

TRIPS A WHEEL

Where to go and how to get there

OUR CYCLE ROUTE NO. 9 (1897-98 Series)

Three Roads From Princeton to New York City.
(A Sequel to Trips 1 and 2).

Our Trips Nos. 1 and 2 have brought us as far as Princeton on our way to New York.

We go straight out along the main street; the road surface may not seem quite up to the standard of the Lawrenceville pike; yet, what an improvement it is on what awaited us here not very long ago!

The landscape all around us as we leave the town behind us speaks well for the taste of those who first located the College of New Jersey right here.

Those two steeples on yonder height ahead of us belong to Kingston.

KINGSTON AND VICINITY.

See this bridge-bearing date 1708; it spans the Millstone River and this little town is Kingston. The large numbers of Kingstons and Kingstons on the map of a certain "light little island" on the other side of the Atlantic, often reminds me of the perplexity our forefathers were in when Byrom wrote:

"God bless the King! I mean our faith's defender."

God bless—there is no harm in blessing—the pretender!

But who pretender is, and who is King? God bless us all, that's quite another thing!

Our troubles don't lie in that direction still the legion of banners and

signs that proclaim an "Imperial" this, and a "Royal" that, and a "Regal" something else in this Republic of ours, would make a Napoleonic eagle fairly shiver with delight; are we not inconspicuous?

No hills in New Jersey? Well, some wayfarers there are, who preserve a lasting recollection of this one at Kingston; it may be, however, that its steepness is blotted in their memory with the poor condition of the road beyond it.

Take a note, on top of the hill, of this turn R to Monmouth Junction, Dayton and Jamesburg. If you look

at the map, you will see that this other turn L would lead us to the very road we shall fall into by-and-by.

We had better keep straight on, although the next two or three miles are likely to tax your patience to a considerable extent; let it be a consolation to you that this is the only really poor stretch in our whole trip, and that the days of its present condition are said to be numbered.

Three-quarters of a mile beyond Kingston hill, take great care to bear L, the fork R would bring you to the old New Brunswick turnpike, and might possibly be recommended to you as the most direct road by some well-intentioned native; alas for good intentions! I did "travel" that direct road once; rode it! No, sir.

Put this hill down on your notebook as Ten Mile Run Mountain; some people call it Rocky Hill; it is undoubtedly

Duchy of Brunswick (or Braunschweig as they call it in the old country) settled right here. "Brainwashed" means "Bruno's cattle-headed." New Brunswick lacks the legends of Bruho and many another; none the less it has a charming location, a population of nearly 20,000 and the oldest College in New Jersey, next to Princeton University. Rutgers College, now boasting 370 students, was founded here in 1770; our own University of Pennsylvania is but thirty years old.

By the way, the first railroad company ever chartered in Pennsylvania, the Philadelphia and Columbia R. R., 1822, was very near being antedated right here. As early as 1813, the New Jersey Legislature granted a charter for the construction of a railroad from the Delaware River, near Trenton to the Raritan at or near New Brunswick; but the road was never built and the charter was forfeited.

A BILLIARD TABLE.

We climb up this sharp rise away from the river, by Highland park, and now for an ideal ride all the way to Metuchen.

At the bifurcation $\frac{3}{4}$ mile from the Raritan, bear L; the fork R goes to Piscataway and Bonhamtown, and in the event of your going to New York by way of Staten Island (as will be suggested by and by) this looks a more direct route on the map; it is by no means the better, what could be better indeed than this gently rolling stone pike, as smooth and easy as the proverbial billiard table.

In a few moments we have covered $\frac{3}{4}$ mile from Brunswick and notice a pretty high bridge over the Pennsylvania R. R. on our left; let us go over it and down on the other side; Metuchen lies chiefly on our R, but this road leads us to an important crossing which I wish you to find without any difficulty.

METUCHEN, AN IMPORTANT CROSSING.

We pass under another railroad bridge (this time it is the Lehigh Valley Railroad), and presently come to a crossing with Craig's grocery store at one corner, where Middlesex avenue

until we reach the very top of the hill, where Amboy avenue meets our road, T fashion. Turn L into it, and now prepare yourselves for another ideal ride.

