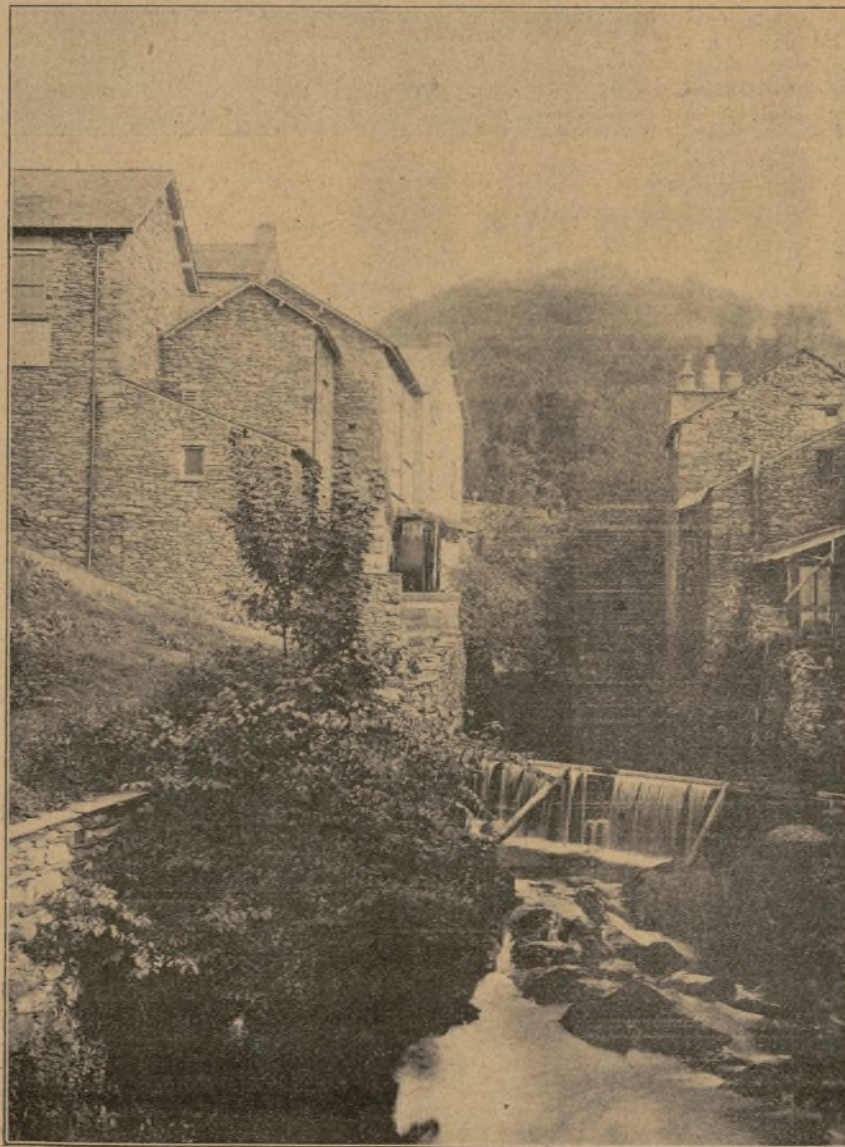


CYCLING.

CONDUCTED BY
EDMUND DANGERFIELD & WALTER GROVES.



A DAY IN THE LAKE COUNTRY.

WATER MILL AT AMBLESIDE.

(See next page.)

Ayuntamiento de Madrid

A DAY IN THE LAKE COUNTRY.

FOR our one brief day's glimpse of the English lakes, per cycle, we started from Kendal. It was somewhat of an error, for since the assistance of a train had been sought it would have been as well to have run on to the terminus at Windermere, some 8 or 9 miles away, and thus been able to have started the ride in the heart of the lake country, immediately. Kendal too, itself, is innocent of one solitary feature of interest, as far as our explorations could discover, unless indeed it be the healthful hilarity of its well scoured children, who appeared to have received injunctions to laugh and grow fat, and to be religiously observing the same. The road out of Kendal, however, has compensations for the town, distant mountain views making the whole way interesting when once the long climb out has been left behind. The descent into Windermere town is equally long, and on the left, before the drop, the first glimpse of Windermere Lake is seen, a glittering pool, deep down below, as if in a basin of woodland, with mountains beyond, range on range, till, in the distance, clouds and they merge their identity. Past delightfully embowered villas, and well kept gardens, the road swept round the town of Windermere, but not approaching the actual shore of the lake, only occasional breaks in the trees granting fleeting views of the water, like pictures set in frames, every picture having for its background the wooded precipitate bank of the opposite shore; whilst, sometimes, a white sail would give action to the foreground, skimming and fluttering, as a butterfly over the fields. At length the road fell and fell till it ran by the water, and by scenery more homely; past Low



RYDAL WATER.

Wood Hotel, a commanding establishment faced, on the other shore, by Wray Castle, whose tower is seen above the trees; then easily to Waterhead; the lake's end, with its pier and touting coach-guards; a short bit of suburban roadway taking one to the compact and hilly little town of Ambleside. There is a perfect little rural bit for an artist, right in the town, the water-mill, splashing away in a cool corner, the water hurrying over the stones into a pool, where, doubtless, many a goodly fish resides, at least so the gentle angler, we left there, firmly believed. From Ambleside it is only a

two miles' spin on to Rydal Water, a very small thing in lakes, but a charming thing in ponds. Here the scenery resumes its wilder and mountainous character, and Rydal, small though it be, is well worth coming many a mile to see. It seems but a few revolutions of the cranks before Rydal Water gives place to Grasmere, another small but most picturesque sheet of water; whilst there is surely an added charm to every Englishman, when he remembers that all this immediate district was the birthplace of some of his country's greatest literature, and that in the quiet little churchyard of Grasmere, Coleridge and William and Dorothy Wordsworth, sleep. From the shore of Grasmere the road goes skywards for miles, up the long climb of Dunmail Raise; a mountain pass, with all the characteristics of a Western Highland highway, except the surface, which is good. The gradient is rideable, but monotonous, and the genuine tourist would walk a good part, and the better see the heights that rise abruptly on either hand, rocky and forbidding; now scowling as the passing clouds shade them, now full of rich unusual colouring, as the sun breaks through and visibly moves over their face, and peers into their deep wrinkles. Of another sort, and far more beautiful, is the view looking back down on Grasmere in the crushed in vale below. The sheet of water, like a silver shield, the densely wooded hills on its Western shore, the varied broken country below, the green of the fields and trees of Grasmere, dying away into the rough and primitive scenery of the pass, the mountains looming round till lost in the haze of distance, form a scene truly English in its softer features, un-English in its grandeur, and a combination as happy a



THIRLMERE AND HELVELLYN.

rare. Once over the back of Dunmail, it is easy and rapid riding down to the next lake, Thirlmere. Guarding its entrance, and on the right of the road, towers Helvellyn, and a finger-post informs the passing cyclist that it is three miles to the top, a fact the Catford might note for future hill-climbs. Although Thirlmere is now nothing more or less than a water reservoir for Manchester, its utilitarian side is not made unduly assertive, and indeed, as far as ruggedness goes, and lonely grandeur of scenery, it far surpasses either of the three pieces of water yet mentioned. On its Eastern shore, the chain, of which Helvellyn is chief, keeps guard, and on the other side other mountains press to the water's edge, and frown or smile at Helvellyn and his train, according to the passing humours of the day. All the way the road surface had been excellent, here it was simply superb, and beyond improvement. The road is cut out of the rock, and is a wonderful bit of work; to bowl along it—gradient of the easiest, surface idealistic, scenery grandly beautiful—to the soft music of the tiny lake waves gently breaking on the shore, was indeed touring.

Just as this finished, the mountains on the right opened out, and into their heart there ran, what would, in Scotland, be called a glen, but here is known as the Vale of St. John's. From here we experienced a very hard four miles of riding into Keswick, partly owing to a recent rain storm the district had had, but mostly from a more permanent trouble, the hills. The drop into Keswick is particularly severe, and we would advise the greatest caution to any who may follow in our wheel marks. Fresh mountain views at every step, sustained the interest, and the view of Derwentwater, as it burst suddenly into sight with just the end of Bassenthwaite Water beyond, paid well for all the walking. This road to Keswick does not run by Derwentwater, but a few minutes' ride from the town brings one down to the shore at the end of the lake; and none who can appreciate a pretty scene should miss the detour, for the sight of Derwentwater, twisting away into its mountain fastness, is one of those pictures that live. Keswick is quite a town; the inhabitants appear to divide their attention between selling photographs, and taking residences and not living in them, the demand for lodgings being strong and healthy. It is no disadvantage to return by the same road in this sort of country; with such chaotic mountain scenery, the prospect, when approached from another point, presents an entirely fresh and novel view. Thus everything appeared new, although seen but a few hours before, as we turned our wheel backwards towards Kendal; such roads as these require to be seen both ways. About 4 miles out of Keswick we turned sharp off to the right, and rode along the Western shore of Thirlmere, getting back on the old road at the end of the

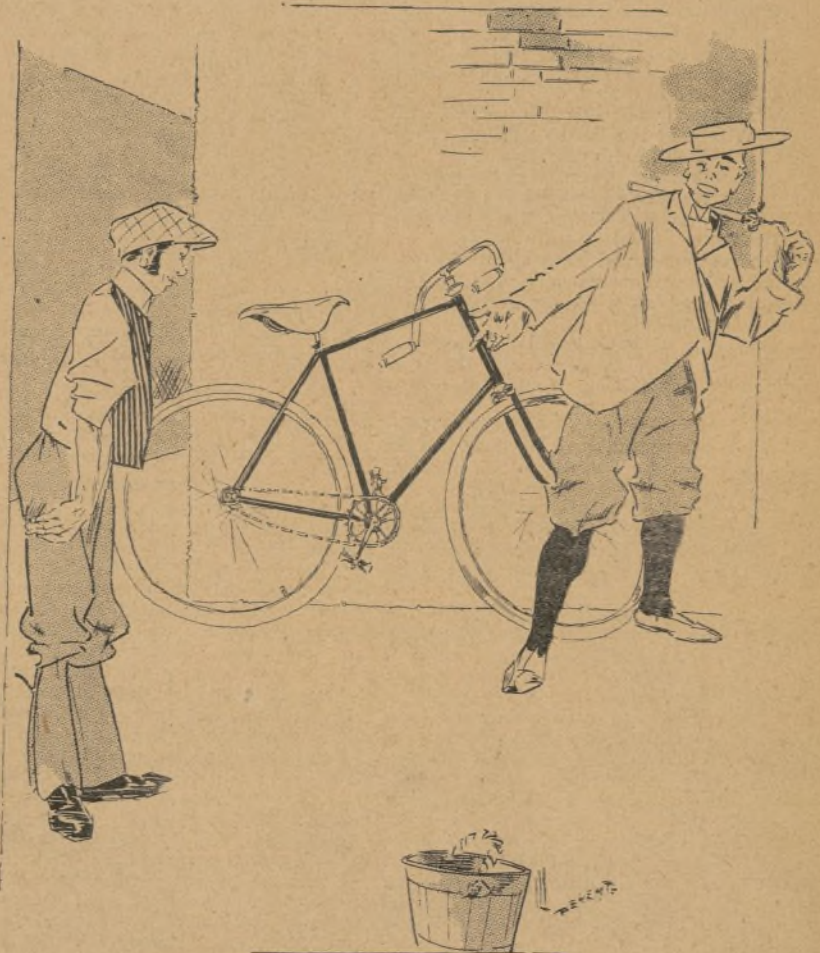
lake. On the Western side, also, the road was cut out of, and through, the rock; the views of Helvellyn were fine. On the return many lady cyclists were met near Windermere town, all riding in exceptionally good style, and surmounting the rises with ease; that modern horror, the lady scorcher, has not penetrated to the lake country. Bowness is the port of Windermere town, and is an easy down-hill mile away from it. It is a sort of toy sea-side place, with boats, pier, parade, and even a steamer, all on a doll's-house scale; only, instead of the confineless sea to look out at, there is the steep and wooded mountainous shore of placid and beautiful Windermere. We returned to Kendal *via* the Bowness and Crook road, a stiff, but, as everywhere, a picturesque bit of country, and we wondered much, as we disposed of our excellent supper at the "Commercial," whether it would be possible to find a 60 miles' ride to beat this one in the lake country.

