

CYCLING.

CONDUCTED BY
EDMUND DANGERFIELD & WALTER GROVES.



TELLING TESTIMONY.

[Copy of Letter received by the Stickphast Non-Slipping Tyre Co., Ltd.]

"GENTLEMEN,—I have tried your Patent Stickphast Non-Slipping Tyres, and can conscientiously say I shall never use any others!"

Ayuntamiento de Madrid

LEAVES FROM A TOURIST'S NOTE-BOOK—II.

EASTER IN NORMANDY.

A CLOUDLESS sky, perfect roads, not a loose pebble or a handful of dust in 400 miles, a Northerly breeze right behind all the way from Cherbourg to Orleans a moderate temperature sufficiently warm to allow of a wayside lounge. A fresh country with unfamiliar customs and household and farming arrangements, long avenues of poplars, gently undulating roads, finger posts, and kilometre stones everywhere and in perfect order; a seven course lunch fit for a prince, ready at every inn from eleven to one, and a dinner into the teens of courses, long, and perfectly cooked, ready for us when we stop at sunset. Where else can touring be carried on in such luxurious fashion? For Easter tourists not yet in hard condition what other country can offer such inducements? Later in the year the heat may be too great, and the long, late, and too good dinner would make one lose the evening, the best part of a Summer touring day, and after much riding the roads might become monotonous in their surface and gentle undulations. In the Summer and Autumn it is

BETTER TO SEEK THE SEA COAST

or the mountain country, where difficulties are to be met, and have to be surmounted.

I have frequently read that the dogs in France are abnormally troublesome, but I must give the French cur a better character than this; in a four hundred mile tour, a geared ordinary, a Facile, a pneumatic ordinary, and a cushioned-safety were never troubled in the least. Perhaps the variety of mounts was too surprising—not that the four were ever very close together.

In entering an hotel bedroom in Normandy the English tourist is at once struck by an overpowering, stuffy smell; the windows open from top to bottom, however, and in a few minutes the room will be quite fresh. The linen, and all the household appointments, will be found perfectly clean, and the French have a better system than we have to prevent the possibility of a damp bed. The beds look small, but are very comfortable, though it would require some skill in balancing to keep the fat little eider-down quilt in its place. It used to be said by English travellers that the French used no soap, but this, of course, is an insular prejudice; the fact is that a Frenchman would as soon think of using another person's tooth-brush as his soap. (*Vide* Max O'Rell.)

IN THE FINE COURT-YARD,

almost universally found in the centre of the hotel, there is always a hand-washing apparatus, and yellow soap, useful after a bout with a loose chain, or refractory luggage straps. The sanitary arrangements are primitive in the extreme.

After dinner at the hotel it is the universal custom to adjourn to a *café* for the after-dinner coffee, to see the papers, write letters, and play pocketless billiards. The drawing-rooms, or *salons*, in the provinces are purely show places, and I have never seen one in use yet.

Cycling in France is now so very common that the knickerbocker costume attracts no attention. Years ago I have been driven, by the curiosity of the *gamins*, into a ready-made tailors, to purchase long trousers, so as to continue my walk in peace—and that was in Paris. The C.T.C. road-book and hand-book will be found extremely useful, especially to those who know little French. The Touring Club de France, nowadays, I believe, affords great assistance to the traveller, Maps, issued under the auspices of the Government, can be bought at all the towns, but are on such a large scale that a day's run takes you right through one.

The tourist, who does not like to be encumbered with Murray or Baedeker, will find the few pages in Bradshaw's Continental Guide, relating to France, a veritable *multum in parvo*, and if a poor linguist, the specimen conversations may come in handy.

THE CHURCHES AND CATHEDRALS

in Normandy are, of course, the objects of chief interest, and afford excellent and cool retreats from the dust and heat of the day. They are always open, and no fees are expected, except, perhaps, if the tower is ascended.

The cyclist in Normandy must reconcile himself to do without his favourite tea. Coffee and chocolate can be had at all times, though, in the afternoon, milk is sometimes scarce; but tea is regarded more as a medicine and, I believe, in most restaurants they would have to send to the druggists for the raw material. I have seen it served in a coffee pot with hot milk as an accompaniment.

Fruit syrups and *vin ordinaire*, at about a penny a glass, are the usual

wayside refreshers. At dinner and lunch, cider, wine, and seltzer are furnished *ad libitum*, and without charge. At the best hotels the following may be set down as usual charges:—Dinner, 3 francs; lunch, 2—2½ francs; morning chocolate, ½—1 franc; bedroom, 2½ francs; attendance, 0—1 franc. Very small tips, if any, are expected, and in this and the attendance item the saving is made, which makes it so much cheaper to tour in France than at home, that the rail and steamer fares may be written off.

R. J.]

ABOUT PATENTS.

If any of our readers have an idea for an invention, and wish to secure their rights for it, they may obtain full particulars for securing patents and advice, free of charge, by applying to the Patent Editor of *CYCLING*



TOURS CATHEDRAL.

THE WORLD OF WHEELS

M. ZOLA has become a cyclist.

R. A. VOGT was to be married on Tuesday, of this week.

The great meet of Midland cyclists is being worked up with considerable energy.

The Middlesex County Council have plumped almost unanimously for Universal lights.

The new book of N.C.U. rules is now out, and can be obtained for 6d. at 57, Basinghall Street.

At time of writing, the roads are very thirsty, but very good considering the long drought.

The pastime of cycling, it is said, has gained a complete hold of the barristers on the Western circuit.

The First Lord of the Treasury in the new Government, the Right Hon. A. J. Balfour, is an active cyclist.

The South Yorkshire Centre are again in communication with the Chief Constable, re broken glass on the road.

The Southern Wheelers has just been formed, with J. H. Godden, 5, Glendale Street, Brixton, as hon. sec.

The sand and flint roads of the South, in consequence of the drought, are now about as trying to pneumatics as a surface of knife blades.

"How old-fashioned that looks now!" a lady cyclist was heard to remark to her friend in Battersea Park, as a lady rode past on horseback.

MR. STUART WORTLEY, M.P. for the Hallam Division (Sheffield), frequently rides to Parliament on his cycle. He keeps his silk hat at the House.

DURING the Newcastle races the Gosforth Park Company catered specially for cyclists, an enclosure being reserved for machines, under the care of a couple of attendants.

The Army champion.

BEFORE an immense crowd, and the Duke and Duchess of Connaught, Lance-Corporal Galloway, R.E., won the bicycle championship of the Army on his Bradbury, at the nineteenth annual Army athletic meeting at Aldershot, last Thursday. The event was a two miles.

Good work in hand.

THE Birmingham Centre is doing good work on behalf of the roads section of its members; danger-boards are being erected, and the enemies of cycling, even though they wear blue uniforms with silver-plated buttons, are receiving attention. Mr E. G. Warden, the hon. sec., appears to be determined to leave no stone unturned where cyclists' rights are concerned.

Reduced rates.

THERE is a commendable spirit of obliging the public abroad just now in the management of the Chatham & Dover line, and this has lately manifested itself, amongst other ways, by a reduction of the rates for the carriage of cycles. Machines can now be taken to Herne Hill from town for 6d., instead of 1s. as hitherto, and the reduction in the scale holds good all along the line. As we go to press we learn that the S.E.R. have adopted the 6d. rate.

Touring in Ireland.

FROM all we hear there is likely to be a big invasion of Ireland this touring season, by Saxon cyclists, and to such the book of "Tours in North of Ireland," published for 6d. by the Belfast & Northern Railway Co., Belfast, is likely to be of considerable use, even although the production of a Railway Company. It, at least, gives good hints of the best things to see.

From the other point of view.

THE following letter has recently seen the light: many cyclists will be in sympathy with the writer:—"Sir,—I desire to call your attention to the intolerable annoyance caused by pedestrians to bicyclists. Some six weeks ago I commenced to ride a bicycle, and since then I have been continually attempting to avoid running down foot-passengers. These people should be compelled to carry a registered number exposed upon their persons, as the cabs do, and should have bells to warn bicyclists that they are crossing the road. It should be made a penal offence to get run over. The new bicycles are very expensive, and the shock of a collision with a pedestrian may easily occasion serious injury to the machine.—AN INDIGNANT BICYCLIST."



LANCE-CORPORAL GALLOWAY, R.E.

BICYCLE CHAMPION OF THE ARMY, ON HIS BRADBURY.

The Turner Tyre Co.

THE long expected examination of the promoters, directors, and others connected with the business of the Turner Tyre Ltd., was commenced on Monday morning before Mr. Registrar Holroyd. We shall duly report upon the proceedings in our next.

Giving place to the saw.

PEOPLE who have gone into the matter seriously, put down the amount of injury to the livery stables and horse-riding schools of New York, consequent on the bicycle craze there, as 40 per cent. One horse-riding academy is being transformed into a cycling rink.

Nine strange ladies.

THE following advertisement recently appeared in a daily—"Required, furnished apartments for nine ladies. Accommodation for bicycles. Gentlemen and cats objected to." What manner of cycling women may these be, to not only bar gentlemen, but cats?

Tourists' valises.

IN tourists' valises, made to strap in the diamond of a frame, Wall & Co., 35, Chiswell Street, E.C., have some very good and very cheap lines, the prices running from 2s. 6d. upwards. They actually make them themselves on the premises, so that they are able to sell at first cost, and also to supply any particular variety without delay. Their real leather gear case, fitted with Salsbury's lubricator, is another good line of theirs, which is sold at 15s., and is justly very popular, as it makes one of the smartest gear cases we have seen.

About Paterson.

J. J. PATERSON, who ran second in the Anerley 24, beat Shorland's figures, and for a long time looked a certain winner, was not generally expected to do such a phenomenal performance, and, in the earlier stages of the ride, was somewhat inadequately looked after. His past performances have been good, but not sensational; he won the 100 at Putney this year, beating C. Chappell, and was third in the 6 hours' there. He rides with an easy style, sits up well, and is a born stayer; his final crack-up on Saturday being attributable as much as anything to injudicious feeding.

OUR CAMERA CONTEST.

We have much pleasure in offering a Frena Camera

value £8 17s. 6d., for competition amongst readers. We will present this camera, generally acknowledged as one of the best, to the cyclist sending us the three best snap-shots of a cycling nature. Competitors need not confine themselves to three photographs, but can send any number for us to select from. The snap-shots should be varied; next to the quality of production, and suitability for reproduction, this will be one of the chief points considered by the judges, when awarding the prize.

This competition closes to-day, Saturday, July 6th. The Editor reserves to himself the right to use any photographs sent in.

Interesting to photographers.

"In a Land of Frost" is the sub-title of the first of a series of articles entitled "Morning Walks," by Mr. Charles Le Sueur, our Jersey correspondent, now appearing in this month's issue of the "Junior Photographer," and is accompanied by six charmingly reproduced snap-shots. This excellent little technical journal has already been recommended to our cyclo-photographic readers, and the first twelve numbers, which will shortly be issued in book-form, will be well worth obtaining.

A serviceable little mount.

We had a good look at a Graphic safety, in course of building, at the Graphic Cycle Works, Hardcastle Street, Peckham, S.E., the other day, and were very favourably impressed. The bearings are of the best, and the frame of very rigid design, with big tube chain stays, and the top stays brazed together some four inches from where they join the main seat pillar tube. This was the No. 1 light roadster, sold for £12 10; No. 2 is similar, and goes for £10 10. We should say they were honestly both well worth the money.

