

CYCLISTS' PARADISE



COMPLIMENTS OF
LONG ISLAND RAILROAD CO.
LONG ISLAND CITY, N. Y.



QUICK COMMUNICATION BET

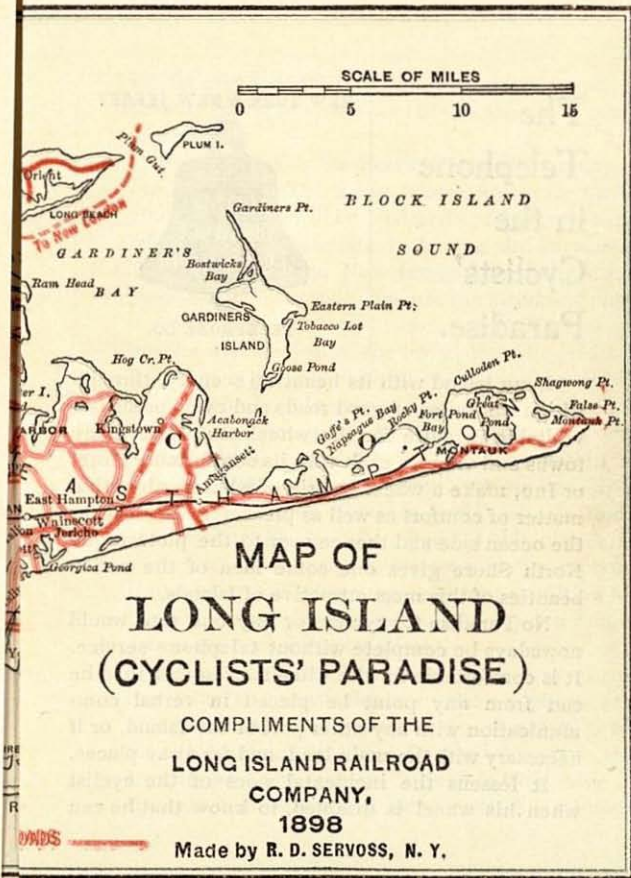
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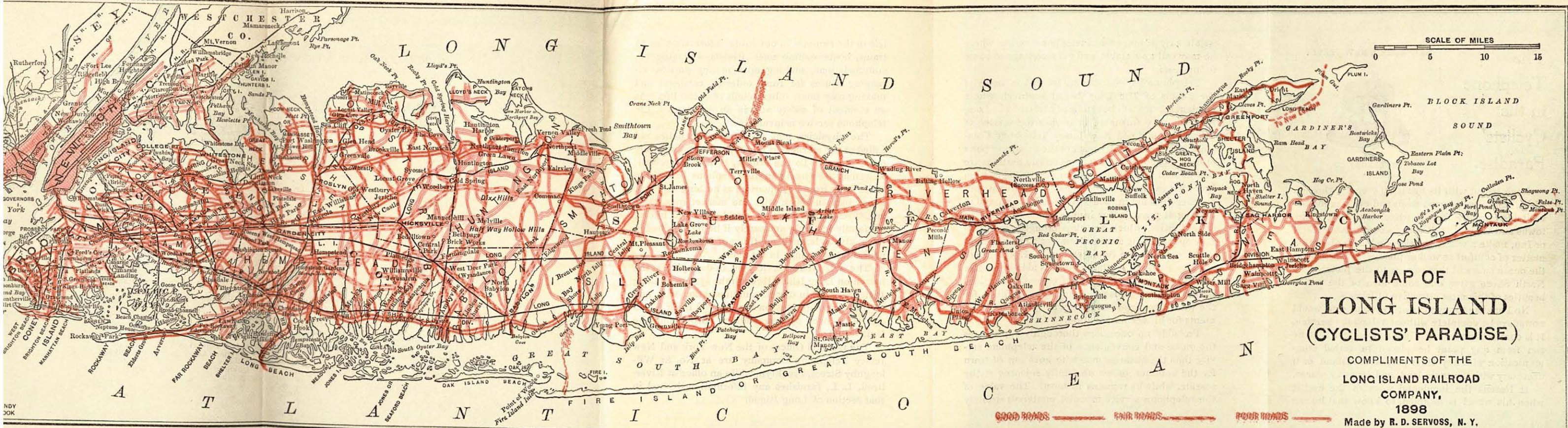
Amagansett	East Marion
Amityville	East Moriches
Aquebogue	East Northport
Aqueduct	East Norwich
Arverne	Eastport
Astoria	East Quogue
Babylon	East Rockaway
Baldwins	East Setauket
Bath Beach	East Williston
Bayport	Edgemere
Bayshore	Far Rockaway
Bayside	Farmingdale
Bellmore	Fenhurst
Bellport	Flatlands
Bensonhurst	Floral Park
Bergen Beach	Flushing
Blue Point	Foster's Meadow
Blythebourne	Freeport
Bridgehampton	Garden City
Brookhaven	Glen Cove
Brooklyn	Glendale
Cauarsie	Glen Head
Canoe Place	Good Ground
Centre Moriches	Gravesend
Centreport	Great Neck
Cold Spring H'rb'r	Greenlawn
College Point	Greenport
Commac	Hammels
Coney Island	Hempstead
Corona	Hicksville
Cutchogue	Hollis
Cypress Hills	Huntington
Douglaston	Inwood
Easthampton	Islip
East Islip	Jamaica

TWEEN GREATER NEW YORK

ND--

- | | |
|------------------|------------------|
| Jamesport | Richmond Hill |
| Jericho | Riverhead |
| King's Park | Rockaway Beach |
| Laurel Hill | Rockville Centre |
| Lawrence | Roslyn |
| Lindenhurst | Sag Harbor |
| Little Neck | Sayville |
| Locust Valley | Sea Cliff |
| Long Island City | Sea Gate |
| Lynbrook | Seaside |
| Manhasset | Seaford |
| Manhattan Beach | Sheepshead Bay |
| Maspeth | Shelter Island |
| Mattituck | Smithtown |
| Merrick | Smithtown Branch |
| Metropolitan | Southampton |
| Millburn | Southold |
| Mincola | South Jamesport |
| Montauk | Speonk |
| Moriches | Springfield |
| Murray Hill | Stony Brook |
| New Hyde Park | St. James |
| Newtown | Syosset |
| North Beach | Thomaston |
| Northport | Valley Stream |
| Oakdale | Wantagh |
| Orient | Water Mill |
| Oyster Bay | Westbury |
| Patchogue | West Hampton |
| Peconic | Whitestone |
| Port Jefferson | Willet's Point |
| Port Washington | Winfield |
| Promised Land | Woodhaven |
| Queens | Woodsburgh |
| Quogue | Woodside |





**MAP OF
LONG ISLAND
(CYCLISTS' PARADISE)**

COMPLIMENTS OF THE
LONG ISLAND RAILROAD
COMPANY,
1898
Made by R. D. SERVOSS, N. Y.

