



And the road is so easy that in a few minutes we are at the White Horse Inn, the favorite resort of thousands of cyclists throughout the year. Kirkwood is the official designation of the postoffice and R. R. station, but, with us roadsters, the White Horse is the popular name of the place. It is 9 m. from Gloucester ferry and 11 m. from Camden ferry.

In front of us stands a considerable building, the Fruit Growers' Union store, R to Folsom 3 m., L to Atglen. At this X keep straight on, as straight as the crooked intersection of the roads will allow you. Keep the railroad track on L as far as the station; cross it there and wheel R into the very first road beyond it; there is but one house between the two.

Hammononton (28 1/4 m.) is quite a town in its way and the centre of one of the busiest fruit-growing districts in the State.

It seems to have been the site of an Indian settlement in days ago, if we may judge from the petrified canoe, the hatchet and other relics discovered in the vicinity in the course of last year. We may have a leisurely look at the place some day.

#### THE NEW GRAVEL ROAD.

To-day we are curious to see the much-talked-of new county road constructed from this place to Absecon last summer and fall. Why some peo-

ple keep calling it a bicycle path I fall to understand; a bicycle "path" varying in width from 60 to 100 feet seems a kind of novelty.

It was completed, unfortunately, just in time to be cut up by rough usage during the winter, and those of us who travelled it a month ago must have been sadly disappointed at its appearance; since then, however, Contractor Bartilucci has had it scraped and rolled over, and it is just now in excellent condition.

Who would think that this was the road between Hammononton and Pleasantville, we turn sharp L across the meadows, and if the next five miles are somewhat bumpy we think the less of it as we are so near our destination.

At the end of this turnpike turn L into Baltic avenue for a couple of blocks, then R into Missouri avenue, and you strike Atlantic avenue, the main thoroughfare of Atlantic City, at the corner of the Reading depot, having covered in all a distance of 59

The Executive Committee in of the eighteenth annual L. meet, which will be held in this August 4, 5, 6 and 7, got together Thursday and appointed the Transportation Committee, which, ne the Race Meet Committee (now ively at work), is one of the most important in the roster. S. Sp Chapman, president of the Wisconsin Wheelmen, a prominent it and thoroughly posted in the of which he will have charge, wlected as chairman. His asso will be William R. Tucker, ex-ident of the Associated Cycling of Philadelphia, and secretary Philadelphia Board of Trade; G Chambers, ex-president of the End Wheelmen and president of Norwood Athletic Association, lliam S. Harper, Joseph D. Big of the Pennsylvania Railroad, D. Barrow and N. H. Parks, T a strong committee, made up at gentlemen well qualified to care of the manifold details of transportation work of the meet.

The Executive Committee, of the selection of the Transport Committee, has been in commu- tion with William Fleming, sec- of the Trunk Line Association is already assured of a rate fare and a third for the count- from all sections of the Philadelphia on account of the but it is hoped that a more fav- rate may be obtained as a re- the labor of the Transportation mittee in this direction.

That the entire country will b- sented at next August's meet- parent from the numerous in- receives at headquarters from- nent League officials and others sections of our broad land- Boston and Omaha, Chicago, lanta, Denver and Cincinnati

#### INQUIRER CYCLE ROUTE NO. 3. (1897-98 Series.)

The New Road to Atlantic City, Traveled Over by the Writer on April 27 and 28. (The stroke line indicates the route described.)

perience and a source of pleasant memories for after-enjoyment. By way of inducing others to "go and do likewise" at the first opportunity let me add that, at a low calculation, we coasted on and off for more than 80 miles out of 59, on that afore-said Tuesday.

#### THEN AND NOW.

The idea of coasting to Atlantic City! The young cyclist little knows how ludicrous the very words would have sounded a short time back to the older members of the wheeling community. Is he aware that, a few years ago, the recognized route to Atlantic City (and how few patronized it!) lay through Gloucester, Woodbury, Mullica Hill, Woodstown, through 11 miles of sand to Deerfield, thence to Bridgeton, Millville, North Dennis, Seaville, Beesley's Point (by boat to) Somer's Point and thence at last to Atlantic City—a tedious circuit of 100 miles from the Public Buildings, rendered necessary by the fact that the direct road, south of Hammononton, was practically closed to us and a veritable terror even to horse drivers?

In order to obviate this during the summer of 1894, I beamed the "short-cut route" to the shore, which left the wagon road at Hammononton, and followed the narrow sand-and-gravel gutter by the side of the Reading Railroad track, all the way to Pleasantville, reducing the distance to practically what it is now—58 miles. Alas, no sooner had our wheels begun to roll the path smooth and hard than a fresh bed of clinkers was laid on the track; a quantity of these fenish clinkers seemed to make it their business to roll off the track on each side, and there was an end to our path.