Little Staten Island is, from end to end, a veritable pleasure ground; every second house by the roadside is a place of entertainment; a park of some kind or other greets you at every turn, and the smooth stone road, often bordered with old shade trees that skirts the ocean, the whole length of the island, could not be surpassed in a cyclist's Eden.

We coast down to Richmond Valley or Krescherville and glide through Pleasant Plains and Hugenot. At Annadale (34 m.) the L fork goes to Richmond, and so does almost every turn on our L along this road; we bear R through Eltingville and Olford's, and this next town is New Dorp.

New Dorp is Dutch, of course, for "New Village"; and by the way, "Staten" Island has nothing to do with our United "States"; it was so named by the old Dutch pioneers in honor of their High Mightinesses the States General of the United Netherlands. Through Garrettsville or Grant City we keep on the even tenor of our way to Concord (42 m.). Here at the bifurcation opposite a confectionery on R, do not follow the car track; the road R is much better.

$\frac{1}{4}$ m. farther, our road is crossed by Bay street, opposite Johnson's Bicycle Repair Shop; on R is Clinton, on L, Stapleton. We turn L; the traffic is heavy here, and the road very different from the one we have just left; but we are practically at the end of our journey.

Three-quarters of a mile more and

"INQUIRER" ROUTE-COUPON to Accompany Trip A wheel.

Distance fr. Start.	Location.	Dist. bet. Locations.	Directions as to Turns, Etc.	Grade of Road.	Material of Road.
0	Princeton	0	$\frac{3}{4}$ m. out, bear L.	R	Stone
1	Kingston	1	Son text.	R	Red shale
12	Kingston Park	12	Direct.	R	Macadam
17	Mercham Park	17	French and Albany streets.	R	Macadam
20	New Brunswick	20	R Main st., L Amboy.	R	Macadam
21	Perth Amboy	21	Ferry.	R	Macadam
22	Edgewater	22	By ferry road, L Amboy ave.	R	Macadam
23	Annadale	23	Bear R.	R	Macadam
24	Richmond Valley	24	Macadam.	R	Macadam
25	Grant City	25	Direct.	R	Macadam
26	Stapleton	26	Macadam.	R	Macadam
27	Stapleton	27	Macadam.	R	Macadam
28	Stapleton	28	Macadam.	R	Macadam
29	Stapleton	29	Macadam.	R	Macadam
30	Stapleton	30	Macadam.	R	Macadam
31	Stapleton	31	Macadam.	R	Macadam
32	Stapleton	32	Macadam.	R	Macadam
33	Stapleton	33	Macadam.	R	Macadam
34	Stapleton	34	Macadam.	R	Macadam
35	Stapleton	35	Macadam.	R	Macadam
36	Stapleton	36	Macadam.	R	Macadam
37	Stapleton	37	Macadam.	R	Macadam
38	Stapleton	38	Macadam.	R	Macadam
39	Stapleton	39	Macadam.	R	Macadam
40	Stapleton	40	Macadam.	R	Macadam
41	Stapleton	41	Macadam.	R	Macadam
42	Stapleton	42	Macadam.	R	Macadam
43	Stapleton	43	Macadam.	R	Macadam
44	Stapleton	44	Macadam.	R	Macadam
45	Stapleton	45	Macadam.	R	Macadam
46	Stapleton	46	Macadam.	R	Macadam
47	Stapleton	47	Macadam.	R	Macadam
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89	Stapleton	89	Macadam.	R	Macadam
90	Stapleton	90	Macadam.	R	Macadam
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96	Stapleton	96	Macadam.	R	Macadam
97	Stapleton	97	Macadam.	R	Macadam
98	Stapleton	98	Macadam.	R	Macadam
99	Stapleton	99	Macadam.	R	Macadam
100	Stapleton	100	Macadam.	R	Macadam

Directions—R, right; L, left; X, crossing or crossroads; F, fork. GRADE—M, mountainous; H, hilly; R, rolling; L, level (approximately). CONDITION—R, bad; Y, very good; G, good; F, fair; S, shabby; asterisk (*), not the path, and implies that the roadway is poor or so variable as not to be depended on. HOTELS—On presentation of this "Inquirer" Route-Coupon at any hotel named therein, a even for a single dinner.