GOOD ROADS ——— FAIR ROADS ——— POOR ROADS ———

The Telephone in the Cyclists' Paradise.



Long Island with its beautiful scenery, through which run miles of good roads and cycle paths is a veritable Paradise for the wheelman. The many towns and villages each with its comfortable Hotel or Inn, make a wheeling trip of whatever length a matter of comfort as well as pleasure. A run along the ocean side and thence over to the picturesque North Shore gives one some idea of the varied beauties of this most attractive of Islands.

No Paradise for cyclists or any one else would nowadays be complete without telephone service. It is comfortable for the wheelman to feel that he can from any point be placed in verbal communication with any other part of the Island, or if necessary with the main land and far away places.

It lessens the incidental woes of the cyclist when his wheel is disabled, to know that he can

within easy distance find a telephone station, where he may call up a stable, and get a carriage to come to his relief.

Telephone Pay Stations are located in many of the depots of The Long Island Railroad, where efficient service will be rendered at all times. Long Island is very fortunate in having the service of The New York and New Jersey Telephone Company, which practically reaches the uttermost parts of Long Island, and exchanges or Pay Stations are now located in most of the towns and villages from Brooklyn eastward. This places the cyclist within easy reach of aid in case of a breakdown, as well as making it possible for him to communicate with distant cities, which are thus brought within as easy speaking distance as New York or Brooklyn.

At most of the Summer Resort Hotels there are Pay Stations, so that a guest is able to receive news from town, and transmit frequent instructions if necessary. This is a very pleasant condition for the wheelman, who can call up and make arrangements for his accommodation.

Probably no one more thoroughly appreciates the value and convenience of the telephone service than the business man who goes out of town for the summer, or whose family sojourns at the seaside, while he remains in town. The value of the telephone service in social matters is strongly

felt in the summer in obtaining information as to trains, boats, calling ones' friends, engaging accommodations, making up wheeling parties, arranging routes for runs, ordering carriages and making easy many other details of social life. As an element of safety and in an emergency, the telephone service is invaluable.

The physician may be summoned, police aid called or fire alarm sent more speedily than by any other means. To the broker, banker, merchant, as well as the wheelman the telephone brings the latest news from headquarters as nothing else can, keeps him in touch with the market quotations and saves much vexation, enables him to inform his family instantly and surely if he be detained in town, also to learn if anything of importance will necessitate a change in his plans.

The telephone service of to-day places the patron on Long Island through the system of Long Distance wires in direct communication with any of the 55,000 stations on and around Long Island and with over 250,000 stations throughout the United States.

The General Offices of the New York and New Jersey Telephone Company are at No. 81 Wiloughby Street, Brooklyn, while an office at Riverhead, L. I., furnishes any information desired in that section of Long Island.

CYCLISTS' PARADISE

A GUIDE FOR CYCLISTS WITH AN ACCURATE
MAP SHOWING THE ROADS AND
CYCLE PATHS OF

LONG ISLAND

WITH

NOTES, SUGGESTIONS, RUNS, HOTELS AND
TIME TABLES SUFFICIENT TO ENABLE
ANY ONE TO "LAY OUT A TRIP"
INTELLIGENTLY.



ISSUED BY

THE LONG ISLAND RAILROAD CO.

LONG ISLAND CITY, N. Y.

1899

INDEX OF PLACES AND HOW TO REACH THEM

	Run No.		Run No.
Amagansett	10	Lake Success	13a
Amityville	6	Little Neck	15
Artist Lake	13	Locust Valley	17a
Arverne	1	Long Beach	3
Babylon	6	Lynbrook	1
Baiting Hollow	19	Mannasset	16
Baldwins	4	Massapequa	5
Bayport	7	Mastic	8
Bayside	14	Manor	8
Bayshore	7	Mattituck	20
Bellmore	5	Medford	7c
Bellport	8	Merrick	5
Brentwood	7a	Mineola	12
Bridgehampton	10	Montauk	10
Brookhaven	8	Montauk Point Light	10
Calverton	13	Moriches	8
Canoe Place	9	Northport	17
Central Park	5c	Oakdale	7
College Point	14	Orient Point	20
Cold Spring	17	Oyster Bay	17b
Commack	13	Port Jefferson	18
Creedmoor	11	Patchogue	7
Cutchogue	20	Queens	11
Deer Park	6b	Quogue	9
Douglaston	15	Rockaway Beach	1
Easthampton	10	Rockville Centre	4
East Norwich	17	Riverhead	19
Eastport	8	Ronkonkoma	18b
Edgemere	1	Roslyn	16
Elwood	13c	Sag Harbor	10a
Far Rockaway	1	Sayville	7
Farmingdale	6a	Sea Cliff	17a
Fire Island	7a	Selden	7c
Floral Park	12	Setauket	18
Flushing	14	Shinnecock Hills	9
Freeport	4	Shelter Island	10a
Garden City	2	Smithtown	18
Glen Cove	17a	Southold	20
Glen Head	17a	Southampton	10
Good Ground	9	Speonk	8
Great Neck	15	St. James	18
Greenport	20	Stony Brook	18
Greenlawn	17	Valley Stream	1
Hempstead	4	Wading River	19
Hicksville	13	Wantagh	5
Hollis	11	Water Mill	10
Huntington	17	Westbury	4b
Hyde Park	12	Westhampton	8
Islip	7	Willet's Point	14
Jamaica	14	Woodbury	5
Jamesport	20	Woodhaven	1
Jericho	12	Yaphank	8

CYCLING ON LONG ISLAND

... NOTES ...

