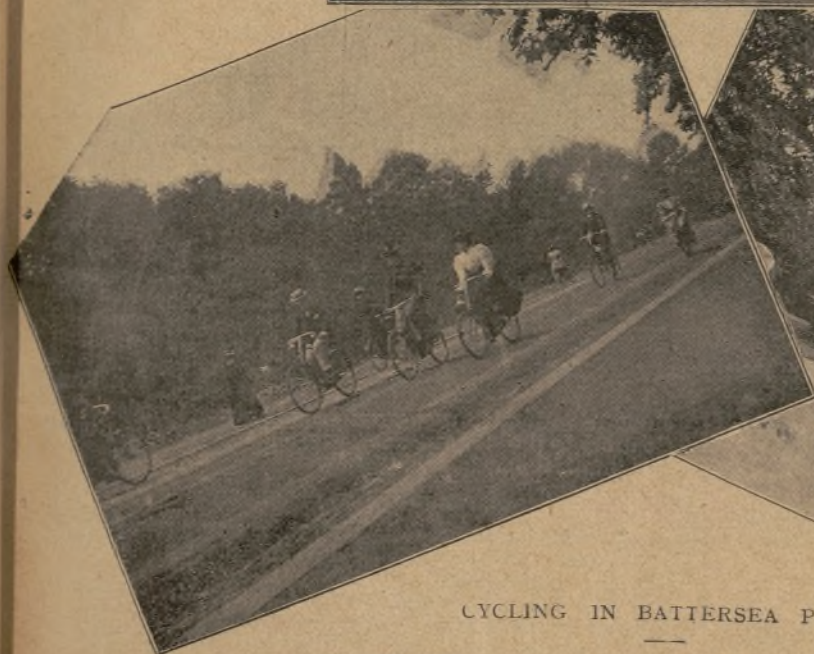


CYCLING.

CONDUCTED BY
EDMUND DANGERFIELD & WALTER GROVES.



CYCLING IN BATTERSEA PARK.

1.—THE MEET.

2.—ON THE ROAD.

3.—THE REST.

(Photo. by Mr. A. Garnett.)

Ayuntamiento de Madrid

WOMANLY WOMEN WHO CYCLE.

MRS. ORMISTON CHANT.

THIS lady scarcely needs any introduction. In common with all public characters, she has been much appreciated by her admirers, and somewhat misunderstood by her opponents. Mrs. Ormiston Chant loves a free life, and has nobly striven to increase the amusements and pleasures of the people. Music, singing, dancing, pretty dresses, and beautiful scenery—all bath charms for her. Cycling also comes in for its fair share of praise, as the fascinating pastime by which women can enlarge their life's outlook, and broaden, strengthen, and ennoble their ambitions.

The other evening I was enlivened by quotations from the "Chant Magazine," a little household journal edited and written by the members of the family at Gower Street. Its pages literally teemed with bright flashes of wit, and brilliant passages of humour. It was, indeed, one tremendous see-saw from the sublime to the ridiculous, and *vice versa*. Its tone seemed to impart the truth that "we must not take anything too seriously; no, not even ourselves!" Next month this journal will be devoted entirely to cycling, when Mrs. Ormiston Chant will shine as the Chairwoman of the Mowbray House Cycling Association, and as a practical cyclist in the family group.

The girls and boy, however, are growing up, and soon will possess cycles of their own, when Mrs. Chant laughingly prophesies she will have to take a back seat as a cyclist. It was at Reigate, whilst mounted on Lady Henry Somerset's tricycle, that Mrs. Chant had her only accident. Riding down a steep hill,

2870 SHE STEERED TOO SUDDENLY,

whereupon she was landed in a ditch, with her tricycle planted on top of her. Two safetyists, seeing her ungraceful posture, jokingly asked, whether she would like to be towed home, but this she gratefully but firmly declined.

This gifted lady has had a very remarkable career. She is democratic to her finger tips, and has a most sympathetic heart for all those who suffer and are in want. At seventeen years of age, she filled the post of governess in a

Chester school for four years, and worked hard, giving not only English instruction, but lessons in French, Latin, singing, dancing, and calisthenics, and on Sundays she devoted her energies and talents to Sunday School work. But a great ambition fell upon her previous to her reaching her majority, when she determined to go to India as a missionary. Entering the Nottingham General Hospital, she was initiated into a new sphere of life, and then left to continue her self-imposed duties at the London Hospital.

But later on a still higher ambition seized her, which

was to practise as a woman doctor for insanity. Whilst joint-manager of a lunatic asylum, Mrs. Chant passed her examination in arts at the Apothecaries Hall; was registered as a medical student, and then travelled in Italy, Switzerland, Germany and the Tyrol, but returned to be married. At the birth, however, of her first baby, joy and horror alternately possessed her; joy at the first glimpse of how paradise is here upon earth, and horror when she faced the stern fact that a married woman in England had no right before the law to her own child!

It was this unspeakable horror that forced Mrs. Chant to the front as a public speaker. As a lecturer, she has sufficient magnetic influence to hold an audience, as it were, in the palm of her hand, and sway it now to indignation and then to laughter, from pity to remorse, at the dictate of her will. Her voice is clear and bell-like, with intense sympathetic qualities.

Mrs. Ormiston Chant is strongly in favour of a costume for cycling that will give to its wearer the best possible freedom for the movements of the limbs. Neither

does she wish to restrict growth of character by false laws. Contrary to the views of a few who still regard Mrs. Chant as a prude, it may be said that she is

EXTREMELY BROAD-MINDED

on all questions, and especially on those which relate to the amusements of the people, drawing the line at vice, gambling, and drink.

In her lectures throughout the country, Mrs. Chant is constantly referring to cycling, and other outdoor recreations, and does everything in her power to show that she is truly sympathetic towards all things that expand the lives



MRS. ORMISTON CHANT.

of the better half of the nation, and take it into the open air for enjoyment. Speaking at Leeds, a short time ago, she amused her audience by saying that no man in London was so shameless that he would go into an assembly of ladies and gentlemen with his arms bare and his shirt cut down. That whatever the men of the future did the women would do. They were beginning to know the meaning of comradeship. Also that it was as silly and as effeminate to think of taking skirts upon a bicycle as it was to take skirts into the water to swim. But at first Mrs. Chant will not adopt the new costume for cycling, as it is her duty to-day to educate the British public to the sight of seeing a woman attired in pulpit robes.

Mrs. Ormiston Chant has but lately taken to the two-wheeler, and can count the miles she has ridden on her fingers, but the sight of Miss Willard gracefully and gaily spinning on the Priory lawn so enthused her with the cycling mania that the spirit of rivalry awoke her ambitions, and in a few months Mrs. Chant may be seen cycling with her three charming daughters and her little son. A merry group they will make! When I get a second peep at the "Chant Magazine" some marvellously funny things may see daylight in the cycling world.

It was at Northampton where Mrs. Chant learned the art of

BALANCING THE WOBBLY WHEELS OF A SAFETY,

and in a very short time proudly proclaimed to all her friends that she had ridden four miles, alone and unaided. It is quite astonishing how much quicker a lady learns to manipulate a two-wheeler after having ridden a tricycle, and it is to this fact that Mrs. Chant owes her rapid mastering of her new Rover safety, which she describes as a most beautiful mount. Accompanied by her charming family, Mrs. Chant cycles from six to seven or eight every morning, at which time the world and his wife are cosily snoozing in the arms of Morpheus.

Mrs. Chant is about to take an extended tour in the States, where, it may be remembered, some anti-cyclists asked her to strongly condemn the practice of stooping whilst riding, a habit the Yankees had some years ago. But Mrs. Ormiston Chant had a clever repartee awaiting her questioners, by parrying the opponents of cycling with a question, whether it was not less harmful for the youths to be stooping over a bicycle in the fresh air, under the canopy of heaven, than over desks in stuffy, unventilated offices? Better by far ignore the bad habit of stooping rather than discountenance the pastime of cycling for youths. Her reply was gladly reported by enthusiastic cyclists throughout the United States.