Crushed flat.

We saw by chance the other day a Granville safety, which looked for all the world as if it had been rolled out flat by some powerful machine. What had really happened was, that a heavy dust cart had gone over it on Waterloo Bridge, in such a way that scarcely any part of the machine had escaped. Some of the tubes were flattened out for their whole length, and the pedals were mere straight continuations of the cranks. In spite of the ordeal, we failed to find a single part actually broken.

Clapham's riding school.

THE open air asphalted riding school, on the premises of the Granville Cycle Co., 132, Clapham Road, has, this season, been receiving an immense amount of patronage. This is not surprising, considering the suitable and retired nature of the school, and the thick population of good class people in the immediate neighbourhood. Mr. Doughty, the proprietor, informed us whilst we were inspecting the ground the other day, that it was no uncommon thing for ladies and gentlemen to drive up in their carriages and spend an hour or two mastering the peculiarities of the safety bicycle.



FANCY!

"S'pose your machine never wants a drink, this hot weather, sir?"
 "No! it don't drink, but it's very partial to a blow-out!"



VOL. X next week!

VOL. IX ends with this Number.

A NEW Volume of CYCLING commences with the next issue.

THE Earl of Onslow cycles, and has just invested in a Raleigh.

HALIFAX cyclists and the Ven. Archdeacon Brooke are agitating for universal lights.

NEW YORK is spending £156,000 on its roadway surface improvements, this year.

A PARTY of the Bath C.C. started a tour on Monday, through Belgium and the Ardennes.

THAT relic of old times, the bugle, may still be seen and, at times, heard in the Midlands.

At Copenhagen, the matter of police regulations for cyclists is a political party question.

THE Leeds City Police have formed a cycling club, their chief, Captain Webb, supporting them.

THE cycling carnival at Liverpool will not be such a success financially as the promoters anticipated.

J. B. RADCLIFFE, will offer a gold medal for a swimming contest, at Scarborough meet, confined to campers.

A PARTY of Tynemouth Priory boys, with Alec Wilson at the head of affairs, intend touring in Ireland this year.

THE following advertisement appeared last week in a daily London paper: "Several smart lady cyclists wanted for tour; good wages."

THE gentleman who goes about the City in the Referee cycle cab has been fined 5s. and costs for obstruction, a crowd gathering round the novelty.

THE heads of the College Point Board of Education, America, have decided that it is immoral for a female teacher to ride a bicycle. That settles it.

THERE is a newspaper agitation on Tyne-side, to have a special train run through from Newcastle, via Sunderland, to Scarborough Camp, early on the Sunday morning.

THE Duke of St. Albans, accompanied by one of his daughters, visited the Raleigh Cycle Works on Saturday, and placed an order for a lady's safety, to be specially built.

WHY are there so many men seen on the road now riding ladies' safeties? Do they borrow their sisters' cycles to save their own, or are ladies' safeties being thrown on the market cheap?

It is astonishing to find even a small London suburban paper describing cyclists in these latter days as "Hump-backed, hollow-chested wretches, who rely on the power of their front wheel to knock down pedestrians."

If the cyclist who gave some assistance to a fellow rider in trouble with his tyre on the Godstone Road, will send address to the Dust Depot, Battersea, his keys will be returned to him with thanks for his kindly assistance.

W. NICOL HUMPHREYS, 121, London Road, Brighton, Hon. Sec., Sussex Centre, N.C.U., and Race Sec., Preston C.C., wishes the address of hon. secs. of all Sussex Clubs, as he has a communication of much interest to their members to impart to them.

B2

THE E.C.U. has opened an office at 118, Holborn, E.C., on the same floor as the North London Track Co's office. All Union business will be transacted here in future.

J. H. HAMMON, E.C.U., returned to the scene of his labours on Saturday, after an enforced absence of seven or eight months, and no man could have received a more heartfelt welcome than he did.

Hal Berte and his tour.

A POST-CARD from Hal Berte, dated July 4th, showed him to be then well on his way with his 1,000 miles' ride, and runs as follows: "Grantham, 680 miles on return journey. Arrived here safely; the weather has been fine from Newcastle. Out of the first 520 miles, only had 180 fine weather, the rest vile. Hal Berte."

No respecter of persons.

EVEN soldiers on duty must obey the law as to lighting of lamps on cycles one hour after sunset, and some privates of Fusiliers who rode from Pontefract to Sheffield, commanded by Lieutenant Featherstonhaugh, and who were lightless, were each fined one shilling, although some of their comrades were furnished with the needful illuminations.

Wood rims in the wars.

It is really wonderful what a seemingly fragile thing like a wood rim will stand, when properly built up. In the Army championship a sapper had two men ride over his Fairbanks wood rims in one heat, and himself rode over a man in the final, without any injury to the rims, although the rims of the machines that rode over his bicycle suffered.

To beautify the bicycle.

THE female influence is evidently making itself thoroughly felt in the cycling world, for the very latest is pomade for bicycles, to beautify their appearance, and who would have thought we should ever come to that. The article under notice is called Pao Pomada, and is sold in 6d. tins, per post 7d., by Dan & Co., Croxley, Rickmansworth, and is intended to be applied to wood rims to beautify and preserve them. It is recommended by the Saracenic Co.

All in a garden fair.

"WHERE are the boys of the old brigade?" we ask the question advisedly, for as we write this in the old world garden of the "Clayton Arms," Godstone, this voluptuous July Sunday afternoon, they are conspicuous by their absence; they, who once we could count with such certainty on meeting here on such a day. Perhaps they have married ladies who cycle not; perhaps grown lazy themselves, or seek their fortunes in other lands; but wherever they be, they would like to know that the turf in the old garden is as trim and as French cropped as ever, and as soft to stretch full length upon and try to stare the roof of blue out of countenance; that the roses are nearly over, but still bend down their bushes with the weight of their own magnificence, and that the lilies have never looked so fine before, and scent the whole atmosphere, till every sense is lulled into dreaming day dreams, as sweet and pleasing as the odours that we now breathe. If they are not the same bees, the gossip they are telling to every flower is the same; if they are not the same birds, their arch glances as they half doubtfully stroll across the turf, and their chatter in the trees are just the same; one spot that changes not, nor charms the less as the days pass on.

A dismal exhibition.

"MODERN SOCIETY" says that the ladies' bicycle race at Hurlingham showed that ladies may learn to ride fast, but they cannot combine speed with grace, and the final was a procession of the most dismal kind.

A new brake.

Most properly a lot of attention is now being given to brakes for cycles. One of the latest to be introduced is the Im-browned foot brake, which weighs 6 ozs., and is made to fit any machine. Power is applied by the foot, and it forms a very powerful brake, specially suitable for tandems. Cycle agents and accessory dealers are now selling them.

The C.T.C and politics.

At a district meeting of the C.T.C. at Sunderland, last week, the principal item of discussion was in relation to the forthcoming General Election. It was decided to approach every candidate in Northumberland and Durham, to ascertain their views upon the subjects appertaining to the Sport. The replies, in each case, will be published, and the cycling vote will be guided thereby.

Out in his estimate.

GATESHEAD should shortly produce some record-breakers. At a Town Council Meeting, last week, one of the City Fathers complained that cyclists rode about the town at 20 miles an hour, and one day he nearly saw a child knocked down. When it is remembered that the Bottle Bank, Gateshead, used to be considered the blue ribbon in hill-climbing in the old days, and many of the streets are very badly paved, one wonders what speed the Gateshead scorcher would attain, say, at Herne Hill or the Catford track.

Sad affair at Kersley.

A SAD accident occurred at Kersley last week resulting in the death of a messenger to some local chemical works. The messenger, George Parrett, was walking to the works when a cyclist came up from behind, ringing his bell and whistling. Barrett took no notice until the cyclist was close on him, when he suddenly turned in front of him, and was knocked down. The cyclist did all he could for him, but Barrett never regained consciousness, and died next morning. He had lost an arm, and was blind of one eye, the side he turned to when he collided with the cyclist.

Tight and loose chains.

THE tightness or looseness of the chain is one of those things that novices, and frequently those who should have long got past that stage, pay absolutely no attention to. They struggle along with their chains dead tight, as generally received from the makers, and allow them gradually, or quickly, according to quality and amount of use, get first comfortably loose, then to the rattling, and finally to the dangerous stage, when a fall from the chain mounting the cogs and running off when going down a steep hill, draws forcible attention to the state of affairs. The correct adjustment of the chain is second to nothing in importance as far as easy running is concerned, not to mention the wear and tear of the machine. Every chain should have a little play; in the case of a covered-in chain very slight, with a naked chain, rather more, to allow of the tightening influences of the mud and dust picked up.

Learn your tyres.

WHEN purchasing a machine fitted with a tyre to which you are not accustomed, follow the directions closely, and do not condemn it until you understand it. It is worth while spending a few moments in investigating the workings of the tyre before operating. It will be found, in the majority of cases, exceedingly simple to operate when once you know how.

More power (?) for the rider.

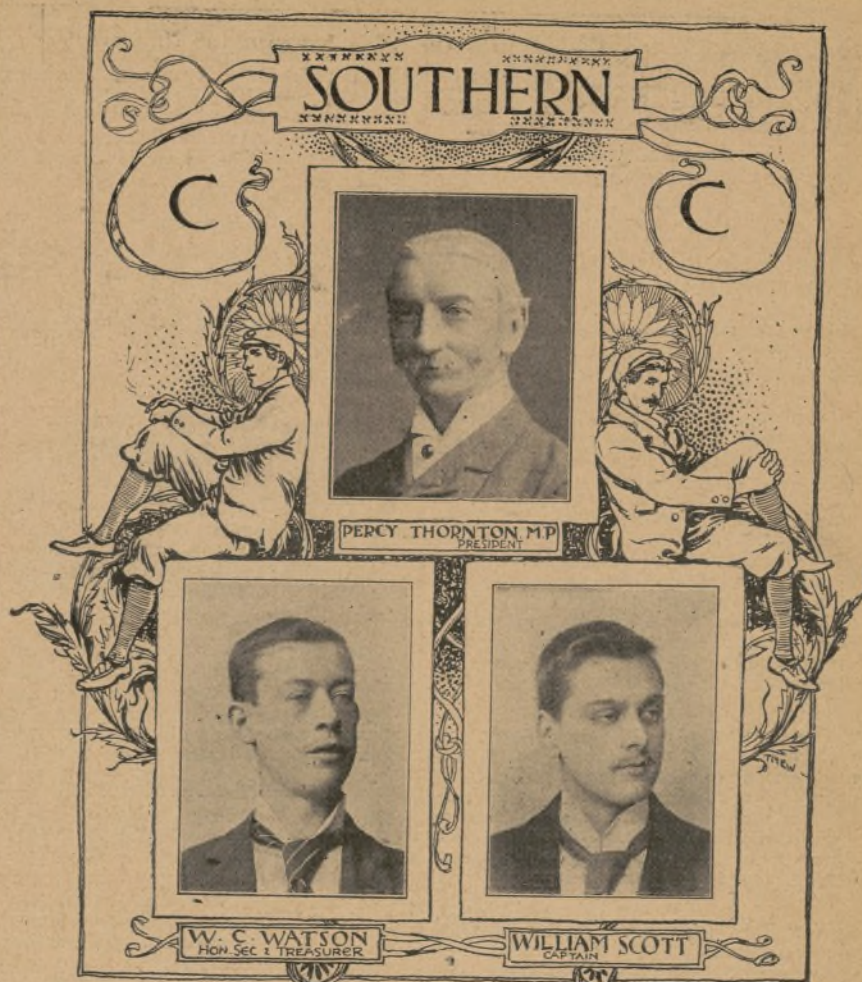
YET another of those shoulder brace arrangements has been introduced in America, but we do not think riders on either side of the Atlantic are likely to adopt the dodge. Behind the saddle there is a crossbar, supported by a curved rod passing below it. From each end of the rod a long loop strap passes over the shoulders. By pulling against these the rider is enabled, so claims the inventor, to put more force into his legs and feet. Perhaps so, but, judging from the drawing in the "Scientific American," a rider would want a life assurance policy and big sum in advance before tying himself on to a machine in this style, particularly if he has also to use square cut cog teeth, and drive with the waist of his foot on the pedals; but perhaps this is only an eccentricity of the S. A. artist.