EVERY condition on Long Island is favorable to the cyclist. The record-breaking scorcher finds in the south shore road an ideal century course, smooth, level and almost a straight stretch; the road rider who enjoys hill-climbing with the long compensating coasts, finds these conditions fulfilled on the north shore a hard roadbed eliminating danger and increasing exhilaration, while the tourist finds on each of the three main roads points of great beauty. The side runs are full of agreeable surprises, with a marvelous diversity of topography.

For the artist and photographer prize-winning bits are on every hand.

For the fisherman every type of the sport is here.

For the hunter there is fur, hair and feather of many kinds.

For the sailor the attractions are unsurpassed.

For the soldier ideal camp grounds easily reached.

For the home-seeker, health, beauty and convenience, on a modest income.

The L. I. R. R. with its main lines and many branches makes every portion of the Island easily accessible. The stations are numerous, and the cyclist is seldom over a mile from the railroad.

The Island is reached from New York City by the Brooklyn Bridge and the following ferries: Thirty-ninth Street, Hamilton, South, Wall, Thirty-fourth (this ferry carries bicycles free and connects at Long Island City with the L. I. R. R.), Ninety-second Street and Ninety-ninth. From New Jersey the Island can be reached direct by the Brooklyn Annex boat from P. R. R. station, or via New York City, and the many routes before noted. From New England by boat from Bridgeport to Port Jefferson and New London to Sag

Harbor. From Staten Island by ferry from Rosebank to Fort Hamilton.

As a rule strangers will wish to go over the Brooklyn Cycle Paths and visit Coney Island and Manhattan Beach. The best route is over the Bridge; asphalt streets lead from the bridge entrance to Prospect Park, and the Cycle Paths, beginning at the Park, run five and one half miles through an avenue of trees to the beach. There are two paths eighteen feet wide, one for south and one for north bound cyclists. From the Bridge or the downtown ferries in New York City the distance to the Park is about two and one-half miles. From the Grand, Roosevelt and Twenty-third Street ferries, landing at Broadway, Brooklyn, the distance to the Park is about four and one-half miles over asphalted Bedford Avenue. From the Grand Central Depot, New York, to the Thirty-fourth Street ferry, the distance is thirteen blocks. This ferry lands in Long Island City, and while the city streets are not yet in first-class condition, cyclists can wheel to the fine macadam roads of Long Island, or better still, take the train to Jamaica, and there find a choice of excellent roads.

By ferry from Ninety-second Street, Astoria is reached; the roads from this section are rapidly being improved. By Ninety-ninth Street ferry, College Point is reached, about two miles from Flushing, on the north shore road.

At Port Jefferson the cyclist from Bridgeport has a cycle path to Patchogue on the south shore, also a fair road along the north shore.

At Sag Harbor, the New London cyclist strikes a cycle path to Bridgehampton, at Greenport a path to Orient or Riverhead.

From the Memorial Arch at the entrance of Prospect Park, a run to the east over the Eastern Parkway and Glenmore Avenue with its connections, brings the cyclist to the fine macadam roads of Long Island. The south shore road to the end of the south fluke on Montauk Point, a distance of 134 miles. The road is almost absolutely level excepting four miles over the Shinnecock Hills and seven and one-half miles on

Montauk Point. This south shore road running near the coast affords many views of the ocean and its innumerable bays.

A fine macadam road runs almost to Patchogue; from this point side paths, edge paths, or cycle paths furnish excellent riding the balance of the distance to Amagansett, where the train should be taken to Montauk, although cyclists can turn off at Easthampton and take the beach at low tide for six miles and then walk inland half a mile to the road.

The roads across the Island are numerous and even if marked only fair, have, as a rule, a good edge path made by the great number of cyclists who are constantly passing over them.

The well-shaded north shore road has many hills; the views from these hills across the Sound to the New England shore will amply repay the necessary climbing. This road is excellent as far as Northport, and from there to Port Jefferson, the edge path is at all times good; beyond Port Jefferson at present the road is fair, but presents no terrors to the road rider.

The central road to Jericho is good, beyond this point to Smithtown it is fair, and with edge path to Riverhead is easily rideable except in the driest weather.

From Riverhead to Orient Point or the end of the north fluke, the road is always first class.

Many cycle paths have been made. The path from Bayshore through Brentwood to Smithtown runs through private property a large part of the way, making the trip one of great beauty. The path from Patchogue to Port Jefferson which was opened this year is being constantly improved, and the lesson it teaches has stimulated road building in this section of the Island.

The paths from Eastport to Riverhead, and from Quogue to Riverhead are not quite so good as that from Westhampton, but in a short time they will be first class riding. The path from Bridgehampton to Sag Harbor is good and is much used. The four and one-half miles of cycle path winding through the woods between Bridgehampton and Easthampton is ideal, and shows the possibilities of united effort. It is

not a speedway, but its many beauties appeal most strongly to the nature-loving cyclist.

Ferry can be taken from Sag Harbor to Shelter Island or to Greenport. Sailboats can be had at Jamesport for trip across Peconic Bay to the foot of the Shinnecock Hills or the reverse. At Bayshore there is a steamer to Fire Island.

Hotels, inns and road houses are found at short distances apart in every portion of the Island, and a meal of good quality and at a reasonable price can be obtained in the smallest villages. First-class hotels, capable of caring for large parties, are frequent; a list is given on page 17.

Boating and bathing facilities are unsurpassed, especially on the south shore. The nights are invariably cool, as the prevailing winds are southerly, and the tourist notices at once the wonderful stimulus of the ocean breezes.

... SUGGESTIONS ...

RAILROAD fare can be figured at three cents a mile one way; excursion tickets, two and one-half cents a mile, and club tickets, two cents a mile; the distance by road being, of course, more than by rail.

Cycling on Long Island is not confined to the summer months. The peculiar absorbent soil makes nearly any of the roads ridable within an hour or two after heavy rainfalls, and many cyclists are seen on the Island in December and January, at times riding on a perfectly clear road, with banks of snow on either side.

