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OARLYN, FORMERLY OAKLAND.

Barely a mile from West Collingswood

Meanwhile, it still blooms as Oakland

AUDUBON.

youd Oaklyn is Audubon S'ation. If you ever happen to ride up the Hudson

on a vacation trip, have a look at Audubon Park, on Washington Heights, where John James Audubon, our great-

nected with the old mansion there, and

with Philadelphia, which you may pos-

sor Morse was laying his first telegraph

between this city and New York in 1843, the first time the wire was carried across from the Jersey terminus at Fort Lee to the New York shore, it was brought

in a row boat to Audubon Park, opposite

Fort Lee, and the instrument was tem-

AN OLD INDIAN TRAIL.

The Haddonfield pike is at present so unfit for travel that this L turning, right

here, is the favorite way to get to Had-

One and a quarter miles of a good,

roomy sidepath will take you right into

The turn R over that high bridge

makes straight for Mt. Ephraim, whence

This now cyclable road was originally

an Indian trail going from Burlington

Gloucester may be reached.

Three-quarters of a mile from Oak-

OUR CYCLE ROUTE NO. 23

The White Horse Pike of Camden County, N. J.

Little do the thousands who now pa-land is so common a name that, in tronize this, the queen of our nearby pikes, think that until quite recently it ter it to Oaklyn. "A rose by any other was a woe-begone thoroughfare, as many of its close neighbors still are, and was as little frequented as they still remain.

It was an old worn out turnpike, the owners of which were, it is said, empowered by their charter to levy toll upon travelers and yet not compelled by upon travelers and yet not combetted by that legal document to spend one red continental on the repairing of the 1984. Needless to tell you what was the in-evitable result of such a state of things. evitable result of such a state of things where John James Audubon, our great-until one lucky day about three years set ornithologist, died in 1851. and the said turnpike owners expressed their willingness to "get out of the business" if they were relieved of those bonds. The hat was immediately sent round among the roadside dwellers. The turnpike people were got rid of, the contracts were given out for a new pike as far as the White Horse Inn and it was built right away, as you see it. Every one of its seven miles cost \$10,000, which the residents were assessed rata. By the way, the popular pro' rata. owner of the White Horse was inulcted over \$200 for his little frontage. As his tavern was the godmother of the pike they probably thought they might as well

make him pay for the christening. HOW TO GET AT IT.

The various ways in which we may ly is pretty criton; and half a mile reach it have been explained here already and are plainly shown in our map of Camden city.

When the promised improvements in the here, is the favorite was streets of Camden have materialized, the donfield from Camden. most direct avenue to the pike will be Federal street (with Market street sec-ond just by a neck, not to say by one block).

At Seventh street we shall branch off into Haddon avenue, and as our atten-tion will no longer be monopolized by horrible cobblestones that disgrace the place now, we shall no longer pass all the way to Salem, and was laid out by unnoticed, the handsome monument as a highway 200 years ago. Some peoerected to "Our Herolo Dead" by the
side of the City Hall on our right, or
even the City Hall inself, as many hundreds have done ere this, no doubt.

Further on, Harley Cemetery will
surely also attract more notice than it.

surely also attract more notice than it surely also attract more notice than it does at present. Some day drop in as you pass by and see it. Its 160 acres, 35 of which are exquisitely laid out, are well worth a visit. The most impressive sight on the grounds is probably the one that will strike your eye if you turn L round the superintendent's office and then B through the words until you and then R through the woods until you

to Atlantic City. The name of the post-office is Kirkwood, but with us the place is now, and will probably always be, the White Horse.

A FORMER DETOUR.

Time was—so few months ago that some Philadelphians are still unaware of the change-when we had to make a detour here to get to Berlin, as the road straight ahead was unfit for cy-

If you ever wish to go round that way for curiosity, or to vary your route, the invitation on the wall of this brand go right through Landlord Davis' yard Cyclers' Rest, to oil up and lubriand down his lane until you strike the road, which starts from the pike here at the corner. Turn L past Kirkwood Station; just beyond it turn R around the mill (avoiding the Glendale road on lles Oaklyn, founded as "Oakland the Beautiful," some five years ago. Oak-L) and use your discretion about rid-ing on the road or on the path as opportunity serves. This lake on your right belongs to Lakeside Park.

A couple of miles farther you come to Lucas' paint works. Do not pass them, you would strike the road to Haddonin certain strictly up-to-date maps sold to us in this year of grace, 1897. field. Turn sharp R down a red-clay road, across the railroad trucks, round the works I, and sharp R again. In those trees away on our right be-

This is Gibbsbero. From the top of This is Giboscoo. From the cult a pleturesque view (for this part of New explain it all, "have your bloomers on Jersey), and the road from that point to Berlin was improving greatly when the point of the point was improving greatly when the point of the province of the something still better was provided for us right here within the last eighteen months.

THE WHITE HORSE AND BERLIN PIKE.

This something better was the direct continuation of the new White Horse pike, and how many thousands have enjoyed its comforts during those eigh- Journal. teen months!