The crutch trick.

"IN consequence of a serious accident through falling down a flight of stairs, I am compelled to sell my new Humber pattern pneumatic at a sacrifice of £7." It reads well, and when the would-be-snatcher-up-of-bargains calls at the address, and has an interview with a gentleman in a seemingly weak and desponding state of health, who hobbles around a very smart looking bicycle by the aid of a crutch, the genuineness of the whole affair is only too painfully obvious, and the visitor buys the machine, without having the heartlessness to even attempt to beat down the price. Could he see the cripple, his crutch put aside, actively sprinting up the staircase and bringing down an identical crock to the rubbish just disposed of, immediately his back is turned, his satisfaction at his bargain (?), would be even more short lived than it is doomed to be!

'A' bicycle post.

A CYCLIST in the West Australian gold fields is said to have made a fortune, not by gold-digging, but by carrying letters to and from the different settlements. Coolgardie, the centre of the mining world, lies 280 miles distant from Dundas, and every Friday a Mr. Bennett starts from Coolgardie on his machine and proceeds to his first station, a small settlement some 50 miles distant. Next morning he continues his journey, travelling all day and resting at night. His machine is provided with a letter-box, and packages are also fastened on the handlebar. A knapsack on the postman's back contains more letters, and hanging from his belt is a leather bag for telegrams, and containing besides a knife and a revolver. A water bottle is also strapped to the machine. For each letter carried the cyclist receives 1s., for each telegram 5s., and for a subscription of 2s. a week he carries the subscriber's whole correspondence. The roads are said to be bad, but he reaches his destination, Dundas, with wonderful punctuality. An interesting feature of the ride, viz., the time occupied in doing it, has been omitted in the excerpt from which the above is culled.



LEADING CLUB OFFICIALS.—VII.

In sugared clutches.

THE many who remember Harry Attrill, racing man, tourist, and once life and soul of the East Dulwich, will be glad to hear on the authority of that club's entertaining Gazette, that he is prospering amain at Johannesburg, and that the matrimonial epidemic is about to seize him, in what O'Connor, —F.P., not T.P. of that ilk—calls, "its sugared clutches".

Social sport.

ON Saturday the Edward Alleyn are repeating their experiment of last year, of holding combined club sports and garden party, with dancing on the illuminated lawn at dusk, at the "Hermitage," Norbury. This sort of entertainment is to be commended to those clubs who do not care to take all the trouble and risk of running big race meetings, for small and precarious profits; for here the club events can be decided, and the club's friends be, at the same time, entertained, in a manner that will appeal more to the vast majority of them, than sitting for four mortal hours in the broiling sun, gazing at race after race, in which they can only take the most remote interest. Milward West, the hon. sec., 1, Belvoir Road, Dulwich, would be glad to hear from clubs who would like to join them.

Attacked by a horse.

A TANDEM crossing Newmarket Heath, last week, was attacked by a horse. The horse kicked at the machine, making deep indentations on the frame, and knocked the front rider off senseless.

Exit the horse!

THERE can be no doubt but that the rush on cycles in America has most seriously affected the standing of the horse, and that noble animal is already being talked about as being figuratively on his last legs. It has been authoritatively stated, that where 10 years ago a horse could not be bought for less than 50 dols., they now sell for 3 dols., and recently a herd of 1,100 were sold at Portland, Oregon, for 2,000 dols., to be used as raw material for phosphates.

The Sovereign affair.

WE have received an anonymous letter, signed "A reader from the first number", referring to the recent correspondence on the Sovereign C. C. We must point out to this correspondent, that much as we desire to condemn Sunday racing when it is proved to have taken place, it would be an obvious act of injustice to judge a case upon the evidence of such informers as "A reader from the first number" who has not the common courage to give his name and address as a guarantee of good faith.

Medals for paraders.

THE Committee of the Birmingham and District Cycle Parade met last week and decided upon the route to be taken. Medals will be given as prizes instead of the various cycle sundries offered last year.

A feeble imitation.

A NEW YORK paper very truly remarks, "What a queer thing a Chicago man must be!" The police of that town have arrested a woman for riding a bicycle while wearing a green satin jacket and old gold knickerbockers, charging her with "personating a man."

On behalf of the majority.

THE Birmingham Centre is still on the war-path. Mr. Meredith this time being backed up by the funds of the Union. This is as it should be. Some Centres are certainly doing little or nothing for the ordinary riders, the racing contingent, though small, receiving all their attention.

A comical exhibition.

At a recent meeting of cyclists in Berlin all the members of the Berlin Ladies B. C., we read, appeared in Eton jackets and tight fitting knee-breeches of dark blue cloth, white vests, and small white hats. Is it not extraordinary, that in 75 per cent. of cases, women lose all sense of good taste directly they get on a bicycle?

Holds good for all.

THE Newcastle Centre has issued a manifesto exhorting wheelmen, in view of the many recent cases in which cyclists have come into conflict with the authorities, to exercise the greatest care in riding through crowded thoroughfares, and strongly advocating the use of a brake when touring, particularly in strange districts.

Favoured!

WHY is it, we wonder, that if a man touches, with his front wheel, the rear wheel of the machine in front of him, in 90 cases out of 100 he comes over, however, experienced a rider he may be, whilst a woman does this sort of thing all through a ride, and nothing happens. It almost looks as if the laws which cover equilibrium stand still, in the case of lady cyclists, out of delicate courtesy.

Road hog hunt.

A LADY-MEMBER of the Beaumont C.C. was the victim of a road hog's carelessness—or worse—last Thursday, near Woodford, receiving a nasty scalp-wound, and getting her tricycle damaged. With the usual brutality of his class, the road hog drove away at his hardest, and, being pursued by two male members of the club, was caught at Snaresbrook. Here he aggravated his offence by giving different names and addresses to the police, each of which proved to be false. Burley will, no doubt, see that the man duly receives his deserts.

The County feed.

FAVoured by magnificent weather, the London County strawberry feed went off most happily last Sunday, and was well supported. Some speed work was indulged in on the ride to Riverhead, but this only served to increase the enjoyment of the famous Riverhead claret-cup. This was not quite so strong a brew as last year, still, it is reported that the parrot, who was given some in honour of the occasion, was seen after, pressing his brow against the cool bars of the cage, and appeared to have some difficulty in remaining on the perch.

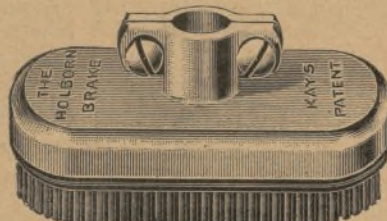
B4

Not far wrong.

SHE was a sweet, ingenuous maiden, and, like most ladies, not well up to the technicalities of the cycle. A slight hitch occurring in the progression, elicited the fact that "she had lost her paddles," and, though we inwardly and imperceptibly smiled a smile, we thought the description was not so very far wrong.

A New Brake.

MR. A. W. GAMAGE is putting on the market a new brake for non-slipping tyres, a thing that has been very badly wanted for some time. We give an illustration of the new brake, which consists of a kind of



india-rubber brush, affording a good grip to the tyre without damaging it in the slightest degree. We have not yet had a chance of testing the brake, but from an inspection of the specimen shown us by Mr. Gamage we should think it is all that he claims for it.

RECORD FIGURES!

Leadenhall Buildings,
LEADENHALL STREET.

London, E.C. July 2nd, 1895.

We hereby certify that the number of Copies of "CYCLING" circulated, namely, ordered by, and supplied to, Newsagents and the Public, or posted to Subscribers and the Trade, for each of the dates mentioned, was as follows:—

Date.	Copies.
1895	
June 1	- - 31,175
" 8	- - 31,387
" 15	- - 31,218
" 22	- - 31,588
" 29	- - 31,769

(Signed),

WOODTHORPE, BEVAN & CO.

Chartered Accountants.

NOTE.—The following are the number of Copies of "The Cycle Manufacturer and Dealer's Review," posted to the Manufacturers, Agents, and Dealers, both at home and abroad.

June 1	- - - 5,068
" 8	- - - 5,012
" 15	- - - 4,990
" 22	- - - 5,020
" 29	- - - 4,986

(Signed)

EDMUND DANGERFIELD.

Ayuntamiento de Madrid

THE SEQUEL TO THE TURNER TYRE COY.'S. SMASH.

THE public examination of the officials of this unfortunate concern took place before Mr. Registrar Hood, in the Bankruptcy Buildings, last week, and the admissions, made in the course of the evidence given, are sufficient to put the cycling public on their guard against investing in companies without as full a knowledge as possible of all the circumstances connected with them.

The legislature endeavours to protect the investing public as far as it can in this respect, and, with this object in view, it provides (*inter alia*) that copies of all agreements with vendors to companies, are to be registered in the proper office. Even this provision, however, was avoided in the formation of the Turner Pneumatic Tyre Co., for we read, in the report of the evidence, that cheques were handed back wards and forwards for sums amounting to £28,000, in order that 28,000 shares might appear as fully paid-up shares, instead of as vendors' shares. The public, therefore, would naturally be deceived as to the amount of capital there was in the business.

Another matter for consideration is the extraordinary manner in which the estimated value of the invention on which this company was based, increases. The manager and inventor of the article (Mr. W. G. TURNER) admitted that he had once offered one of his patents to the Seddon Tyre Co. for £500. For the working of these inventions, £15,000 was at first thought sufficient capital to form a syndicate to take it up. This figure soon increased to £25,000 to start a company with, and eventually £50,000 appeared as the nominal capital of the concern. Fortunately, only about £3,000 worth of applications were received as genuine investments, and of this most of our readers can now calculate the present value.

"Dishonesty in connection with the formation of this company (to use the Directors' own words), indeed meets us on every hand, as is shown by the transaction above referred to, which the learned Registrar termed "this shuffling scheme," whilst the large deficiency in the trading account, which remains unexplained, and the fact that such items as repairs and the replacement of new covers for old ones, do not appear in the books of the company, point to a lack of management that could scarcely have been foreseen by the class of cyclists, who are only too often induced to invest their money in companies connected with the cycle trade.

The examination is to be resumed on the 18th inst.

OWING to not being able to secure a suitable date on which to hold their race meeting, the Pendleton Wheelers have decided to abandon their sports for the present year.

Hill-climbing in France.

AN interesting hill-climbing competition, the first of the kind in France, is being organised by the daily paper, "Le Vélo." It will take place on Sunday next, and is open to amateurs only.

Biggleswade Division.

THE cyclist vote should be given to Lord Alwyne Compton, Unionist candidate, who is an ardent cyclist, and a strong supporter. This is an important division for cyclists to be represented in Parliament.



SIDE-SLIP.

SIR,—We have to thank your very valuable and interesting paper, for many useful hints; here is one for riders who use smooth tyres: when the surface is slippery, take a piece of fairly broad tape, and pass it tightly in a spiral manner round the tyre and rim, at intervals of a couple of inches or so; this has the advantage of being inexpensive, is easily detachable, and if well manipulated will be found highly satisfactory.

I enclose my card, and beg to sign myself,
J. R. L.

THE SOVEREIGN AFFAIR.

SIR,—My attention has been drawn to the correspondence which has recently been raging in your columns under the above title, and, as the name of my club has become involved in the dispute with "E.L.A.," I shall feel obliged if you will spare space for the accurate version of the *contretemps*.

In the first place, it is due to the Surrey Wheelers to state that we do not include in our programme any road races whatever, and therefore the original complaint of "E.L.A.," as to Sunday racing, is altogether at variance with facts, and is just as untrue about the Surrey Wheelers as it is about the Sovereign C.C.

The mishap, which "E.L.A." has described in such portentous terms of vindictive exaggeration, occurred during a ride undertaken by several chance acquaintances. It was not an official club run, but merely an impromptu outing, and the riders were nine in number, *not thirteen*: of these gentlemen, four are members of the Argus, two of the Surrey Wheelers, one of the Sovereign, and two unattached. By an unfortunate mischance one of the riders collided with a bassinet, and the whole company at once dismounted with the view of ascertaining what damage had been occasioned. The owner of the bassinet made no protest whatever against any too high rate of speed on the part of the riders, and was asked to assess the damage done, and he valued it at half-a-sovereign, which was immediately paid to him by one member of the party, without the slightest attempt to bate the claim.