The League of American Wheelmen are placing signs all over Long Island, leaving no chance for cyclists to go astray, and L. A. W. repair shops can be found everywhere. In case of a serious breakdown little time need be lost, as a telegram will insure quick receipt of articles from New York by the L. I. express.

The many towns of good size on Long Island enable the tourist to purchase almost any articles of comfort or wearing apparel.

Railroad stations are but a short distance apart; the road is seldom over a mile and a half from a station.

The railroad employees are courteous, and as the majority of them are cyclists they know how to handle a wheel in the best possible way. While lanterns need not be taken from the wheel, being carried at owner's risk, to prevent possible damage to the lantern or the front tire by the leakage of oil it is much wiser to remove it; further, it is quite as difficult to carry a lantern on a bicycle as a bird cage attached to the handle of a trunk.

Bulky bundles or satchels that extend beyond the frame must be removed, as it is impossible to properly stow a wheel encumbered in this way without chance of injury to the wheel itself or neighboring wheels.

Nearly all of the towns of Long Island, as well as the city of Brooklyn, have ordinances requiring the use of lamps and bells; also ordinances prohibiting the riding of bicycles on the sidewalks within the town limits. On Long Island this ordinance entails no hardship, as good roads or edge paths make it unnecessary to use the sidewalks.

In touring on the island it is unnecessary to carry any luggage beyond the necessary conveniences.

The express service of the railroad is excellent, and a valise can be sent ahead with absolute surety of having it at night. Enough should be carried, however, to enable one to deviate from the schedule if desired, as nothing mars the pleasure of touring more than the constant feeling that a point must be reached no matter what attractions present themselves.

In selecting tours bear in mind the fact that the very level south shore calls for very little effort, while the north shore's beauties amply repay the greater exertions necessitated by frequent hills.

If for any reason cyclists find it necessary to take the train, baggage cars equipped with racks reduce the risk of damage to a minimum. The Long Island Railroad was the first to equip and run cars solely for transportation of bicycles.

LONG ISLAND RUNS



...SOUTH SHORE...

No. 1. From Prospect Park through Jamaica, Springfield to Lynbrook, here turn sharp right (south) to Rockaway, Arverne and Rockaway Park. This run takes you through the beautiful residence section of Rockaway and ends at the beach, with its fine bathing and its many entertainments; all level, fine road; distance, 28 miles.

No. 2. The same as No. 1 to Lynbrook; turn left (north) to Garden City, a beautiful spot, with the A. T. Stewart Memorial Cathedral and two large colleges. Fine level roads all the way; distance, 21 miles.

No. 3. The same as No. 1 to Lynbrook; in the centre of the village turn right (south) to Barnum's Island, and then to Long Beach, where there is a hotel, accommodating 1,000 guests, and a magnificent stretch of beach and many inlets; distance, 25½ miles.

No. 4. The same as No. 1 to Lynbrook; continue on main road through Rockville Centre to Freeport; turn left (north) to Hempstead; a fine level road; distance, 27 miles.

4a. At Baldwins a good road to Hempstead (4 miles), Mineola (2½ miles) and Roslyn (3 miles).

4b. From Freeport a fair road to Westbury (7 miles), Greenvale (5 miles), Sea Cliff (2½ miles) and Glen Cove (1½ miles).

No. 5. The same as No. 4 to Freeport; continue on main road to Merrick, Bellmore and Massapequa; fine bathing and sailing on the Great South Bay; roads fine and level; distance, 28¾ miles.

5a. Just before reaching Massapequa, turn left (north) over a fair road to Jerusalem (2½ miles), Hicksville (5 miles), Jericho (2 miles), East Norwich (3 miles), Oyster Bay (2 miles).

5b. At Jerusalem good road to Hempstead (7 miles), Melville (2¼ miles) and Queens (5 miles).

5c. Just beyond Massapequa turn left (north) over a fair road through Central Park (6 miles) to Cold Spring (4 miles) and Woodbury (4½ miles).

No. 6. The same as No. 5 to Massapequa, through Amityville to Babylon; fishing, bathing, boating and beach attractions; road fine and level; distance, 37½ miles.

6a. At Amityville turn left (north) over a fair road to Farmingdale (6 miles), Melville (3 miles) and Huntington (8 miles).

6b. At Babylon good road to Deer Park (4½ miles), Elwood (5 miles) and Northport (4 miles), or by turning right (east) at Deer Park for a short distance to Comac (7½ miles) and Fairview (2 miles).

No. 7. The same as No. 6 to Bayshore, then by main road to Islip, Oakdale, Sayville, Bayport and Patchogue; this is the end of the first half of the most noted century run in this country, the roads being almost level and rideable in any portion nearly the entire distance. The short stretch of side path through Oakdale is always in excellent condition; the distance is 58½ miles. The century runs start at Jamaica, thus reducing the distance to 50 miles.

7a. At Bayshore ferry to Fire Island, also fine road to Brentwood (4 miles), from Brentwood through Hauppauge (6 miles), Smithtown (3 miles) or Comac (4 miles); this region around Smithtown is famous for its beautiful cycle paths through private property.

7b. At Sayville fair road to beautiful Lake Ronkonkoma (6 miles), Lake Grove (2½ miles) and St. James (3½ miles).

7c. At Patchogue the cross island cycle path passes near Medford (4 miles), through Selden (4½ miles) to Port Jefferson (5 miles). This path is just completed and is already in good condition.

No. 8. The same as No. 7 to Patchogue, and then through Bellport, Brookhaven, Mastic—all pretty vil-

lages. After leaving Mastic cyclists find about a mile of small hills and sandy roads, but with fair edge paths. Out through the Moriches and Eastport, beautiful places, with good bathing and fine boating, through Speonk or Remsenburg to Westhampton, with its fine beach; distance to Westhampton, $79\frac{1}{4}$ miles.

8a. At Eastport take cycle path to Riverhead; fine riding all the way.

8b. From Westhampton to Riverhead ($7\frac{1}{2}$ miles) the path is in excellent shape.

8c. There is another path from Quogue to Riverhead, which is being rapidly improved.

