

Trips Awheel: Where to Go and How to Get There

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Cycle Map No. 21 (1897-98 Series.)

The Main Outlets of Camden.

No more forcible object lesson could be adduced, in the question of good free roads and the increased traffic which is their natural sequence, than the recent shifting of the bulk of the heavy traffic from our own suburban pikes to those of New Jersey.

The immediate neighborhood of Philadelphia is not unsurpassed only, it is absolutely unequalled for riding or driving purposes; and yet the fact impressed itself painfully upon the thinking traveler, and is corroborated by the observations of roadside dwellers and hotel keepers, that for every ten Philadelphia wheelmen who patronized a certain well-known pike a few years ago, hardly one can be seen now, even though our cycling community is at present ten times greater than it was then.

"I am told they all go to Jersey now," said an old resident to me the other day. "I can't kind o' blame them, either; they've got good roads there now, I understand, and no tolls to pay at that."

My old friend hit the nail on the head. Nor let it be whispered that the hotel or restaurant-keeper is the only man who benefits or loses by such wholesale migrations; any one making such a suggestion much be short-sighted indeed.

Meanwhile New Jersey is reaping the reward of her liberal policy in the improvement of her highways, and her real estate men (among others) are chuckling at the penny-wise and dollar-foolish regime in vogue in certain sections not a hundred miles away from them.

The main outlets of Camden are not all "modernized" yet; but they are getting there.

The following is a mere alphabetical directory of them; each will be fully and separately described in the course of our Trips Awheel.

ATLANTIC CITY ROAD. – The 58 miles that are now popularly known among us under this name practically cover the old-time Camden and Atlantic City pike. For that portion of it, which belongs to the Camden Cycling District, see White Horse pike.

BLACKWOODTOWN ROAD. – Is a continuation of Mt. Ephraim avenue, which starts from the same point at Starr's crossing, as the Haddonfield pike (which see), but turns southward along the railroad track. It leads to Mt. Ephraim, Chew's Landing, Blackwoodtown, etc. Mt. Ephraim avenue is not cyclable, but a commodious path now leads from Starr's crossing to the Blackwoodtown road; and further improvements are being contemplated by the turnpike company as recently announced in The Inquirer.

The path along Mr. Ephraim avenue and a short stretch of the Blackwoodtown road (one cent's worth) have become a favorite means of access between Camden and the White Horse pike at West Collingswood, pending the improvement of more direct outlets thereto.

BROADWAY. – A disreputable road, partly of antiquated cobblestones, partly of nondescript sand, tin cans, broken glass, or any old thing, stretching from Federal street, Camden, to Gloucester, which no ordinary human creature can ride with comfort to himself or without danger for his wheel. It leads to the Woodbury pike; but see the latter here below.

BURLINGTON PIKE. – A much improved old pike traveled over in our Trip Awheel No. 15, which starts under the name of Westfield avenue from the extreme end of Federal street, at the same point as the Moorestown pike, and leads through Pennsville, Westfield, Fairview and Bridgeboro to Burlington, affording access to various favorite resorts situated on the River Road along the Delaware, which could not otherwise be reached awheel owing to the condition of the southern extremity of the said River Road.

An easy way for uptowners to strike this pike is via Otis street ferry, and Cooper Avenue. (See Trip No. 15.)

COOPER STREET (not to be confounded with Cooper avenue mentioned in preceding). – Market and Federal streets, which start from the river within a block of each other and converge together after ten or twelve squares, are the eastward thoroughfares of Camden with which we are chiefly concerned. The wretched stones on the latter two are at the present date the despair of wheelmen and horsemen alike, while the sight of the asphalt blocks of Cooper street should teach whom it may concern, once and for ever, that a hard and carefully-laid road bed is an essential condition to the durability and comfort of a road surface.

Which of these will be our future favorite is at the present date in the hands of the Camden City Councils.

FEDERAL STREET. – See Cooper street.

GLASSBORO PIKE. – See Woodbury pike.

HADDONFIELD PIKE. – A continuation of Haddon avenue where the latter strictly terminates at Starr's railroad crossing, on Tenth street. The readiest way for a stranger to reach it is by way of Market street (Camden) opposite our own Market street. One square above the ferry house turn L into Delaware avenue and R immediately after into Cooper street. Half a mile up, turn into Seventh street (an asphalted street on your right); follow it as far as its intersection with Federal Street and Haddon avenue; take the latter (the second of the two turnings to the left, and make the best you can of its horrid cobblestones, past Haddon avenue railroad station, past the City hall and on to Starr's crossing.

An alternative to this itinerary is ferrying across to Federal street then up Federal street to Third, Third to Benson, Benson to Sixth, Sixth to Berkley, up the whole length of the street across the railroad track, then along Trenton avenue to the above named Starr's crossing.

It leads to Haddonfield, but so long as its present condition remains unimproved, Haddonfield and localities south of it are best reached from Gloucester via the White Horse pike, as will be shown in our map of the White Horse pike and its branchings next Sunday.

The Camden end of this pike is the most direct outlet to the White Horse pike and will doubtless be largely patronized as such as soon as the promised improvements within the city limits have materialized.

MARLTON PIKE. – A continuation of State street, which may be reached by ferry from Vine street (Philadelphia), or may be struck at its intersection with the Moorestown pike.

After crossing the Moorestown pike, in a southeasterly direction, it goes through Ellisburg to Marlton, thence to Medford, etc.

MOORESTOWN PIKE. – Practically a continuation of Federal street, Camden. It goes through Stockton, Dudley, Rosedale, Merchantville, etc. to Moorestown, the latter portion being usually avoided, owing to its poor condition, by detours to be detailed later on.

MT. EPHRAIM AVENUE. – See Blackwoodtown road.

PAULSBORO PIKE. – An excellent stone pike now extending from Westville on the Woodbury pike to Paulsboro, en route to Bridgeport and Pennsgrove. See Woodbury pike.

RIVER ROAD. – May be reached directly from State street, Camden (via Vine street ferry) or in a more circuitous way by way of Cooper and Federal Streets. It branches off on the left, just the other side of Cooper Creek, and skirts the river through Pavonia, Beideman's, Fish House, Delair, Riverton, Riverside, etc., to Burlington. For Pavonia and points north thereof it may be struck more comfortably via Burlington pike or (by uptowners) via Otis street ferry and Cooper avenue.

SWEDESBORO ROAD. – See Woodbury pike.

WHITE HORSE PIKE. – A branching off of the right of the Haddonfield pike (which see), opposite Harleigh Cemetery, and the greatest favorite in this section. It goes through West Collingswood, Oaklyn, Orston and Greenland, to the popular White Horse Inn, beyond which it is continued by the Berlin road – now remade and piked through Laurel Springs on to Berlin.

Since the completion of the new county road from Hammonton to Absecon, the White Horse pike has been the great highway for thousands of pilgrimages to the shore.

See our Trip Awheel No. 3 to Atlantic City.

WOODBURY PIKE. – A good pike leading from Gloucester through Westville. At Westville, the Paulsboro road branches off R; while on L a brand new road now offers to take the cyclist to Glassboro, free of toll, by way of Fairview and Hurffville to Woodbury.

Beyond Woodbury it bifurcates into the Swedesboro road on the right and the Mantua and Glassboro pike on the left. (See our Trip Awheel No. 12.)