



OUR CYCLE ROUTE NO. 38

1897-98 Series.
TO SALEM, N. J.

Through Gloucester and Salem Counties.

A Trip Taken by the Present Writer
Last Tuesday, December 14.

Our trip No. 12 to Vineland has made us familiar with our present itinerary as far as Woodbury (4 1/2 m.).

Six months have passed since we came through the place, but the condition of the main street is still and ever unimproved. The cause of so disreputable a state of things, I am told, is that the townspeople look upon their main street as part of the pike and therefore in charge of the turnpike company; and meanwhile the wayfarer supplies a practical illustration of the story of the man between the two stools.

As to riding on the sidewalk? Well, I gladly availed myself, last Monday, of a storekeeper's assurance that "of course a wheelman can use the sidewalk"; and I reached the end of the main street quagmire without being arrested as a law-breaker. I hope my adviser's statement had a more legally substantial foundation than his sense of shame for the condition of the roadway or his sympathy for a fellow creature in distress.

BRANCHING OFF THE PIKE.
At the bifurcation 1/2 m. from the City Hall, where, in the month of June, we bore L for Mantua, we now turn R. The hotel in the angle has now turned into a store. Readers of our previous trip who might look for the postelry here as a landmark, had better take due notice of the transformation. An announcement that Jersey older may be had inside is now the only visible appeal to the traveller's patronage.

The Swedesboro road is not macadam; it is a New Jersey gravel road which may be set down, right away and without any further comment, as really good until we get to Berkeley; and it is best appreciated by those who were acquainted with its predecessor.

Unlike proverbial New Jersey, too, is

had nothing to do with him anyway. It was named after Lord John Berkeley, Baron of Stratton, to whom the Duke of York assigned some of his possessions here in 1664. And here we are at said Berkeley. The road from Paulsboro R to Barnegat L crosses us at the hotel (8 1/2 m.); another road branches L to Jefferson. We keep to our good gravel road.

IMPROVEMENTS.

One mile takes us to the centre of Clarkboro, at the X by Sickler's Hotel, where we meet another road from Paulsboro R to Jefferson L.

A few yards from the corner L, old St. Peter's Church is an object of venerable attraction; this time two years ago you may possibly have read newspaper accounts of the celebrations then held in honor of its 125th anniversary.

Of the road we had to face from this town to Swedesboro, just eighteen months ago, I wrote at that time, as follows:

"What are we to do now? The typical New Jersey road lies before us—a mass of sand right across the roadway, and seldom a path save where we must not use it. We make the best of it through Mickleton, and up and down hill, past a number of crossings to Gibbstown and Edgewater on the right, and to Mullica Hill and Harrisonville on the left, etc., etc., and think it a treat to wheel at last over the smooth surface of the main street of Swedesboro."

MICKLETON.

From that description you would hardly recognize the comparatively easy road which even now, in mid-December, takes us on to Mickleton (10 1/2 m.). By the way, don't dismount at the toll-house here; they don't want your ticket.

"Mickleton" means "large town," you know. Of course you have heard the old Scotch proverb: "Mony a muckle makes a muckle" (a number of small things make up a large aggregate). Now, Chicago is admittedly larger than this village; but, as compared with smaller localities, Mickleton is quite a place, and a time-honored one at that.

Did you ever take notice of Mickleton Hall as we passed through? Well, less than half a mile beyond the hall observe that remarkable stone house on L. The very style of its architecture would make you look instinctively for a date upon its walls; and with half an eye you can read up there, "S. Tonkin, May 1810."

This, however, is the date of the latest re-building of the woodwork of the house after it had been burnt down a couple of times during the last century. As to the massive stone

seven and five years respectively before Philadelphia was laid out? Point Airy Station (21 m.) may strike you as not undeserving its name if ever you come to it when a fresh breeze blows from the Delaware.

A mile farther, two roads L converge with our own from Mullica Hill and Harrisonville respectively; we bear R over the bridge and enter Woodstown. It has grown considerably since Jackman's Wood-first settled here on Salem Creek in days gone.

Go straight through at the X, 1/4 m. from the bridge; bear L another 1/4 m. farther near the Pilesgrove Library (this is Pilesgrove township); and at the X by the First National Bank pause a moment.

AN ALTERNATIVE AT WOODSTOWN.

The turn L goes to Pole Tavern and does not interest us just now. The turn R would take us to Salem; but the continuation of our present road, straight on, is the better of the two for nine months in the year (there is more clay, I am told, in its gravelly material), although it is one mile longer.

If you choose, or if you be compelled to take this turn R, bear L at the first fork you will meet; I have never seen a sign-post there; the reason may be that both roads become one again 2 1/2 m. further; but the L branch is the better, and keep straight on at the school house (2 3/4 m.). We shall join hands by and by.