Important.

It having come to our notice that in certain copies of last week's issue of *CYCLING* a slip was inserted advertising a "£25 highest grade 1895 Dunlop-Welch non slipping pneumatic safety," &c., &c. We hasten to assure our readers that it appeared there entirely without our knowledge or sanction. The advertiser is one, Charles Graham, 55, Leadenhall Street, E.C., and the inset was placed in the paper by some of the wholesale newsagents after the issue had left our hands. In answer to many correspondents, who write asking if the advertisement appeared in this unusual form because we were able to recommend the machine offered for sale, we hasten to say that such is not the case. We are making some further inquiries into the case, and shall deal with the subject again.



WHY??—I.

Why is it that when you see a novice wobbling toward you—

Dry dock at Holborn.

GAMAGE, the all-embracing, has started a new department,—ships. We do not think he has any ironclads in stock yet, no doubt they are only made to measure, but calling in at his busy premises the other day, we found a gem of a canoe, to carry three, hung from the roof, which looked most delightfully suggestive of a quiet laze under cool tree shade on some retired stream. The saucy craft was splendidly finished, and, as usual with Gamage's goods, priced very low.

Officer killed cycling.

MAJOR S. A. MENZIES, 3rd Battalion Royal Irish Rifles, was killed on June 21st, on the Holywood and Bangor Road, by his bicycle colliding with a cart. The medical gentleman who was called to attend him, was a Dr. Dunlop; he found life extinct. At the inquest held in the camp at Kinnegar, the driver of the cart was acquitted of all blame. Two thousand troops escorted the coffin from the camp on its way to England.

Cheap accessories.

In this issue will be found two pages of advertisements of special lines of accessories offered by Gamage, many being marked at new and further reduced prices. The Boys & Ruckers' cyclometer, there advertised, is identical with the one Jefferson used in his ride to Moscow and back, and, it is said, the ring of the bell at every mile he passed, was found by him to be a sound of a grateful and comforting nature.

Descriptive gems.

We cull the following choice gems of descriptive matter from Hon. Sec. Vallancey's contribution to his club's column in the "Poly. Magazine." Writing of Alec Watson's win in the 5 miles championship, the following occurs:—"At the bell Scott dashed away, and got a length ahead of the 1 mile champion and the field. Alec, however, was well under weigh, and his pace quickened electrically, so that, at the bottom of the back straight, Scott and he were level, with Newman close by; then Watson put all in, let out his jibboom, so to speak, took the wind out of the sails of his runners-up, and left them, just before the tape, like a railway engine passing a cow." Again, writing of Bardsley, Vallancey remarks:—"He's had a bad time of it, but his shoulder is gradually setting firm. At present he looks like an isosceles triangle, with his left side bisected at a point not far removed from the base." Vallancey deserves well of his fellow clubmen!



WHY??—II.

And you keep at the extreme opposite side of the road to avoid him—



WHY??—III.

Why does he always make a bee line for your machine?

For disposal.

WE know of a sound little retail cycle business for disposal at a low figure. The position is in the heart of London, and we shall be happy to put any likely purchasers in communication with the present proprietor.

Dangerous Westerham.

As a result of the last terrible fatal accident on Westerham Hill, the C.T.C. have placed a new danger-board on the top, on the right as the hill is approached, which at present looks very conspicuous in its red coat with white letters. The last fatal accident to a cyclist took place at the first bend, a spot for many years locally known as "Hell Corner."

Up Westerham backwards.

AFTER the last man had started in the Westerham hill-climbing competition, Herbert, the professional, treated the spectators to an extraordinary exhibition of strength and clever riding. He mounted his 66-gear Boudard safety backwards, and in this awkward position, with his face pointed towards the spot he started from, he rode all the way up the hill, dismounting once, only for an instant, when a cart blocked the way. Cyclists on the hill directed his course.

A chance for work.

IF the Roads Committee of the Liverpool Centre will set to work with firmness and tackle the people responsible for the repair of the main road to Southport from Hightown they will be doing something towards remedying what is, without doubt, one of the vilest stretches of road in the country. Only recently a couple of Liverpool clubs made Southport their fixture, and in both cases several members had their machines rendered almost useless, and the next man who suggests Southport as a fixture will be scalped by the other members. The road is a perfect disgrace to all connected with it—the road surveyors included.

The modern nuptials.

THE fashion of cycling weddings has extended to the Newcastle district; a couple, last week, rode to the church on safeties, and, after the ceremony, departed on a cycling tour to the English lakes.

A tall tour.

HAL BERTÉ is starting this week from London, on a 72 gear Boudard, to ride 1,000 miles in 5 days. Edinburgh and back, 800 mile, is his first trip, then Bath and back, to complete the thousand. For assistance he is depending on chance pacing.

One of the originals.

THERE is a cyclist at Lancaster who has cycled thirty years, and, although he has just seen his seventieth birthday, has ridden many hundreds of miles this year. He has brought up his family in the way they should go, and his sons, daughters, and grandchildren all cycle.

A good ride.

A MR. T. D. REID has just ridden from Paris to Madrid, a little tour of 950 miles, which he covered in eight days, being, it is believed, the first Englishman to do the trip on a bicycle. He found the peasantry of Spain most kind and courteous. He lost his way in the Guadarama Mountains, and had to pass the night in a dingy *posada*. Fortunately for him, he had no trouble with his "Scottish" tyre in the wild parts he rode through.

The Scarborough camp.

THE North of England Camp and Meet, to be held this August at Scarborough, instead of Harrogate, has been amalgamated with the Scarborough C.C. sports, so that the racing side will receive more than usual attention. The camp promises to be a great success in its new pitch, even at this early date half the available tents being booked up. Intending campers should lose no time in communicating with J. Sidney Critchley, 27, Kirkgate, Bradford.

Ladies head gear.

CREDIT is due to "The Gentlewoman," for a really brilliant idea. For the costume of lady cyclists, the discussion is still, as ever, about skirts and knickers, but "The Gentlewoman" would lead its fair readers to higher things, and has started a competition for a design for a Summer cycling hat. Here is a vast and untouched field, greatly needing a little cultivation by feminine taste and genius, for at present it is rare to see any happy medium between the severely masculine cloth cap, and the unsuitable spread-eagled arrangements that so seriously interfere with the anxious look-out of the unfortunate man on the back seat of the tandem.



WHY??—IV.

And the worst of it is, that he always comes off best man, and wonders why you wanted all the road.

Rim samples.

THE Fairbanks Rim Co., Draycott, Derbyshire, offer to send to any rider who applies to them, a catalogue, and also a sample piece of the rim itself. Scott, when he won the 25 miles championship, used these rims.

For Switzerland tourists.

GEO. PHILIP & SON, the well-known map publishers, of 32, Fleet Street, E.C., are now selling an entirely new map of Switzerland, specially prepared for cyclists, the only one of its sort. Switzerland is becoming more and more a cycling touring ground, and this map has made a timely appearance, being just the thing wanted. The price is one shilling.

The bicycle enters into history.

IN connection with the change of Government, it was urgently necessary for Lord Salisbury to communicate with Mr. Balfour and the Conservative Whips, one Sunday last month, and his secretary, Mr. Schomberg M'Donnell was entrusted with the important mission. Being a Sunday, no trains were at the time available from Hatfield, and Mr. M'Donnell therefore mounted his bicycle and rode direct to the Carlton Club, which he reached in 1 hr. 20 mins., quite a respectable performance, the distance being over 20 miles. His business there being finished, he rode full speed right away to Uxbridge, in chase of Mr. Balfour, whom he found there. The incident is interesting as being the first appearance of the bicycle in English history. If this sort of thing grows, there will be an opening for some of our unlicensed speed men as athletic secretaries to political leaders.

"The Portsmouth Road."

MR. C. G. HARPER has written nothing more interesting or instructive than the matter contained in his latest bulky volume, entitled "The Portsmouth Road." The book is embellished with 38 separate plates by the author, and from old-time prints and pictures, and as many illustrations are distributed amongst the text. Of course it would be quite impossible to compile a history of the Portsmouth Road without touching upon cycling history, and this Mr. Harper has done in a manner peculiarly his own. The illustration which accompanies this necessarily brief notice is reproduced by the courtesy of the publishers, Messrs. Chapman & Hall, Ltd., and represents Ditton Marsh by night, a weird scene, weirdly and effectively depicted. It is when we turn to the chapter devoted to cycling that we have most to find fault with in Mr. Harper's otherwise excellent book. The author shows himself to be unnecessarily pessimistic; and makes the mistake, which so many other writers make, of enlarging upon the objectionable element of the Sport, to the exclusion of even the moderately respectable. It is to be hoped that even Mr. Harper may eventually follow the fashion now being set by the aristocracy, and take to the wheel himself; probably he will then realise, as we do, the pity of spoiling an otherwise perfectly artistic picture of our beloved "Anchor," at Ripley, with a drawing of a man on a bicycle, whose handlebar is at least 55 inches wide in proportion to the size of the machine, which, by-the-way, has only one front fork. Of course the literary style of the book is beyond criticism, and to

all lovers of the old road, the history of it, which Mr. Harper has so carefully and thoughtfully compiled, cannot fail to be of absorbing interest.

Stocks' mount.

WE have received from the Trent Cycle Co. a long list of quite recent wins on their machines. J. W. Stocks is riding a Trent this year, and we have heard him speak very highly of his machine.

Not to be hoaxed.

RIDING from York to Scarborough some little time back, an Anfield man and a North Road man called at a roadside inn 10 miles from the later place, and were well waited upon by the highly respectable and ancient proprietor, and his equally venerable dame. In the course of the conversation the Anfielder mentioned that the North Roader had ridden from London to York the day before; the old couple had some difficulty in swallowing this, but eventually believed it, and looked upon the North Roader and his bicycle as an abnormal combination altogether. Their credulity was, however, to receive a greater and a fatal strain, for on their asking how long it would take the two riders to cover the 10 miles to Scarborough, and being told probably three quarters-of-an-hour, they positively declined to credit such wild statements, and looked upon the two innocent and truthful tourists as unmitigated liars, who were going out of their way to deceive poor old folks with fairy tales of distances covered, and impossible speed performances. The credit of the pair of riders stands low now at that unsophisticated roadside inn.

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DITTON MARSH BY NIGHT, FROM "THE PORTSMOUTH ROAD," BY C. G. HARPER.



"FREE LODGING."

SIR,—Under the above caption, you gave, last week, the gist of a circular letter full of "envy, hatred, and malice," issued, apparently "on his own," by Mr. Bidlake. For three years Mr. Bidlake thought it good enough to pay his entrance fee to the parent of all long distance path races "the Cuca Cup." When he put in a good performance—a phenomenal performance, I may say—on the tricycle my Committee gave him additional prizes, including the "Cunningham medal," to the value of no less than 15 guineas, and Mr. Bidlake, in his letter of acknowledgment, did not question our liberality. The club has nothing to do with the tent lettings, that is the proprietors' business, and I hope that the directors of the North London Track will, in their shareholders' interests, see that this legitimate source of income is made to yield its proper return. If "Free Lodgings" why not "Free Board," "Free Dressing," "Free Machines," or, better still, a lump sum down to compound for all these things?

My club incurred Mr. Bidlake's wrath by barring tricycles at the request of Mr. Shorland, but we recognised Mr. Bidlake's claim to have a voice in the matter and did not decide until we had his specific assent.

