the many women of the United States who find pleasure in holding the reins over a spirited trotter, and who, as a matter of fact, drive with as much skill as any man. If I am not mistaken, Mrs. W. E. D. Stokes, of New York, once drove the mare Josie B., to a cart, a mile in 2:13 $\frac{1}{4}$, and it is a well-known fact that she is a great admirer of America's light-harness horse. Mrs. H. D. Gill, of New York, is frequently seen on the Speedway behind her favorite pacer Jack, 2:12, and good judges credit her with the ability to drive that horse faster than any man ever has been able to drive him. Mrs. A. J. Beider, of Ashtabula, O., is an accomplished reinswoman. She drives her fast pacer Major Wilkes at top speed and with marked skill. The exhilaration of driving a fast horse is surely as great for woman as man, and there can certainly be no reasonable objection made to it.

IN SUMMER CLIME.

All of the big training stables have already commenced operations for the next season's campaign. A number of the important ones are quartered at the Selma, Ala., track, where everything now reminds one of joyous summer days. The infield is green with oats growing in such rank luxuriance that the constant grazing of the large number of horses fails to keep them down. Flowers add much to the charm of the scene, and with the singing of the birds one feels that there truly are paradises on this earth, and that nature has done much to make man's lot a happy one. Roy Miller, the successful and gentlemanly young reinsman, has a large stable at Selma, headed by Grattan Boy, 2:08; Solon Brandt, 2:13 $\frac{1}{4}$; Valpa, 2:09 $\frac{3}{4}$; Johnny Agan, 2:12 $\frac{3}{4}$, etc. J. B. Shockency has a number of "green" ones by Gazette, 2:07 $\frac{1}{4}$. Sam Gilbert has Arch W., 2:16 $\frac{1}{4}$, and a number of new ones. W. D. McCurdy has six head, none of which have records. The well-known New York reinsman, Ben Rennick, has Flirt, 2:08 $\frac{3}{4}$; Midway, trial, 2:12, by Tom Webster, 2:11 $\frac{1}{4}$, and several others. Ben Kenney has charge of the Schmulbach stable, which includes Eyelet, 2:06 $\frac{1}{2}$; Rita E., 2:15 $\frac{1}{4}$; Captain List, 2:16 $\frac{1}{4}$, and several young ones.

RULES FOR SPEEDWAY.

At the meeting of the Committee on Speedway of the New York Road Drivers' Association, held in New York City, January 6th, Dr. H. H. Kane, one of the most enthusiastic of the



DARIEL, 2:07½, OWNED BY DR. H. H. KANE.

City's many amateur road drivers, presented a communication making several suggestions worthy of consideration. It is quite apparent that the impromptu races on the Speedway at the present time are decidedly unsatisfactory, both to the contestants and the public. Very few of the so-called brushes are started fairly. Two men agree to a friendly contest and they jog toward Dyckman street. One turns several lengths in front and is off at top speed. Granting that the horse turning behind has the greater speed, he cannot overcome the other's lead, or, if he does, he must make a herculean effort, which taxes both his speed and energy to the utmost; and when he has overtaken his competitor his driver finds himself behind a tired horse and unjustly defeated. Out of all the brushes one sees on the Speedway on a busy day not one in twenty is started on even terms. Dr. Kane proposes to remedy this fault by stationing an official starter at the upper end, who should drop a flag to a good start, and unless it was dropped the race should not be counted as a contest. It would be necessary that the starter should be a well-informed person, that he might make a memorandum of the men and horses in each contest. Dr. Kane makes another and important suggestion when he proposes that the quarter, half, three-quarters and mile be marked by flags. He also advocates going the full mile, with a view to retaining in Speedway horses the same stamina as would be required on the professional course. It may be well to suggest here that all successful amateur clubs have adopted the plan of half-mile heats in the early part of the season—say until July—and then following with mile heats after the horses have become "seasoned." Dr. Kane's idea that the committee should have charge of all contests and have them on a regular programme for each day, with a final test for some one day of the week, is a good one. The committee should also arrange handicap races on the basis of Speedway performances. Taken up with the proper spirit and carefully managed, the New York Speedway can be made

even more popular than it now is, and finally we shall be able to bring together on this great boulevard horses of prominence from every *matinée* town in the country.

BINGHAMPTON, N. Y., SPEEDWAY.

Since the Chief of Police of Binghamton issued an order prohibiting fast driving on Hawley street, horsemen of that city have formed an influential organization and are asking for a speedway, indicating a desire to have Grand Boulevard set aside for their use. In the event of their securing this, the road drivers agree to bear every expense of putting this magnificent driveway in condition for racing. It is generally believed the request will be granted.