DAVE SHAFER SPEAKS WORDS OF WISDOM

Says Older Racing Men Have
Had Their Day and Youngsters
Take Their Place.

ABOUT BALD AND COOPER

Says Both Have Gone Back This
Year—Chat About Local Racing
Affairs—Old Tales of the
Steel Steed.

Dave Shafer, in speaking about the riders of the coming season and their chances to win with such men as Cooper and Bald in the field, the other day said that the older riders had their day and for three years it has been nothing but Bald and Cooper, respectively the former, but this year some of the younger stock will get the fat end of the purse.

Shafer has been making a very poor showing this year, four starts and only a \$10 prize to show for it. He said that he would like to be outclashed by the young fellows. It is pretty generally believed that Cooper is a muscle-bound and is practically done for as far as racing goes. Bald, holding up in pretty good shape, but Loughead, who holds the world's unbroken standing, looks like he will make them all hump to beat him out.

When asked what he thought about the proposed match between Bald and Cooper, Shafer said that he believed that both men were sincere and that the match would come off.

If Bald had only known that Cooper was not in his old form when he challenged him to ride at Springfield, he would not have agreed to the match at the chance to race, but Bald knew that he himself was not in condition to do his best and wasn't going to take any chances in a game like that," said Shafer.

From the talk of the principals in the racing sport, it is evident that there would be more match races this year than last.

BIG OFFERS FOR THE FLYERS

Prizes at the National Meet Will Be Very Large.

The Executive Committee in charge of the Eighteenth Annual Meet of the League of American Wheelmen, which will be held in this city August 4, 5, 6 and 7, is determined that the prize money for the event there will be on the two last mentioned days shall be sufficiently attractive to insure the presence of every professional and amateur rider of prominence in the country. To that end the sum of \$2500 has been given to the Race Meet Committee, the entire amount to be divided up into "juicy plums" for the "pros" and "pures."

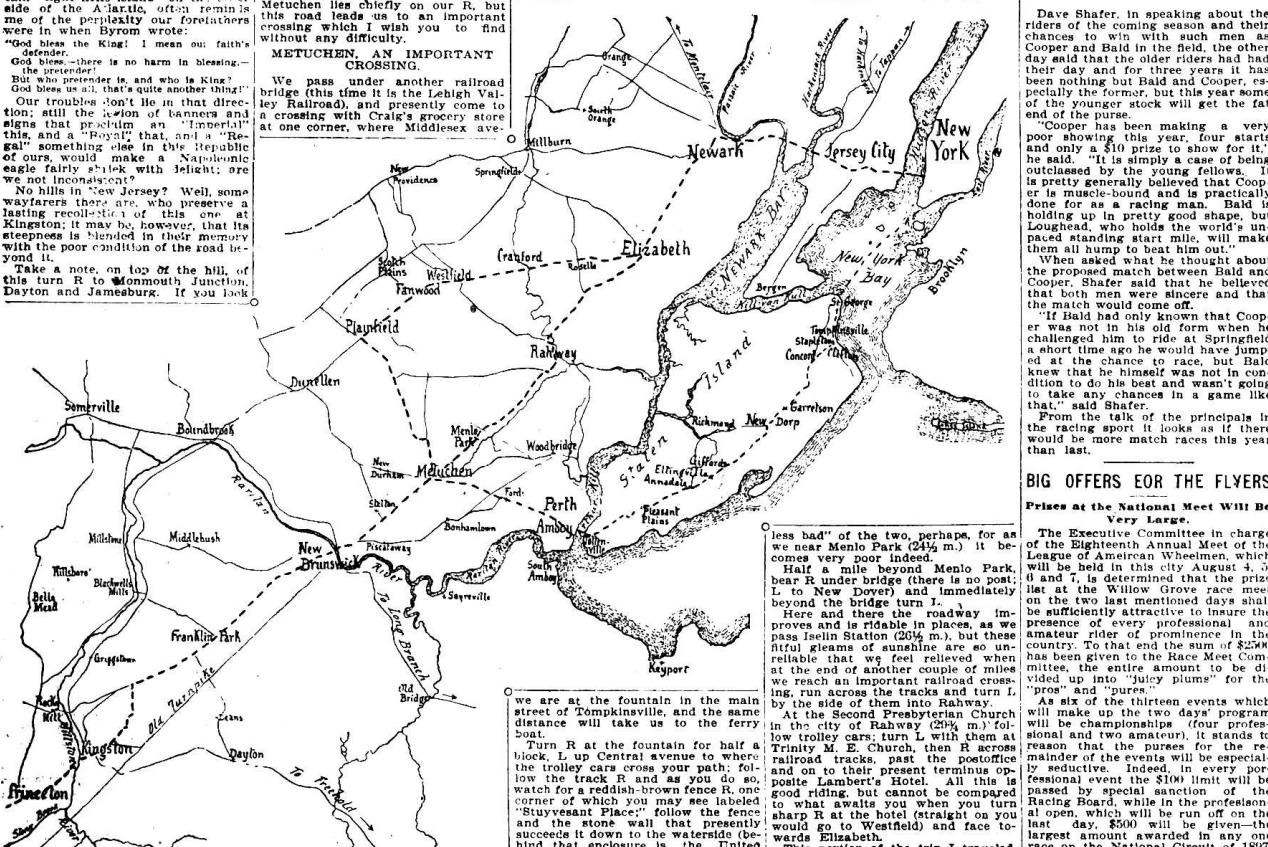
As a result of the champagne which will make up the two days' program will be championships (four professional and two amateur). It stands to reason that the event there will be the remainder of the events will be especially seductive. Indeed, in every portion of the program there will be a prize, and the prize money will be passed by special sanction of the Racing Board, while in the professional and amateur events the prize money will be divided into six portions.