I might indulge in further criticism, but I recognise the fact that Mr. Bidlake is no longer the North Road Club, and we have received much support and many courtesies from that body, and I am sure that the fact that their 50 miles race clashed with our Century Cup Race, when other open dates existed, was accidental.

Our 24 hours' race for the Cuca Cup, on July 26th and 27th, is already an assured success, if the weather is fine, and I am sure we wish all other long distance contests well.

Yours truly,
G. LACY HILLIER,
Honorary Secretary.
L.C.C. & A.C.

THE SOVEREIGN AFFAIR.

SIR,—I apparently owe many people apologies, but, up to this moment, I was unaware that my very general allusion at the Centre Meeting had been converted into a particular one. Though I understand that the matter had been ventilated before the Centre Meeting, I had my information from a friend, with whom I was discussing the agenda. I heard no names, either of individuals, or clubs, and cannot at the moment, charge my memory with the locality. The gentleman in the narrative, remonstrated with certain riders who were conducting a Sunday road race, and was, as I understand, advised to quit, unless he wanted his head laid open, or something to the same cheerful effect. I am very vague on the whole matter, and certainly could not have told Mr. Stubbs that I was going to allude to his case, first, because I did not know his

club in the matter, secondly, because I made the allusion quite on the spur of the moment, and thirdly, because had I had all the facts before me I should have doubted if they alluded to "the Sovereign affair." I may add that I should only know your correspondent "E.L.A." from Adam, because I presume, he would wear something beyond fig-leaves, but even in that case, I should only know him if the company present was limited to "E.L.A." Adam, and

G. LACY HILLIER.

SIR,—We did not intend to answer any further letters, but as E.L.A. has given a detailed account of the accident, as he saw it, we think it about time he was put right. By a curious coincidence two accidents occurred on the same road, and on the same day, and in both of them a bassinet and a cyclist figured; that which concerned the Sovereign C.C. occurred as described by me in my first letter; the other, which E.L.A. describes, was caused by the Surrey Wheelers C.C. We have been waiting to



J. PARSLEY.

FIRST IN CATFORD HILL CLIMB HANDICAP,
AND SECOND FASTEST COMPETITOR.

see if they would make any sign, as they have nothing to be ashamed of, they having compensated the owner of the bassinet to the extent of 10s. As to the 13 to 1 business, I have good reasons for not believing it, but if E.L.A. acted with as great a want of judgment in their case as he has with us I do not wonder at threats being used towards him. Now see to what lengths malice will lead a man; a smash occurs with which the Sovereign C.C. has nothing to do, E.L.A.'s assertion to the contrary notwithstanding; later on he meets one of our members, to use his own words, "this gave me the idea he was acting in an official capacity." On this slender foundation he professes to think a road race is in progression, and, without making any further inquiry, he publishes his lie to the world.

As regards pluck, E.L.A. is a very poor judge, or he would not use such cowardly weapons as anonymous letters.

We are willing to refer this matter to arbitration before the N.C.U. if they will act, and we make the following propositions:—If E.L.A. can prove the accusations he has brought against us, the Sovereign C.C. shall cease to exist, and the funds in hand, "a considerable sum," shall be handed over to any charity E.L.A. may name. On the other hand, if he fails to prove his accusations, he shall make us a public apology and pay a similar sum to any charity we may name.

F. STUBBS,
Hon. Sec.

(Since receiving the above, we have had a visit from Mr. A. G. Rosenberg, the only member of the Sovereign C.C., who was present on the occasion. He assures us that neither he nor his club were in any way concerned in the accident, and that the parties who collided with the bassinet were members of a South London club—he would not divulge the club's name, but it will be noticed that Mr. Stubbs has done so. We consider it only fair to the Sovereign C.C. to insert this note, and we think—whatever the Surrey Wheelers may state—that E.L.A. should, in common fairness, make the *amende honorable* for having hastily jumped at an erroneous conclusion. It will be remembered that we have all along refrained from comment, as it is not our custom to condemn without first hearing both sides of a question.—Ed.)

IN DEFENCE OF FOLKESTONE.

SIR,—In your issue of to-day, I was surprised to read the following:—

"Folkestone is noted for its ruffianism." Where your correspondent gets his information from (whoever he is), I, am at a loss to know. Then, again, in yours of the 15th ult., I read that, probably a more non-athletic town than Folkestone it would be hard to find anywhere, and going on to say—but owing to the performances of—three gentlemen named, the local spirit has, to some extent, been aroused. Now, sir, why your correspondent should go out of his way to make these assertions, I cannot imagine when the result cannot be otherwise than damaging to our town in the eyes of cyclists, or why he should advertise those three gentlemen and omit Mr. W. G. George, one of the speediest riders on the South Coast, holding as he does the championships of both Folkestone, and Dover C.C.'s, and in my opinion likely to retain them.

I apologise for encroaching on your valuable space, but feel those assertions should not pass without comment. Having lived for nearly twenty years in the town, and for some years acted as hon. sec. to the Folkestone C.C., I do think I am in a position to know, and must say that instead of Folkestone being noted for its ruffianism my experience is quite the reverse.

Yours truly,
C. J. BURRELL.

St. Helen's open mile.

An open mile was included in the programme of the St. Helen's C.C. meeting last Thursday evening, the club being supported with a big gate. J. T. Gibson, Wigan C.C., 55 yds. won; W. H. Bellian, Warrington C.C., 45 yds., second; W. E. Char-nock, Warrington C.C., 70 yds., third.

Ayuntamiento de Madrid

CYCLING

OFFICES.

LONDON:—27, Bouverie Street, Fleet Street.
BIRMINGHAM:—Victoria Chambers,
Martineau Street.

LONDON, JULY 6, 1895.

CONDUCTED BY
EDMUND DANGERFIELD

AND WALTER GROVES.

ASSISTED BY G. H. SMITH.

Assistant Manager:
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BELGIUM	<i>La Rev. Vel. Belg.</i>

EDITORIAL TOPICS.

ONCE more, thanks to Barden and the Catford track, England can claim a long string of short distance world's records, the grand performance of our professional rider, last Thursday, having given us best for all classes, and all countries, from 2 to 10 miles inclusive, the American time for the full distance being beaten by but $\frac{1}{2}$ short of 2 mins. Those who saw Barden ride agree that he would have done even better if the pacers had been more speedy and more experienced, and when one remembers to what a pitch of excellence the art of pacing has been brought, both in America and France, Barden's performance at Catford becomes all the more meritorious. Since he rode for the 10 miles, and not for the mile, there is every prospect of his beating America's 1.52¹ mile when he goes for it, since he was only 9 secs. outside in his starting mile in the 10. His fastest mile was the second, 1.59⁸.

Few cyclists realise the fact that we are now living through a period in the history of the sport and pastime of cycling that will, when that history comes to be written, be recorded as, perhaps, its most marked and important epoch. We are witnesses of a remarkable evolution, and every day brings with it fresh surprises. The despised cycle, hitherto regarded as the vehicle of the democracy, and referred to by Mr. Harper, in his recently issued

history of the Portsmouth Road, as "the poor man's horse," now affords exercise and pleasure to princes and princesses, lords and dukes; and ladies of high degree have adopted cycling as a pastime, with an enthusiasm that must indeed be astonishing to Mr. Harper. "Will the sport and pastime of cycling ever become aristocratic?" he asks in the above-mentioned work; and, astute man that he is, replies, "It is to be feared, or hoped (accordingly as you admire or detest the cycle), that it will never win to this regard." We hope Mr. Harper has contemplated the gay scene in Battersea Park on one of the bright mornings of this present brilliant Summer, and duly congratulated himself upon his prescience in framing that happily alternative sentence.

THE pastime indeed was never in such happy case, as it is at the present time; and we refer to the "Pastime" advisedly, leaving the sport and the many unhappy quibbles that seem to be for ever edging it round, to the poor benighted N.C.U. Not only can we number amongst cyclists many of the leaders of society, scions of the nobility, and some of the most aristocratic personages in the land, but men of light and learning, M.P.'s, and Ministers of State have succumbed to the magic influence of the wheel, and taken up the pastime in an equally energetic manner. This must indeed be regarded as a most happy augury for the future of the pastime and its devotees. We have always been of the opinion that the prejudice that has so long existed against cyclists would be gradually, but nevertheless, surely overcome, when those in high authority once commenced to taste the sweets of the pastime by participating therein; and we are more than ever convinced that this will actually be the case. Already proofs are not wanting; the concessions made to cyclists in regard to Hyde Park, and the adoption of the universal lights principle by one county after another (Middlesex being the latest), point to the fact that the cyclists' pleasure and his safety are being looked after at last by the powers that be.

WE have no desire whatever to drag politics into the literature of the wheel, but it is really futile to attempt to ignore the significance of recent political movements to which the cycle has been a conspicuous adjunct. Affairs of state in connection with a change of Ministry recently necessitated very prompt and decisive action, and it remained for a cyclist, Lord Salisbury's private secretary, to play a most important part in conveying certain information from Hatfield to London on a Sunday, when a train was not available for the purpose; and the Right Hon. A. J. Balfour, First Lord of the Treasury, has also found his cycle to be more expeditious than the Rail when having to journey hurriedly to town.

The fascinating influence of the cycle is not to be lightly regarded, and the busy jaded politician is only now realising what the hard-worked city toiler has discovered before him, that there is no pastime like cycling to counteract the effects of a sedentary and confined occupation. That we can count as ardent cyclists some of those who will be responsible for the guidance of the ship of State in the party that is almost certain to be returned to power at the General Election is a matter on which cyclists may sincerely congratulate themselves.

RACING AND RACERS

The following Race Meeting Announcements will be found on page 14 of our Supplement:—Polytechnic C.C.; Catford Six Hours; Lowestoft Sports; West Herts Club and Ground; Chelmsford Meeting; North of England Cyclists' Meet; Leeds Charity Sports; Clarence Athletic Club.

A. V. EBBLEWHITE is now an official N.C.U. timekeeper.

FONTAINE had Jointless Rims on his Advance bicycle, when he won the 24.

ZIMMERMAN and Johnson are matched to ride three races for a stake of 5,000 dollars a-side.

OTTO STUMPF, of Berlin, has won the tricycle championship of Berlin. He used Palmer tyres.

THE swell Trafalgar Club are offering the members a £20 cup for the best mile time made between June 25th and July 28th.

SHORLAND tells us that his illness has quite put him off racing for this year, and he thinks he has done with it for good now.

A WEEK'S list of wins on Rudge-Whitworths, all the world over, includes the extraordinary number of nearly 50 firsts.

THE E.C.U. want pacemakers for the 5 miles scratch this Saturday. S. T. Brown, 1, Coleridge Road, Finsbury Park, will forward tickets.

MANY good judges who watched Ford's fine riding last Saturday, and his fast finish on the wet track, consider that he would have a fine chance in the Cuca Race.

THE Northumberland County C.C. will hold a 100 miles race on their Gosforth track on August 31st, when G. Hunt and R. C. Carlisle are expected to compete.

JAAP EDEN and his Humber carried all before them at the opening of the new Amsterdam Track, winning the $\frac{1}{4}$ and $\frac{1}{2}$ mile, and 2, 3, and 10 kilometres scratch races.

THE Catford have had someone working for them in Paris, and have secured and bound down a fine entry for their 6 hours professional race. Michael will be one of the men.