No. 9. The same as No. 8; through famous old Quogue and Good Ground to Canoe Place, at the beginning of the Shinnecock Hills. Here a narrow stretch of land, most peculiar in formation, separates Great Peconic Bay from Shinnecock Bay, a narrow canal having been cut through to connect the two. The road runs for some four miles through the woods and is very sandy; there is, however, a good edge path, which will soon be changed to a cycle path; distance, 93 miles.

No. 10. The same as No. 9 to Canoe Place, and then over a canal bridge to the foot of the Shinnecock Hills, a succession of short sharp hills, with fair edge path for 4 miles; this is all rideable, and the views from the tops of these hills are magnificent. Through Southampton, one of the earliest settlements on the island, cyclists are permitted to use the sidewalks, provided they turn out or dismount for pedestrians. Through Watermill to Bridgehampton the roads are good and level; thence by the charming cycle path meandering through the woods, with its causeways, bridges and good roadbed to Easthampton, and thence to Amagansett; distance, $116\frac{1}{4}$ miles. Here train should be taken to Montauk Station, as the road runs for 6 miles through a low sandy stretch, which is unrideable under the most favorable conditions.

From Montauk Station to the Third House it is 4 miles over small hills and fair roads; from the Third House to the Point it is $3\frac{1}{2}$ miles over fair road. This narrow neck of land, with its jutting

points and many bays, its high bluffs and magnificent views merits a long stay. The entire distance to Montauk Point Light is 134 miles.

Cyclists sometimes take the beach at Easthampton when the tide is low and ride to a point about a mile beyond Napeague Life Saving Station, and then take road to Montauk Point.

10a. At Bridgehampton there is a good cycle path to Sag Harbor, and over Hog Neck. Ferry—Sag Harbor to Shelter Island. Fine roads and cycle paths across the island. Ferry to Greenport.

... CENTRAL SECTION ...

No. 11. From the Arch to Jamaica, Hollis and Queens to Creedmoor (14 miles), the famous New York rifle range.

No. 12. The same as No. 11; through Hyde Park, Mineola and Jericho; road fine and level to this point; distance, $26\frac{3}{4}$ miles.

No. 13. The same as No. 12 to Jericho; from Jericho on the central road is only fair, the road itself being sandy and the edge path not as much used as the north shore road.

From Jericho to Elwood ($8\frac{1}{2}$ miles), Elwood to Comac ($3\frac{1}{4}$ miles), from Comac to Smithtown ($6\frac{1}{2}$ miles), (here the road joins the north shore road), from Smithtown to Selden ($8\frac{1}{2}$ miles), Selden to Middle Island (4 miles). Artist Lake, 2 miles beyond Middle Island, is a spot of great natural beauty. From Middle Island to Calverton (20 miles), Calverton to Riverhead (4 miles). Total, from Jericho to Riverhead, $54\frac{1}{4}$ miles.

... NORTH SHORE ...

No. 14. Take Thirty-fourth street ferry to Long Island City, here take train to Jamaica or wheel via Jackson avenue, Thompson avenue and Hoffmann boulevard, turn left (north) at Jamaica to Flushing; fine road, but hilly to Bayside; turn left (north) to Willett's Point, where the waters of Long Island

Sound meet the East River; good hotel accommodations and much of interest is found at the fort, commanding the approach to New York from Long Island Sound.

From Flushing there is a fair road to College Point, with ferry connections to Ninety-ninth street, New York City; distance, 2 miles.

No. 15. The same as No. 14 to Bayside, thence over the meadow to Great Neck road; turn right (south) through Lakeville to Hyde Park; good roads, but hilly; distance, $21\frac{1}{2}$ miles.

15a. At Lakeville a pretty lake, apparently without inlet or outlet; boating and fishing; small hotel, with good accommodations.

15b. Or turn left (north) and over fair road, down grade, out on the peninsular to Great Neck; trip can be made around this neck, giving a view of the bay to the east, called Manhasset or Cow Bay, the burial ground of the U. S. Navy, with its many old hulks of famous ships.

No. 16. The same as No. 15 to Great Neck; through Manhasset to Roslyn; fine road, with a number of hills and two long coasts, both of them with sharp turns; keep wheel well under control. Roslyn, at the head of the beautiful bay, has an observation tower situated on one of the highest points of the island; this is reached by a path leading up from the Mansion House. The view on clear days is superb.

This Roslyn run is famous and one of the favorites for Brooklyn riders, and is usually made over the hilly north shore road, Roslyn being reached in time for dinner and a good rest; distance, 26 miles.

The trip can also be made over a level road by the way of Jamaica, Queens and Mineola.

16a. From Roslyn via Albertston (2 miles), East Williston (1 mile), Mineola (1 mile), Garden City (1 mile) and Hempstead ($1\frac{1}{2}$ miles) to the Merrick road.

No. 17. The same as No. 16 to Roslyn; turn left (north), then ride through Wheatley Hills, Brookville to East Norwich, Cold Spring, Huntington and Northport; good road all the way, and although rolling, no heavy grades are found after climbing the long hill at Roslyn; distance, 45 miles.

17a. Beyond Wheatley Hills, a short distance out of Roslyn, a sign-board on left shows the road to Glen Cove, through Greenvale and Sea Cliff; distance, 5 miles.

17b. Turn right (south) over fair road through Westbury (4 miles) to Freeport ($7\frac{1}{2}$ miles); at East Norwich turn left (north) to Oyster Bay (2 miles), a beautiful bay filled with yachts, and excellent still water bathing and good hotel accommodations.

17c. At Cold Spring turn right (south) through Woodbury (3 miles) to Massapequa (11 miles); at Huntington turn right (south) through Melville (6 miles) to Amityville (9 miles); just before reaching Northport turn right (south) to Elwood ($3\frac{1}{2}$ miles), Deer Park (5 miles) and Babylon ($4\frac{1}{2}$ miles).

No. 18. The same as No. 17 to Northport; through Fairview, Comac and by centre road or cycle path through to Straithtown, St. James, Stony Brook, Port Jefferson; distance, 20 miles.

18a. At Comac fair road leads to Deer Park (8 miles), also to Brentwood ($6\frac{1}{2}$ miles) and Bayshore ($3\frac{1}{2}$ miles).

18b. At St. James fair road to Lake Ronkonkoma (6 miles); at Port Jefferson 14-mile cycle path to Patchogue.