It was not, as "E.L.A." states, the subject of a general collection. The rider whose machine figured in the collision promptly volunteered his address, and the party also secured the services of the divisional surgeon on behalf of the juvenile occupant of the bassinet, and the doctor pronounced the child quite unharmed.

It was after this transaction that a stranger appeared upon the scene, and, by his truculent air of offensive officiousness, was evidently "E.L.A." He loudly cautioned the owner of the bassinet against accepting the compensation, urging him to take legal proceedings, and generally endeavoured to create ill-blood. As the owner of the bassinet was perfectly satisfied with

the compensation, "E.L.A." was requested to "mind his own business," but no hint of a threat was whispered. This is only one more of the tissue of silly slanders in which "E.L.A." is wallowing. Seeing that the whole matter was being settled in an amiable spirit before "E.L.A.'s" ill-judged interference, I would ask what manner of man this "E.L.A." can be, who, a species of cyclist himself, endeavours to generate strife between riders and the public, and stilettoes an innocent club by anonymously fixing accusations upon its members on the shallowest possible evidence. I feel sure that sufficient has been already adduced, during this correspondence, to prove "E.L.A.'s" statements to be utterly untrustworthy and unreliable, and the evidence has completely justified the dignified spirit of editorial caution in which you first afforded publicity to "E.L.A.'s" mendacious hallucinations.

Yours obediently,

A. E. WILSON, Hon. Sec.,
Surrey Wheelers C.C.

SIR,—I am surprised at Mr. F. Stubbs throwing the blame on to the Surrey Wheelers. I do not see the necessity of him doing that, if he could have cleared the accusation against the Sovereign C.C.; but I have since found out that the Sovereign did not settle for the bassinet, and would not give the name or address of the offender, but as I have furnished the parents with the name of the offender, whose name is "Mills," I call upon Mr. F. Stubbs to supply the address, and it will be unnecessary for the N.C.U. to take up the case as the parents will prosecute. Mr. F. Stubbs forgets that the members of the Sovereign C.C. wear badges; if the Surrey Wheelers wear the Sovereign badges, I am willing to acknowledge my error.

If Mr. F. Stubbs will supply the member's address as requested, he will be able to bring his two witnesses forward, and also have a little conversation with the man he said he bribed with a drink, and this man will explain why he followed these members. This man's eyesight seems to be as good as mine with regard to the badges worn.

E.L.A.

BAD ROADS—A SUGGESTION.

SIR,—I notice, on reading your paper of this week's issue, that the bad state of the road from Hightown to Southport, caused damage to the machines of members of two Liverpool clubs. A short time ago a road on which I was riding was in such a bad state of repair, that in turning quickly to avoid traffic, I was pitched over the handlebars, and came down very heavily. The machine was not hurt in any way, and I was not much damaged. I promptly wrote to the Local Board of Works claiming damages, and offering "without prejudice" to accept my out of pocket expenses, as I had not been hurt enough to keep me from business. I ultimately received a small sum which well covered the expenses incurred, without any trouble.

Why should not these gentlemen do likewise? If the local authorities refuse, to acknowledge their liability, a County Court action is comparatively cheap and simple. Notice to produce the reports of their surveyor on the state of the road in question, and any minutes relating thereto, &c., could

be given, and the local authorities made to "sit up" generally.

Considering the sharp, arbitrary, and unjust manner in which cyclists are generally dealt with, it is only reasonable that they should be expected to take a firm stand against those people who actively or passively constitute themselves enemies of their class.

Could you not have a black list published of Clubs who are complained of for rowdyism (and who cannot justify themselves), and of unjust magistrates, local authorities, and police officials, merely stating the acts complained of, without comment, so as not to sail within the line of the retributive "justice" of the law? Perhaps, however, a list of the last three above-named offenders would require a 24 page supplement to *CYCLING* each week, and consequently be unworkable?

Yours truly,

C. E. B.

CLASHING.

SIR,—Mr. Hillier rightly assumes that the clashing of the North Road "Fifty" with the London County "Century" was accidental.

I hold no brief for Mr. Bidlake; but, being in the confidence alike of the North Road Club and the directors of the Wood Green track, I take this opportunity of pointing out that it is impossible for clashing to be prevented. In the instance under notice, I believe the N.R.C.C. date was booked before the L.C.C. & A.C. had announced the existence of the Century Race. And I should like to say that no intentional hostility to the Cuca Race must be assumed from the fact that the North Road 24 is fixed to be run at Wood Green exactly a week in advance of the Cuca. Let it be supposed that the N.R.C.C. intentionally fixed their date so as to skim the cream off the Cuca, I may explain that it was originally designed to hold the N.R.C.C. 24 at Wood Green two or three weeks earlier, but the date had to be set back to allow time for the contractors to complete the track and stand, many vexatious delays being occasioned by red-tapeism on the part of the local authorities at Wood Green. Consequently the date of the Cuca would have been selected because of the moonlight; but, to avoid clashing the club selected July 19th and 20th—the earliest available date—feeling that to set the date back into August would be fatal, owing to the known fact that August is a holiday-making month, during which the London County Club make it a practice to suspend all fixtures.

There is no sense of hostility between the North Road and London County Clubs, but (with, perhaps, a few individual exceptions), there is an *entente cordiale*, based upon the common-sense fact that there is room for both—one in the North, the other in the South—and just as I, and other North Road men, have always assisted by pacing and lap-scoring in the Cuca races, so I have promised that Mr. Hillier, and other London County men, will come North and lend a hand at Wood Green on July 19th and 20th. Our rivalry is friendly, and we are one in a desire to promote good amateur sport.

A. J. WILSON,

North Road and London County Clubs.

H. O. WELLS, 38, Parkholme Road, Dalston, N.E., has the entry forms for the Essex Records Association paced 100 at High Beech on August 31st.

CYCLING

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BELGIUM <i>La Rev. Vel. Belg.</i>



THE enormous crowds that flock to the early hours, and, in another sense, late hours, of 24 hours' path events, suggests that night racing in illuminated grounds would prove gate attracting for other events, say six hours, or a 100, or even an ordinary meeting of short distance handicaps. Nearly everyone can call their time their own at night, and if the racing starts at 8 or 9 p.m. there would be no rushing away from business to be in time, no uncomfortable journeys in crowded trains on broiling afternoons, and no counter attractions of club runs, tennis parties, picnics, &c., On a warm Summer night there is no discomfort to the spectators, even if they are without the sheltering protection of a grand-stand, and the usual lack of all decent accommodation for the public at race tracks is less noticed and missed. All these points are doubtless factors in the formation of the remarkable gates associated with the first few hours of all-day path races; but the weird effects produced by the men riding in and out of the shadows, and the terrific pace which the uncertain lights make them to appear to be going, probably are not without attractions to a sensation-loving public. We see but little difficulty in the way of the running of an experimental night meeting, say from 9 p.m. to 1 a.m., and every probability of a paying gate, if the thing is well advertised, and a band provided. The expenses to the promoting club

would be no greater, probably less, than an ordinary Saturday afternoon meeting, for the cost of the track would be less, and the money thus saved should be sufficient to pay for the lighting. The only rock ahead is, in what light the residents of the neighbourhood in which the track is situated might regard the venture, but this is a matter for the track proprietors. Who will run the first outdoor night race meeting in England?

Now that the last of the English Railway Cos. has got into line, and that there is uniformity in charges for cycles when accompanied by owner, may we suggest that the N.C.U. and C.T.C. set to work again on the question of Universal Lights. A joint committee might be elected to work up this most important matter, which we are certain is of far greater consequence to the vast army of cyclists than any other. We are aware that both the associations named have touched the fringe of the question in the past, and every credit is due to those who directly and indirectly sought for the assistance of their several Parliamentary representatives. Since the last effort in this direction, a great number of M.P.'s, and not a few of the leading ones have taken to the cycle. Therefore we urge upon our readers who may be members of the C.T.C. or of clubs affiliated to the N.C.U. to set the ball in motion once more by giving those in authority to understand that Universal Lights is the one thing they require. Now is the time to strike, if the coming opportunity is missed, we may have to wait years before another favourable time comes.

OUR announcement of the intentions of Humber & Co., to have done entirely with the paid racing man after this season, has, as might be expected, created no slight sensation, and has been a general subject of conversation amongst racing men and other cyclists. The Press, too, have commented freely and favourably on the news, and we note that in one case at least, are seeking the opinions of other members of the Cycle Trade on the subject. The Press, in their anxiety to forward the cause, have, for the most part, overlooked the fact that *Cycling* was the first to give publicity to the lofty intentions of Humber & Co., as we were also the first to point out that, if makers' amateurism was ever to be stopped, it must be done by the Trade themselves, and by them alone. However, we would be the last to cavil at any ignoring of our share in the good work, sufficient for us that, the ball having been set rolling, all our contemporaries seem anxious to give it a friendly push, for the quicker will be reached that consummation that every true well-wisher of amateur sport must so ardently desire.

THE Palmer Tyre Co. inform us that the 10 miles N.C.U. tricycle championship was won on their tyres, and not on another make, as some people may have been led to suppose.



The following Race Meeting Announcements will be found on page 13 of our Supplement:—Polytechnic C.C.; Lowestoft Sports; West Herts Club and Ground; Chelmsford Meeting; North of England Cyclists' Meet; Leeds Charity Sports; Metropolitan Railway Sports; Maidstone Amateur Race Meet; York Town Sports; Westwood Park, Southampton; Portsmouth Open Meeting.

R. A. VOGT is married.

THERE will be a tricycle in the North Road 24, Bidlake up.

A. W. HARRIS and also Barden, are back in Paris, and will soon be racing again.

THE Scottish 100 miles B championship is fixed for August 31st, at Edinburgh.

E. JAMES, Cardiff, won the 10 miles N.C.U. championship of Wales, at Llanelly.

C. G. WRIDGWAY rode a M. & C. when he won 'The Century' Cup hundred miles race.

J. GILMORE on his Raleigh, won the short distance championship of Italy at Milan.

THEY are incorporating wire netting in the construction of the cement tracks of France.

THE Inter-Hospital challenge shield is being run for at Herne Hill, to-day (Wednesday).

THE Preston C. C. hold an open mile on July 18th at their Evening Meeting at Brighton.

THERE is a warm crowd of licensed amateurs (?) in the vicinity of Blackpool just at present.

THE sensation of '95—the first Long Distance Cash Race under N.C.U. rules at Catford on Saturday.

J. MICHAEL, the World's Champion at six hours, will meet all comers at Catford on Saturday next, July 13.

IN his magnificent 24 hours' record ride, Holbein used a Swift safety, and Welch-Dunlop tyres all the way.

JOHNSON first rode as a professional at Lewisburg, Pa., on June 14th, starting in three races and winning all.

A MACFERSON is the first winner of the Bovril challenge cup put up for the first time at Liverpool on Saturday.

UP to last Friday, the North Road Club had no less than 18 good class entries accepted for their 24. Prodigious!

FORD, the Midland 1 and 50 miles champion, appears to have more than an outside chance for the 50 miles N.C.U. championship.

THE prizes for the Poly. meeting are making a brave show on the Viaduct. With but few exceptions all have been supplied by Collins, of Newgate Street.

THERE will be four open cycle events included in the programme of the August Bank Holiday fete at Catford, run by the B. H. and C. C. C. Look for particulars in our advertisement column next week.

PEOPLE, we hear, are coming from all over England to see the meeting of the giants in the 5 miles paced scratch, licensed and unlicensed, at the Poly. meeting at Herne Hill, this Saturday.

THE E.C.U. AT WOOD GREEN.