MILLS and T. A. Edge start on July 8th from Land's End for John o'Groat's, and would be glad to hear from volunteer tandem pacers at the offices of "Cyclers News," Manchester.

THE Manchester Wheelers will lose about £50 on their 12 hours'.

SOMEBODY wants to match his dog against Zimmerman up to 400 yds., bike to take flying start.

J. R. ALEXANDER, Edin. Southern. has won the mile championship of the S.C.U. Eastern District.

MR. A. V. EBBLEWHITE, the popular Essex man, has been appointed a first-grade official timekeeper to the N.C.U.

THE first race for unlicensed men held in Manchester, is to be run at the Manchester Wheelers' meeting this Saturday.

THE Sunderland Kensington C.C. will hold their sports on 6th, 8th, and 10th, when £260 will be offered in prizes.

THE Catford C.C., and Blackheath Harriers, talk of joining forces and running an attractive cycling and athletic fete on August Bank Holiday.

BARDEN considers the Catford track one of the finest he has ever ridden upon. He expects to do the flying mile in 1.45, and 10 miles under 20 minutes.

THE mile championship of London has very appropriately been allotted to the Polytechnic Club, to be included in the programme which will be put before the public on July 13th.

FORD wore a veil during the greater part of the 12 hours' at Coventry; it undoubtedly saved him a great deal of inconvenience, especially after the rain came down and the grit began to fly.

NUMBERED and reserved (till 3.30) grandstand tickets for the Polytechnic meeting at Herne Hill, will be forwarded on receipt of P.O. (2s. 6d. each), by the Hon. Sec., 309, Regent Street, W.

INTENDING competitors for the one mile championship of the London Centre, are reminded that entry-form and fee, 2s. 6d., should be forwarded direct to H. J. Swindley, Esq., 3, St. Bride Street, Ludgate Circus, E.C., and not to the Polytechnic.

THERE will be an attractive evening meeting at Catford on July 10th. The increased local sport has induced the Catford C.C., to include an open event for safeties; there will also be two members' races, one for licensed, the other unlicensed.

Should be Scott's.

THE South Yorkshire and North Derbyshire Centre five miles championship will be ridden for at the Dearne C.C. (Barnsley) sports on August 1st. Elijah Scott is the present holder, and on form, should have little trouble in retaining the title.

28 miles 705 yds. in the hour.

ON Saturday last, Lesna, the well-known French rider, went for the hour record on the new track at Dijon, which was already known to be very fast. Splendidly paced by four triplet and one quadruplet teams, he succeeded in beating Linton's world's record, riding in one hour the extraordinary distance of 28 miles 705 yds.

At Wood Green.

ALL the Thursday evenings in July are being devoted to open meetings at Wood Green, when the programme will mainly centre round the attempts at various records. On the 4th inst. a 1 mile novices' cycle handicap is included, and on the following Thursday the open events consist of a 1-mile handicap and a 5 miles' invitation flat race, for which a number of the running cracks have entered. The meetings will commence at 6.30, and sixpence will secure admission.

International team racing.

A TEAM made up of five French riders, Jacquelin, Dumond, Meringer, Gougoltz, and Morin, issues a challenge to any other team made up of five riders of the same nationality. The race to be 2 kilometres, and stakes £100 a-side.

Wholesale world's records.

THE marvellous speed-powers of C. F. Barden, and the speed qualities of the new Catford track, were again most forcibly demonstrated on Thursday evening last, when Barden went for records from a standing start, and beat records at every mile from the first to the tenth. The following table will give the best idea of what his ride really means:—

English Records.				American Records.		Barden's Times.	
Mls.	Amateur.	Professional.		M. S.		M. S.	
1...	2 1 $\frac{3}{4}$	2 12 $\frac{1}{2}$	...	1 52 $\frac{1}{2}$	...	2 1 $\frac{1}{2}$	
2...	4 19 $\frac{3}{4}$	4 32 $\frac{1}{2}$	...	4 1	...	4 0 $\frac{1}{2}$	
3...	6 37 $\frac{1}{2}$	6 59	...	6 9	...	6 2 $\frac{1}{2}$	
4...	8 44 $\frac{1}{2}$	9 29 $\frac{1}{2}$	...	8 15 $\frac{1}{2}$	...	8 11 $\frac{1}{2}$	
5...	10 57 $\frac{1}{2}$	11 44	...	10 22 $\frac{1}{2}$	...	10 15 $\frac{1}{2}$	
6...	13 12 $\frac{1}{2}$	16 29 $\frac{1}{2}$	...	13 43 $\frac{1}{2}$	...	12 20 $\frac{1}{2}$	
7...	15 30 $\frac{1}{2}$	19 21	...	15 57	...	14 28	
8...	17 40	22 6 $\frac{1}{2}$	...	18 15 $\frac{1}{2}$	...	16 33 $\frac{1}{2}$	
9...	19 59 $\frac{1}{2}$	25 1	...	20 27 $\frac{1}{2}$	...	18 40 $\frac{1}{2}$	
10...	22 10 $\frac{1}{2}$	27 44 $\frac{1}{2}$	...	22 45	...	20 45 $\frac{1}{2}$	

As will be seen, the mile is European record, the rest are all world's records, beating the amateur and professional times of all nationalities, badly. The best previous 10 miles was to the credit of Henie. Barden rode a Swift with Dunlops, and was timed by E. A. Powell.



A MIDLAND RACER.

A. A. JORDISON, AND HIS ARAB RACER.

A winning pair.

L. BEISENBERG and Pas won the 5 kilometres tandem race at Amsterdam on June 23rd, and next day won the 2,000 and 5,000 metres, on a Raleigh tandem.

Rich prizes.

THE West Herts. Club are holding a big meeting at Watford on Bank Holiday, and giving £10 10s. prizes in the cycle events, particulars of which will be found amongst the race meet advertisements.

Present for Clark.

ONE of the most familiar figures on the Tyneside paths, Walter Clark, is shortly to be the recipient of a testimonial from some of his admirers. The burly Walter is always in great demand as a "pusher-off," and many winners of 1/4 mile dashes have good reason to remember Walter's services.

The Catford Six Hours.

THE first prize in the six hours' Catford professional race on July 13th, is £25, but it is possible for one man to make £45 on the race by also breaking records at 50 and 100 miles, and six hours. Unlicensed riders have been granted permit to pace. Admission will be 6d., or combined with railway ticket, 1s. Grand Stand tickets, numbered and reserved, price 2s. 6d., can be bought at Gamage's.

Only open meeting

THE only open cycling meeting within the Metropolitan area on Saturday is the big gathering being organised by the E.C.U. at the new Wood Green track. The programme consists of two handicaps for licensed amateurs (a 1 mile novices and a 1/2-mile), a 5 miles paced scratch race for unlicensed riders, and a 1 mile scratch race, the second contest in the Armour Shield series. Racing commences at 3 p.m.

The meeting at Chelmsford.

It will be seen from our advertisement columns that the 14th annual race-meeting and county championships promoted by the ever-popular Essex Association will be held at Chelmsford on Saturday, July 13th, when £275 in prizes will be competed for. This meeting has for years been recognised as the most popular and successful provincial meeting held in England, and the magnificent prizes now on view at the Rudge-Whitworth show-rooms, 23, Holborn Viaduct, are exceptionally handsome and valuable. Entry-forms and full particulars will be sent on forwarding a post-card to the Hon. Secretary, Mr. Robert Cook, Chelmsford. All entries close Saturday, July 6th.

Sunderland Nomads.

THE annual athletic meeting, promoted by the Sunderland Nomads at Hendon was largely patronised. The mile fell to J. E. Meikle, of the Kensington C.C., 75 yds.; with J. T. Horn, Kensington C.C., 170 yds., second; C. Brown, D.C.C., 80 yds., third. The second instalment also produced a satisfactory gate. The 1/2-mile resulted in W. Moran, Nomads, 75 yds., winning, with W. Dixon, Northumberland County, 50 yds., second (fastest loser); R. B. Smith, Kensington C.C., third; time 1 min. 6 secs. O. Huntly and C. Brown collided and fell. The 1 mile scratch was won by J. E. Meikle; R. B. Smith, second; J. Chalmers, N.C.C., third; time, 2 mins. 52 secs. T. Graham swerved, and Dr. Clark dashed into him, and at the terrific speed they were travelling both men were a good deal knocked about; fortunately, however, no bones were broken.

THE "CENTURY" CUP.

By one of those inexplicable legislative somersaults peculiar to the methods of the N.C.U., J. F. Rudham, one of the latest "suspends," was allowed to take his place amongst the starters for the above event at Herne Hill on Saturday afternoon. This seemed all the more extraordinary, for the reason that Rudham was prevented racing at Wimbledon by a prominent N.C.U. official a few days previously! The respectable entry of twenty-three was only reduced by a trio, to wit, W. Rosser, Swansea Harriers, A. Greaves, Northumberland County, and L. W. Davis, Poly. C.C. At five minutes past four the following men, after a false start, were got off to T. W. J. Britten's pistol-fire: R. Palmer, Silverdale C.C., George Hunt, Notts, Corinthians, A. W. Horton, Catford C.C., P. Wheelock, Silverdale C.C., T. W. Thornton, Edward Alleyn C.C., J. F. Rudham, Putney A.C., F. Sargent, Reform C.C. (Bristol), H. C. Horswill, Granville C.C., C. G. Wridgway, Anerley B.C., J. M. Dawney, Clapham C.C., H. Maggs, Bristol Jockey C.C., F. D. Frost, Bath Road Club, W. C. Watson, Southern C.C., T. S. Ludford, Comet C.C., R. W. Horton, Catford C.C., R. J. Atkinson, Surrey B.C., H. W. Poupard, Catford C.C., P. W. Gidney, Essex Wheelers, G. S. Francombe, Clarence B.C., Stanley Thomson, Daneville C.C. Palmer immediately went away

AT A TERRIFIC BAT

behind the quadruplet, with Wridgway hanging on. Hunt and Wheelock also "let out" from the first, A. W. Horton showing up well. Divisions soon began in the ranks, Thomson, of the Daneville, who had stumbled at the start, being lapped within about a mile, and before very long many who had to go the pace looked palpably distressed. The lap scoring board was, from the first, a most discreditable affair. At the half-hour, Palmer was leading with 12 miles, 2 laps, Wridgway being only a few yards behind; Hunt and Wheelock 12 miles, 1 lap; A. W. Horton and Thornton 12 miles; Frost and Watson, next best, with 11 miles, 2½ laps. Gidney was going very steadily. The same grand pace was maintained by the leaders up to the hour, when Palmer and Wridgway had covered 25 miles, ½ lap, Palmer being still slightly in front. A. W. Horton had dropped into third place, with Wheelock close behind, the pair covering 24 miles, 2 laps; Frost and Gidney 23 miles, 2½ laps. At 1½ hours Wridgway passed Palmer, and Horton, riding magnificently, also collared Palmer, and continuing to ride at a grand pace, succeeded in getting into first place, amidst loud applause. When Horton had ridden 51 miles, Mr. E. Lane Campbell was observed to suddenly commence

SPRINTING MADLY FROM THE TIMEKEEPER'S BOX,

towards the stands evidently labouring under intense excitement. His stentorian tones soon announced to the expectant crowd that Horton had got inside record at 51 miles. This shows how fast the pace was, in spite of a very fresh breeze which was on the boards during the afternoon. Up to 59 miles the record-breaking—a few seconds—continued, when Horton, beginning to slacken off a bit, was again outside at 60 miles. Meantime Hunt had stopped at 56 miles, and there were some other retirements owing to an additional cropper, and

a bad attack of "bakedness" amongst riders of not too high a class.