N. G. BACON.

HOW IT'S DONE.

"HOWEVER they manage to do it I cannot think!" is a remark frequently heard from the general public, and cyclists, in connection with the various astonishing performances of long distance men. Many means are resorted to, to assist the natural strength and speed powers of the rider, and one of the most effectual known is the judicious use of Cuca-Fluide, as sold by Henson & Co., Beulah Hill, Norwood, S.E. Holbein, Shorland, Fontaine, Mills, and Wridgway, are all firm believers in it, and take it regularly when out for record, and, with the approval of such united experience, there can be no doubt of its valuable sustaining properties.

"MONTY."

WHAT a marvel of a man M. A. Holbein is! When everybody thought that he was resting for ever on particularly well-earned laurels, he suddenly reappears on the scene, and puts a very good 12 hours tandem ride in with Stocks, and follows this up with a 24 hours solo performance, which utterly puts in the shade anything and everything in the same line, on the road. Little did we think that the stout and well-matured looking gentleman, whom we saw walking along Holborn with stately deliberation in February last, would ever again be the lithe, trained down, wiry, bright eyed, spare built man we had seen him before, and have just seen him again.

BY SHEER HARD TRAINING,

and fixed determination, this transformation was accomplished. Holbein started training in March, and up to the moment he mounted his bicycle for his last and greatest 24 hours

ride, he never ceased to train, and to fit himself for the big performance he had had all along in his mind. Few, if any, Englishmen train like this, so patiently, so consistently, and as few can ride through a 24 as comfortably. Holbein this year has ridden much more in his training than was his wont, riding from 80 to 100 miles three times a week, for the most part over the hilly roads of Kent, and not the flat Fen country as might be supposed. By these solitary steady rides he reduced his weight, hardened himself, and accumulated that store of strength and health that he used so well in his last great ride. Think of it,

NEARLY 17 MILES AN HOUR

for 24 hours. Let the average cyclist attempt to ride 17 honest measured miles in one exact hour by the watch, and even if he fails he will have some idea what it means to keep up an average per hour at that pace, for four and twenty consecutive hours, a whole day and a whole night. As a matter of fact, Holbein rarely rode at a less pace than 18 miles an hour, and in his last hour covered 21 miles, finishing on the rim as fresh and clear-headed as he had been all the time. As some one remarked to him after he had dismounted, he should go for a 1,000 miles, 24 hours is not long enough to tire him in; and the joke has set him thinking, and it is quite on the cards he will. Unlike some record breakers, Holbein is a man whom it is a pleasure to assist on the road. He is so patient, so very grateful to his pacers and helpers, thanks them so nicely, and as one of them said,

"YOU CANNOT HELP LIKING THE MAN."

What further surprises the old hero has in store for us, time alone will show; but this much is certain, he is not done with yet, for he is better fit for the fray than ever he was, riding better than ever he did, and stands a magnificent example of what a well limbed, well constituted man is capable of achieving, when wisely and systematically trained.

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.



M. A. HOLBEIN.

STARTING FROM WISBECH ON HIS RECENT 24 HOURS' RECORD RIDE.



THIS is the First Number of a New Volume.

THE Earl of Ross cycles and rides a Premier.

A LITTLE boy has been killed at Leeds by a cyclist, who made off.

NO. 2 of "Types of Cyclists" is a charming picture by George Moore. Look out for it!

FRANK SHORLAND will be at Scarborough Meet, but the Doctor forbids him sleeping under canvas.

A CYCLIST'S toilet case, elegantly fitted up, and made in the form of a tool-wallet, is being sold in Paris.

SPAIN is being spoken of as a pleasant touring country; the people hospitable, and easy to get on with.

THE General Election advertisement of the Palmer Tyre, Ltd., in this week's issue, is certainly attractive.

WE have in preparation the second of our series of Supplements, "Types of Cyclists." It will be printed in colours, and will appear in an early issue.

S. F. EDGE has not lost his hill-climbing cunning. He rode up Titsey on Sunday, easily and quickly, with a luggage-carrying 70-gear light roadster.

RUSSIA is laughing over Tom Brown's drawings of two styles of "Rational" dress, which appeared in *CYCLING*, and is now reproduced in "Camokath."

THE country was looking all the better last Sunday for its Thursday night's bath, and riding on the firmer roads, and in the cooler air was a pleasant change.

THE Hadley C.C. have decided to remove their headquarters to the Tufnell Park Hotel, and have elected Mr. Harold Blundell, 32, Hillmorton Road, N., their new hon. secretary.

THE Palmer Tyre, Ltd., have had an exceptionally large number of orders from abroad for the new detachable tyre. Its ease of detachment and good points everywhere have made a big impression.

THE French are experimenting with a single track temporary railroad which they expect to use in military operations, and in harvesting crops. The barrows and cars used are made on the bicycle principle.

WE are asked to state that the "Mills" mentioned in E. L. A's letter in our last under the heading of "The Sovereign Affair," does not refer to either Mr. Claude K. Mills, or Mr. H. Seymour Mills, two officials of the North London C. C.

Cheap Chelmsford.

LIVING is cheap at Chelmsford, if our experience after the races at one of the hotels is any criterion. Cold fowl, ham, two eggs, salad, tea, and pastry for 1s. 3d. cannot be termed extortionate.

Cycling laws of Naples.

SOME strict regulations have been adopted for cyclists in Naples. Private machines are taxed 12 lire, those for hire 5 lire. Each machine must be numbered, the number to be both on the machine and the glass of the lamp. Every rider must be provided with a lamp, to be lighted same time as the streets are, also a brake, and some means of giving warning of approach.

B2

On its own.

THE Birmingham cycle parade will not be amalgamated with any other body. The inaugural meet was a gigantic success, and the committee intend that the next parade shall be more so if possible. Medals will be given as prizes.

Will let it rest.

THE Birmingham Centre has decided not to proceed further in the case of Meredith v. Keogh. It will be remembered that the Shifnal magistrates fined the plaintiff 2s. 6d. for not giving audible warning of approach, and fined defendant 20s. and costs for striking plaintiff with his whip. The Centre pays Meredith's expenses.

The rims stood well.

WE should think, after the experience of Mills and Edge in their "Groat's" ride, that the perfect reliability of the Fairbanks' wood rim will no longer be called in question. The strain of a journey like this must have been enormous, for be it remembered, there was over 20 stone avoirdupois being carried on the tandem, which was banged over the roads with scant heed whether they were rough or smooth.

The record tandem.

THERE was a risky appearance about the Land's End to John o'Groat's record of G. P. Mills and T. A. Edge, inasmuch as it was to be ridden on a tandem, which is looked upon by many as a somewhat unstable form of speed instrument. The Raleigh tandem, designed by the skipper himself, appears to have been fully equal to the enormous strain of carrying two riders over this telling course. Mills states that it steered grandly.

Henson's saddle.

HENSON'S anatomical saddle, which attracted so much attention, and so many orders, at the last National Show, is now being made in sufficient quantities to supply the public, and can be obtained from the makers, Dunlop & Co., 20, Beulah Hill, S.E., price 17s. 6d., and 25s. All that is required is the size of the L pin. The saddle is suitable for lady or gentleman, and is designed to overcome all troubles from perineal pressure or saddle soreness.

Special!