THE afternoon's sport provided at this meeting, on Saturday last, was not, on the whole, of an exciting nature. Nevertheless, indefatigable W. C. Russell must be congratulated on the arrangements, and the little discomfort, owing to incomplete Press accommodation, was well made up by the efforts of the Essex hon. sec. to make things comfortable. There was a fair attendance. The new telegraph board worked exceedingly well under "Trossie" James's direction, and A. J. Wilson's lap-recording machine was carefully nursed by its inventor, being certainly an improvement on the old system of howling the number of laps to go at each man as he passed. T. W. J. Britten judged, T. D. Dutton timed, and the rather *apropos* name of G. F. Sharp appeared on the programme as starter. Studor Brown was responsible for the handicaps. 108 entries were received for the open

HALF-MILE HANDICAP

which was run off in no less than 19 heats, including the final. Marples the scratchman, did not appear. There were a few close finishes, but as a rule the racing in this event did not bring forth much show of enthusiasm from the crowd. The final brought out Whur (Sidcup), 70 yds.; Nicholls (London Central) 40 yds.; J. J. Hardy (Wood Green) 40 yds.; R. S. Harding (Tooting) 55 yds.; W. F. Steggall (Wetherell) 60 yds.; and Van Wyk (London County) 60 yds. Whur looked the likeliest winner amongst the little lot until the Railway Station bend, when Nicholls rushed ahead and won a fine race by about a length, Hardy second, and Whur third, time 1-6 $\frac{2}{3}$. The mile (novices') handicap was put to the credit of Whur from the 70 yds. mark. A. M. Randall (N. London) 70 yds. second, and Baddley (Crusaders) 40 yds., third. Time, 2-22 $\frac{3}{4}$.

THE 1 MILE BICYCLE SCRATCH RACE,

being the second of a series of competitions for the Armour Vigorol Shield, produced 100 entries. The conditions of this contest are rather complicated, and the racing must have been uninteresting to the ordinary spectator after the first of the second round of heats. The winners of the preliminary heats competed again in the second round for places 1 to 4; the second men in each heat competed again for places 5 to 8; and so on the eight heats of the second round, there being eight competitors in each of the four preliminary heats. The first man in the first heat of the second round is therefore the winner (as representing his club) of the mile distance included in the series of races for the shield, and the actual winner will be finally arrived at by a contest after the close of the series. Gold medals were offered to winners of final heats, if ridden under 2.20, but, as most of those heats were crawls, the Union will not have much trading in the precious metal as far as this particular event is concerned. One of the heats was a walk over, and, indeed, it seemed as if the competitors (after the first heat of the second round) took as little interest in the race as the spectators, only two or three getting off the mark, in most instances, instead of the possible four. The first heat of the second round was really the only one of interest, and, after a good race, A. S. Ingram, Allan-

dale Ramblers, won, thus putting this event to the credit of his club. Sanderson was second, and Walker third. Winners of other heats were: Clark (Tottenham); Prust (Ariel); Cooke (Kingsdale); Mortimer (Pegasus); Wells (Ferncliffe), a walk over; Sahl (Apollo C.C.). The most interesting item figuring on the programme was the

5 MILES SCRATCH RACE

for unlicensed riders. G. R. Martin, J. E. Ridout, T. Osborn, W. J. Stocks, A. E. Walters, and T. Gibbons-Brooks, were absentees. Platt-Betts from the first went at it in deadly earnest, and once a pacing triplet fixed on to him the field began to break up in quite an alarming fashion.

Merry being lapped within the first mile or so. Before 2 miles Lambley had quite enough and retired. And Platt-Betts rushed on. He had lapped the next best men, and seemed to want more pace, the triplet crew, who paced him, looking warmer and more uneasy than the little Catfordian, who continued to go great guns. W. C. Jones had retired.

AT THE BELL

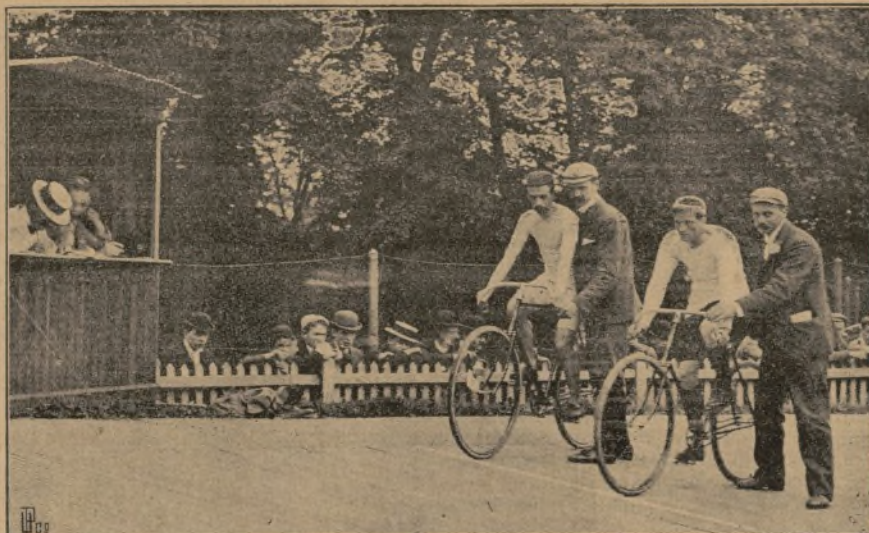
Platt-Betts put on more steam, and the home bend saw him darting out like a rocket from the others; he passed the judge a winner by nearly a lap and a quarter. Time 11.27 $\frac{1}{2}$. Chase being second, and W. J. Jones third. After which the band played.



WORLD'S RECORDS IN THE ANERLEY 100.

LAST Saturday was a day built for records. The air was softly warm, a summer haze tempered the glare, and the flags round the Herne Hill track hung motionless, when the limit man started in the Anerley Club 100 miles handicap, and scarcely attempted to arouse from their listlessness till the end of the eventful ride. Eleven machines started, including the Cooke & Yeoman tandem, and a triplet, with H. H. Clarke, P. Litchfield, and F. J. Little on board. The tandem owed 8 mins., the triplet had 5 mins. from scratch, C. G. Wridgway being the scratch man, whilst A. W. Horton, declining his 2 mins. start, joined him there. The pacing was excellent, and the whole field rode remarkably well for a club event, all save one nearly completing the 100, whilst six machines finished in good time. The struggle between Wridgway and Horton, a repetition of the battle of the previous Saturday, was most interesting to watch. Till past 17 miles the two were together, then Wridgway got away, only to be soon overtaken, and for some time each would alternately gain a slight advantage of the other. The tandem was inside record at 18 miles by 29 secs., and at 24 miles the triplet was no less than 8 mins. ahead of record. The Cooke-Yeoman tandem had covered 27 miles 20 yds. by the end of their first hour; the first time 27 miles has been done in the hour in England on any machine, and world's record for tandems. They were only a few yards short of 27 miles for their second hour and rode in grand style throughout. Wridgway touched the single record at 27 miles, not 34 as published, and was 41 secs. inside at 47 miles, and from thence till the end all three types of machines were altering, or creating, records at every mile.

At 60 miles Wridgway was 6-45½ inside record; the tandemites, who rode the distance in 2-15-12½, were 26 mins. 14 secs. inside world's record; and the triplet was over 18 mins. inside, their time being 2-27-38. From



THE ANERLEY "HUNDRED."

C. G. WRIDGWAY AND A. W. HORTON STARTING.

68 miles the triplet had no records to break, but established records for the type. The men were fairly well together at the finish, a lap dividing second and third; the result being J. B. Cooke and W. S. Yeoman, owe 8 mins., first; L. D. King, 30 mins., second; A. Hoffmann, 35 mins., third; Wridgway, Horton and triplet, following. The record times for the 100 were, C. G. Wridgway, Marriott & Cooper safety, 4-5-30½; 9-59 better than Chase's record; Cooke & Yeoman, Rudge-Whitworth tandem, 3-47-21½, world's record for all types, beating old tandem time by 41-58½, and Michael's by 5-42½; Clarke, Litchfield, Little, Swift triplet, 4-14-10½,

establishing record. All the record machines were shod with Dunlops. Coleman, Powell, and Swindley timed; A. W. Brookes, H. J. Ruston, and G. H. Smith (*CYCLING*), judged.

The prizes were all very valuable ones, given by the president, Mr. R. H. Fry. The gate was of the most skeleton description.

Another 24 hours' Path Race.

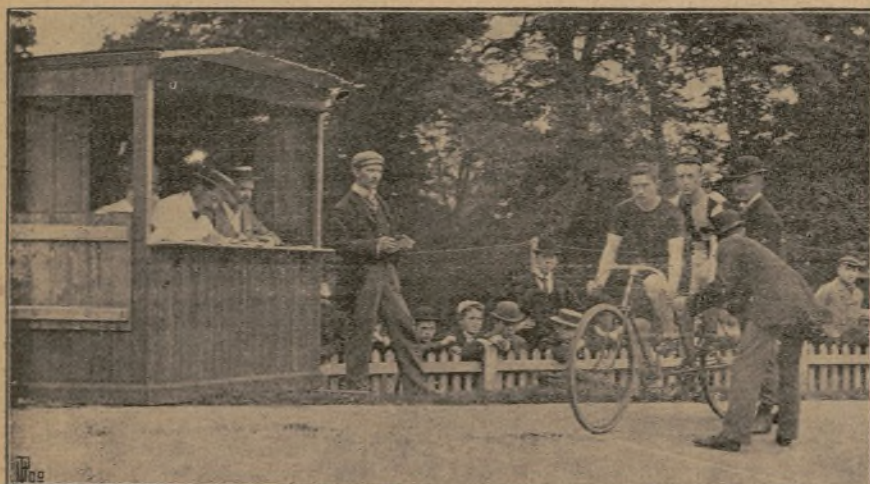
THE 'Sport and Play' Bank Holiday meeting will be followed by an all-day ride for unlicensed riders for which a grand array of 22 carat medals are offered. We know some of the gentlemen who will have to do with the management of the race and every reason to believe that it will be 22 carat also.

Volunteers cause Fun.

THE Volunteer Cyclists' team competition at the Manchester Wheelers sports more than made amends for the withdrawal of the pedestrian events, and contrary to all expectation, supplied a distinctly comic element to the meeting. The riding of many men in the various teams was absurdly funny, owing to the low gears, but when one man croppered in the finishing straight from no visible cause the spectators were highly delighted, and every mistake made proved a source of amusement to the crowd. Some of the competitors quite lost their heads, one man letting off a rifle at the wrong time, when a spectator shouted "fire!"

Cleared!

THE result of the deliberations of the Irish Appeals Committee, are being watched with peculiar interest in the sister isle just now. So far only one case has been finally adjudicated upon, viz., Willie Meredith, and to the general satisfaction, this speedy and plucky little rider has been unanimously declared a pure amateur. Meredith, who is in the Rudge Whitworth depot here, will now be able to resume his racing career, and once more grace the path by his presence. The next cases to be decided are those of T. W. Murphy, Hugh O'Neill and R. M. Talbot, and the decision of the Committee is anxiously awaited.



THE ANERLEY "HUNDRED."

TANDEM, MANNED BY W. S. YEOMAN AND J. B. COOKE, WHO RODE THE 100 MILES IN 3 HRS. 47 MINS. 21½ SECS., WORLD'S RECORD.

Another conference.

THE I.C.A. has appointed a committee to confer with the N.C.U. and S.C.U., and report upon the whole subject of the international relations of these ruling bodies of cycling in Great Britain. This move arose out of a discussion created by the refusal of the N.C.U. to remit the case of Mr. R. J. Mecedry to the I.C.A. for adjudication. The I.C.A. has found itself powerless to disentangle Mr. Mecedry from the N.C.U. meshes, owing to the agreement existing between the two bodies.

Record beating in France.