For, with your permission, we shall keep straight on at the afore-said National Bank.

SOME ZIGZAGGING.

Over the creek we bear R as if going to the Almshouse (L to Darbtown 5 m.) and in a minute we come to an intricate X, fortunately (in one sense) well supplied with signs.

The road coming from Sharpstown R to Yorktown L cuts right across our own, while two others branch off in front of us, one slightly R and marked

THE FLYING DUTCHMAN
AND HIS RECORD RIDE

An Interesting Reminiscence of
Miller, Winner of the Recent Six Days' Race.

SMASHED THE FIGURES

The "Quads" Thought They Were Going to Play a Joke on "Germany," But the Teston Was Too Much for Them.

Everyone who has read of Charles W. Miller's win of the six-day race at Madison Square Garden last week and who was at the record-breaking camp established at Fountain Ferry track, Kentucky, in the fall of 1896, recalls a ride made by the speedy Chicagoan at the time which has been memorable in the history of cycle racing. It was the ride which first demonstrated Miller's speed and powers of endurance and it made a lot of pacemakers, who had tried to play a joke on Miller, realize that no man had license to play a joke on him where a bicycle ride was concerned.

At that time every racer in the country had pitched his tent at Fountain Ferry and was taking part in the record trials that were made several times daily. It was a jolly good natured crew, as racing men always are. In it were Johnny Johnson, then at the height of his fame and coached by Tom Eck; Arthur Gardiner, Willie Windle, Peter Berlo, Otto Zeigler, Clint Coulter, B. W. Twyman, the long distance rider, and a host of others who with the multitude of pacemakers swelled the total to about seventy-five.

One day Miller arrived at camp. He had just been given an engagement with a Chicago firm and was unknown to fame. Being a good natured German he was looked upon as a joke by the other members of the crew. But he was an indefatigable rider. Every day he would come on the track and select a spot on the outside would ride around at a steady clip for two hours or more. The other men called him "Germany," but many of them changed this to the "Flying Dutchman," by which name he is still known, as soon as they saw how he could ride.

Miller was a little hard of hearing and this would frequently occasion much merriment among those who could not realize how much driving power was stored in those Teutonic limbs. He would be riding around the track behind a "quad" team to see how fast he could make a certain distance when his trainer would yell to him to go a little faster or a little slower as the case might be. "How's dat?" Miller would say, forthwith leaving his pacemakers and turning round to come back to see what his trainer wanted.

But one day when Johnson, Gardiner and the others had smashed their quota of records, Miller concluded that he would like a record trial. At that time he was riding in Cleveland. He made known his request to the other men who importuned Tom Eck to let Miller ride for a class record. Miller said he thought five miles would do him, and the professional pacemakers, who at that time were pacing amateurs as well, were ordered out to help him.

The camp thought it would have a great joke in Miller's ride. The pacemakers, fresh from pacing Johnson and Gardiner, thought they would have an easy thing. It was a common practice for them to ride a record-breaker off his legs, and they grinned as they thought of how Miller would drop out after half a lap. Pat O'Connor, Edwig, Stevenson, James Johnson, Bainbridge, Bowler and a host of other notables were then pac-

WHAT THE AMATEUR RACERS HAVE DONE
THE 1897 RECORDS SANCTIONED BY THE L. A. W. RACING BOARD.

The official records of professional cycle racers for this year were published in The Inquirer of last Sunday; those made by amateurs are given herebelow, on the authority of the L. A. W. Racing Board's Bulletin for the current week.

Following are the amateur records of the board to date:
COMPETITION (STANDING START).