18c. From Northport to Port Jefferson, with the exception of the cycle path at Smithtown, roads are hilly and only fair, but the edge paths are in good condition and road riders have no difficulty in making good time.

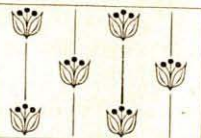
No. 19. From Port Jefferson through Rocky Point, Wading River, Baiting Hollow to Riverhead; distance, $81\frac{1}{2}$ miles. This road, while better than the centre road at present, is hilly and the edge path is only fair; the road from Baiting Hollow to Mattituck (12 miles) is being rapidly improved and is in fair condition.

No. 20. From Riverhead to Mattituck, Southold, Greenport to Orient Point is at all times first-class riding; distance, $34\frac{1}{2}$ miles.

20a. From Greenport, Shelter Island is reached by ferry; good roads and cycle path across Shelter Island; ferry to Sag Harbor or Hog Neck.

CONDENSED TIME TABLE

of trains most
used by cyclists



Selected From Spring Time Table, and
Giving Only A Few Important Stations,

Subject to change without notice. Time and connections not guaranteed.
Summer Schedule with large Increase goes into effect
the last of June.

SOUTH SHORE AND SOUTH FLUKE.

L.V.	EASTWRD.	WEEK DAYS.			SUNDAYS.		
		A. M.	A. M.	P. M.	A. M.	P. M.	P. M.
L.V.	New York Ft. 34th St., E. R.	8 25	10 59	4 20	9 00	1 20	6 20
"	Brooklyn Flatbush Ave. Station.	8 30	10 52	4 27	9 03	1 25	6 24
Ar.	Jamaica	8 53	11 18	4 52	9 28	1 51	6 48
"	Babylon	9 35	12 22	5 37	10 10	2 53	7 53
"	Bayshore	9 46	12 33	5 48	10 21	3 03	...
"	Patchogue	10 17	1 02	6 19	10 53	3 33	...
"	Moriches	10 43	...	6 45	11 19	...	...
"	Westhampton	11 02	...	7 03	11 38	...	...
"	Good Ground	11 18	...	7 21	11 54	...	...
"	Southampton	11 34	...	7 39	12 11	...	...
"	Sag Harbor	12 00	...	8 06	12 36	...	...
"	Easthampton	11 59	...	8 09	12 36	...	...
"	Amagansett	12 06	...	8 15	12 43	...	...
"	Montauk	12 24	...	...	1 03	...	...

L.V.	WESTWARD.	WEEK DAYS.			SUNDAYS.	
		A. M.	A. M.	P. M.	P. M.	P. M.
L.V.	Montauk	...	...	1 28	...	6 40
"	Amagansett	6 15	9 10	1 56	...	7 06
"	Easthampton	6 21	9 17	2 03	...	7 13
"	Sag Harbor	6 18	9 15	2 00	...	7 10
"	Southampton	6 47	9 44	2 29	...	7 40
"	Good Ground	7 02	9 57	2 44	...	7 55
"	Westhampton	7 18	10 13	2 50	...	8 11
"	Moriches	7 35	10 38	3 18	...	8 29
"	Patchogue	8 02	11 15	3 44	...	8 56
"	Bayshore	...	11 46	4 18	...	9 27
"	Babylon	...	11 54	4 26	...	9 35
"	Jamaica	9 01	12 50	5 06	...	10 15
Ar.	Brooklyn Flatbush Ave. Station.	9 29	1 27	5 33	...	10 43
"	New York Ft. 34th St., E. R.	9 33	1 38	6 38	...	10 48

SOUTH SHORE (Additional)

L.V.	EASTWARD.	WEEK DAYS.			SUNDAYS.		
		A. M.	A. M.	P. M.	A. M.	P. M.	P. M.
L.V.	New York Ft. 34th St., E. R.	7 50	10 50	4 50	8 30	1 20	6 20
"	Brooklyn Flatbush Ave. Station.	7 56	10 52	4 50	8 33	1 25	6 24
Ar.	Valley Stream	8 41	11 38	5 39	9 16	2 10	7 09
"	Freeport	8 55	11 52	5 53	9 30	2 24	7 23
"	Babylon	9 26	12 22	6 23	10 02	2 53	7 53
L.V.	WESTWARD						
L.V.	Babylon	7 35	11 57	5 03	8 26	4 33	7 60
"	Freeport	8 04	12 28	5 34	8 56	5 03	7 36
"	Valley Stream	8 20	12 45	5 52	9 11	5 20	7 47
Ar.	Brooklyn Flatbush Ave. Station.	9 04	1 27	6 35	9 53	6 04	8 30
"	New York Ft. 34th St., E. R.	9 03	1 38	6 38	9 58	6 08	8 38

ROCKAWAY

L.V.	EASTWARD.	WEEK DAYS.			SUNDAYS.		
		A. M.	P. M.	P. M.	A. M.	P. M.	P. M.
L.V.	New York Ft. 34th St., E. R.	8 10	1 20	5 50	9 50	1 50	2 50
"	Brooklyn Flatbush Ave. Station.	8 16	1 27	5 54	9 53	1 54	2 54
Ar.	Arverne	8 53	2 01	6 31	10 31	2 33	4 06
"	Far Rockaway	9 01	2 09	6 39	10 39	2 41	3 55
L.V.	WESTWARD						
L.V.	Far Rockaway	7 50	12 09	4 17	10 42	2 44	5 15
"	Arverne	7 58	12 17	4 07	10 31	2 33	5 23
Ar.	Brooklyn Flatbush Ave. Station.	8 35	12 53	5 15	11 37	4 01	6 04
"	New York Ft. 34th St., E. R.	8 38	1 08	5 23	11 48	3 53	6 08

LONG BEACH

L.V.	EASTWARD.	WEEK DAYS.			SUNDAYS.		
		A. M.	P. M.	P. M.	A. M.	P. M.	P. M.
L.V.	New York Ft. 34th St., E. R.	7 50	1 50	5 50	8 30	2 50	5 40
"	Brooklyn Flatbush Ave. Station.	7 56	1 53	5 54	8 33	2 54	5 43
Ar.	Long Beach	9 02	3 02	6 58	9 38	4 00	6 48
L.V.	WESTWARD						
L.V.	Long Beach	7 57	12 22	5 25	10 35	2 38	5 05
Ar.	Brooklyn Flatbush Ave. Station.	9 04	1 27	6 35	11 37	4 01	6 15
"	New York Ft. 34th St., E. R.	9 08	1 38	6 38	11 48	3 53	6 23

NORTH SHORE

Pt. Washington Branch.