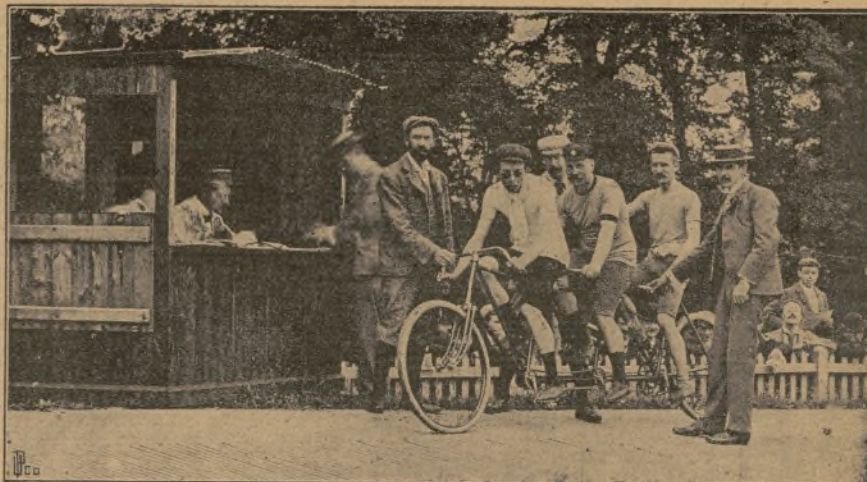
FOLLOWING on his marvellous hour record of 28 miles 705 yds. Lesna, who is at present in splendid form, put up a new set of world's records two days after. The occasion was the 100 miles race at Dijon, and Lesna, who had no serious opponents, got in front of previous bests at 55 kilometres. From there up to three hours he beat every record. He rode 50 miles in the marvellous time of 1.49.21 $\frac{1}{2}$, and 100 kilometres in 2.15.51 $\frac{1}{2}$. In 2 hours he completed 54 miles 1,250 yds., and in 3 hours 80 miles 1,120 yds. Afterwards rain fell heavily, and the pace-makers had to get off the track, leaving Lesna alone. He slackened his pace considerably, and won the race in 4.2.43, thus being 9 mins. outside Michael's 100 miles record.

Dead heat in a championship.

THE Greater Bristol Athletic Society meeting at Bristol on Saturday was rather poorly supported by the public. R. E. Fay, Knowle C.C., won the $\frac{1}{2}$ -mile handicap, and the half for second-class men. T. Osborn, Poly., scratch, won the half for unlicensed; J. S. West, Poly., 25 yds., second; J. Green, Comet, 25 yds., third. The mile went to E. C. Burrell, Reform C.C., with 165 yds.; J. S. West securing the mile for unlicensed, beating Green from same mark, 50 yds.; Ben Fisher, 15 yds., third. Six only started in the 5 miles scratch for unlicensed, the placing being Osborn, Hock, Fisher. The 10 miles championship of the Centre resulted in a dead heat between F. Chapman Ariel, and Miller, Stroud, J. Chamberlain, Bristol T.C.C., third.

At Manchester.

THE Manchester Wheelers scored yet another success with their 12th Annual Cycling Carnival, as, favoured by the weather and a record entry, a good gate and grand racing was the result. The mile championship of the Manchester Centre produced several close finishes in the preliminary heats, after the usual "loafs," the final being won by A. S. Robinson, of Oldham; C. P. Glazebrook, Ashton, second; and Harry Brown, Leigh third; time 2.54 $\frac{1}{2}$. The time standard, 2.20., was never approached in the various heats. The unlicensed riders failed to support the venture, as was expected, as only five turned out for the good prizes put up for the mile handicap, which, after a good last lap race, T. Gibbons-Brooks won from the 20 yds., mark; J. Aram, Beeston, 30 yds., second; and F. Pope, Catford, 30 yds., third; time 2.25 $\frac{1}{2}$. The half-mile scratch for unlicensed riders only brought out four riders, J. Aram, Beeston, Gibbons-Brooks, and F. Pope finishing in the order named; time 1.39 $\frac{1}{2}$. The mile handicap was won by W. W. Sanders, Crewe; and the lap sprint was accounted for by A. S. Robinson, who beat R. W. Roderwald, of Coventry, after a fine finish, and doing 38 secs. for the lap.



THE ANERLEY "HUNDRED."

TRIPLET, MANNED BY H. H. CLARKE, P. LITCHFIELD, AND J. LITTLE, STARTING

Carlisle, the rain doctor.

R. H. CARLISLE has been loitering about the Northern end of the Edinburgh-London Road, with intentions on the existing record, and exercising his unfortunate faculty for breaking up the weather. Once he started, and rode on his watery way to Newcastle, where he gave up and went back for a fresh attempt, which had to be postponed, thunder and lightning, and other atmospheric disturbances, unfortunately clashing with the fixture.

Out for records.

A. F. ILSLEY will attempt to lower the 1 mile amateur tricycle record; R. P. Clarke has designs on the 5 miles safety record; whilst F. R. Goodwin hopes to lower the record at 50 miles. These three events, together with the $\frac{1}{2}$ -mile open handicap and the 5 miles flat race, will form the programme for the E.C.U. evening meeting at Wood Green on Thursday of the current week. The meeting will commence at 4.30 p.m. with Mr. Goodwin's essay.

Good Racing at Doncaster.

ABOUT 6,000 spectators attended the Doncaster Agricultural Society Sports last Thursday, and were rewarded by seeing some splendid racing. The half and two miles handicaps produced good finishes, all the competitors being bunched together when they passed the tape. Elijah Scott again proved what a good rider he is by beating J. R. Bradley (Hull) and T. Summersgill (Leeds), in the one mile scratch for the Doncaster Cup, value 70 guineas. S. Stringer (Rotherham), 40 yards, who is the most improved rider in the South Yorkshire district, won the half-mile from E. Scott (Darfield), 15 yds.; H. J. Steward (Sharrow C.C.), 65 yds., third; won by one yard, $\frac{1}{4}$ -yard dividing second and third; time 1.15. The brothers Myers (West-Riding) had a rare struggle in the two miles handicap. Both started off the 115 yds. mark, and pacing each other, soon caught some of the long start men. Luther proved himself the best rider, beating George, who was second, by one yard. H. Rhodes (Leeds) 250, third; time, 5.35 $\frac{1}{2}$.

Passed by the Union.

IN view of the controversy going on at present in the English Press, re Huret's performances in the Bol d'Or race, it may be of interest to point out that all of these records have been passed by the French Union (U.V.F.).

Mills and Edge start.

A WIRE from Land's End on Monday informs us that G. P. Mills and T. A. Edge started at 6 a.m., on a tandem, for John o' Groat's. They started fast, passing through Penzance at 6.34, with every condition of weather and roads favourable. The present record is Mills's, on a single, 3 days 5 hrs. 49 mins.

Michael beats Dubois.

AN enormous crowd witnessed the 100 kilometres match run at the Buffalo track on Sunday, between Dubois and the "all-conquering" little Michael. The old French rider was a warm favourite with the crowd, but he proved no match for Michael, who won as he liked, lapping his rival seven times. A downpour of rain compelled the men to stop for some time, thus destroying any chances of beating the records.

Unlicensed 100.

THE Waverley Roads Club is to run a 12 hours' path race at Edinburgh on the 27th inst. Prizes of full limit value are offered, and gold medals to all covering over 200 miles. The race is by special permission open to holders of A and B certificates, and any Englishman who, either from choice or necessity, is included in the great army of the unlicensed, can qualify for the competition by investing in a Scottish certificate.

Book your seats.

IN order to give the competitors as much time as possible to get to Herne Hill, the first event at the Polytechnic meeting will not be started till 3.30. Up to this hour also the grand-stand numbered seats will be reserved, but hereafter the unoccupied ones will be allotted in order of arrival. Those who have not already booked seats will do well to send along a crossed P.O. for 2s. 6d., per seat to the hon. sec., 309, Regent Street.

Tickets for the N.R. 24.

SEASON tickets for the North Road 24 hours' race, admitting at any time to the pavilion, are priced at 2s. 6d. A few will be reserved and numbered, and these are priced at 5s. Tickets can be obtained from F. Ormsby Cooke, 69 Springdale Road, Stoke Newington, N.

Site for a track.

PARTIES thinking of running a cycle track should study the advertisement in our Supplement, of the piece of land at East Barnet, which will be put up to auction at the Mart on July 22nd. It is described as being perfectly level and of some 15 acres in extent; a space that would permit of houses being built, and yet leave room for a track and football ground.

Would not bow down.

THE feeling that still exists in some quarters against the Licensing Scheme, and the reluctance to undergo any form of catechism, was exemplified recently, when a gentleman, who is at once a rider of old repute, and the head of a prosperous cycle making business, stood down from a club event, for which he had been assiduously training, rather than bear, what he considered, the indignity of applying for a Trade license.

Holbein's Records.

M. A. HOLBEIN knows how to set about a 24 hours' road record better than anyone, and so he should, with his experience of the all day game these many years. His preparations for his successful attack on Chase's 12 and Fontaine's 24 hours records of 213 and 376 miles were most elaborate and complete. He had the best course available, and picked crews on tandem tricycles to pace him, these excellent shields being themselves paced by tandem safeties, triplets and a quadruplet, while throughout the whole journey one or more riders of spare singles hung on in case of accidents. Starting from Peterboro' in the cool of Thursday evening, all the nightwork was got through early in the ride, in the Hitchin and Bedford district, but even so, on the well-known road, Holbein missed his way, but was fortunately accompanied and checked by independent witnesses. His first call at Wisbech was at 4.15, nine hours from the start, with about 162 miles to his credit, and after the Lynn detour was covered, a run to Huntingdon brought the total up to 220 miles, the timekeeper, Bidlake, meeting him outside the latter place and checking his 12 hours point at 217 miles, a four miles beating of the record. At this time 400 seemed a certainty, but only 180 instead of the needed 183 were got into the second 12 hours, as Holbein indulged in a good many stoppages, and had a few delays for one or two punctures, but his total came to 397, or 21 miles more than the previous best, the finish taking place close to Peterboro', after the usual detours in and about Wisbech and Thorney. Holbein was remarkably fit and rode without a bad time, at an even pace which had the appearance of being exceedingly easy, and no doubt the record will stand for some time, as it is seldom that such a splendid day and such perfect pacing are found in combination, with a record breaker so admirably trained. Since the above was written, Habershon, the R.R.A. hon. sec., has checked the measurement of a part of the road where Holbein went wrong, and brought the total distance up to 398 miles. Another bit is believed to be under-estimated, and when measured the ride is fully expected to come out over 400.

The difficulties of greatness.

THE reason the crack racing man does not wear a more extensive racing suit is, because he thinks nothing is good enough for him. We have often wondered why, and thank an American Exchange for explaining.

Victim to speed.

W. J. FLACK, an American racing-man, has died from injuries received whilst racing on the Manhattan Beach track. He collided and fell on his head, and was run over by a competitor. He was cut over the eye, and received severe bruises all over the body.

Stanley at Wood Green.

THE Stanley had an interesting little closed meeting at the Wood Green track last Wednesday. W. Ward, with 35 yds, winning the mile, and A. F. Ilsley the 10 miles scratch in 23.37. A sealed handicap in connection with the latter event, went to J. P. K. Clarke, with 9.25 start.

The Great Essex Meeting.

SATURDAY next, the 13th inst., will be a big day for Chelmsford, the great Essex County Meeting will take the town by storm. Business is to be entirely suspended, and the town will be grandly decorated in honour of the meeting and the visit of the Shahzada. Everybody who can will, of course, catch the 12.20 special from Liverpool Street; return fare, 2s. 6d.

At Sunny Southsea.

RACING men wishing to combine a sea-side trip with pot-hunting would do well to remember the open meeting of the Portsmouth Mercury B.C., on Wednesday, July 24th. The programme includes the 25 miles Southampton Centre N.C.U. championship and four open bicycle races, particulars of which will be found in our advertising columns. The club has a good name for giving full value prizes, and this year will be no exceptions to the rule. The Southsea season is at its height just now.

The North Road 24.

THE arrangements for the North Road 24 hours at Wood Green on July 19th-20th, are now practically completed, and everything points to an exceptional success. The entries of 18 licensed cracks have already been accepted, and a field of 20 will probably be allowed to start. At night the grounds will be illuminated, and two bands have been engaged. An item that will interest cyclists is, that plenty of accommodation will be provided for their machines, so that they can leave at any hour, and ride home.

A Mix somewhere.

THERE must be some error in the Bath Road announcement that they will run their 100 at Herne Hill, on August 31st, as the Anerley long ago booked the track for that date for their meeting, and the Roberts' Shield S.R.R.A. Race.

Western 5 miles championship.

THE annual meeting of the Bath C.C. on August 22nd, will be their fifteenth. They will hold it this year on a 4 lap track in the County Recreation Grounds, and the 5 miles N.C.U. West of England championship will be run off on the occasion.

The "Deaf and Dumb" Race.