Miles.	Name.	Time.	
1-3.	G. J. Royce, Paterson, July 4, 1894.	2:30 3-5	
1-3.	Philip J. Bornwasser, Louisville, Ky., September 4, 1897.	4:00 1-5	
1-3.	Earl W. Feabody, Kalamazoo, Mich., October 4, 1897.	1:40 8-5	
1-3.	Y. Bove, Birmingham, Aug. 1, 1895.	1:20 1-5	
1.	W. Robertson, Denver, Col., October 2, 1897.	1:59	
2.	O. W. Smith, Waltham, Mass., June 17, 1897.	4:06 1-5	
3.	Forest H. Wilson, Chicago, Ill., September 22, 1896.	4:22 4-5	
4.	Forest H. Wilson, Chicago, Ill., September 22, 1896.	8:54 3-5	
5.	Forest H. Wilson, Chicago, Ill., September 22, 1896.	10:48 2-5	
6.	Forest H. Wilson, Chicago, Ill., September 22, 1896.	12:58 2-5	
7.	Forest H. Wilson, Chicago, Ill., September 22, 1896.	15:07 2-5	
8.	Forest H. Wilson, Chicago, Ill., September 22, 1896.	17:24 3-5	
9.	Forest H. Wilson, Chicago, Ill., September 22, 1896.	19:34 3-5	
10.	Forest H. Wilson, Chicago, Ill., September 22, 1896.	21:47 4-5	
11.	Forest H. Wilson, Chicago, Ill., September 22, 1896.	24:01 4-5	
12.	Forest H. Wilson, Chicago, Ill., September 22, 1896.	26:07 4-5	
13.	Forest H. Wilson, Chicago, Ill., September 22, 1896.	28:18 4-5	
14.	Forest H. Wilson, Chicago, Ill., September 22, 1896.	30:24 4-5	
15.	Forest H. Wilson, Chicago, Ill., September 22, 1896.	32:40 4-5	
16.	Forest H. Wilson, Chicago, Ill., September 22, 1896.	34:54 4-5	
17.	Forest H. Wilson, Chicago, Ill., September 22, 1896.	37:07 4-5	
18.	Forest H. Wilson, Chicago, Ill., September 22, 1896.	39:17 4-5	
19.	Forest H. Wilson, Chicago, Ill., September 22, 1896.	41:21 3-5	
20.	Forest H. Wilson, Chicago, Ill., September 22, 1896.	43:37	
21.	Forest H. Wilson, Chicago, Ill., September 22, 1896.	45:53	
22.	Forest H. Wilson, Chicago, Ill., September 22, 1896.	48:08 3-5	
23.	Forest H. Wilson, Chicago, Ill., September 22, 1896.	50:24 3-5	
24.	Forest H. Wilson, Chicago, Ill., September 22, 1896.	52:34 3-5	
25.	Forest H. Wilson, Chicago, Ill., September 22, 1896.	54:45	
26.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	1:02 2-5	
27.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	1:10 2-5	
28.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	1:17 4-5	
29.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	1:24 1-5	
30.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	1:31 1-5	
31.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	1:38 1-5	
32.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	1:45 1-5	
33.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	1:52 1-5	
34.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	1:59 1-5	
35.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	2:06 1-5	
36.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	2:13 1-5	
37.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	2:20 1-5	
38.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	2:27 1-5	
39.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	2:34 1-5	
40.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	2:41 1-5	
41.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	2:48 1-5	
42.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	2:55 1-5	
43.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	3:02 1-5	
44.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	3:09 1-5	
45.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	3:16 1-5	
46.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	3:23 1-5	
47.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	3:30 1-5	
48.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	3:37 1-5	
49.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	3:44 1-5	
50.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	3:51 1-5	
51.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	3:58 1-5	
52.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	4:05 1-5	
53.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	4:12 1-5	
54.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	4:19 1-5	
55.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	4:26 1-5	
56.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	4:33 1-5	
57.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	4:40 1-5	