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Prospective bidders for the race meet program privilege are notified that the committee is ready to receive all bids for that valuable franchise. All bids should be sent to C. A. Dimon, chairman Race Meet Committee, 916 Chestnut street, Philadelphia.

TIOGA'S CENTURY RUN

Some Splendid Prizes Offered by the Club for Aspiring Centurians.
Final arrangements have been com-



PRINCETON TO NEW YORK BY THREE DIFFERENT ROADS, ALL TRAVELED OVER BY THE WHITER WITHIN A FEW WEEKS.
(The stroke lines indicate the roads described.)

at the map, you will see that this other turn L would lead us to the very road we shall fall into by-and-by. We had better keep straight on, although the next two or three miles are likely to tax your patience to a considerable extent; let it be a consolation to you that this is the only really poor stretch in our whole trip, and that the days of its present condition are said to be numbered.

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Put this hill down on your notebook as Ten Mile Run Mountain; some people call it Rocky Hill; it is undoubtedly

ue, which we have been following, intersects with the main street. Here we stop for a little consultation. We call this town "Me-tuchen," the name is of Indian origin, of course, and is believed to mean "greatly raised land." The general level of the township being the highest between Trenton and New York; and a charming location Metuchen proper can boast.

A number of little round trips, with not a few touches of historic interest, may be taken from this town as a center; today we are chiefly concerned with three roads radiating from this very crossing and converging towards our present destination. Let us survey each of the three: the first, my great favorite, I went over on the 4th inst.

(1). NEW YORK VIA STATEN IS-

less bad" of the two, perhaps, for as we near Menlo Park (24 $\frac{1}{2}$ m.) it becomes very good indeed.

Half a mile beyond Menlo Park, bear R under bridge (there is no post; see New Yorker) and immediately beyond the bridge turn L.

Here and there the roadway improves and is rideable in places, as we pass Iselin Station (20 $\frac{1}{2}$ m.), but these fitful gleams of sunshine are so unreliable that we feel relieved when at the end of another couple of miles we reach an important railroad crossing, run across the tracks and turn L by the side of them into Rahway.

At the Second Presbyterian Church in the city of Rahway (24 $\frac{1}{2}$ m.) follow trolley cars; turn L with them at Trunk M. E. Church; then R across railroad tracks, past the postoffice and on to their present terminus opposite Lambert's Hotel. All this is good riding, but cannot be compared to what awaits you when you turn sharp R at the hotel (straight on you would go to Westfield and on towards Elizabeth).

ENTRY BLANKS

The entry blanks for prominent race meets in this section can be secured from the Cycling Editor of The Inquirer. Race meet promoters are asked to forward blanks as soon as possible.