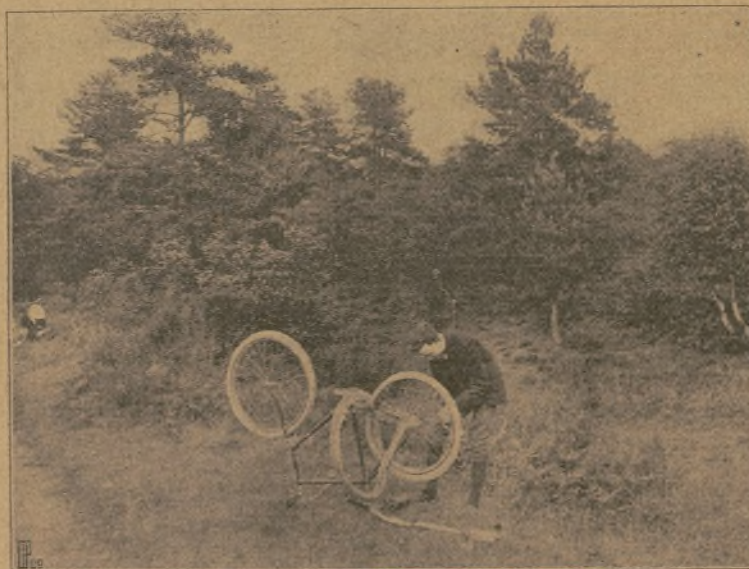
IF any of our readers have, in consequence of advertisements appearing in *CYCLING*, applied for any goods, such as cameras or Manx Mannikins, which they have not received, Mr. Lewis Stroud, Solicitor, 57 and 58, Chancery Lane, W.C., will be glad if they will put themselves in communication with him.

Ripley Roadmender's Fund.

WE are asked by the new secretary-treasurer of the above fund to announce that he hopes the collecting sheets he has sent to London clubs will not be put on one side *sine die*, because they are issued earlier than usual this year. The riding season is the time *par excellence* for getting men to contribute to this deserving fund, and it is suggested that busy secretaries should depute some energetic member to work the sheets among their fellow-clubmen. It is a good idea to pass round the hat at a club run. Mr. J. Burden Barnes, 2, Trevor Terrace, Knightsbridge, will be glad to send sheets to any who will undertake to collect for the fund.

An important case.

ON Thursday of last week, Walter O'Reilly was brought up on remand at Marylebone Police Court, when the charges in connection with the businesses, alleged to have been carried on by him, in "Demon Cameras," "Twentieth Century Cameras," and "Manx Mannikins" (all of which articles have been advertised in the *Cycling Press*), were further gone into. Miss Edith Butcher, typewriter, deposed to having applied for a "Demon Camera," and to having sent a letter enclosing postal order for same, addressed to 383, Edgware Road, in April last, and which was followed by further correspondence, and ultimately by a letter demanding her money back. She had, so she said, received neither the goods nor her money. Further evidence was taken, and the defendant was again remanded till the 19th inst. Mr. E. A. Jelf, instructed by Mr. Lewis Stroud, appeared for the prosecution, and Mr. Humphreys, instructed by Mr. Lane, for the defence.



MISFORTUNE!

(Photo. by A. A. Freeman.)

Alive.

THE Streatham C.C. is all alive, although less is now heard of the club than in its old road-racing days. On the last day of this month the club starts a series of path races, which will be probably keenly contested, the first prizes being given by their generous patron, Mr. R. H. Fry. There are two club runs every week, the destinations being well varied.

Gamage heads the poll.

In this issue every reader should find one of those artistic insets, which their friend Gamage, of Holborn, from time to time, treats them to. The subject is topical, and it is pleasant to see that whatever various political opinions the free and independent voters may have had, they have put all aside in their eagerness to support the man who has given them The Gamage, Ilixum, and the Gamspede machines.

Please their clients.

THE London & Provincial Cycle Insurance Corporation, Ltd., are giving very great satisfaction to cyclists for the prompt way they settle all claims. We have seen some extracts from testimonials received by the Corporation, all couched in the same terms of appreciation of the promptness of the attention given. They insure machines against accident, and as every cyclist is liable to accident, every wise one will provide against the evil day when the London and Provincial make it so easy for them to do so.

The rage of the day

"PUNCH," which always pretty accurately reflects the passing foibles and fashions of the day, had a strong cycling flavour last week. The cartoon represents a start for a bicycle match, Balfour and Harcourt being the competitors, Salisbury and Roseberry the respective pushers-off. The skit is entitled—"Are you ready?" Another picture labelled—"The Fate of Rotten Row," depicts the surprise of an old gentleman on riding up to his favourite Row for a canter, to find it boarded up, whilst a notice stares him in the face to the effect that it is—"Closed for alteration. Will shortly be reopened as a bicycle track. By Order."

A big club and school.

A CHICAGO paper tells of the following big scheme for a cycling academy &c; it gives some idea of what a hold cycling has taken of the rich Americans. "Seventeen lots, fronting upon Central Park in New York city, have been purchased at a cost of 321,500 dols. On their site will be erected the most extensive and best equipped equestrian and bicycle academy in the world. It is expected that the establishment will be in operation by the first of next year. The building will be five stories high. Its construction will cost about 400,000 dols. On the ground floor will be a tanbark ring for horseback riding, 200 feet long by 80 feet wide. In the basement will be a swimming tank, 34 feet by 22 feet. On the second floor will be a restaurant. On the third floor will be bachelor apartments. On the fourth floor will be the bicycle course, 234 feet long by 90 feet wide. On this floor will be storage room for 1,000 machines, a well equipped repair shop and hundreds of lockers. Music will be furnished every night and three afternoons each week. On the fifth floor a large room will be set aside exclusively for the use of beginners on the bicycle. On the top of the structure will be a roof garden.

THE CHANT OF THE WATER-CART FIEND.

(With apologies to the late
CHARLES KINGSLEY.)

I.

"CLEAR and cool, clear and cool,
From laughing shallow or streaming pool,
Cool and clear, cool and clear,
Making greasy setts a cause for fear,
Down by the road where the tram-lines
run,
And the dust-clouds whirl in the flaring
sun,
Undeified for the unbeguiled,
Ride with me, slide with me, cyclist mild!"

II.

"Dank and foul, dank and foul,
Is the language the riders, who pass me,
howl,
Foul and dank, foul and dank,
Is the answer I give, as I empty my tank;
Wetter and wetter, the lighter I grow,
Greasier and greasier, the further I go,
Who dare sport with the mud-defiled?
Shrink from me, turn from me, cyclist
mild!"

III.

"Strong and free, strong and free,
I open the flood-gates in fiendish glee;
Free and strong, free and strong,
Swamping the streets as I amble along,
While the horses slip, and the mud-flecks
fly,
And the rising wind brings the cyclists' cry
With sundry blessings (and cursings)
spread
Upon my ever-devoted head,—
Till at last, to make my labour vain,
And spoil good sport—it begins to rain!
D—d hard luck on the unbeguiled,—"
(Subsequent joy of the cyclist mild.)

HUBERT S. RYAN.

For lady cyclists.

OUR lady representative has seen the new patent bust improver and supporter, of Neena & Co., 119, New Bond St., W., and thinks it will meet with the approval of all lady cyclists. It is made on hygienic principles, of light and flexible material; and keeps the bust both cool and comfortable. An attraction is that they can be washed as often as required, without effecting the shape, and will last a lifetime. Our representative warns ladies against using the ordinary corsets whilst cycling, the same being most injurious.

A silly trick

ECCENTRIC men invade every class of society, and the pastime of cycling has its little coterie of eccentric wheelmen. The man who rides with a lamp at the back of his machine, in addition to one in front, must be regarded as a peculiar specimen of the eccentric Englishman. Were the light a red one, we should regard the rider as an over-careful man, and there dismiss the matter from our mind, but when the clown shows a white light behind, it is difficult to realise what other purpose he has in view than to bewilder other users of the thoroughfare, which was, in this case, a busy suburban one. Most cyclists find quite enough to do in keeping one lamp in working order, much less two.

Cheap fame.

ONE thing cycling has done for society: it has brought a lot of names into prominence which otherwise would have never enjoyed that distinction.

A curious fact.