ST. JAMES AVENUE SPEEDWAY.

The few days of snow at Springfield, Mass., gave the horsemen of that city an opportunity which they enthusiastically took advantage of. The prominent owners who appeared on the speedway were: Dr. J. H. Carmichael, with Nemoline, 2:11¼, and Susie, 2:11½; Mr. W. F. Young, with Proceda, by Patron; Dr. W. H. Blake, with Elton, 2:12½; Mr. T. J. Foley, with Coaster, 2:18¼; Mr. George W. Rice, with Susie Brockett, 2:26. Many an interesting race occurred, and the sport was enjoyed by hundreds who made daily tours to St. James to enjoy it.

ICE RACING ON SARANAC LAKE.

On January 24th, 25th, 26th, at Saranac Lake, N. Y., occurred a part of the annual ice-racing programme. The track was in splendid condition and the races very exciting. All races were mile heats, three in five. The 2:18 class was won by Graduate at the end of four heats, the best time being 2:29. The 2:30 class was won by Branch in straight heats; best time, 2:33½. The 2:24 class was warmly contested, being won by Trilby at the end of four heats. Best time, 2:34. This race occurred during a drizzling rain. On January 26th there was a blizzard raging and the thermometer registered several degrees below zero. The gale blowing down the lake materially retarded the horses. The 2:40 class was won by Clay Lambert, after Billy O. had won the first heat. Best time, 2:38¼. The free-for-all was won by the gray mare Nell Gwynne, by Alcyone, after losing the first heat to the favorite, Branch. Best time, 2:31. Nell Gwynne is owned by Mr. W. D. Seaman, of New York City.

THE RULING PASSION.

A little more than a year ago I sat at the bedside of a gentleman very prominent among light-harness horsemen. Few among his many friends ever expected to see him live the year out, and probably none anticipated seeing him out of his bed. Discouraged by intense suffering

in both mind and body—for during his own terrible illness he learned that his wife was next to death's door (she soon after died)—he had arranged to dispose of all his extensive trotting-horse interests. On the day when I saw him a sale of his horses was in progress at his farm. However, after the disease had run its course, the gentleman commenced to slowly recover, and his pleasure knew no bounds when he was able for the first time to hobble on crutches to one of the stables. The moment he feasted his eyes on the few animals left on the farm, the old desire and the old love overpowered his decision to go out of the business; and every day, as he gained strength, the desire for old associations grew, until finally, with one arm, which rheumatism had crippled for life, hung in a sling, and one leg stiffened at the knee so that he was compelled to use a cane, he appeared at a Fasig-Tipton sale at Madison Square Garden, New York. The old fever took hold of him, and almost before he himself realized what he was doing he was bidding up into the thousands for animals which tickled his fancy. When that sale ended he was the new owner of several fine animals, and he has since added materially to the number. The gentlemen referred to is Mr. E. S. Wells, owner of Glen-Moore Farm, Glen-Moore, N. J. This case is only one of hundreds which go to prove that man's love for a horse is not only inherent but lasting.

I recently had the pleasure of visiting Mr. Wells' farm, and found a perfect bee-hive of industry. Trainers have again been employed and a number of horses are being put into shape for campaigning, while breeding operations are again in progress on an even more extensive scale than before. Almost the entire seven hundred acres of the farm is devoted to the horse industry. When you come to consider the matter, what greater pleasure can man secure either in his youth or his declining years, than that of watching the motherly instincts of a band of great brood mares caring for their young, and then watching those youngsters as they develop to maturity and become more or less renowned as fast horses?

Mr. Wells has gathered around him a great lot of trotting-bred animals. Among the brood mares are: Cleo, 2:19½; Dawson Lake, 2:20¼ (trial, 2:09¾ in a race); Queen Anne, 2:30; Albrino, 2:27; Belva Lockwood, dam of Knott Allen, 2:13¼; Imla, by Stamboul; Linda B., dam of Ostrich, 2:19¼; Hazel Nutwood, by Nutwood; Queen Annie, by Red Wilkes, out of Annie C., by Mambrino Patchen; Lady Guy, by Guy Wilkes, out of Zephyr, by Nutwood; Sable Maid, by Sable Wilkes, out of Theo, by Le Grand; Matella A., by Whips, out of Matron, by Clay; Grace Andrews, by Le Grand, out of Venturess, by Arthurton; Neapolitan, by Palo Alto, out of Viola, by Gen. Benton; Princess Minnie, by Prince Allen, out of Minnie H., by J. W. Bailey; Glendell, by Whips, out of Glendale, by Messenger Duroc; Bonnibel, by St. Bel, out of Bonnie D. (thoroughbred), by Belmont; Florence Brailey, by Waverly, out of Rosebud, by Thomas Jefferson; Blanche Watson, by Lord Russell, out of Lady Horton, by Sweepstakes; Queen Sweepstakes, (dam of three), by Sweepstakes, out of Ina, by Little Ben; Bessie Wilkes, by Sentinel