One mile of easy gliding takes us to Laurel Springs, the rendezvous of many a club run. Adjacent to it Overbrook is

you an idea of what the pike was like in she's had a cyclometer put on the baby its former days; it is the old direct road carriage."—Cleveland Leader. to Clementon.

If you want to go and spend a day in the woods and by the lake at Clementon, keep on the pike a little longer; and beyond the top of this next hill you will notice a big poster showing you the way along a newly graveled road R to Lakeside Hotel; take that road, and at the foot of it you will be half way between the said hotel on R or Louis Ederle's on

It seems but a few moments until we strike Berlin, as per our Trip No. 3, and there for the present is the end, not only of the prolonged White Horse pike, but, for the immediate present, of all good

roads this side of Hammonton. The future, however, is bright with promises. We shall see what they will

in sight of Earrington flag station-R to Clement's Bridge, L to Haddonfieldwe come to another important turning R opposite a soft drink saloon and repair shop conducted in a former election booth. It is Browning's lane; don't call it Browning road; it will lead to confusion. There is a road of that name

porarily set up in the laun. Iry of Audu-bon's residence. And it was from that spot that the first telegraphic message springing up. At the foot of this next hill we turn L ever sent from Manhattan Island was flashed along the wire to Philadelphia.

the hill on L.

bring forth.

CIRCULATION OF MONEY Britain's Expenditure on

CYCLING AND THE

Sports. An estimate of the effect of sports in (see map) which traverses the vast es- general, and cycling in particular, in cir-R through the woods until you tate of the Brownings, and goes from culating money throughout Great Britain

penditure of over \$50,000,000 and an invested capital of over \$40,000,00, All other sports, including hunting, shooting. cricket, yachting, football, and so on, were reckoned as involving a yearly ex-penditure of about £40,00,000, or nearly \$200,000,000 in American money, with invested capital of \$210,000,000.

Great Britain is one of the greatest, if not the greatest, sport-loving country in the world. America pushes close upon its heels, and the figures thus compiled by London Cycle will give Americans a is kept in circulation in this country through the medium of sports.

The following table, which seems reasonable enough, is an estimate of the annual expenditure of cyclists in Great

Five hundred thousand cyclers at \$13,750,0000 Five hundred thousand evelers at \$13, 18s, ...

Seven hundred thousand riders, succial clothy thousand recales, according to the second recales, and the second recales are second recales. 1.500,000

100,000

Total£12,500,000 This is over \$60,000,000 in American money. At that rate \$5,000,000 changes hands monthly, owing to cycling in the United Kingdom; it would be interesting to calculate approximatively how much money changes hands monthly in America through the same cause; the amount must be equal, if it is not superior, to the above.

Natural Consequence.

"My wheel," said the inexperienced girl, "has seemed to run awfully hard. It almost was as if it wanted to run keelmad." backward

"You," said the experienced wheel-woman, with the air of one who could

One Good Thing.

"These college sports make me tired," said the man who cannot wheel, row, not play ball, "but there is one good feature about them. The papers are not filled

Something Like It. Gibson-"Has your wife got the bicycle

Phillips-"I don't know whether that's away from that sandy track which gives the proper thing to call it or not; but

His Idea

RUBT.

Seldum Fedd (who philosophizes occasionally)—"I wonder why wen dey was makin' riches dey didn't finish em?"
Solled Spooner—"What are you wear-in' your wheels cut about now?"
Seldum Fedd—"Aw. I was jost wonderin' why when dey put wings on riches dey didn't add a tall dat would steer 'em in our direction."—New York World.

PHILADELPHIA

The long distance Labor Day runs that are creating so much excitement this better idea of the amount of money that week naturally call special attention to their originators among us, the Time Wheelmen, of Philadelphia, and a noteworthy club they are, even though they never had jumped out of the common old century rut and started 150 mile strolls and 200-mile rambles,

The Time boys are not seven yet; they ought to celebrate their reaching that interesting age next month in a fitting 1,400,000 manner, for it was in October, 1800, that their organization first materialized.
Why "Time" wheelmen? Why, the

name grew from the use among the original members of a small clock that they carried on their wheels. Of course, they began like every other young organization and met from house to house until their number grew too large, when they rented the building at 811 North Broad street and occupied it for five years. Then seeing a good opportunity to better themselves they moved across the street and took the house 818 North the street and took the nouse sis Nortic Broad street, which they turned into pa-latial quarters. They are now very well satisfied with their home and expect coon to have a symnasium fitted up with the latest and most scientific parapher-nalla that can be bought. There is much fraternity among the members and all are animated with the common aim of making their organization the greatest in the city.

Their in-door pleasures and comfort are diligently looked after and the efforts of the Entertainment Committee under Mr. Robert Herold, the genial chairman, were unremitting the past season in supplying them with entertainments, stag euchres, pool tourna-ments, package parties, smokers and

But it is chiefly as hard riders that the Time Wheelmen are known to outsiders,



THE CYCLERS' MAP OF CAMDEN C

Kaighn

that the first prize and time prize on the five-mile road race they beld near Fort Washington on May 8 was won by a washington on many 8 was won by a man, J. C. Coulston, who had just fin-ished a century (the second man being C. H. Sheeler: third. F. Petree, and fourth, Charles Paschall). Century rid-