ONE of the very busiest, if not the busiest, factory at Coventry at the present time, are the large Premier Works. This curiously supports our argument, *re* the questionable value of makers' amateur, seeing that the Premier Co., retain no racing men, and we believe it is a fact that they never send a racing machine out, unless it is actually sold, not even lending them.

Thoughtless brutality.

WHO, we wonder, were the well-dressed party of cyclists riding along the Bath Road the other day, one of whom gave a gentleman walking along, a violent slap on the back as he passed? No doubt he thought it a rare joke, and fine fun; but the gentleman, who is a great invalid, and who has suffered considerably since from the shock, and the violence of the blow, has failed to discover the place where the laugh should come in.

The Falcon swoops down.

FOR the first time in CYCLING's history, an American bicycle is advertised in a displayed half-page advertisement this week. The first American machine to so courageously swoop down on the English preserves, is the Falcon, made by the well-known Yost Manufacturing Co., of Toledo, and the agent is R. M. Marples, 7, Cripplegate Buildings, Wood St., E.C., where price lists can be obtained, and the machines seen. Marples is a not unknown name on the London path.

Misconception of the mob.

PASSING Samuel Bros., the well-known Ludgate Hill tailors, last week, we found a big mob blocking up the highways and footways. The sole cause of the congestion was an Olympia tandem at the door, with a gentleman on the back seat, a lady coming out and taking the front saddle on the completion of her purchases. The only explanation of the intense excitement that prevailed is, that the mob were under the misapprehension that the Olympia tandem and the two working wax models, which have so long filled a corner of Samuels' window, were going out for a constitutional.

Drunk but capable.

As to whether a really intoxicated man can ride a bicycle, there may be still some doubt, but that a man very far gone can manipulate a tricycle, after a fashion, we ourselves have no question, having seen the performance gone through. He was a British working-man on an old-fashioned, solid-tyred, front-steerer, and when we first saw him had one big wheel in the ditch, and was making futile efforts to ride straight on through the bank and hedge. Seeing us, that instinctive sense of the brotherhood of the wheel came over him, and he winked cordially and knowingly, and cheerily inquired, "What ho! cockey?" Our arrival seemed to do him good, for he ceased to attempt to progress through the bank, and started off down the road. To our surprise he went quite fast, and, although the highway was not quite so broad as the gigantic course he mapped out for himself, he always just cleared the lamp-posts, carts, pedestrians, and other impedimenta with which the way was strewn, and we watched him safely out of sight.

Cheap ladies' machines to clear.

H. S. ROBERTS, Deanshanger, Stony Stratford, is clearing out his large stock of Condor ladies' safeties at very low prices, and ladies wanting a new machine, at this touring season, might communicate with him to advantage.

Gained the day.

THERE is always a certain amount of satisfaction in recording the victory of a cyclist in a running-down action, and we congratulate Arthur Pollard, of Beeston, in securing judgment for a claim of £3 18s. 6d. against a cab proprietress, for damage to his bicycle by a driver of a cab, owned by defendant.

A possible rival.

THE winning vehicle in the Paris to Bordeaux and back motor race has been brought to this country and tested on the road, running at a speed of 10 miles an hour. It can carry four persons. Should the proposed Act permitting these vehicles on English roads be passed, they may, to a certain extent, usurp the position now being gained in the upper circles by the cycle. On the other hand, the appearance of these vehicles in any numbers on the roads, would draw off what remains of the "horsey" opposition to cyclists, the same being concentrated on the latest innovation.

Tyre reparation.

TYRE covers are damaged in various ways, sometimes by smart impact with broken bottles, and more frequently through the tyre rubbing against the frame when the rear wheel gets out of alignment, and damage is done before a stoppage can be made. It may interest riders to know that when a tyre cover gets torn, or scored to the depth of the canvas lining, the cover need not be discarded as useless. In any of the best tyres it is possible to cut away the old piece, and have a new piece moulded on to the remaining portion. A tyre which has been repaired in this way has been running on a quadricycle for some time past without giving any trouble. The repair can be done effectively, and the durability of the cover is not in the least impaired. What will withstand the weight of four men will obviously bear the weight, and the strain of one.

What next?

TRULY the influence and power of the bicycle is wonderful; it is changing the most deeply-rooted customs and opinions, and almost might be said to be altering men's creeds. Those who know anything about rural Scotland will admit the truth of the above, and appreciate all that the following means on reading this extract from the "Jedburgh Gazette":—"We were hauled up on the forenoon of that day thus: 'What's up the day in St. Andrew's?' 'Oh!' we replied, 'it's the monthly meeting o' Presbytery o' the Free Kirk.' Giving another glance round at the covenanted door, we beheld quite an unusual spectacle, a right reverend rural pastor, from the neighbourhood of the pretty village of Bonchester on Rulewater, drenched in an amazing flood of perspiration, owing to the tropical character of the weather, valiantly hoisting his iron steed up St. Andrew's sacred church steps, surely an abnormal spectacle, a nice interlude, as all will remember, occurring when instrumental music was voted to be introduced into the same ecclesiastical edifice; and we continue, with other people, to inquire 'What next?'"

B4

J. B. RADCLIFFE, the "Scarborough Meet President, is training for the camp at Gilsland Hydropathic."

The invalids.

Is it possible to shatter the nerve of a hardy cyclist? We should say not, for C. A. Smith's terrible accident seems to have given him even greater nerve. During his recent yachting trip he performed deeds of daring that made the hair of the Margate boatmen stand on end, whilst Frank Shorland, who has just recovered from what was considered a hopeless case of diphtheria, displayed such firmness of nerve that even in the roughest of seas, no aid from the steward was needed.



MR. H. J. LAWSON.
INVENTOR OF THE SAFETY BICYCLE.

A presentation to Lawson.

AT Coventry, last Saturday, Mr. H. J. Lawson was entertained at a dinner at the Queen's Hotel, when he was presented with an illuminated testimonial in recognition of his invention of the rear-driven safety bicycle. Between 50 and 60 of the best known men in the Cycle Trade were present, and Mr. Lawson received quite an ovation at their hands. The festivity was originated and carried out by Mr. Walter Phillips and the Humber Cycling Club. A portrait of the inventor accompanies this paragraph, together with a cut of the first safety bicycle as invented by Mr. Lawson.



THE ORIGINAL SAFETY, LAWSON'S PATENT BICYCLE.

After the rain.

THE heavy rain that fell round London last Thursday night did not come before it was needed. All the roads, where much traffic used them, were terribly loose and objectionably dusty, and the contrast in riding out of town on the Friday night was pleasant in the extreme: roads clean, smooth, and firm, atmosphere light, air cool and fresh, almost bracing. The life with which the machine jumped along, brought home the fact what a slowing influence a deeply dusty road has.

Newcastle C.C.

NOR the least interesting function in connection with the old Newcastle C.C. is the occasion upon which the officials invite the members to an annual spread, held in some village hostelry. Last week the picturesque village of Ponteland was selected, and about seventy members journeyed out, including some of the original members of the club. The gathering was a great success. Great doings are projected when the club attains its 21st birthday. Jack Green surprised a good many with his pianoforte selections.

Indifferent steerers.

To walk properly is almost as much an accomplishment as riding a bicycle, and there are few persons who carry themselves properly on crowded pavements, as a walk up Fleet Street in middle day, will show to any ordinary observer. The same thing applies to cycling. Ride with a crowd of men, and you will soon discover the bad steerers. Some riders are positively dangerous a couple of yards away, yet others can ride so close as to touch each other without coming to grief. Some men are slow in mastering the steering of the modern bicycle, and after 10 or more years acquaintance with the wheel, they show little advancement on their early efforts.

A self-sealing air chamber.

THE Patent Self-Sealing Air Chamber Syndicate, Ltd., 71, Temple Row, Birmingham, which Syndicate is composed of 12 of the oldest and leading firms in the Cycle Trade, are placing on the market a self-mending air tube for pneumatic tyres, which exhaustive experiments have convinced them is the right thing, and does really do what it claims, namely, overcome the puncture trouble. This virtue is in the rubber itself, and not obtained by the use of glutinous or other substances on the inner surface, and it is claimed that on the withdrawal of the cause of the puncture, the air chamber immediately seals itself, without any escape of air taking place. The tubes, with valve, are sent by post for 17s. 6d. each.