Wilkes, out of Black Rose, by Mambrino Boy; Albrina, 2:27, by Albrino, out of Hippenheimer by Volunteer, 55; Pamela, by Regal Wilkes, out of Mamie Kohl, by Steinway; Minet, 2:207½, by Electioneer, dam by Don Victor; Alforeta, by Alcantara, dam by Almont; Silver Morn, by Anteo, dam by Piedmont; Silver Dell, by Alcandre, dam by Jerome Eddy; Floss, by Potential, dam by Deucalion; Manota, by Hernando, dam by Egbert; Helen S., by St. Gothard, dam by Epaulet; Helen M., by Vargrave, dam by Happy Medium; Eva Bailey, by Dark Night, dam by Ky. Prince; Montilla, by Allerton, dam by Stranger.

Among the noted stallions at the farm are: Baron Dillon, 2:12 (trial 2:09¼), by Baron Wilkes, 2:18; dam by Nutwood; Red Lake, 2:15¾, by Red King, and Cherrycroft, 2:22¼, by Nutwood. Baron Dillon was a racehorse of rare quality, and at eight years of age is the sire of Lord Linton, 2:25¼, and Lady Dillon, 2:29¼. He is a handsome, stoutly made horse, and certainly worthy of the prominence he will be given at Glen-Moore Farm. Both Red Lake and Cherrycroft are sires of some very promising youngsters, none of which are really old enough to be tested. I noted several fillies worthy of more than passing consideration. Those by Red Lake were: A brown, out of Imla; a black, out of Ostrich, and two chestnuts, one out of Dawson Lake, and one out of Queen Annie. Those by Cherrycroft were one out of a thoroughbred mare, one out of Neapolitan, one out of Miss Hunter, and one out of Grace Grand. Two by Bowman are also especially fine.

NEWS PARAGRAPHS.

The Pittsburg, Pa., Driving Club has decided that the pleasure of its members can be best secured by reserving its beautiful track and grounds exclusively for *matinée* racing. Pittsburg's club, made up, as it is, of the best of that city's people, has taken front rank among the amateur association's of the country, and its prestige could not be enhanced by joining the ranks of the professionals.

Racing on the beach at Atlantic City has become an annual fixture which is looked forward to with much pleasure by the visitors at that popular resort. On Friday, January 19th, several races were contested. The free-for-all was won at the end of five heats by that strong-hearted campaigner, Rocky P. Rocky P. won the third, fourth and fifth heats, Rosemattie, b. m., by Baron Wilkes, winning the first two. The time was 1:12½, 1:11¼, 1:10, 1:15, 1:14¾. A 2:40 class was won by Victor B., by Alcantara. Time, 1:18, 1:17½, 1:15½. The prizes were whips, blankets, etc.

Mr. D. C. McClelland, of Clarion, Pa., is driving his two-year-old colt Milbert, by Allerton, on the road, and the young fellow is showing considerable speed. Mr. A. A. Graham, of the same place, is driving Lon Wood; 2:23, and has that horse in fine condition. Lady Cecilian, by Cecilian, is owned by Mr. C. A. Wheelock, of Clarion. She is showing much speed. Mr. James Haskell is driving his two fast trotters on the road. Mr. I. M. Shannon, who owns Daisy Farm, has quite a promising lot in training, including Palo Alto Chimes, 2:17½; James H. Eckels, 2:24¼, etc.

Regular matinées will be held the coming season at the Merchantville track, near Camden, N. J.

Mr. George Hall, a prominent contractor and builder of Camden, N. J., has recently bought two very fast road horses—Lon Zimmerman (6), by Wilkes Boy, and Lee Adams (7), by Selby. They make a stylish pair, and can trot fast to pole.

Mr. Wm. C. Jones, of Camden, N. J., owns the fast mare Grace R., trial 2:20¹/₄, and can be seen almost every pleasant day enjoying a fast spurt behind her. She is by Phillip's Blue Bull, and her dam is the dam also of Silver Chimes, 2:08³/₄, etc.