AT THE FINISH OF THE THIRD HOUR

A. W. Horton, 71 miles 360 yds; Wridgway, 70 miles; Palmer, 68 miles 2 laps; Gidney, 66 miles 3 laps. Horton's pace now began to decrease, while, on the contrary, Wridgway, looking extremely lively, dashed away at a fine bat, and, before another half-hour passed, it was pretty evident that something would happen as far as first place was concerned. Palmer, in the meantime, did not exhibit any prospect of pulling up again.

At 83 miles Wridgway, amidst tremendous cheering, passed Horton, who began to show signs of being "baked." At the fourth hour the following were the scores:—Wridgway, 92 miles 1,260 yds; Horton, 92 miles; Palmer, 90 miles; Gidney, 87

miles 2½ laps; W. C. Watson (who rode very steadily throughout), 87 miles 1½ laps. There were 11 men on the track at this point. Wridgway continued to ride at a remarkably good pace, considering his earlier efforts and the stiff breeze, which had increased during the evening. Palmer, too, now rode better, while Horton began to revive towards the close. The positions remained practically unchanged, however.

WRIDGWAY'S LAST LAP

was ridden in quite a sprinting fashion. He finished fresh, and was able to run across the track. He was enthusiastically cheered, and he well deserves his success. He rode a grand race throughout. Scores for the "Century": Wridgway, 4.19.34½; Horton, 4.22.10½; Palmer, 4.30.10½; Gidney, 4.34.25½; Watson, 4.35.52½.



SKETCHED AT THE "CENTURY" CUP RACE.

Ayuntamiento de Madrid



SKETCHED AT THE NOTTS. CASTLE MEETING.

The Notts. Castle B.C. Sports.

On Saturday last the Notts. Castle B.C. held their annual cycling and athletic sports at the Trent Bridge Ground. The meeting had been well boomed by a most energetic committee, resulting in a good gate of about seven thousand. Lord Henry Bentinck (the club's vice-president) and Lady Bentinck were on the ground and took a great interest in the racing. Over 600 entrants had been secured for the various events on the programme, and a most interesting afternoon's racing was enjoyed by all. A. J. Watson, who had entered for most of the events, was the principal absentee. A big field had entered for the open $\frac{1}{2}$ -mile handicap: Hardy eventually winning this from the 30 yards' mark, Bausor second, Facer 3rd; time 1.7 $\frac{3}{4}$. In the final of the open mile T. E. Wooton, from the 180 yds. mark, just got the verdict, Facer being a close second. A. B. Hall third. A dispute arose as to the risk of starting 8 men in the final of the mile scratch, but this was eventually over-ruled, and a clinking race resulted between Scott, Millard, and Osborne, finishing in the order named. The Volunteers' foot race was run off at the commencement of the storm, which now continued to pour down in torrents, aided by a plentiful supply of thunder and lightning. In a very short time the track was under water, and it was decided to postpone the final of members' mile and the scratch team race until

another occasion. The various officials, competitors, and friends, having waded out of the grounds, made for the club's headquarters, The Maypole Hotel, where a splendid spread had been thoughtfully provided by the Notts. boys. We most heartily congratulate the Notts. C.C. on their successful meeting.

Northern records passed.

At a meeting of the Northern Roads Record Association held last week, the following claims were passed: 100 miles tricycle, 6.16.27, by F. T. Bidlake; 50 miles safety, 2.21.45, by J. Waddington, Warrington C.C. A claim for the 50 miles tandem record was left over as the necessary proofs had not been sent in.

An explanation and a challenge.

Mr. E. STAAL, president of the Dansk B.C., sends us a very long letter, explaining how Mr. C. Ingeman Petersen was prevented from defending his title as one mile champion of England, which we regret we are quite unable to find room to publish. Mr. Staal appears to believe that great injustice has been done to his fellow-clubman, and rightly or wrongly is very cross with Mr. Percy Low. He finishes his letter by congratulating Watson on winning, and formally challenging him to come to Copenhagen and race Petersen there. Whether he will accept, and whether the Union will grant a permit, remains to be seen.

A joint affair.

THE Kingsdale and Colville open meeting arrangements progress apace. A number of England's best racers have promised to compete in the handicaps, and a well-known crack will attempt to beat a record.

Coventry track.

We have never seen a cinder path in such grand condition as was that at Coventry on the occasion of the 12 hours' last week; after the first hour or two the surface for about two feet from the inside was as hard and smooth as cement, and quite devoid of dust or holes: a great contrast to Aston track which was in a terrible state of looseness and roughness for the Centre championship meeting the week previously. Coventry track, for a distance event, especially, is hard to beat.

Twenty six retired.

THE Manchester Athletic Club wheel events were better patronised last Saturday than has been the case for a long time past. J. R. Bradley won the half-mile handicap, Glazebrook second, and Chinn, third. The one lap scratch fell to Macferson, Robinson and Chinn filling second and third places. In the 10 miles paced scratch race, Bradley was first after an exciting race with Koenen, and of 29 starters, C. W. Schafer was the only other rider to complete the distance. Twenty six men knocked out with 10 miles of pacing.

Big Russian road event.

THE start for the great road race between St. Petersburg and Moscow, will take place on the 11th of July. Great interest is being displayed in it, in Russian cycling circles.

Officials do their duty.

At an important meeting recently, two men were made to leave the track by the officials, and don more decent garb. Our recent note on this subject has been well received all round, and turned attention to this matter, none too soon.

Not quite up-to-date.

WHEN in the Isle of Wight a few days ago, we noticed that a printer of illustrated cycle race meeting posters had evidently "placed" some old stock, the illustration announcing a forthcoming race meeting consisting of seven riders on solid-tyred ordinaries.

Barden's records.

BARDEN undoubtedly got up a fine set of records from 1 to 10 miles last week, but smart as the times are, it is well to point out that the 5 miles' time (10 15 $\frac{1}{2}$) is not a world's record, as has been generally reported. Barden himself did 5 miles in 9.49 on the Bordeaux track, May 9th.

Handicaps at Merton Hall.

THE New Wimbledon C.C. carried out a successful and well-attended evening meeting last Wednesday, on the grass track of Merton Hall, Wimbledon. T. W. Thornton, Edward Alleyn, 50 yds., won the mile; C. Jacobs, London County, 80 yds., second; L. Pearce, Poly., 120 yds., third; Pearce won the open 2 miles with 230 yds.; C. J. Minors, County, 260 yds., second; Jacobs, 150 yds., third.

Next Saturday at St. Alban's.

THE Clarence Athletic Club, which is composed of the employees of Messrs. Maple & Co., are holding their eleventh annual sports at St. Alban's on Saturday, July 13th. There is an open 2 miles, handicapper S. T. Brown. A special fast train will leave St. Pancras, 2.40, returning after the sports, at the reduced fare of 1s. 9d. Tickets can be obtained from Hon. Sec., or at booking-office by asking for Clarence Sports tickets.

Protin beaten.

THE Belgian crack, Protin, who made such a good impression in London by winning the mile professional championship, was beaten on the following day, in Paris, by Banker. It is generally considered that he attempted an impossible task in racing on Saturday in London, crossing over to Paris the same night, and racing the Sunday in Paris. A match race has been arranged between Protin and Banker, to take place on Sunday next at the Seine track, so that the question of supremacy will be then decided.

Road records passed.

THE R.R.A. had a busy and well-attended meeting last week, and passed the following rides as records. E. J. Steel, London to Liverpool, 12 hrs., 29 mins.; W. J. Neason, Bath and back, 12 hrs., 31 mins., 4 secs.; Stocks and Holbein, tandem 100, 4 hrs., 46 mins., 18 secs., and 12 hrs., 221 miles; G. P. Mills and T. A. Edge's tandem 24 hrs. was passed as 377 miles, which is 1 mile farther than the single record held by Fontaine; Bidlake's 100 miles tricycle performance went on the books as 5 hrs., 15 mins., 57 secs.

Justified by time.

WHEN, months ago, we announced that Mills and Edge intended, this year, to ride tandem from end-to-end, we were met by a howl of derision by our contemporaries, and even Mr. Edge's own paper threw doubts on the statement. Now, the only doubt is the exact date of their starting. We do not prophesy unless we know!

Biggleswade in August.

ONE of the first to announce their arrangements for the August Bank Holiday racing, is the secretary of that old-established institution, the Biggleswade Fete. The mile championship of the Northampton Centre is to be run off at this meeting, and amongst other events, a half and mile open handicaps, and a mile scratch for the £50 cup. Class will not be lacking, amongst the officials at least, for Pem Coleman is to clock, and Dr. Turner judge.

A model ground-man.

HARRY RANSOME, the ground-man at Putney, is a model of what a ground-man should be, as all who have had to do with him will readily admit. Always courteous and respectful, willing and active, and with a thorough knowledge of what will be required for any particular class of event, and with the forethought and energy to provide the same, he is a treasure to those who run meetings at the Putney Velodrome, and a pleasant contrast to the indolent, cigar-smoking, over-bearing jacks-in-office, at times found filling similar positions.

Saddle troubles.

IT is beyond our comprehension why men starting on long distance track contests do not pay more attention to their saddles. With the hard surfaces now universal on all leading tracks, the vibration, if not severe, is continuous, and if a hard facing saddle is used, without any protection, the chances are all in favour of the rider being bruised until he loses all interest in life, long before the termination of the race. Then he flies to saddle covers of various kinds, but it is too late, the mischief is done; they do but aggravate the evil. If the saddle covers had been used from the start, or better still, if a pneumatic saddle to which the rider had grown accustomed, there would be far more sense, and far more chance of the rider going through without that most killing trouble, bad saddle bruising.

Berks and Oxon Championships.

THE Berks, Oxon, and South Bucks Centre championships, have been fixed at 1, 5, & 10 miles. The two former will probably be run off at Slough on August 5th, and the 10 at Reading on July 24th.

Out for the century records.

A SINGLE and a tandem are both going for records in the Anerley 100 this Saturday afternoon, if the elements are favourable. The race starts at Herne Hill track at 3.15, and is a handicap for very valuable prizes, presented by the president, Mr. R. H. Fry.

Barden's British mile.

AT the conclusion of the Catford Club's evening meeting, last Wednesday, Barden rode a paced flying start mile in 1.50 $\frac{3}{4}$, which is European record. Pem Coleman and Powell timed, Catford track and cement can now claim credit for the fastest mile ridden in this country.

An unfounded yarn.

IT has been stated more than once, in print, that there was a rumour at Putney, during the Anerley 24, that Fontaine had been professionalised just before the race, but was allowed to start to prevent a rumour with the crowd, and that therefore, although first in the race, he would not take the cup. We are able to state that no official of the club heard the slightest whisper of any such rumour, and that Fontaine was not professionalised, and that he will take the magnificent cup, and the prize, and the medal, which he so fairly won.

The Guernsey Sports.

SUPERB weather, a clinking gate, people beginning to gather as early as 11.30, characterised the Midsummer Sports of the Guernsey C.C. Alf. Duquemin, with two previous wins, won the challenge cup outright; T. Pike, with two wins also to his credit, falling with S. Duquemin; Good, of the Catford, with one win, being no good on this occasion; Burge, of the Poole Wheelers, winning lap prize. Time, 5 miles, 13.18. 1 mile handicap was won by E. A. Best, and the ½-mile scratch by T. Pike. The otherwise excellence of the cinder track is marred by the "Bishopborough" style of banking, which is dangerous to strangers, and occasioned some nasty falls, the locals, with extensive training, knowing how to negotiate difficulties.