Rationals and rage.

THE whole of the daily Press turned on their funny men to write up the assault case last week of poor Mrs. Wackerbarth. We have not the slightest sympathy with her as far as the assault on the young lady, and the strong language she is said to have used, and for which she was fined, is concerned, but she is evidently a woman of a somewhat fiery temperament, and the remarks she had been subjected to, had, for the time, practically unhinged her mind. No woman with a quick temper should ride through the streets in Rationals; the running fire of annoying, and, sometimes worse remarks, to which she is doomed, is bound at least to spoil her ride, if indeed it does not work her up into a state of uncontrollable fury, such as there has been such a painful, if ludicrous, exhibition of, at Finchley.

WITH THE POLY. AT HERNE HILL.

THE famous London County Grounds looked their very best last Saturday. Jupiter Pluvius was still away on his long vacation, and Old Sol poured down his brightest rays to ensure the success the Poly. boys so well deserved. A chopping wind, although refreshing to the spectators, considerably embarrassed the men along the straights. The *bonne bouche* of the meeting was undoubtedly the five miles championship of the promoting club, when A. J. Watson and Gibbons-Brooks quickly showed their back wheels to the rest of the field—amongst whom were some of the speediest of the unlicensed brigade—and the former, cleverly slipping his opponent, touched English record at three miles, and won by half-a-lap. A peculiar coincidence was that Michael at the Catford track also tied the same record (6 mins. 37½ secs.) on the same afternoon during the professional six hours. The wind, however, was too boisterous, and at the five miles Watson was 9 secs. outside. The other events comprised a half-mile single and one mile tandem handicap for licensed amateurs; a quarter-mile scratch and half-mile handicap for the unlicensed; and the one mile championship of the

London Centre. The last event was also won by A. J. Watson. Studor Brown was very happy in his start allotments, and produced some dashing finishes. The results were:—Half-mile handicap (licensed), Second round.—Heat 1. F. W. Weatherley, first; F. Burnand, second. Won by five yards in 1-3¼. Heat 2. E. C. Edwards, first; H. J. Horwood, second. Won on the tape by two yards; time 1-2½. Final heat. W. Price, first; F. W. Weatherley, second; F. Burnand, third. A grand finish, the first three almost dead level; time 1-4¼. Quarter-mile scratch (unlicensed). Final heat. T. Osborn, first; T. Gibbons-Brooks, second; P. W. Brown, third. Osborn won looking round, half-a-wheel between second and third; time 34 secs. One mile tandem handicap (licensed). Final heat. Thiselton-Hill, first; Lickfold-Beer, second; Hopton-Gibson, third. The five tandems lay bunched round the bend of the home straight, and were packed right up to the tape; time 2-1½. One mile championship of London Centre, N.C.U.—Winners of heats: A. J. Watson, R. A. Marples, T. E. Newman, and H. W. Payne. Final heat: A. J. Watson, first; T. E. Newman, second; R. A. Marples, third. The whole affair was a "benefit" for Watson; time 3.21½. Last quarter, 31½. Half-mile handicap (unlicensed).—Final Heat: F. Black, Tooting,

first; A. E. Walters, Poly., second; P. W. Brown, Poly., third. Won by three yards, in 1.2½. Five miles Championship of the Poly., C.C.: A. J. Watson, first; T. G. Brooks, second; J. E. Ridout, third; time 11.6½. Watson was announced to make an attempt on the mile record, but wisely decided to rest on his laurels. Lewis Stroud and E. H. Godbold judged, and H. J. Swindley and A. J. Wilson were responsible for the times; special recognition being due to hon. sec. Vallancey for bringing the meeting to a successful issue.

The meet at Sutton Park.

SATURDAY next is to be a field-day in the Midlands, a great number of clubs having decided to join in the meet arranged by the Birmingham Centre to take place at Sutton Park. Mr. E. G. Warden, the hon. sec. is very enthusiastic as to the result.

Non-return pumps.

CONSIDERING the present changes which are taking place as regards valves, it may be well to note that all inflators made by Messrs. W. Guest & Son, of Sheffield are fitted with non-return valves. This is an advantage which appeals to all cyclists.



CYCLING

OFFICES.

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BIRMINGHAM:—Victoria Chambers,
Martineau Street.

LONDON, JULY 20, 1895.

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THE uncertainty of verdicts in running-down cases is proverbial, and this uncertainty is all against the injured party; for the other side, knowing what a speculation going to law on such matters is, often prefer to fight the cases, rather than make a reasonable settlement out of court, rightly arguing that even if the verdict is against them, they will be none the worse off. An instant in point has lately been forcibly brought to our notice. A party of cyclists were riding cautiously past a horse and cart, with two men in it, and another standing by the animal's head. The road was narrow, and after the first machine had passed the horse, the animal suddenly swerved, the man at his head making no effort to restrain it, and backed on to the second machine, crushing it badly against the bank, rendering it quite unrideable, the rider narrowly escaping a nasty injury. At first the holder of the reins, and general boss and proprietor of the show, was disposed to treat the matter in an off-hand way, but seeing that the cyclists were numerous and determined, became serious, and said he would pay for the damage done, gave his proper name and address, and took the useless machine into the town in his

cart. After the usual weeks had passed, the machine was returned to its owner by the makers, repaired, and with a moderate bill. A claim for the amount was sent to the solicitor of the cart owner, who had had an interview and some correspondence with the cyclist, a few shillings being added on account of carriage. So far, so good; but instead of a cheque coming along for this moderate claim, as expected, the solicitor wrote to say that he had advised his client only to pay half, as he considered if taken to court there would be a reasonable chance of his gaining the day.

IN short, although the facts of the case, as given above, were never disputed, although the responsible party had, in the presence of several witnesses, promised to pay for the damage done, and although the extreme moderation of the claim was never questioned; the solicitor, knowing what a speculation these cases are in the Courts, thought it was good enough to fight, that his client might escape from paying at least a portion of the fair claim against him. The cyclist, being a man with but little spare time, and not caring to drag his friends 50 miles from their homes, as witnesses in a trivial case, had no alternative but to accept the harsh terms offered him. It is a sad reflection that it is a matter of common knowledge that cyclists receive so little sympathy and justice from the Bench, that a running-down action with them is always worth fighting; and certainly, for the most part, results have justified this policy on the part of the horsey division and their shrewd solicitors. Happily, however, things are not so bad as they were, and in large towns, cyclists, even in running down cases, frequently obtain legal justice and redress; and the time can surely not be far distant when even the provincial courts will follow suit. Meanwhile, the best thing to be done is not to be run down.

WE would suggest to all cyclists that, for their own safety's sake, would it not be better that they should regard the rule of the road in precisely the same light as other drivers of vehicles, and not pass, *i.e.*, overtake, any vehicle on the left-hand side? A day or two ago we were riding home through the suburbs of London, when we noticed a cyclist meet with a rather bad smash, owing to his disregard for a rule with which everyone is familiar, but which a great many do not always adhere to. While overtaking a carriage on the left side, with the obvious intention of passing it, the carriage suddenly turned into a side road, cutting the cyclist down like a knife, ruining his machine, though he managed to scramble clear of the vehicle, and was not much hurt. The disregard for this important rule is responsible for many accidents; and one of the reasons why cyclists are so

harassing and annoying to drivers is, that they ride on both sides of his charge, and a driver does not know what to do to avoid them. Sometimes an indifferent piece of road centrally will tempt a rider to creep by on his wrong side in order to keep on a smooth track. The thing may be done successfully time after time, but that it can be done once too often is evident by the number of mishaps that are met with in that way.