A race on the snowpath has been arranged between Mr. Jesse MacFarland's Lady Smith and Colonel Clark's Last Chance, to take place at Bradford, Pa.

Col. John B. Hall, the well-known horseman, died at his home, Manchester, N. H., January 15th.

The Rochester Driving Park officers for 1900 are: Mr. George W. Archer, President; Hon. Frederick Cook, Vice-President; Mr. James L. Hotchkiss, Secretary and Treasurer.

The Penn Valley Farm, Morrisville, Pa., I hear, has several sensational youngsters for next season's races, notable among which is one by Directum, 2:05¹/₄. A five-year-old horse by Trevillian is said to be a remarkably fast one for the training he has had. John Kinney has charge of the training stable.

Mr. John Mariner, of Norfolk, Va., recently purchased Walter S., 2:12¹/₄, and will race him as a pacer.

Mr. Emerson E. McCargo, of Philadelphia, has the two fast pacers, Simmons, 2:10¹/₄, by Belladonna, and. King of Diamonds, 2:06³/₄, by Velocity.

Mr. W. T. Rockwell, Burlington, Vt., is using Arline, 2:16¹/₄, on the road, and it is said she can step a quarter any time in 30 seconds.

Mr. Jos. L. Shields, of Punxutawney, Pa., has bought Judge Holt, 2:15¹/₄, pacing, and will retire him to the road. He should make a very clever road animal.

Reading, Pa., will soon have a new driveway, if the plans of some of its best citizens are carried out. Mr. George F. Baer, president of the Park Commission, is organizing a company to construct a speedway on Mount Penn. The plans contemplate a driveway to McKnight Gap, connecting with City Park Drive and the boulevard. It is to be three and one-half miles long, fifty feet wide, and will cost \$25,000.

Mr. Frank Carney, Jr., Marinette, Wis., has bought the fast matinée horse Mark Range.

Mr. E. D. Morgan, of New York, has recently acquired Hazelwood Farm, near Lexington, Ky., and it is stated that he will engage in the trotting-horse business on a large scale.

It is more than probable that the Park Com-

missioners of Toledo, Ohio, will turn the new boulevard being built in that city over to the many trotting-horse people for a speedway.

Members of the Johnstown, N. Y., Driving Club have been enjoying their speedway to the fullest possible extent during the past few weeks.

The Ottawa, Canada, ice races for this year have been arranged on an elaborate plan. The meeting will run four days, and the purses will amount to \$1,500. The date for opening the meeting had not been fixed when this was written, but the classes are announced as 2:50, 2:10, 2:30, 2:17, 2:37, 2:22 and free-for-all, with a five-mile dash as one of the features of the meeting.

Bob Grant, 2:21¹/₄, and his owner, Col. Turner, United States Consul at Ottawa, Canada, are having plenty of fun on the ice and snow. Bob Grant is a hard one to beat, and the Colonel enjoys riding in front most of the time.

Mr. Harry Darlington, of Pittsburg, Pa., so it is reported, will send Cephias, 2:11¹/₄ and Rose Turner, 2:13³/₄, to Cleveland, O., or the matinée races this season. From the way Pittsburg horses performed last season, I would believe that the genial Mr. Darlington could find plenty of speed and ample opportunity for argument at home.

The Austrian speedway at Vienna is three and a half miles long, but its surface does not compare with the New York Speedway.

A new driving club has been organized at Topeka, Kansas.

Rochester, N. Y., wants a speedway.

Dr. Fraser, 2:12¹/₂, is being used on the road in Kansas City, Mo.

Cleveland, O., is to have a speedway, the Park Commissioners having consented to the construction and maintaining of one extending from Woodland Hills Park to the boulevard connecting Shaker and Garfield parks.

Dr. H. H. Kane, the well-known New York road driver, has leased the Lynbrook, L. I., track, and will give matinée meetings there this season.

Riverhead, L. I., is to have a speedway.

A sleigh ride of a few miles from Copake Iron Works, on the Harlem Division of the New York Central, brought me to Empire Farm, owned by Mr. Delbert Dinehart and in charge of trainer C. H. Burch. Empire Farm is the home of last year's sensational pacer Billy Andrews, by Bow Bells, and I had made the trip expressly to see him in winter condition. He has filled out grandly and is, to the admirer of symmetry and beauty, a handsome horse, strong in every material point. Mr. Burch tells me that there was no time last season when Billy Andrews could not have gone a little faster, and he seems to be fully justified in the belief that the horse will take a record this ear faster than 2:05.

A table of the world's amateur records will be published in our next issue. N. A. COLE.