L.V.	EASTWARD.	WEEK DAYS.			SUNDAYS.		
		A. M.	P. M.	P. M.	A. M.	P. M.	P. M.
L.V.	New York Ft. 34th St., E. R.	9 50	1 50	5 50	9 20	2 00	6 00
Ar.	Flushing	10 23	2 22	6 18	9 52	2 32	6 32
"	Great Neck	10 45	2 41	6 39	10 11	2 51	6 51
"	Pt. Washington	10 55	2 52	6 51	10 22	3 02	7 02

	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.
Lv. Pt. Washington	8 16	12 38	4 52	8 21	1 39	4 39
" Great Neck	8 28	12 49	5 04	8 30	1 51	4 51
Ar. Flushing	8 46	1 06	5 28	8 48	2 10	5 10
" New York	9 08	1 38	6 00	9 18	2 40	5 40

Fl. 34th St., E. R.

CENTRAL SECTION AND NORTH FLUKE

	WEEK DAYS.			SUNDAYS.		
	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.
Lv. New York	8 30	10 50	3 50	9 00	11 20	6 20
Fl. 34th St., E. R.						
" Brooklyn	8 30	11 02	3 54	9 03	11 22	6 24
Flatbush Ave. Station						
Ar. Jamaica	8 53	11 26	4 19	9 28	11 48	6 48
" Mineola	9 16	11 49	4 41			7 15
		P. M.			P. M.	
" Hicksville	9 28	12 01	4 54		12 16	7 27
" Brentwood	10 02	12 35	5 24	10 32		
" Ronkonkoma	10 16	12 48	5 37	10 46		
" Riverhead	11 04		6 23	11 34		
" Jamesport	11 13		6 33	11 45		
" Greenport	11 46		7 08	12 17		
Lv. Greenport	7 30	1 44	2 41		4 16	
Ar. Jamesport	8 01	2 17	3 14		4 49	
" Riverhead	8 13	2 29	3 26		5 01	
" Ronkonkoma	8 58		4 16		5 50	
" Brentwood	9 11		4 30		6 03	
" Jamaica	10 06	1 52	5 36		7 03	
" Brooklyn	10 35	3 07	6 03		7 31	
Flatbush Ave. Station						
" New York	10 38	2 28	6 08		7 38	

Fl. 34th St., E. R.

CENTRAL SECTION (Additional)

	WEEK DAYS.			SUNDAYS.		
	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.
Lv. New York	9 20	12 20	4 50	9 00	1 50	6 30
Fl. 34th St., E. R.						
" Brooklyn	9 25	12 24	4 50	9 03	1 54	6 24
Flatbush Ave. Station						
Ar. Garden City	10 12	1 11	5 50	9 54	2 43	7 21
" Hempstead	10 17	1 16	5 55	9 59	2 48	7 26
Lv. Hempstead	9 22	1 30	4 36	8 39	12 42	5 22
Ar. Garden City	9 27	1 34	4 41	8 44	12 47	5 27
" Brooklyn	10 12	3 07	5 33	9 33	1 33	6 15
Flatbush Ave. Station						
" New York	10 18	2 28	5 38	9 38	1 45	6 23

Fl. 34th St., E. R.

NORTH SHORE

Wading River Branch.

	WEEK DAYS.			SUNDAYS.		
	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.
Lv. New York	8 50	4 20	5 30		8 50	6 20
Fl. 34th St., E. R.						
" Brooklyn	8 54	4 27	5 38		8 53	6 24
Flatbush Ave. Station						
" Hicksville	9 56	5 22	6 37		9 51	7 27
Ar. Huntington	10 16	5 43	6 58		10 15	7 50

NORTH SHORE. (Continued.)

	WEEK DAYS.			SUNDAYS.		
	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.
Ar. Northport	10 27	5 55	7 09	10 27	8 03	
" Smithtown	10 43	6 12	7 25	10 45		
" Port Jefferson	11 08	6 37	7 50	11 08		
" Wading River	11 28	6 57		11 28		
Lv. Wading River	6 47		3 00			3 28
Ar. Port Jefferson	7 07		3 20			3 48
" Smithtown	7 31		3 45			4 13
" Northport	7 47		4 01			4 29
" Huntington	7 18	9 01	4 13			8 06 4 41
" Hicksville		9 24	4 36			8 30 5 05
" Brooklyn	9 16	10 35	5 33			9 33 6 04
Flatbush Ave. Station						
" New York	9 18	10 28	5 38			9 38 6 08

Fl. 34th St., E. R.

NORTH SHORE (Additional)

Oyster Bay Branch.

	WEEK DAYS.			SUNDAYS.		
	A. M.	P. M.	P. M.	A. M.	P. M.	P. M.
Lv. New York	8 50	1 50	6 50	8 50	6 20	
Fl. 34th St., E. R.						
" Brooklyn	8 54	1 53	6 55	8 53	6 24	
Flatbush Ave. Station						
Ar. Mineola	9 40	2 50	7 49			7 06
" Roslyn	9 49	3 00	7 59			9 53 7 16
" Glen Cove	10 03	3 14	8 15			10 08 7 31
" Oyster Bay	10 18	3 29	8 29			10 26 7 46
Lv. Oyster Bay	8 15	11 15	6 07			7 06 4 43
Ar. Glen Cove	8 25	11 30	6 27			7 20 4 58
" Roslyn		11 47	6 40			7 34 5 14
" Mineola		12 01	6 52			7 44 5 25
" Brooklyn	9 16	12 50	7 40			8 32 6 15
Flatbush Ave. Station						
" New York	9 18	12 58	7 48			8 38 6 23

Fl. 34th St., E. R.

MANHATTAN BEACH—Frequent Train Service.