The following Race Meeting Announcements will be found on pages 10 & 11 of our Supplement:—Lowestoft Sports; West Herts Club and Ground; Leeds Charity Sports; Maidstone Amateur Race Meet; York Town Sports; Westwood Park, Southampton; Church of Ireland Assoc. C.C.; Essex Cycling Union; Gravesend Cricket C.; Biggleswade Fete; Championships of Europe (Hamburg); Catford Bank Holiday Fete; Ipswich B. Club; Gt. Yarmouth A. Sports; Stevenage Sports; Ely Sports; Maidenhead Wanderers' B.C.; Kingsdale and Colwick C.C. Meet; Cuca 24 Hours; Hastings Race Meet; Dorking Amateur A. Sports.

A. J. WATSON, the champion of a champion club.

As usual, the Poly. boys won nearly all their own prizes.

S. T. BROWN is extremely busy with handicapping work just now.

THERE is a $\frac{1}{2}$ mile open handicap at Catford on July 24th, entry fee 2s.

THE Worthing meeting takes place on August 21st, three open events.

AT New York, Harry Maddox won a paced 10 miles, in 21.39 $\frac{3}{4}$, last mile 2.8 $\frac{3}{4}$.

GUY's and London tied for the Mellin Shield, at the Inter-Hospital Meeting.

NOVICES, scratch men, and tandem riders will be well catered for at Catford on Bank Holiday.

THE Delevine Brothers won the tandem race at the Music Hall Sports, on a Rudge-Whitworth.

GAMAGE will have hourly reports of the North Road 24 posted up in his windows, this Saturday.

THE County propose giving special record certificates to all the six record breakers in the Anerley 100.

ROSSER and Weatherley have brought the tandem mile at Catford down to 1.58, European record.

THERE is talk of a "dark horse" appearing in the North Road 24. Who can it be, and what will he do?

THE North Road Club have an extraordinary full entry for their 24 this Saturday, all the pick of the basket too.

R. A. MARPLES did 2.10 $\frac{1}{4}$ from scratch on the 10th inst. The fastest ever accomplished from scratch in England.

WE should imagine that the Poly. C.C. is about the only club in the Kingdom that can boast of making a closed club championship the most attractive feature of a programme.

We have entry-forms for the Kingsdale and Colville meeting at Wood Green on July 27th. There is an unlicensed event.

THE N.C.U. are inquiring into the report that a rider has been towed by a triplet while on an attempt at record on the road.

LICENSED amateurs only will compete in the North Road 24. The record they have to beat is Shorland's 460 miles 12/10 yards.

We have seen the prizes for the News-vendors Sports at Putney on the 17th. Those for the open cycle event are a splendid lot.

THE Platt who won at the Ravensbourne meeting is a brother of Platt-Betts. It appears that Platt is the proper family name.

SATURDAY of next week, the great and only Cuca. A. W. Horton is our fancy for this event, if he will only cease those spurts.

WOOD GREEN track will be the centre of the cycling universe, from this Friday evening till Saturday ditto; the first N. R. path 24 the reason thereof.

It is worthy of note that Palmer tyres are the only tyres that are being ridden by professional riders "without payment"; this is a good testimonial in itself.

A MATCH between an ordinary and a safety, is one of the sensations of the Crystal Palace fireworks just now. Both cropper with a life like touch, at the post.

A. S. ROBINSON of Oldham was on Palmer tyres when he rode so brilliantly and won the N. C. U. Manchester Centre championship. He beat some good talent in the event.

AMONG the best known entries for the North Road 24 are J. M. James, Buckley, Ilsley, Clark, Bidlake, Begbie, Carlisle, Prevost, and Van Hooydonk, all of whom are experienced 24 hours' men, who may be reckoned on to go all through.

Watson accepts.

Mr. A. J. Watson, the 1 and 5 miles champion writes—A letter from Mr. Stall of the Dansk C. C. has appeared in the Press, challenging me to ride Ingeman Petersen, a 1 mile scratch race. I am quite in accordance with Mr. Stall when he says it is very unsportsmanlike not to allow a man to defend his title as "champion," especially when he had received a license (which I understood he had on the Friday night before). I shall be in Copenhagen about August 7th, when, no doubt a match could be arranged, in which I trust the best man will win."

Music Halldom at Herne Hill.

ONE of ours casually dropped in at Herne Hill, on Tuesday last week, when the Music Hall artistes were to have their annual athletic meeting, and was surprised to find an immense gate, and an enclosure packed full of carriages, such as no ordinary race meeting has ever yet witnessed. The bicycle was much in evidence; A. Lotto, of the Lotto troupe, winning the 5 miles scratch, and running second to R. Smith in the 2 miles handicap in very good style. In the tandem handicap; Griffiths, of the Brothers Griffiths, caused roars of laughter, riding as Griffiths and daughter, the "daughter" being a stuffed dummy fixed on to Griffiths' single safety, and working the same pedals. Dan Leno was careering about on a safety, full of impromptu gibes and antics; in fact, the enclosure, sacred to "officials only," was given over to a flip-flapping-hand-springing throng of professional athletes. Charlie Wilson was starter, and Crichton-Saunders was much in evidence. The only resemblance to an ordinary race meeting our representative could discover, was in the animal race; the giraffe reminded him strongly of Shorland, winning a 24.



DAN LENO AT THE MUSIC HALL SPORTS AT HERNE HILL.

Open half at Catford.

THE Catford C.C. hold a joint-evening meeting with the Blackheath Harriers on Wednesday, July 24th, at the Catford Sports Ground, and a half-mile "open" bicycle handicap is included in the programme.

Dead heat run off.

THE 10 miles West of England championship, which resulted in a dead heat between F. E. Miller, of Stroud, and F. Chapman, of Bristol, was run off at the County Grounds, Bristol, on Wednesday evening last. The race was paced, as on the previous Saturday. Miller led, followed by Chapman, till nearly 6 miles, when Chapman could not stand the pace and gave up. Miller, still being paced, finished the 10 miles in 24 2/3.

Zimmerman coming here.

THE Nimrod Cycle Co. inform us they have received a cable from Zimmerman, in which he states he has definitely decided to sail for England on July 17th, in the s.s. "Paris."

Banker beats Protin.

THE match decided between these two well-known riders, on the Seine track, was of the sensational order, and witnessed by an enormous crowd. Banker won both heats, thus stamping out the story as to Protin being a possible rival for Zimmerman. Indeed his victory in the second heat was so easy as to suggest the possibility of a falling-off in Protin's form since he won the mile professional championship.

CROPPERING AND CARNIVAL AT CHELMSFORD.

THE special from Liverpool Street down to the great annual Essex County Meeting at Chelmsford was crowded last Saturday. Chelmsford itself was *en fete*, even the railway arch participating in the spirit of cordial revelry, and displaying a gorgeous "Welcome to our County Meeting." Arrived at the Bishop's grounds, where the meeting was held, we found here this spirit of decoration developed in a marked degree. The band-stand was a perfect bower of natural flowers; the turf inside the 5-lap track was turned into a temporary garden with borders of beautiful flowers, ferns, &c., in pots; whilst, all round the track, Venetian masts with lines of streamers, gave colour to the scene. The glory of the flags and flowers were, however, alike

ECLIPSED BY THE LADIES

and their dresses; the president's enclosure and stand, was like a bit of Ascot; never before have we met such class at an athletic meeting. The ladies made it impossible for the artist and the reporter to properly follow the meeting; let us be understood, it was their sunshades that were the distraction, and obscured the outlook sometimes *in toto*. However, nobody had evidently come to see the racing, but to thoroughly enjoy