58.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	4:47 1-5	
59.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	4:54 1-5	
60.	A. A. Hansen, Minneapolis, Minn., August 15, 1895.	5:01 1-5	
61.	A. B. Simons, Deming, New Mexico, May 25, 1896.	2:35 1-5	
1-3.	A. B. Simons, Deming, New Mexico, May 25, 1896.	3:35 3-5	
1-3.	Harry C. Clark, Denver, Col., November 20, 1896.	1:51 1-5	
1-3.	F. B. Stowe, Springfield, October 20, 1894.	1:37	
1-3.	Harry C. Clark, Denver, Col., October 17, 1895.	2:05 1-5	
2.	Joseph Hill, Denver, Col., August 21, 1897.	4:03 1-5	
4.	O. B. Hakenberger, Denver, Col., December 13, 1896.	9:31 2-5	
5.	O. B. Hakenberger, Denver, Col., December 13, 1896.	11:56 4-5	
10.	Arthur J. Thibodeau, Chicago, Ill., October 20, 1897.	52:07	
25.	Arthur J. Thibodeau, Chicago, Ill., October 20, 1897.	1:07 4-5	
30.	Arthur J. Thibodeau, Chicago, Ill., October 20, 1897.	1:30 3-5	
35.	Arthur J. Thibodeau, Chicago, Ill., October 20, 1897.	1:54 2-5	
40.	Arthur J. Thibodeau, Chicago, Ill., October 20, 1897.	2:18 4-5	
45.	Arthur J. Thibodeau, Chicago, Ill., October 20, 1897.	2:42 4-5	
50.	R. Lauricks, Boston, Mass., July 31, 1897.	2:33 4-5	
51.	R. Lauricks, Boston, Mass., July 31, 1897.	2:37 1-5	
52.	R. Lauricks, Boston, Mass., July 31, 1897.	2:42 1-5	
53.	R. Lauricks, Boston, Mass., July 31, 1897.	2:45 2-5	
54.	R. Lauricks, Boston, Mass., July 31, 1897.	2:48 3-5	
55.	R. Lauricks, Boston, Mass., July 31, 1897.	2:51 4-5	
56.	R. Lauricks, Boston, Mass., July 31, 1897.	2:54 1-5	
57.	R. Lauricks, Boston, Mass., July 31, 1897.	2:57 1-5	
58.	R. Lauricks, Boston, Mass., July 31, 1897.	3:00 1-5	
59.	R. Lauricks, Boston, Mass., July 31, 1897.	3:03 1-5	
60.	R. Lauricks, Boston, Mass., July 31, 1897.	3:06 1-5	
61.	R. Lauricks, Boston, Mass., July 31, 1897.	3:09 1-5	
62.	R. Lauricks, Boston, Mass., July 31, 1897.	3:12 1-5	
63.	R. Lauricks, Boston, Mass., July 31, 1897.	3:15 1-5	
64.	R. Lauricks, Boston, Mass., July 31, 1897.	3:18 1-5	
65.	R. Lauricks, Boston, Mass., July 31, 1897.	3:21 1-5	
66.	R. Lauricks, Boston, Mass., July 31, 1897.	3:24 1-5	
67.	R. Lauricks, Boston, Mass., July 31, 1897.	3:27 1-5	
68.	R. Lauricks, Boston, Mass., July 31, 1897.	3:30 1-5	
69.	R. Lauricks, Boston, Mass., July 31, 1897.	3:33 1-5	
70.	R. Lauricks, Boston, Mass., July 31, 1897.	3:36 1-5	
71.	R. Lauricks, Boston, Mass., July 31, 1897.	3:39 1-5	
72.	R. Lauricks, Boston, Mass., July 31, 1897.	3:42 1-5	
73.	R. Lauricks, Boston, Mass., July 31, 1897.	3:45 1-5	
74.	R. Lauricks, Boston, Mass., July 31, 1897.	3:48 1-5	
75.	R. Lauricks, Boston, Mass., July 31, 1897.	3:51 1-5	
76.	R. Lauricks, Boston, Mass., July 31, 1897.	3:54 1-5	
77.	R. Lauricks, Boston, Mass., July 31, 1897.	3:57 1-5	
78.	R. Lauricks, Boston, Mass., July 31, 1897.	4:00 1-5	
79.	R. Lauricks, Boston, Mass., July 31, 1897.	4:03 1-5	
80.	R. Lauricks, Boston, Mass., July 31, 1897.	4:06 1-5	
81.	R. Lauricks, Boston, Mass., July 31, 1897.	4:09 1-5	
82.	R. Lauricks, Boston, Mass., July 31, 1897.	4:12 1-5	
83.	R. Lauricks, Boston, Mass., July 31, 1897.	4:15 1-5	
84.	R. Lauricks, Boston, Mass., July 31, 1897.	4:18 1-5	
85.	R. Lauricks, Boston, Mass., July 31, 1897.	4:21 1-5	
86.	R. Lauricks, Boston, Mass., July 31, 1897.	4:24 1-5	
87.	R. Lauricks, Boston, Mass., July 31, 1897.	4:27 1-5	
88.	R. Lauricks, Boston, Mass., July 31, 1897.	4:30 1-5	
89.	R. Lauricks, Boston, Mass., July 31, 1897.	4:33 1-5	
90.	R. Lauricks, Boston, Mass., July 31, 1897.	4:36 1-5	
91.	R. Lauricks, Boston, Mass., July 31, 1897.	4:39 1-5	
92.	R. Lauricks, Boston, Mass., July 31, 1897.	4:42 1-5	
93.	R. Lauricks, Boston, Mass., July 31, 1897.	4:45 1-5	
94.	R. Lauricks, Boston, Mass., July 31, 1897.	4:48 1-5	
95.	R. Lauricks, Boston, Mass., July 31, 1897.	4:51 1-5	
96.	R. Lauricks, Boston, Mass., July 31, 1897.	4:54 1-5	
97.	R. Lauricks, Boston, Mass., July 31, 1897.	4:57 1-5	
98.	R. Lauricks, Boston, Mass., July 31, 1897.	5:00 1-5	
99.	R. Lauricks, Boston, Mass., July 31, 1897.	5:03 1-5	
100.	R. Lauricks, Boston, Mass., July 31, 1897.	5:06 1-5	