COMING RACE MEETINGS.

Compiled by JAMES BLAIR, Official Handicapper, N.C.U., 16, Kilmorie Road, Forest Hill, S.E.

DATE.	PLACE.	PROMOTERS.	SECRETARY'S NAME AND ADDRESS.	OPEN EVENTS.
July 9	Diss	Diss A.A. Sports	F. N. Smith, Mere St., Diss	4 Open Cycle Races
" 13	Herne Hill	Polytechnic C.C.	C. G. Vallancey, 309, Regent St., W.	½ m. H., 1 m. (T.S.) H. 1 m. (Centre C'ship), ½ m. scr., and ½ m. H. (unlicensed)
" 13	Catford	Catford C.C.	Jas. Blair, Catford Sports Ground, Catford, S.E.	6 Hours Cash Contest
" 13	Chelmsford	Essex C. & A.A.	R. Cook, Chelmsford	1 m. H.
" 13	Grimsby	Nautilus C.C.	The Sec., 913 Cleethorpe Rd., Grimsby.	5 Open Cycle Races
" 13	Widnes	Widnes C.C.	J. W. Davies, Farnworth, Widnes	1 and 3 m. H.
" 13	Blackburn	Rovers F. & A. C.	T. B. Mitchell, 2, Newwater St., Blackburn	1 and 2 m. H. 5 m. scr.

Unless otherwise stated all races are open to Licensed Amateurs and bicycles as per N.C.U. definition. H.—Handicap. T.S.—Tandem Safety.

To-day (Saturday, July 6th).—Manchester Wheelers at Manchester; E. C. U. at Wood Green; Ilkeston B.C. at Ilkeston; Scarborough C.C. at Scarborough; Stockton C.C. at Stockton; Derby Charity Sports at Derby.

THE CATFORD CLIMB.

It was quite like old times to find the Catford on the road again last Saturday, the occasion being their annual hill-climbing competition, held, this year, at their original spot, Westerham. A magnificent entry of 31 men had been secured, and, after the necessary formalities of weighing and checking gear had been gone through at the "Crown," 22 of the entry started; the most notable absentees being Wale, of Folkestone, who had ricked his back, and E. W. Knight, who was reported in fine form, but, for some unknown reason, licenseless. Of the starters no less than

18 REACHED THE TOP

and even the failures got up as far as the last corner. The strong wind on the riders' backs had something to do with this large measure of success. F. W. Crewe, Victoria Ramblers, won the scratch competition, his time being 4.49½; he rode a Quadrant with Dunlops. J. Parsley, Surrey Wheelers was second in 4.50½, and won the handicap with 25 secs. start. This rider rode one of his own machines, an Encore with Palmers, and wood rims, and, considering the work it was put to, it is truly a remarkable fact that

THE MACHINE WEIGHED ONLY 18 LBS.

The third man was P. Shrapnel, Anglo-Irish C.C., 4.51½, on a Swift with Dunlops. All the gears were over 60. Shrapnel was also second in the handicap, and F. R. Giblin, Poly, third. W. S. Holding timed the start, E. A. Powell the finish; J. B. Slimon was hon. sec., Blair pusher-off-in-chief, and C. W. Hartung judge.

After seven tries.

F. W. CREWE, who won the Catford hill-climb on Saturday, is a consistent tryer, having started in all the seven of the competitions, but never before doing better than a third and fourth place. In road racing he has been very successful, and has in his possession some 70 prizes, nearly all won on the Queen's highway.

Team racing off.

TEAM racing seems to be in a rather poor way at present, judging by the competition for the "Athletic News" shield which was decided at the M.A.C. Summer sports last Saturday, at Fallowfield. Of the five teams entered two failed to turn out, and the loafing was so pronounced that one of the heats was declared void and ordered to be re-run. The Oldham Racing C.C. won the shield by securing three firsts out of as many heats.

Licensed and Unlicensed at Exeter.

THE Exeter Charity Sports were held on Saturday last at the County Grounds, Exeter. The ½-mile handicap was won easily by R. A. Lee, 70 yds.; E. C. Burrell, 80 yds., second; T. J. Brodribb, 55 yds., third; time 1.55½. The 1 mile handicap was also won easily by R. A. Lee with 150 yds.; F. G. Millier, 75 yds., second; O. F. Harrison, 125 yds., being third; time 2.10½. The 1 mile unlicensed handicap: J. Aram, 35 yds., first; P. W. Brown, scratch, second; J. E. Ridout, 80 yds., third; time 2.21½. Half-mile West of England championship: F. Chapman first; F. G. Bradbury second; A. Milson third; time 1.22½. The 10 miles scratch unlicensed was rather tame, being won by P. W. Brown, Polytechnic; F. Gibbon-Brooks, Polytechnic, second; and H. C. Hoch, Catford, taking lap prize and third place; time 30.27.

The Anfield 100 course.

FROM official measurement it appears the new course used by the Anfield B.C. for the 100 miles invitation race last Whit-Monday is some 3 miles over measure, which fact goes to prove the assertion that this course is as fast as any to be found in the North, and not so far behind the best course on the North Road.

A Five Miles mixed.

THE five miles paced race for the championship of the Poly. C.C. to be run off at the Poly. festival at Herne Hill, on July 13th, promises to be an event of exceptional interest, as in it the numerous cracks who own allegiance to this, the leading racing club, both of the licensed and unlicensed persuasions, will meet and do battle for the great honour. The public should bear in mind the fact that the Poly. sportsmen are invariably to the front as attractions at other meetings through the season, and if for this reason alone the crack club deserves to be thoroughly well supported on the 13th.



F. W. CREWE.

WINNER OF CATFORD CLIMB.
Photo. by Mr. J. Elsdon, Alma B.C.

No sportsman.

"I've got you beat!" Such was the unsportsman-like remark the winner yelled to the second man on passing the winning post at a provincial race meeting on Saturday, both competitors hailing from a neighbouring town.

Big smash at the Ravensbourne.

THE Ravensbourne Club held their twenty fourth meeting at Lee Green, on Saturday; four open cycle events being included in a big club programme. F. M. Platt, South Roads, 150 yds., won the mile handicap; R. A. Marples, Bromley, 20 yds., second; A. H. Bailey, Mid-Surrey, 100 yds., third. A. J. Watson, Poly., won the half-mile scratch; A. Borton, Uxbridge C.C., second; H. E. Hill, Silverdale third. Watson also won the 2 miles special race, put up instead of the 5; the two Silverdalers, Thistleton and Hill, being second and third. In the discarded 5 miles some 12 men fell together, or dashed into the officials; wounds and smashed machines being afterwards discovered in numerous quantities.

N.R. Club 50.

THE first North Road Club 50 to be transferred from the road to the track was run off at Wood Green on Saturday, before a large company. A fine field of 26 started, and A. F. Ilsley, who was to the front from the start, finally won, with a good lead, in 2.5.22½; S. J. Prevost, second, just over a minute behind; and T. G. King, jun., third in 2.9.17. Prevost, with 2 mins., won the handicap; Ilsley, scratch, second; and D. M. Weigel, 8 mins., third. Ilsley used Palmer tyres.

Drowned out.

THE Manchester City Police Sports were held at Fallowfield last Wednesday, when one of the largest gates yet seen at the M.A.C. track was secured, but the meeting was brought to an abrupt termination by a thunderstorm. The only final run off was the 2 miles handicap, won by A. E. Maycock, 230 yds.; T. Davies, 210 yds., second; and G. E. Lowe, 250 yds., third; the remaining events are postponed for the next few weeks, when, with the addition of a few more events, the police authorities will promote a second meeting.

Coventry Road Club 12 hours' race.

It is quite an unique achievement for one man, in the course of seven days, to win a 1 and a 50 miles championship, and a hotly contested 12 hours' path race. A. Ford, of Coventry, consummated this series of victories last Saturday by winning the 12 hours' race promoted by the Coventry Roads Club, and in so doing clearly established a claim to be considered the best all-round licensed rider in the Midlands. The competitors were A. Ford, Coventry Roads Club; C. Chapple, Putney, A.C.; H. Dubbin, Putney A.C.; Sultzberger, Surrey B.C.; R. G. Atkinson, Leicester; R. Powell, Coventry R.C.; T. St. J. Bagnall, Coventry; W. A. Warner, Warwick; P. O'Halloran, Oxford; F. Robb, Coventry; S. Hatton, Coventry; and W. Willadsen, Dansk B.C.; L. Neujean, C. G. Grey, and W. Williamson were non-starters. The race began, after a shower of rain, at 8.10 a.m. Ford immediately forced the pace, and getting first behind the pacing tandem, immediately left the other competitors, and had nearly lapped most of them before another tandem was procured. From the start he gave no one a chance, and at the end of the first hour was 2 laps ahead of Chapple, the distances of the first three being: Ford 22½ miles, Chapple 21½ miles, Dubbin 21¼ miles. In the second hour Ford gained two more laps, and scored 44½ miles, Sultzberger, three laps behind, being second. At 92 miles a cropper occurred, in which were involved Bagnall, Willadsen, Bradford, and Warner; Bradford retiring shortly after, and the rest continuing. Ford reached his 100 miles in 4.44, still riding strongly and easily. 200 miles were covered by Ford, amidst great enthusiasm, in the grand time of 9.39.41½; he had now put six miles between himself and Chapple, and the issue was no longer in doubt. Though he was not pressed, Ford put over 20 miles into the last hour, and at pistol-fire was found to have covered 246 miles, 240 yards, beating the world's cinder path record by some 6 miles; he was timed to cover his last complete lap in 34½ secs. Chapple, who finished gamely, scored 238½ miles, Dubbin 234½ miles. Walter Phillips and M. J. Schulte were the chief judges, and H. Sturmeay was timekeeper. The event excited great interest in the City, and Ford's win was very popular.

HURET'S WONDERFUL RECORD.

(FROM OUR PARIS CORRESPONDENT.)

THE talk of the week in France and throughout the cycling world has been Huret's phenomenal performance in the Bol d'Or 24 hours' race. To beat Shorland's world record by 55 miles is, of course, no mean achievement, and it is not to be wondered that many people have been surprised. Still, I think that the English Press in general have made a mistake in casting doubts upon the performance. Speaking frankly, I must say this has created a bad impression among French cyclists, and it is calculated to do some harm to the friendship which exists at present between the two nations. I have always been an admirer of English sport in general and therefore can

JUDGE THE CASE WITH ALL FAIRNESS.

Now many people here are pointing out that whenever a startling record has been made in France, its authenticity has been doubted in England.

While, on the contrary, whenever a record is made in England, it is always accepted here without the slightest doubt.

For instance, last year when Huret bettered Shorland's 1893 record by over 30 miles, several English papers did say that they could not believe such a wonderful feat. Well, three weeks after, Shorland did still better, and then everyone had to come to the conclusion that Huret's records were possible!

To come to the actual way in which the last Bol d'Or race was timed, and laps

scored, I do not believe there ever was a 24 hours' race more seriously organised. It is true

THE TIME WAS NOT TAKEN LAP BY LAP to the end, as the French Union rules do not require it for a 24 hours' event.