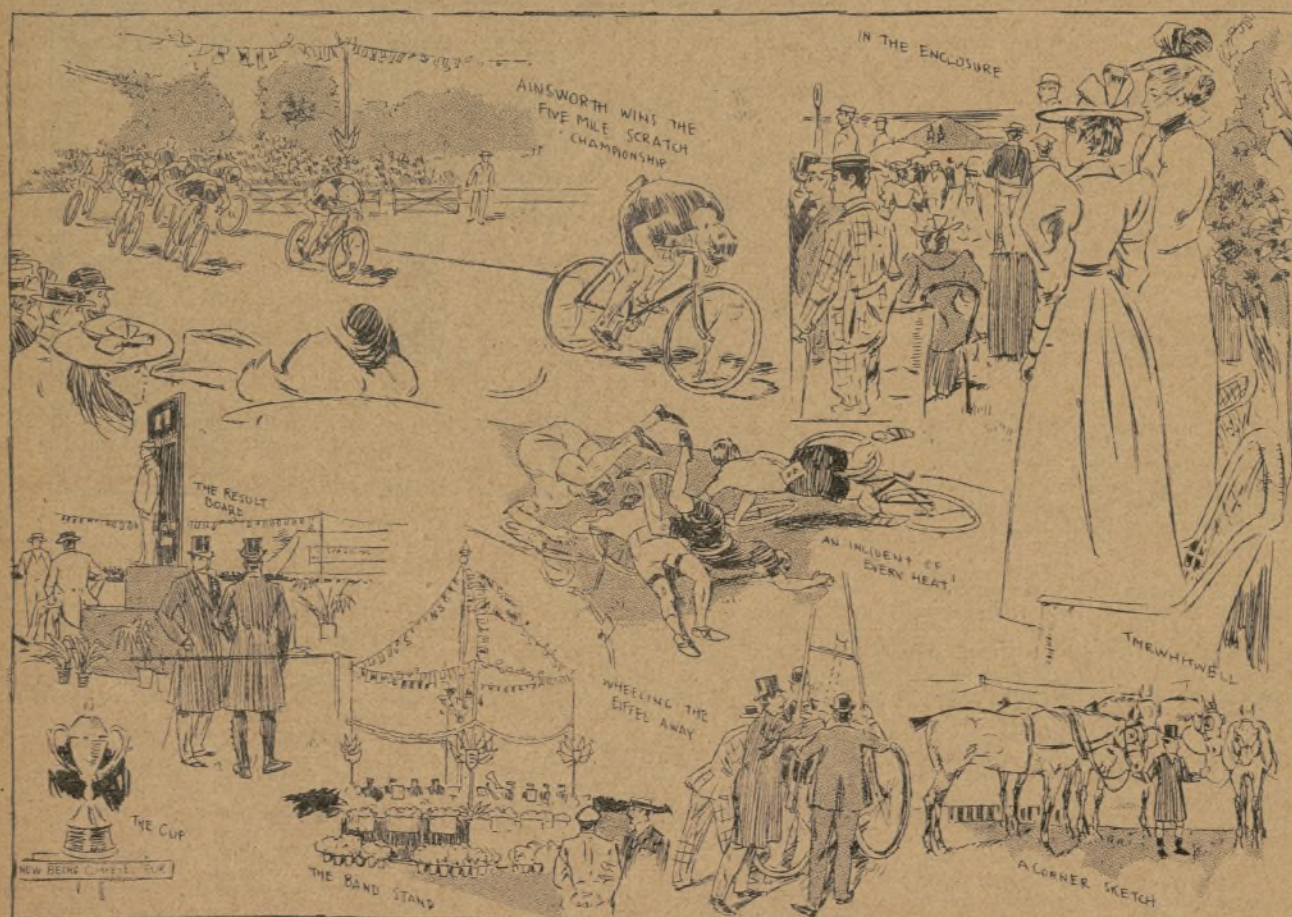
themselves, and we Romed with the Romans; indeed the whole affair was more like a large garden party, the ladies and their escorts, the clergy, from bishops downwards, preponderating, strolling across the track, and all over the enclosure, in a way that would have turned Hillier grey.

The London contingent were particularly strong and busy, and we noticed officiating Todd, Turner, Church, Burley, Dray, Stev Richardson, Harvey, and Herne Hill Morgan, disguised in a top hat and copious perspiration. The only two cycle events included in the programme were hardly sport, but rather a lottery. The corner past the post was so slippery, and the men came at it so fast with the wind behind them, that croppers were wholesale, the races quite spoilt, and the ruin to machines appalling. The only people who seemed to thoroughly enjoy the cycle races were the ambulance corps, but fortunately they had no really serious case to complete their joy. W. E. Prust, Dalston C.C., 90 yds., won the first heat of the mile; T. Sealy, Southend C.C., 80 yds., the second, after a good race with Farmer, of Colchester; G. H. Rogers, Brentwood C.C., 110 yds., the third heat. The fourth was a mix up, S. A. Marples coming over, and E. P. Trent, Shaftesbury C.C., 160 yds., getting through. P. Bevan, L.A.C., 100 yds., won the fifth heat easily; the Rev. T. J. Jarrott, Ipswich Wheelers, 240 yds., sailing home in the sixth. In this heat there was

A RARE SMASH AT THE FATAL CORNER,

H. C. Green charging and bringing over a Venetian mast, in trying to avoid the fallen. The final was a perfect farce, no man being near another, the order being Rev. Jarrott, Rogers, Trent. Three heats and a final comprised the 5 miles race for the Essex County Championship Cup. With 2 miles gone 4 men fell at the usual spot in the first heat; the public there had a lively time with the charging wheelmen. At bell, Farmer fell when going well, E. H. Ainsworth, Walthamstow Harriers, the holder winning. T. W. Good, same club, won the second after a good finish with W. H. Knight, and R. C. Knights, West Essex, the third. This heat was spoilt 2 laps from the start by 5 falling at the corner. The final was a rattling race, won by 8 yds. in 14-39, the placing being Ainsworth, Good, and W. Sharp, Colchester C.C., Robert Cook, the hon. sec. well backed by fine weather, scored another success and a big gate. Arrangements were excellent, but we would suggest that there be some little accommodation provided for the Press, and that artists' work at some disadvantage in a dense crowd and forest of parasols.

At the Foresters' High Court meeting and fete, at Preston Park, Brighton, some open cycle races will be included in the programme. H. A. Arnold, 23, Clyde Road, Brighton, has the management of this quiet corner.



SKETCHED AT THE CHELMSFORD MEETING.

Their tyres.

ALL the races at the Poly. meeting, the 6 hours' race at Catford, and its attendant records, and the 5 miles championship at Chelmsford, were won on Dunlops. Lucas, the second man in the 6 hours', used Palmers.

John Hunt.

THIS very promising long distance rider is an entrant for the Cuca Cup race on Saturday week, and will be seen for the first time in London on that occasion. George Hunt entertains a great opinion of his brother's powers, and the younger Hunt, by entering for the big race, is taking the right course to gain that experience which is of such great service in long distance work.

North Durham C.C. Sports.

THE 16th Annual Athletic Carnival, promoted by the North Durham Club, was commenced on Saturday, in fine weather, and in the presence of a good gate, at the Gateshead Grounds. There was only one spill during the afternoon. The principal event was the North Durham 50 guineas Challenge Cup, to be won three times. The holder, Jack Green, who had won the cup twice, was an interested spectator from the grand-stand. In the absence of the holder, the race looked a good thing for Arthur Greaves, who was riding in good form. When the bell rang Arthur Greaves shot out, and took a long lead, and the race looked all over; entering the straight, Greaves eased at the corner, and M. Dunn, coming with a magnificent sprint from the rear, gradually overhauled Greaves, and, getting up on the tape, won by a few inches; J. Chalmers was placed third; time 14.55. The mile bicycle handicap was won with ridiculous ease by H. B. Hunter, Gosforth C.C., 160 yds.; M. Dunn, G.N.E.R., 70 yds. (fastest loser) second; Arthur Greaves, 45 yds., third. The back-mark men could make no impression on Barney Hunter, who watched the duel for second place between Dunn and Greaves, the former being a foot in front of Greaves on the tape.