Just then somebody suggested another way of crossing the sandy desert, via Gloucester, Woodbury, Mantua, Barnesboro, Pitman Grove, Glassboro, Clayton, Franklinville, Malaga (the last 10 miles having mostly to be walked), Burgas Vista, Richland, Mizpah, May Landing, McKee City, Pleasantville, in all 66 miles, mostly of

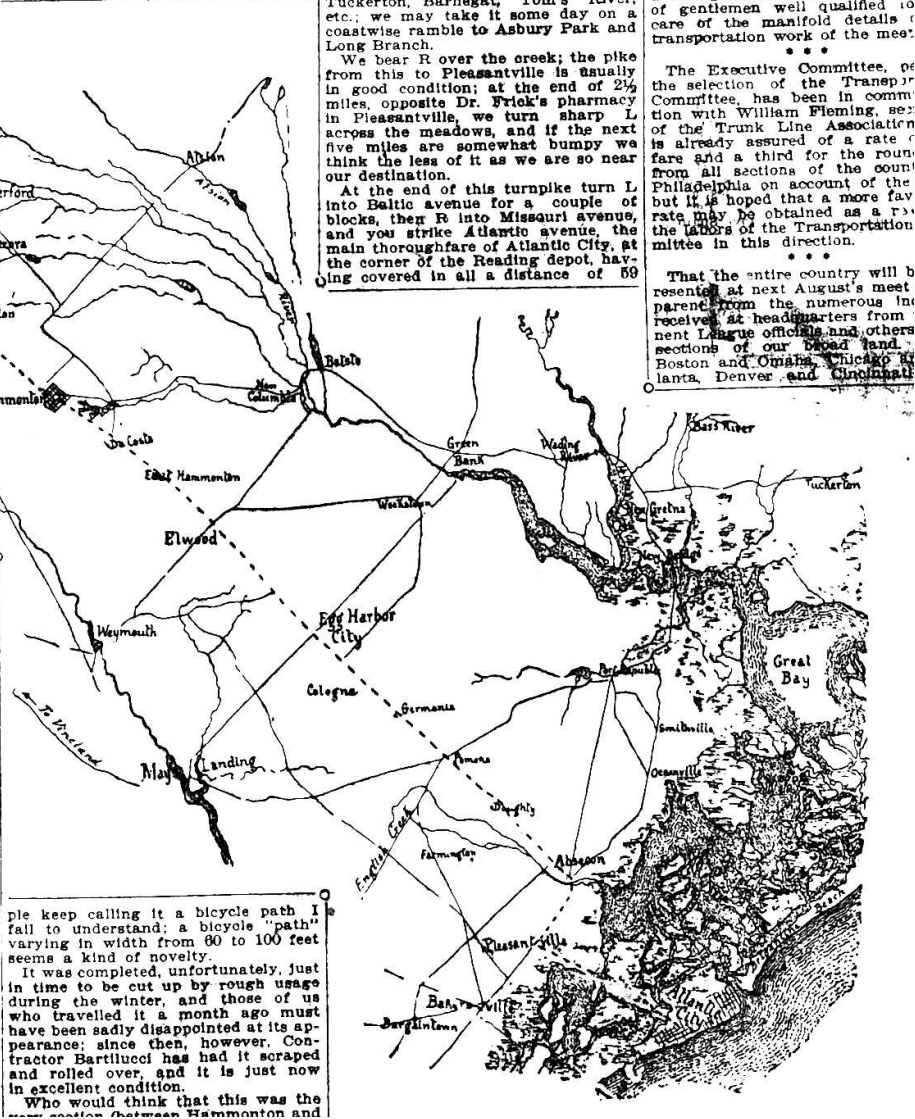
One mile farther is another rendezvous for many a short club run, Laurel Springs. Follow this nice pike, of course; several of those uninviting turnings R and L will come under our notice when we come this way again for a leisurely ramble; the country is not quite flat hereabouts, but who cares for such rises with such a surface to ride over?

After a little meandering by the side of a cemetery, our road is crossroad, T fashion, by the Haddonfield and Berlin pike; we bear R into Berlin and when our cyclometers register 14 1/2 m. from start, our stone road comes to an end, at the present date

#### THAT MISSING LINK.

Between this town and Hammononton is where the missing link to which I have alluded already is still sadly wanting.

Bearing L at the bifurcation lies a wretched waste of sand that stretches its ugly length towards Hammononton by way of Waterford; straight on before us is the old original Camden pike, through Wilton and Blue Anchor, with which we are all familiar; it is not anything like a racing track, but desultory efforts have been and are being made to improve it. It is said that \$5000 would be sufficient to repair it thoroughly, whereas it would take from \$12,000 up to make the Waterford road; the residing population and the daily traffic along the old road are considerably greater than



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