A CURIOUS race took place in Paris last Sunday. It was an event confined to deaf and dumb cyclists, the distance being 50 kilometres on the road. Twelve started and the winner turned up in one Henry Mercier, whose time for the 31½ miles was 1 hr. 38 mins.

New Track at Bolton.

THE Bolton Wanderers new track is now complete, and the first meeting is announced for 17th and 19th of August, when a large and varied programme is to be submitted to the public. The track has been built on up-to-date lines and is surfaced with McQuone's patent.

Prize money.

THE amount of money spent annually in this country on prizes for cycling and other athletic competitions, must be something enormous. There are firms who do no other business than supplying prizes for athletic meetings, and one such trader recently informed us that his turnover for the week was £400.

Scoring steadily.]

PALMER tyres have been scoring consistently during the past week, amongst the most important wins being the N.C.U. (Manchester Centre) championship, one mile unlicensed scratch, and three miles tandem scratch race at the same meeting, the five miles scratch race at Wood Green, and many other big events.

The R.A.C. report.

ADMIRABLY arranged and printed as usual, the annual report and balance-sheet of the Reading Athletic Club comes to hand. This active association does much for sport in Biscuit Town and neighbourhood, and it is therefore with regret we read, that in consequence of the deluge on the day of their grand annual sports, the year's working for 1894 shows a small loss. They have a very big meeting down for August 24th, with three open cycle events.

COMING RACE MEETINGS.

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

DATE.	PLACE.	PROMOTERS.	SECRETARY'S NAME AND ADDRESS	OPEN EVENTS.
July 19 & 20	Wood Green	N. R. C. C.	F. O. Cooke, 69, Springdale Rd., Stoke Newington, N.	24 Hours (Invitation).
" 20	Burslem	Port Vale A.C.	E. J. Oliver, Waterloo Road, Burslem	$\frac{1}{2}$ and 1 m. H.
" 20	Wembley Park	Met. Rly. P.S.	H. C. Haggard, Chapel St. Works, Edgware Rd. Stn., N.W.	$\frac{1}{2}$ m. H. $\frac{1}{4}$ m. (N.) H.

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

To-day (Saturday, July 13th).—Polytechnic C.C. at Herne Hill; Catford C.C. Six Hours (Pro.) at Catford; Essex C. & A.A. at Chelmsford; Nautilus C.C. at Grimsby; Widnes C.C. at Widnes; Rovers F. & A.C. at Blackburn.

RACING men should study the advertisement of the great meeting at Cork, on Bank Holiday, held by the Cork Church of Ireland Association. The prizes run into £150 value.

At the Omnium race-meeting held last Friday in Paris, an ordinary bicycle match between the two well-known riders, Anthony and Echalié, was run, which Echalié won easily.

WHILST the men were training at Marseilles, the front of a triplet collapsed. Immediately there was a heap of riders on the track, and it is feared some will not recover.

THE Catford 6 hours' professional event this Saturday, is quite likely to prove the race of the year. Entries include Michael, Lesna, Lewis, Sanson, and probably Dubois, Mans, Sames, Thè, Oxborrow, and Petersen.

The Anfield 24.

WATKISS won the Anfield 24 hours on Saturday, running up the good score of 343½ miles. In the race the Northern 12 hours record was beaten by Saunders, who covered 201 miles. Both men rode Rovers.

Whitewashing Operations.

THE cleansing of the race-path goes on apace. The London Centre has suspended a prominent rider for using foul language on a track. He got off with the light sentence of suspension for nearly a month, but we understand that future cases of this nature will not be dealt with so leniently.

Hal Berte does his 1,000.

As we go to press we hear that Hal Berte, on a Boudard geared safety, has just broken 1,000 miles record in 4 days 21 hours. The distances are made up as follows:—G.P.O., London to Edinburgh, via Berwick, 395½ miles; return via Northallerton and York, 399½ miles; Alnwick to Alnmouth and back, 8 miles; G.P.O. to Hyde Park Corner, 3 miles; Bath, via Chippenham, 106 miles; Bath to Colnbrook, 89 miles, total 1,001 miles. He then continued to Hounslow, in case of any accidental shortage.

Hilarity at Herne Hill.

THERE was joy in the heart and eye of Hillier, and complacency in the aspect of ground-man Wilson, and a merry twist to the moustache of the labour-loving Dray, when Dring brought down the news to Herne Hill last Saturday evening, of Weatherley and Rosser's 26 miles 1630 yds. on a tandem in the hour, at Catford; for had not Cooke and Yeoman, on the self-same afternoon, ridden 27 miles, 20 yds. in a like space of time at Herne Hill, and that too in a 100 miles race. Wood had scored this time, and the G.L.H. snuff-box was handed around regardless of expense.

First Round of the Kensington.

THE first instalment of the Sunderland Kensington C.C. Sports took place on the 6th. The mile handicap was won by Ainsworth (Essex), Dunn second, and Bentley third. In the half-mile handicap, Watson rode well and won from scratch, Swinhoe, 45 yds., second, Ainsworth, 15 yds., third; time 1 min. 7 secs. The race of the day was for the Newton Cup, valued at 75 guineas. A. J. Watson, J. E. Meikle (holder), R. Huck, G. H. Ainsworth, and D. Dalgleish qualified for the final. This produced a good race, which, however, was marred by a serious spill, which brought all down except Watson and Ainsworth, who were leading, and who came in first and second respectively.



A PROFITABLE INVESTMENT.

FIRST SPECULATOR.—"What did you clear by those Bilkem Cycle Ltd. Shares?"
SECOND SPECULATOR.—"My pockets!"

World's championships.

THE World's championships will this year be run at Cologne, on August 17th, 18th, and 19th. The track there has been improved in accordance with the requirements of the International Association. Besides the championships, there are to be meetings of the Unions, review of cycles, excursions to the Seven Mountains, and other frivolities.

Good racing at Liverpool.

SOME capital racing took place at the Liverpool Police Sports on Saturday. In the mile race for members of the force, Torsney, the speedy Irishman, figured on scratch, but H. B. Monck, of the local police with 150 yards start, won by fully that distance. F. Millard scored a marvellous win in the mile handicap from 10 yds. mark. A Macferon after a grand race beat Millard by half-a-length in the two miles scratch race, and S. B. Moss, of Manchester, placed the 3 miles handicap to his credit after riding a well-judged race. The sports were witnessed by upwards of 15,000 people.

The Wood Green Stand.

WORK seems to go on very slowly at Wood Green, though fair progress is being made with the grand-stand. This was made use of on Saturday, and its capacious dimensions afforded a welcome relief to the overcrowded reserved enclosure.

Hard lines for F. Vickers.

F. VICKERS, of Crewe, experienced very hard lines in the 3 miles handicap at Liverpool on Saturday. He got in front after the first mile, and made the pace a cracker from start to finish, but the strain told its tale, as, after a terrific sprint, he was beaten on the tape by S. B. Moss, of Manchester.

Gained and lost.

At the Argus meeting at Catford on Saturday, Weatherley and Rosser bettered the then existing hour tandem record, riding 26 miles, 1,630 yds. Their efforts were futile however, for on the same afternoon, Cooke and Yeoman at Herne Hill, rode 27 miles, 20 yds., in the hour. Heasman won the Argus 5 miles championship, and W. Henman both the scratch 50, and the sealed handicap in conjunction with it.

Grass race for tandems.

THE Great Eastern Railway hold their sports on the grass track at Leyton, on August 31st, when a tandem race will be included amongst the cycling events. The new secretaries are, J. H. Bowles, 5, Chobham Road, Stratford, E.; and R. L. Soper, Roseneath, Wanstead.

Pros. at Herne Hill.

THE Music Hall sports were to be held at the Herne Hill track on Tuesday evening last, and doubtless were; one of the events advertised being a mile ladies' bicycle handicap with three prizes. Was it by accident or design that the next item on the bill of fare, as published in "The Music Hall," was a "Comic Costume Scramble?" The appropriateness of the order of events is only too obvious.

Another six hours'.

SIX hours' races are slowly becoming popular. This Saturday the open professional six hours' is to be run off at Catford, and closely following, on the 17th, the Brixton Ramblers are holding a club six hours' scratch race, and sealed handicap, at Herne Hill, to be run with pacemakers. This latter event will be a decided novelty, being a club event at such a distance. We believe if a club ran a six hours' race, or a 100 miles, at an early date, open to unlicensed men, they would be well supported with entries. The 100 would be particularly popular.

For the Roberts Shield.

CLUBS, who own allegiance to the S.R.R.A., should begin to think about choosing a man to represent them in the race for the Roberts Shield, which will be run for this year on Herne Hill track on Saturday, August 31st, the distance being 50 miles as usual. Wridgway is the present holder.

Manchester did not object.

THE Manchester B.C. wish it to be known that the rumours that are abroad that they lodged an objection against the Oldham Racing C.C. in the "Athletic News" Shield race, are unfounded. It was entirely a spontaneous decision of the judges, and the Manchester men were as surprised as the Oldham men, at it.

Gold bricks.

MORGAN and Wright, of Chicago, have signified their intention of giving a gold brick to any British rider breaking certain records on their tyres. The records include 4 and 12 hours', and 100 and 50 miles, world's, and several place-to-place road records, such as Edinburgh to London, End-to-end, Liverpool to London, Brighton and back, &c. The bricks hold good for Scottish Cycling Union championships, but not N.C.U., at least they are not mentioned. The brick is not full size, but is worth £10 sterling, and is about as near to a £10 note as can be got by ordinary human ingenuity.

A quiet corner.

RACING men, in making up their fixture list, should not overlook the open mile at Putney on July 27th, on the occasion of the Newsvendors' Sports. Mr. Monckton, of "Black & White," Fleet Street, takes the entries, and Blair handicaps.

Gifts for pluck.

MR. HARRY CARWARDINE has sent a present to J. J. Paterson, the second man in the Anerley 24, as a mark of his appreciation of his plucky riding in the last hours of that race. The North London Club have also given him a special gold medal, so one way and another second place is proving nearly as good as first to J. J. Paterson.

An attractive meeting for Coventry.

THE Anglo-Irish C.C. will hold, on the Coventry track, at the end of next month, a race meeting which should attract the cracks from all parts of the kingdom. The prizes will be all of solid silver, and of the full advertised value. The programme arranged is a most attractive one, beginning at 9 a.m. with a six hours' race, to be followed by races for licensed and unlicensed riders, in the afternoon. Mr. G. W. G. Booker, is secretary of the meeting, and Messrs. Walter Phillips, A. DuCros, A. Smith, Sinclair, and other influential Coventry men form the committee.



Photo. by Maule & Co., Coventry.]

THE COVENTRY LADY CYCLISTS' CLUB.

ON SADDLES.

By PERCY A. BIGGAR.