Timekeepers took the times every lap up to 100 kilometres, then every kilometre (3 laps) from 100 to 300 kilometres, and afterwards every 10 kilometres to the end. But two secretaries were in attendance throughout in the timekeepers' pen and scored every lap so as to enable the timekeepers to perform. This was independent of the lap-scorers, who were 20 in all, thus two for each competitor, and kept a different list.

Therefore, Huret's table was kept by four people throughout, and

ALL AGREED TO A LAP,

although they were not near one another.

So much for the way in which the race was timed and laps scored. But there is another proof which, although purely moral, is important enough; the French Union (U.V.F.) has already passed all the records, after a careful examination.

In conclusion, allow me to say the Union has, as Records Committee, men who would never vouch for any performance if its genuineness was not above the slightest suspicion, the same as the people acting on the N.C.U. Committee.

It remains, therefore, a deep regret for me that some doubts have been expressed on the performance of a man who, last year, earned the sympathy of all English cyclists by his chivalrous conduct towards Shorland!

(The above was crowded out last week.—E.D.)

THE HILL-CLIMBING COMPETITION AT BINFORD-LE-HOLE.

By F. L. WALE.



It was the first affair of the sort they had ever promoted at the interesting country village of Binford-le-Hole. They are not quite sure when they will have another one. You see, it was like this; Albert Edward Ouplegs, the village champion, had a note from his firm saying that they thought if he and his friends could

arrange a nice little open competition on Buckup Hill, further arrange that the first, second, and third man should be mounted on the celebrated "Slowcum" machines, and afterwards send the firm some unsolicited testimonials, — well, they thought there would be money in it.

Albert Edward Ouplegs considered matters for a bit, and he thought so too. He was bellows-blower to the local blacksmith, and earned five shillings a week. He also was a noted local racing man, competing at all the country race meetings on a thirty-guinea machine. Funny, isn't it? But the N.C.U. were very nice in those days and never asked people stupid questions. Think it would hardly pay the makers to subsidize so insignificant a personage as a village champion, eh? Well, it wasn't so much the makers as the bookmakers that found it pay.

Albert Edward had a consultation next day with his two pals, Abimelech Buggins and Jimmy Spadger, the captain and secretary of the Binford C.C., and they decided

THEY COULD WORK THINGS JUST RIGHT.

"Yus," said Albert, "hi reckon we ken work this 'ere fake heasy as boozin'. Tell yer wot we'll do; we'll fix a weight limit of forty pounds as the lightest machine wot ken compete, and then we'll git three Slowcum racers and fill hup the diagonals with swan shot. The seat pins bein' open ended, and the toobes werry big, we ken heasy git enuff in ter bring hup the weight ter forty. We 'as 'em weighed and examined orright, but wen we gits ter the footer the bill we just turns 'em upside down to hoil the chain. The shot'll drop out inter the ditch, and then; why ef we can't whop them Smokestone fellers with machines fifteen pounds lighter, we oughter jump in the sewage tank!"

So they appointed a judge, timekeeper, starter, and marshals, advertised the affair all over the village; and in the cycling papers; and every evening the



ABSENT MINDED.

McTOFF (excitedly, to suspicious looking individual, detected in the act of walking off with the McToff's brand new machine, and leaving his old crock in its place).—"I say, that's my machine!"

S.L.I.—"Why, lor' lummy, cap'n, so it is. Now, I shouldn't hev noticed it hif yer 'adn't a spoke!"

club turned out *en masse* to train upon the hill. As the local bookmaker, who was taken into their confidence, had immediately offered a ten guinea first prize, entries poured in from all parts. Oure and Moswald were coming over from Smokestone, H. S. R. Walker, from Westbourne Park, Slangster, from Grassminster, and all the known hill-climbing cracks in the country. One evening Albert Edward, with his Slowcum racer, got out on Backup Hill somewhat earlier than usual. He saw a tall youth, without coat or cap, just starting to ride up, and knew him to be Moswald, of Smokestone, the recognised champion at this sort of thing. "Ah," thought Albert, "'ere's the cove wot hi've got to lick. Ef hi can honly 'ang on ter 'im hi wins heasy!'"

He set his teeth and ground up the hill after the Smokestone rider. The latter, being upon a forty-two pound roadster, seemed to find it very heavy work, and his efforts to shake off the yokel, on his racer, proved abortive. When they got to the stiff bit Albert spurred. Moswald rode all out, getting off his saddle and standing on the pedals, in the Smokestone fashion, but all to no purpose; he utterly failed to hold the light racer, and Albert went straightaway and left him. Then Moswald dismounted, and

WALKED BACK, DOWN THE HILL, WITH A CUNNING SMILE

on his face.

"H'm!" said he to himself, "heads I win. Anyhow I can give that fat-headed chawbacon a hundred yards up here if I hurry myself. That's certain!"

Then Moswald went home to tea, and Albert Edward Ouplegs, half delicious with delight, went back to the village. He found Buggins and Spadger in the tap-room of the "British Workman."

"Hooray, boys!" he cried, "hoi've whopped that 'ere Smokestone toff all ter fits. Hoi ken give that 'ere Moswald an nundred yards hup the 'ill any day. You ken whop 'im, too, both on yer. Hi knoed it, hi knoed hi could run righter way from 'im hon that 'ere Slowcum racer. Lor' hoi kan goo uphill at a frightful pace! Whoy, hi ken shu-nt right hup the durned 'ill, like as hif it were level ground! and hi perceives as 'ow hi am certain to win this 'ere climb. Strike me hup a gum tree, hif hi don't! See 'ere mates, we'll jest tell Mosey and Snorkerson to put hevery penny on us this time. We've got a surer thing than squarin' of 'em."

So when at last the day of the race arrived, Albert Edward, Buggins, and Spadger had backed themselves for every penny they had in the world, to come in, one, two, three. The bookmakers, Mosey and Snorkerson, went about the village previous to the contest, offering enormous odds against Moswald, which were taken up with alacrity by the betting fraternity from Smokestone. By five o'clock the entire village had turned out upon Backup Hill, machines

were weighed and checked by the judge, and the Slowcum machines all went 45 lbs. each. Everything being quite in order, Albert Edward Ouplegs laid his machine somewhat carelessly down in the long grass under the roadside hedge, and when the starter called his name, and he went over to pick it up again, it had diminished in weight to the tune of fifteen or twenty pounds. The wind was blowing somewhat strongly down the hill, and the first man, Spadger, had a decidedly hard struggle over the stiff bit. Albert Edward started next, and amid great cheering from his fellow-clubmen and villagers, reached the summit in a desperately baked condition, but having sustained a fair pace all through. Then tremendous cheers arose from the Smokestone crowd, and up from the valley below the tall form of the champion, Moswald, came flying at unearthly speed. Up the heights he came

LIKE A CONDOR OF THE ANDES,

and spurning the dust in clouds from his flying wheels as he sped through the wind, finished quite as fast again, as Albert had done. Snorkerson, who, watch in hand, had carefully noted both ascents, realised that the game was up, and immediately sneaked off to the railway station.

The rest of the competitors followed at intervals; by seven o'clock the contest was finished, and the timekeeper published the result; it, came out, Moswald, first, Oure, of Smokestone, second, and Slangster, Grassminster Ramblers, third. Then came eleven other riders from London, Smokestone, Cantor, and Doverbury, and last of all, fifteenth, sixteenth, and seventeenth, the names of Abimelech Buggins, James Spadger, and Albert Edward Ouplegs.

The state of mind this latter individual was in when he read the result can only be compared to a tiger with a tin pot strapped to its tail. First he cursed at the timekeeper, and swore that the whole thing was a conspiracy against him; next he affirmed furiously that Oure and Moswald had screwed up the bearings of his machine, so that the back wheel wouldn't go round; lastly he concluded that Ike Mosey had sold him over the affair, and, unfastening the valve of his back wheel tyre, he let the air out, and, pointing to it whenever he met a sympathiser, declared that Mosey had punctured his tyre just before he started up the hill.

"Put some beer in it, ole son!" said a Smokestone man, who overheard him.

"By the time 'ee settles hup over this little job," remarked another, with a grin, "'ee won't 'ave the price of a pint about 'im!"

Cursing inwardly, Albert and his friends went back to Binford-le-Hole. In the High Street they saw a crowd of people running away in consternation from

A HORRIBLE-LOOKING OBJECT,

half man, half bird, that was pursuing them with frantic gesticulations. It

proved to be none other than the unfortunate bookmaker, Ike Mosey, who, unable to escape with Snorkerson, had been set upon by an angry mob, and thrown bodily into a reservoir upon the Binford Sewage Farm. Covered, from head to foot, with the most abominable filth on earth, and with handfuls of feathers, which had been thrown at him, sticking here and there, so that he looked like a great brown chicken, half plucked, Mosey rushed up to Albert and dealt him a blow on the nose, which sent him sprawling.

"Sold me, did yer?" he screeched, taking a running long jump into the back wheel of Albert's Slowcum racer, breaking the frame and smashing the spokes, "Yah! you darned bow-legged, beak-nosed monkey you! Hi'll sker-wash yer, hi will! and, amid screams of laughter from the onlookers, the worthy pair rolled over and over upon the ground, scratching, biting, and kicking.

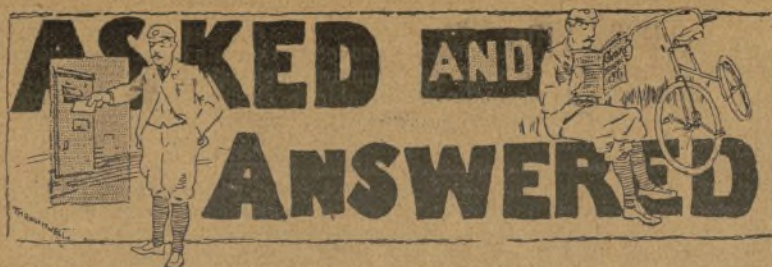
Ultimately the local policeman appeared upon the scene, drew his truncheon, and ordered them to march to the station. There he cleaned them down with the fire engine hose, and then lodged them in the cells. They got fourteen days for fighting, and, after that, the N.C.U. passed sentence of two years' suspension for fraud upon Albert Edward Ouplegs. Then he turned professional. I saw him at Bore Court, Spittingbourne, last Whit-Monday. Snorkerson was there too, and I asked him what the odds were. "Hi dunno," he replied, dubiously, "hi reckon 'ee 'ave nearly finished workin' up his start, but hi hain't never goin' to bet on that feller no more!"

Where to learn.

THE Knightsbridge Skating Rink, the finest covered riding school in London, and whose principal object is, we understand, to teach ladies the art of cycling, has just made arrangements to use no other machines but Rudge-Whitworths for their riding lessons. As an evidence of the activity that exists in this branch of gymnastic instruction, we may add that the above-named school has six professors, the whole of whose time is booked three days in advance.

Steering locks.

CONSIDERING its advantages, it is surprising to notice how little the steering lock has come into use, and how few men regard it with enthusiastic favour. The present built, up cycle frame, with its equal size wheels, thus bringing the machine into more perfect balance, has greatly curtailed the nuisance of the front wheel swinging round the moment the machine has become stationary, and is not controlled at the handlebar. Thus one object of the steering lock has partly, and to all practical purposes, been fulfilled, by building up the frame, and owing more particularly, of course, to the equal size wheels which are now generally in vogue. The steering lock, however, has much to recommend it. It guards the machine, to a certain extent, from the cycle thief, and a man who leaves his machine a great deal unguarded in the gutters of busy streets, must find the contrivance a very great convenience.