NEW ENGLAND STEAMBOAT CONNECTIONS.

NEW LONDON. Daily, (Sundays excepted.)

Leaves Sag Harbor at 6 20 A. M. and 12 20 P. M. From Greenport 7 25 A. M. and 1 20 P. M. Leaves New London at 10 A. M. and 4 10 P. M. for Greenport and Sag Harbor. Fare \$1.00. Round Trip \$1.25. Special Rates parties of 4.

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Leaves Port Jefferson for Bridgeport at 8 30 A. M. and 5 00 P. M. Leaves Bridgeport for Port Jefferson at 8 00 P. M. Fare 75c. Round Trip \$1.00.

POINTAUK STEAMBOAT COMPANY, Pier 15 E. R., N. Y. for Orient, Greenport, Shelter Island and Sag Harbor, Tuesday, Thursday and Saturday 5 P. M., returning Monday, Wednesday and Friday evenings.

TABLE OF DISTANCES

From Memorial Arch, Prospect Park
...Brooklyn...

SOUTH SHORE AND SOUTH FLUKE

	Miles.		Miles
Bedford Avenue	4	Sayville	53½
Woodhaven	7½	Bayport	55
Jamaica	10½	Patchogue	58½
Springfield	13¾	Bellport	60½
Valley Stream	16½	Moriches	68½
Rockaway Beach	28	Eastport	73¾
Lynbrook	17½	Speonk	77
Long Beach	25½	Westhampton	79¼
Rockville Centre	19	Quogue	83¾
Baldwins	20¾	Good Ground	91¾
Freeport	22½	Canoe Place	93
Merrick	24½	Southampton	99½
Massapequa	28¾	Bridgehampton	106
Amityville	31¾	Sag Harbor	111
Babylon	37½	Easthampton	112½
Bayshore	42½	Amagansett	116
Islip	44	Montauk	127½
Oakdale	49¼	Montauk Point Light	134

NORTH SHORE AND NORTH FLUKE

	Miles		Miles
Flushing	14½	Northport	45
Bayside	18½	Port Jefferson	57
Willet's Point	19½	Wading River	70¼
Great Neck	22½	Baiting Hollow	77
Manhasset	22½	Riverhead	81½
Roslyn	26	Jamesport	86
East Norwich	29	Mattituck	91½
Glen Cove	31	Greenport	104½
Oyster Bay	31½	Shelter Island	104½
Cold Spring	37½	Orient Point	114
Huntington	39½		

The distance across the Island varies from eight to eighteen miles, as given in the various runs

CENTRAL SECTION

	Miles		Miles
Jamaica	10½	Smithtown	
Queens	13	via Cycle Paths	45
Mineola	18¾	Lake Ronkonkoma	55
Garden City	21	Selden	63½
Hempstead	20	Artist Lake	58
Jericho	25¾	Yaphank	58½
Hicksville	27½	Manor	73
Syosset	32	Calverton	77½
Elwood	35¼	Riverhead	81½
Commack	38½		

..HOTELS..

At the Usual Stopping Places, Capable
of Caring for Large Parties.

Amagansett	{ Sea View	Moriches	Moriches Inn
Amityville	{ "The Pines"	Northport	Ackerley House
Babylon	{ New Point Hotel	Orient	Mt. Pleasant House
Bayport	{ Watson House	Oyster Bay	Octagon
Bayshore	{ Bayport House	Patchogue	{ Roe's Hotel
Brentwood	{ Prospect House	{ Ocean Ave. Hotel	
Bridgehampton	{ Quannahassett	Point O' Woods	{ The Gerard
Canoe Place	{ Atlantic	Port Jefferson	{ Smiths Hotel
Cold Spring	{ Hotel Glenada	{ Townsend	
Easthampton	{ Osborne House	Pt. Washington	{ Grape Vine
Far Rockaway	{ Tack-a-non-sha	{ The Lindens	
Fire Island	{ Surf Hotel	Quogue	{ Quogue House
Garden City	{ Garden City	East Quogue	{ Pine View
Good Ground	{ Oak Grove	Riverhead	{ Griffin House
Greenport	{ Clark House	Ronkonkoma	{ Oak Lawn
Hempstead	{ Roth's Hotel	Roslyn	{ Mansion House
Hicksville	{ Grand Central	Sag Harbor	{ Nassau House
Huntington	{ Huntington	Sayville	{ Hotel Elmore
Islip	{ Orowoc House	Shelter Id.	{ Manhasset
Jamaica	{ Pettit's Hotel	{ Prospect House	
Jamesport	{ Great Peconic Bay	Smithtown	{ Riverside Inn
Lake Success	{ Hotel	Southampton	{ Irving
Long Beach	{ Long Beach Inn	{ Brunswick	
Manhattan Beach	{ Manhattan	Speonk	{ Ocean House
Manhattan Beach Hotel	{ Manhattan	Wading River	{ Hill Crest
Mattituck	{ Shady Pt. House	Water Mill	{ Mecox Inn
Montauk	{ Third House	Westhampton	{ Apauzuck Pt.

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OF THE NEW YORK DIVISION
LEAGUE OF AMERICAN WHEELMEN,

AT PATCHOGUE, LONG ISLAND,

THURSDAY, JUNE 29th, 1899.

RUNS TO POINTS OF INTEREST. PHOTOGRAPHIC TRIPS
AND SEA SHORE ATTRACTIONS.

CYCLISTS' CARNIVAL

AT PATCHOGUE, LONG ISLAND,

FRIDAY, JUNE 30th, A. M.

Sail on Great South Bay—Famous Long Island Clam Bake
on the Fire Island Beach—Surf and still water bathing—
Blue Fishing, etc.

FRIDAY, JUNE 30th, P. M.

Run west over fine roads and cycle paths to Babylon, where
Charley Murphy will ride a mile paced by a locomotive to
reduce record to one minute.

SATURDAY, JULY 1st, A. M.

Run over cross Island Cycle Path to Port Jefferson on
Sound Shore.

SATURDAY, JULY 1st, P. M.

Bicycle Races—Parade—Contests of Long Island Firemen,
etc.

Special rates on Railroad. Long Island Railroad Special
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PATCHOGUE, LONG ISLAND.