THE ventilation of other subjects claiming priority to the present one, has compelled me to deal very briefly with the question of saddles in former articles, but I have now the opportunity for making a few observations which are prompted by the results obtained from various saddles which have been tested under ordinary conditions during the past three months or more. If there is one point in cycle equipment that has been over-elaborated, it is the modern saddle. Take, first, its spring and fittings. The recent troubles with saddle springs is primarily due to the introduction of the tilted saddle, and an over-elaborate effort to simplify the parts, the fixing as well as the tilt adjustment all being worked by one or two nuts. Thus, when the tilt was right, the position was wrong. When the nuts were slackened to get the position right, the tilt was wrong at the first touch. The great majority of road riders bestride practically level seats, and any arrangement for obtaining variable tilts is a superfluous piece of mechanism calculated to worry the rider, and in its present form is responsible for a lot of the present mischief. It is evident, too, that the present saddle wire is not half strong enough. Breakages in springs and back plates are now

FAILURES OF COMMON EXPERIENCE,

indicating clearly that the springs employed are not stout enough, or of a suitable mixture of metal. I have been experimenting with various saddles recently, and every one of them has either been abandoned through a broken spring, or a fractured back plate, and sometimes both. That a new saddle requires getting accustomed to before any safe conclusions can be drawn as to its merits or demerits will be admitted, but when, after riding daily for a fortnight, to get acquainted with its pliability, it is disappointing, almost heartening, to hear the spring or the back plate crack, just as one is setting out for an extended run confident in the belief that the saddle is trustworthy. Yet failures of this kind are common just now. I had one saddle spring break, and a fractured back plate in two respective saddles within one week, but temporary repairs, effected somewhat roughly by the roadside, prevented the abandonment of the rides, though I dare not trust the saddles in travelling up or down rocky and steepish hills. Saddles are becoming as fickle as the early pneumatic, and unless a radical alteration is made in their construction, and better metal used in their manufacture, the sooner some one brings out a saddle-repair outfit the better. It seems passing strange that there should be this sudden transition from good to bad workmanship in saddlery. Surely among all the ingenious workers for the benefit of wheelmen there will be found those competent to give us a reliable saddle above all else. While backward and forward adjustment are absolutely necessary on the T pin, the tilting arrangement can well be dispensed with. Not one man in fifty rides with a saddle to any appreciable degree out of a level plane, though sometimes, of course, there is

UNEQUAL "GIVE" IN THE SPRINGS

which will make the saddle settle down more at the back than at the front, but the

difference is infinitesimal, and is merely slight deformation in the saddle wire. The modern saddle is quite heavy enough, but it requires much stronger fittings; it should be lengthened a few inches and made narrower at the peak and broader at the back. A saddle that best answers the necessary requirements of "fit" is one known as the "Hygienic," and which I have been using extensively. It was lent to me recently to try, and I have used it over all sorts of roads, and found it very comfortable. It is the identical saddle on which Herbert rode to Brighton backwards, but of course this unique performance afforded no practical test

AS TO THE COMFORT OF THE SADDLE,

and I merely mention it *en passant*. This, as far as I know, the only saddle which has an adjustable back. The "Hygienic" has an opening, running centrally, measuring approximately a $\frac{1}{4}$ in. at the peak, gradually widening out to an inch at the back, the saddle consisting of two independent leathers, fulcrated on a hook at the front, common to both. The back fastening is a good one. Each plate supporting each leather has a serrated face. The two pieces of leather have lugs with serrated faces also, so that when these faces touch a very strong joint is made, and nuts prevent any possibility of the joint becoming loose. Here, too, I think is the great advantage of the saddle. By this notch and notch device the saddle can be made broader or narrower at will, to



SKETCHED IN NORMANDY.

Ayuntamiento de Madrid

SUIT THE PHYSICAL REQUIREMENTS OF THE RIDER.

No sharp edges can intrude, as the leather slopes very gradually down from the back plate, while the peak being so very narrow, chafing is impossible, and the knees are brought very much closer together. But while the "Hygienic" has given me much satisfaction as regards "fit," it broke down after some days' use, the spring snapping at the back end of the grooved plate, as in previous ones.

I have not met many men who are at all enthusiastic on the subject of air saddles, and my experience of them is by no means satisfactory. When the saddle is fixed horizontally, the continuous pressure, which it is impossible to escape, becomes, in a short time, very irksome. If the saddle is pitched so as to throw the peak downwards, it calls for a complete re-arrangement of the rider's attitude. He is thrown upon the handles and pedals just as the old form of racing saddle threw a man forward; and an old rider, naturally, resents being told that he must alter his deportment to accustom himself to a new saddle.

THE AIR SADDLE

is not an easy thing to sit upon. The difficulty is great, as the rider can find out for himself, by leaving go of the handles for a few yards. The closeness, too, with which the saddle adjusts itself is very uncomfortable; heat seems inseparable from it, whilst there is a feeling of numbness which asserts itself after a short ride upon it. I know other riders who find the same results, and who have given the article extended trials. I have ridden a springless racing saddle on the backbone of a solid-tyred ordinary, and I have raced in road handicaps over execrable roads on a rigid seat of this kind, but I never remember suffering so much discomfort from that as from a recent ride on a pneumatic saddle, which compelled me to stop to allow the symptoms to abate somewhat. Mine is not an isolated case. Several varying saddles have produced the same effect, and several riders have experienced the same discomfort. As regards the air seat, therefore, we cannot speak well of it in its present form, and with its present drawbacks. An air saddle sounds like

AN IDEAL SADDLE,

but I never sat on a more comfortable one than the "Hygienic," the leather, spring-supported saddle I have been using a good deal on the road lately. This, however, "gave out" under my ordinary weight, and careful usage after some days, the breakage of the spring being mainly attributable, in my opinion, to the wire being of a slightly smaller radius than the groove in the plate; thus the strain came upon the knife-edged ends of the plate, which ends, acting like chisels, made dents in the wire, which the concussions helped to snap. And this brings me back to my first contention, that the present breakage of springs is due to the tilt arrangement—a fad, and an expensive one to maker and rider alike.

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*.

Asked and Answered

H. PALMER (London).—Dunlops.

F. L. (Kennington).—We advise 70 gear.

F. MEAR (Derby).—We do not think you would be wise in spending money on such a thing.

"TYRO" (London) wants to know who are the makers of a machine called the Royal Oak?

HUMPHREYSON & Co. (Woodhall Spa).—Perhaps Caswell's would suit you better. Try them!

W. G. SCROGGING (Goddenham) is informed that the information he desires cannot be given him.

W. T. RICHARDSON (Sheffield).—Many thanks, but another correspondent was before you with the information.

A. L. T. (London).—The records of 1894 are given in our issue of November 24th last, and those of '95 will be published about the same date this year.

J. T. THORNE (London) writes:—"Could you, or any of your readers, inform me the best way from Dieppe to Paris by road? Any information regarding distance, hotels, &c., would be much appreciated."

HOU BON (Fulham) writes:—"Could any cyclist, who has been over the road, give me some information as to the best route from London to Falmouth (Cornwall)? Kindly mention some of the most important towns through which I should pass?"

C. D. LLOYD (London).—We publish an article on the subject this week, but decline to advise you, as you appear to be so curiously constituted in the direction indicated. We think the gear named is about right for the journey you contemplate taking.

J. WALKER (London) writes:—"I shall feel greatly obliged if you, or some kind reader of your paper, would be good enough to inform me the best route (for a fortnight's tour), from London to North Wales, and home by different way; also any good hotels to stop at."

"NOVO" (London).—1. We cannot give you an opinion on the tyres named from personal experience, but we believe them to be good ones, having heard very good reports of them. 2. Weight and gear named are about correct. 3. Yes, we believe it to be worth the money.

C. J. CROW (New Southgate).—Your objection to the advertisement in question should be addressed to the firm, and not to us; we are in no way responsible for the matter contained in advertisements, although, of course, we never accept anything of an objectionable character.

R. C. BARBER (London).—1. Have a Rover. 2. No we certainly do not. 3. It all depends on the condition of the machine; of course it is one of the highest of high grade mounts. 4. The gear named would, in our opinion, be too high. 64 or 66 would be quite high enough in our opinion. Palmer detachable tyres.

"CAMBER" (London) writes as follows:—"Would you, or one of your correspondents, be so kind as to tell me the best route to Aberystwith, and how long I, being an average rider, should take for the journey; also at what towns I should pass the nights, of which I suppose I shall have to spend two en route?"

"SHOES" (London).—We have served on a jury and had some ticklish questions to settle, but nothing so difficult as the matter you ask us to decide upon. Nobody knows better than yourself how you are constituted about the feet, and surely it is for you to decide which will suit you best. If, as you say, you cannot wear shoes, on account of weak ankles, there seems to be no other alternative but to wear boots.

"PHOTO" (Manchester).—1. Can any of your readers supply me with information respecting nature of road from Skipton to Harrogate, via Bolton Bridge, Hazelwood, Blubberhouses, and Kettleing? A road-book I have gives it as bad and hilly, over the Moors, but, as it was published in 1884, it might be different now. 2. Is permission required to photograph in the grounds of Studley Royal, near Ripon, and at Fountains Abbey, and, if so, from whom is it to be obtained? Thanking you in anticipation.

"TOURIST" (London).—If this correspondent will communicate with "Cyclist," 6, Sydenham Road, Stoke Newington, N., he may get the information he wants, as he has ridden all the way. Another correspondent writes:—"From all accounts Route No. 5—Geneva to Paris—would make an interesting way back from Switzerland, the road being in good condition throughout. If the writer of this meets with a companion with sufficient knowledge of the necessary languages he may himself take this route to Venice, and return via the Splügen, Rhine, Cologne, Brussels, Antwerp.—F.M.B., 60, Albert Road, Peckham."

"TOTTENHAM" (London).—About 20 miles.

F. R. PICKERING (Sheffield).—Many thanks for information.

E. LOTT (London).—Too light; 30 lbs. would be nearer the mark.

C. M. CLARKE (Lewisham).—Thanks for your suggestion, but as we have no desire to adopt same the question of nominal remuneration does not need consideration.

C. MADELAINE (London).—Messrs. Hydes & Wigfull, makers of the Stanley ordinary, are still in existence. Their address is: Stanley Street, The Wicker, Sheffield.—F. R. PICKERING.

E. CAINE (London).—From the middle of August to middle of September will be well in fruit season, and a good time to visit Jersey. Ward & Lock's is Guide to the Channel Islands, and the penny book issued by Hill & Co., 67, Southampton Row, of lodgings, boarding-houses, and hotels in districts served by the G.W.R., will be the books you want. A low gear is not necessary, a medium, 54 to 70, are quite suitable for either lady or gentleman. Any further information willingly supplied by dropping a line to Charles Le Sueur, Charing Cross, Jersey.

MAY OSBORNE (Barnwood).—C.L.S. states that "the best invention for keeping a lady's cycling dress from blowing about" is to wear Rational dress, but, joking apart, before his wife took to the divided skirt, a very good plan she adopted to prevent the skirt blowing into the wheel, or working up the front bar of the machine, was to sew two pieces of elastic to the bottom of each side of the skirt, of sufficient length to affix with a loop around each ankle; this worked admirably. M. WRIGHT & SONS, 13, Goldsmith Street, E.C., also write:—"We wish to call your attention to the patent dress-holders, for lady cyclists, we are now making; on application to us, enclosing stamps, 1s. 8d., we shall be pleased to furnish you with a pair of Fixit dress-holders. The writer can conscientiously recommend them, as they are worn by his wife and sister in all their cycle riding."

C. W. B. (London).—1. 63 or 64. 2. Clinchers, by all means.

E. C. A. (Bristol).—We do not know the firm, and cannot answer as to their bona fides.

F. E. T. (Ilkeston) wants a route from Bedford to Market Harborough, also condition of roads.

T. F. PAGE (Clifton).—The Quadrant Cycle Co. make a machine that answers your description. Write them!

E. J. L. (Johannesburg).—Many thanks for sending photographs and descriptive matter. We will use both. Always glad to hear from you.

W. G. S. (Gosport).—1. Yes we have heard of the machine named, but do not consider it of the highest grade. 2. As follows, 1, 2, 4, and 3. 1, 2, and 4 are very equal, however, and 3 is a most excellent and reliable mount. 3. 30 to 32 lbs.

"GLASGOW TO WARRINGTON" (Patricroft, Lanc.) writes:—"Could any reader kindly give me, through the columns of your paper, the route from Glasgow to Warrington, taking in the Forth Bridge; also how many days' journey for average rider. It is proposed to ride from Warrington to Liverpool, thence to Glasgow by steamer."

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 always 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.



TO MINERVA.

Once when through the park awheeling somewhat retrospective feeling,

I espied a sculptured goddess—sculptured in the days before

Fashion's ever-changing humours breathed of bluffed bloomers—

Whose original was worshipped in the classic garb of yore;

So I, from my wheel dismounting, little on an answer counting,

Spoke unto the goddess, standing on the green of Nature's floor.

With my hand upon the handle; "Greece," said I, "could hold no candle

To the fin-de-siècle maiden, in the garb her people wore.

Tell me, Dignity's fair goddess, do you think this garment odd is,

Do you dream of all these golden opportunities now o'er?

Tell me, did the maiden Attie ever speed on tyre pneumatic?

Down the roads of ancient structure to the blue Aegean shore?"

Not a single answering sentence. "Silence," said I "gives consent, hence

I infer you, dear Minerva, never saw such things before.

Clothed in this 'gown' and bodice, I," said I, "to-day am goddess,

Whom modernity and fashion order mortals to adore."

Stand, oh casual observer, stand and pity poor Minerva—

Now a goddess—"Nevermore!"

MICHAEL E. ROURKE.