E. E. HICKS (Ramsgate).—Not equal to Singer's P. T. CLAYDON (Cambridge).—A very reliable machine.

"SPRINTER" (Burslem).—The machine named is an excellent one.

E. J. S. (London).—You should consult a doctor upon such a matter.

E. J. WATSON (Norwich).—Letts & Sons, 3, Royal Exchange, London, E.C.

G. M. N. (Plymouth).—We regret to say we cannot make such an appointment at present.

E. W. D. (Southall).—We have no knowledge of the firm named, and cannot answer for their goods.

"ULRIGHT" (Bristol).—We think you can get what you require from Mr. Gamage, Holborn, London, E.C.

W. D. WILLOUGHBY (Chiswick).—1. Clinchers. 2. About 63. 3. Yes, we can strongly recommend the Rover.

FOUL (Barrow-on-Tyne).—Unless it bears the name of the North British Rubber Co., it is not a genuine Clincher tyre.

PENFOLD (Sydenham).—We cannot recommend either of the machines you name, and think you would be better suited with an Ilium.

"SPES" (London).—"Could any of your readers give any information on the Belgium roads from Ostend to the Ardennes and Ardennes to Antwerp?"

"ELSNORE" proposes to tour from Cork round the South and West Coasts of Ireland to Belfast, and would be glad of any information as to routes, roads, hotels, etc. Is a cycling guide book of Ireland published?

"CONTINENTAL" (London) writes—"We should very much like to know if any of your readers have crossed Belgium from Ostend to Cologne, and if so whether they could give us the route they took, and let us know the condition of the roads."

MAY OSBORNE (Barnwood).—"Perhaps your correspondent would like to try the effect of a piece of elastic on the skirt fastened to a button on the shoe for keeping the dress in position. The elastic would, of course, be put on so as not to show.—A. DORAN."

J. HOTTHAM (London) writes—"I am thinking of going down to Walcot, near Lutterworth, Leicestershire, would any of your numerous readers kindly inform me of the most direct route from London to there, and also the best way from Penge to London, so as to avoid the stone cobbles."

"PENZANCE" (Penzance) writes as follows—"I wish to have some good ideas respecting the securing of the skirt of a lady's dress when riding a safety bicycle and thought I might get some from you or some of the readers of your valuable paper. I should be glad of some good practical ideas."

A. E. J. (London) writes—"I should be very much obliged if any reader could afford some information as to the road from Drontheim (North Norway) to Christiania. A friend and myself intend doing the trip by Wilson Line to Drontheim, and returning to Christiania *en velo*, 350 miles; that I know, but can get no particulars, as to gradients, surface, &c."

F. E. TEED (Ilkeston) is answered as follows by H. Towsey:—"In reply to Mr. F. E. Teed's (Ilkeston) inquiry in this week's 'Cycling' for the best route between Market Harboro' and Bedford."

Harboro' and Bedford, I am very pleased to recommend the following—Market Harboro' to Rothwell. There is a very fine old church here (Rothwell) and if your correspondent has time, I should most certainly advise him to pay it a visit, especially if he has a liking for the gruesome or the antique. The church is very ancient, and the sexton will be very pleased to show him all there is worth seeing, especially the crypt underneath the church which is piled, shoulder high, with human bones and skulls. He will here get a fine lecture on anatomy as he could wish for. From there to Kettering, and if refreshments are wanted, call at the "Cross Keys" Coffee Tavern (1st and 3rd class dining rooms); the manager being a practical cyclist, he will get well catered for. From the Coffee Tavern keep straight on through Rushden, and then forward to Bedford. The roads are very good all the way, and there are no hills worth mentioning. I was over this road at Whitsun, and can well recommend it."

G. H. P. (London).—We do not know it.

A. E. MARSH (Newcastle-on-Tyne).—1. Kitchen's Pneumatic Brake Co., Manchester. 2. The firm will give it you.

W. M. B. (Saltcoats, Ayrshire).—The method you refer to is a very good one, but a little oil should be used occasionally.

WINSLADE (London).—We place the machines as follows—1, 3, 2, 4. No. 2 is certainly not such a high grade as No. 1.

J. HOTTHAM (London).—If, as you say, you have a guarantee from the firm you should persist in your efforts to get the repairs done free of charge.

G. W. L. (—).—Rules are made to be complied with. You do not give either your name or address, and we must therefore ignore your letter.

H. F. F. (London).—1. It is a matter of personal comfort and safety, in which you should act entirely of your own accord. 2. Being quite unknown we should say certainly not.

ANTEROSI (London).—1. 72 would be a suitable gear, we think. 2. We would advise 2-in. tyres to both wheels. 3. We should think the route named would certainly be the most direct.

CYCLC (Chesham).—We think it would be better to have Dunlops; they will be worth the extra money. We can strongly recommend the XL cycles; it is certainly much more reliable than the others named.

F. ROGERS (Bristol).—The machine should not weigh more than about 30 lbs., and we think the Granville would suit you best of those named. Coventry will be quite sufficient address for the firm referred to.

"BIKE" (Bristol).—Having no knowledge whatever of your constitution, we can hardly see how we are in a position to advise you on such a subject. A good many riders use the higher gear, but we believe 63 to be quite high enough.

LIFAX (Halifax).—Thanks for your good opinions. We are glad to know that the supplement so favourably impressed you; we have some better ones coming along. We are sorry to say we cannot give you the desired particulars concerning the tour referred to.

AN OLD READER (Bristol).—We thank you for your suggestion, and hasten to say that we cannot see our way to entertain it. We are unfortunately fairly well in touch with very amateurish artists at the present time, and have no wish to encourage others of their kind.

G. J. MORGAN (London).—"I shall feel obliged if you, or any of your readers, can give me the name of the patentee, and full particulars of a patent in which one of the tubes, forming the frame of a bicycle, was utilised as a pump for filling the pneumatic tyres."

"JUNBO" (Wednesbury).—1. 28 lbs. 2. At Birmingham, Rudge-Whitworth, Ltd.; at Wolverhampton, John Marston, Ltd. 3. What do you mean by pattern? If you give your height when ordering the machine, the makers will build it according to your requirements. 4. 56 or 58.

HEADMASTER (Sleaford) writes as follows—"Will some reader kindly inform me through your paper, if the roads in the neighbourhood of Ulvik in Norway, are suitable for cycling. Ulvik is situated on the Ulvik Fjord, which is a branch of the Ose Fjord; Ulvik is some 20 English miles from Vossvangen, where the railway of Bergen ends."

SOUTHBY (London).—The chain you name does not differ in any particular to the ordinary chain. The fact is only mentioned to prove the excellence of the chain by standing such tests. You appear to be woefully ignorant on cycling matters. As regards the Grose gear-case, we advise you to write to Mr. J. Grose, Gold Street, Northampton, who will give you all the information you desire.

CYCLING (East Diss, Hants) comes along with the following suggestion, the absurdity of which we leave our readers to express themselves upon. "I was in conversation with a professor of music the other day on cycling, we both are very fond of cycling, and he was saying what a good idea it would be if someone invented music on wheels. Say a club, each one had his bell tuned to one note of music, by a little practice they would know what note their bell was tuned to and when to tinge it. It would sound rather nice, we should be able to give our wayside friends the (waits) then."

Music as you go.

CARTER (Wellingborough).—Perry's chain, 60-in. gear.

A. BANKS (London).—You could have a fixed Palmer fitted.

INQUIRER (Llanfyrnach).—We believe it is a Rudge-Whitworth.

G. HAINES (London).—They are seldom geared higher, and more often not so high.

CRANMER. —Once more we repeat we can take no notice whatever of anonymous letters.

F. D. P. (Penarth).—It will cost you a great deal more to claim damages than you would be likely to get.

A NOVICE (London).—We do not advise you to have such a contrivance. The combination is never satisfactory.

T. T. P. (Plymouth).—We advise you to have No. 3 machine fitted with Clincher tyres. The makers would follow your specification exactly.

F. H. GREY (45, King Henry's Walk, Ball's Pond, N.) wants to know of a club in the neighbourhood of Dalston or Stoke Newington.

F. E. WILKINS (London).—The idea seems all right from the drawings, but it is always difficult to say how these things will turn out in practice.

H. B. B. I. (Ealing).—We believe it to be a good machine. In our opinion the gear you name is too high for all round road work—64 would be quite high enough.

T. J. K. (Amsterdam).—1. No, they have no reputation whatever. We do not advise you on any account to purchase. 2. The same remark applies to the tyres you name.

"SPEED-WORKSHIPPERS" (Newmarket).—It would cost you more to make it than to buy it ready made. We advise you to get a supply of Homocoe, as advertised in our columns.

M. Y. C. (Leicester).—1. Yes, we should think so. 2. We are inclined to agree with what you have been told regarding Brooks's B. 28, and can certainly recommend this saddle.

C. STEVENSON (London).—1. About 70 or 72. 2. About 60 lbs. 3. Dunlops. Our correspondent would be glad if any reader would give him a good route to Great Yarmouth.

C. STEVENS (34 Leicester Square, Bayswater) wants to join a club in that quarter. We cannot understand your illustration of the pouch, and do not remember ever to have seen such a thing.

J. JONES (Excelsior C.C.).—Thanks for your letter. Alas we know there are disgraces to the sport to be found almost everywhere, and we never hesitate to bring their misdeeds to light whenever possible.

"GEAR BOX" (Frome, Somerset).—The machines named in the first part of your letter are quite reliable, as also are those referred to in the latter part; the special Humber at £15 being particularly good value.

H. E. OSBORNE (London) wants to know of a good cycling club somewhere near Highbury or Barnsbury. His address is 99, George's Road. Perhaps some enterprising secretary will try to capture this member.

G. J. (Abergavenny).—It surprises us that you should have forwarded your wheels to somebody absolutely unknown to you, and the only thing we can advise you to do is to put the matter in the hands of your solicitor.

A. J. L. BIRNEY (Beale).—You would have saved a lot of time by writing direct to the makers of the tyre. That is all we can advise you to do now. How on earth do you suppose that we can give a reason for any defect in the goods they manufacture.

G. BROOME, (Clifton).—We can find no fault with your specification. Try one of Edwards's corrugated covers. The Great Eastern Railway Co. would give you the information you require as to cost of carriage. Of course, if you accompany the bicycle there will be no need to pack it in a crate.

MANCUNIAN (Manchester).—Such action on the part of the cycle firm is certainly most reprehensible, and if such a liberty had been taken with a machine of ours, we should most certainly be highly indignant. Legal proceedings in such a matter, however, would be very costly, but we strongly advise you to consult a solicitor, and get him to communicate with the firm with a view to ascertaining what they propose to do. We shall be glad to know the outcome of this action.

NOTICE.—We are always happy to reply to all queries addressed to us on matters connected with the sport, pastime, or trade. It must be distinctly understood, however, that owing to the large number of inquiries which reach us, we cannot in every case reply at once, but we always endeavour to answer queries as soon as possible.

Correspondents can send any inquiries to us for insertion in this column with a view to ascertaining information from any of our readers whose experiences render them capable of giving it. Under no circumstances whatever can we reply through the post to inquiries of any description.

Under no circumstances can we reply to anonymous correspondents. Name and address should accompany every inquiry as a guarantee of good faith.