Kensington Sports at Sunderland.

THE second round of the Kensington C.C. Sports was well attended, and some capital racing was witnessed. The mile bicycle handicap was won by G. E. Swinhoe, K.C.C., with 110 yds. start. T. Pearson, K.C.C., 120 yds. second, D. Dalglish, Widnes C.C., 50 yds. third; time, 2-14. The half-mile handicap, confined to members of the club, resulting in similar placings G. E. Swinhoe, 50 yds. first; T. Pearson, 55 yds., second. W. Armstrong, 65 yds. third; time, 1-5. The 5 miles bicycle scratch race for the Thornton Challenge Cup, produced an exciting race, two laps from home seven riders were together in Indian file. Just before the bell rang Arthur Greaves came out with a rare burst of speed, and the others were never able to get near him, 10 lengths off, C. Brown, Northumberland County was second with T. Graham, Derwent C.C., third, close up; time, 13-6. An extra event figured on the card in the shape of quarter-mile dashes against time, which turned out D. Dalglish, Widnes C.C. 35.5 first, E. H. Ainsworth, Essex, 35.5 second, and A. J. Watson, Polytechnic, 35.5 third. The principal event for the concluding portion of the sports was the 25 miles Centre championship of the N.C.U., and Arthur Greaves, continuing in great form, placed this to his credit with J. Chalmers, Newcastle C.C., second, W. Dixon, N.C.C., third.

Four prizes each event.

THE attention of athletes and cyclists is called to the advertisement in another column of the grand meeting the West Herts Club are holding on August 5th. The prizes are very valuable (four prizes, each event with 10 guineas first), and the committee guarantee full value.

Strong and speedy.

R. H. POOLE seems to be the invincible of the Irish race path just now. He has won nearly every scratch event for which he has started lately. Last week at Wexford, he defeated a big field for the half-mile championship, in addition to winning the scratch event, and at Cork he also accounted for the only scratch event upon the programme. Poole is a big bony rider, with an awkward looking style, who first made his name as a strong grass rider. His speed development has been a big surprise.

The Ravensbourne smash.

THE hon. sec. of the Ravensbourne Club writes us a letter, drawing attention to certain statements made by a contemporary, suggesting that the 5 miles race, in which the big smash occurred, was a cheap event for the club, and a dear one for the riders, no prizes being given. As a matter of fact prizes were put up, and of more than advertised value, and after the smash other prizes were put up for the special 2 miles race for the survivors, the other prizes to be run for at a later date, when the men are well enough and willing to compete. We are quite sure the Ravensbourne men did, and will, treat the competitors fairly and generously; but, at the same time, are not 18 men too many to start in a 5 miles scratch, in these speed days, and on such a track?

Good idea for tracks.

A SPLENDID track is being made at Manhattan Beach, U.S.A., on the Velodrome Seine model. A lot of trouble has been taken with the surface. First the men dug down to below the frost line, where they began the work of construction by placing a good foundation of heavy macadam; over this was placed a layer of coarse railroad cinders, on top of which is a finer layer of the same material; just before the final surface was laid, 10 inches of ash concrete was put on top of the cinders, over which a 5 inch finish surface of adamantine was laid. A good idea being introduced here, is, that continuous lines are being painted on the track, to show the men just how far they are from the top of the bank, or from the inside edge, without looking up. Ample room and baths for the competitors is provided.

At last.

THE Reading track is, at last, to have a pavilion, dressing-room, and grand-stand erected at the Palmer Park, the Town Council having just decided to expend about £300 or £400 upon the work.

The Quad. v. Record.

THAT speedy instrument and its likewise riders, the Ibez Quadruplet, intend going for the 5 miles record at the Kingsdale and Colville cycle carnival on July 27th, at London's new speed path, Wood Green. Alec Watson, 1 and 5 miles champion of England, will hang on and attempt to beat the 1 mile record.

Cuca Cup arrangements.

THE G.P.O. authorities are putting a telegraph wire into Herne Hill Grounds, and making special arrangements to deal with the business on the occasion of the great race. Last year over 1,000 private wires were dispatched in addition to Press telegrams, an amount of business which would be satisfactory if done in a fortnight. The result of the 1895 race will be flashed round the world, and known in New York and Melbourne within a few seconds of 8 p.m. on Saturday, July 27th.

The coming Waverley 100.

THE open 12 hours' path race promoted by the Waverley Club, to be run at Edinburgh on the 27th, should be given the best consideration of English century men, as a very special invitation is being given to them by the sportsmen beyond the Border. By special permit of the S.C.U., the race is open to both A and B Class men, so that our unlicensed cracks have here an unique opportunity of meeting the pick of Scottish riders of all classes. The prizes range from £10 10, and are full value. W. Whitson, 5, Hanover Street, Edinburgh, will answer inquiries.

Two cracks at table.

ONE day last week there was a sort of informal little dinner in the City, at which the two cycling heroes of the hour, Holbein after his 24, and Wridgway after his record 100, met, supported by a few friends and helpers in their recent feats. Both looked in the pink of condition, if a little thin, and both had a healthy appetite for the good things of the table, solid and liquid. Holbein said he would be fit for another distance record in three weeks' time, and if his distance did not eventually work out at 400, he would go again. He has set his heart on being the first to ride 400 miles on the road in 24 hours.

COMING RACE MEETINGS.

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

DATE.	PLACE.	PROMOTERS.	SECRETARY'S NAME AND ADDRESS.	OPEN EVENTS.
July 24	Portsmouth	Portsmouth Road C.C.	E. A. Preston, 7, St. Paul's Rd., Southsea.	½, 1, and 3 m. H.
" 26	Herne Hill	London County C. & A.C.	G. L. Hillier, 75, Old Broad St., E.C.	24 Hours.
" 27	Putney	Newsvendors Sports	W. P. C. Monckton, "Black & White," Fleet St., E.C.	1 m. H.
" 27	Leeds	Charity Sports	P. Flockton, New Station St., Leeds	4 & 1 m. H. ½ m. scr.
" 27	Ipswich	Ipswich B.C.	J. W. Moorhouse, 210, Spring Rd., Ipswich.	1 & 2 m. H.

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

To-day (Saturday, July 20th).—N.R.C.C. at Wood Green; Port Vale A.C. at Burslem; Met. Rly. P.S. at Wembley Park

SIX HOURS' AT CATFORD.

A THIN attendance will, owing to the size of the track, be always extra-apparent at Catford. On Saturday, although many parts of the railings had a goodly fringe of spectators, there were some gaps, and we doubt if the enterprising Catfordians will be anything like satisfied with the proceeds of the gate. Four men only were on the track at the finish, most of the others having retired early.

THE FOLLOWING STARTED:—

J. Michael and A. Lewis, Wales; P. Imans and H. Luyten, Belgium; A. Ledrut, Germany; J. Lumsden, Scotland; M. Thé, France; C. Lucas, E. Hale, H. H. Sansom, E. Ox-borrow, and F. W. Allard, England. Lesna and Petersen were on the ground, but did not start for some unexplained reason. A strong wind was, unfortunately, blowing when the men got away, and continued throughout. This was a great pity, as Michael seemed to be in grand form, and probably would have, under more favourable circumstances, accomplished a startling performance. He went away immediately on the start at a tremendous bat, followed by Lucas, who was his most serious opponent during the race. Such was the pace of the little Welshman that at three miles he

TIED WITH ENGLISH TIME,

and, going right ahead, soon had the same class records at his mercy up to 11 miles, when professional (British) records began to go, or were established. At the end of the first hour the Welsh youth had placed 26 miles 2 laps to his credit; Lucas, having dropped behind, scoring 25 miles 1 lap; and Hale 24 miles 1 lap; Lumsden, Oxborrow, and Sansom were the best of the slower division. Lewis had retired at 2 miles, and Ledrut at 8. In the second hour Michael, although gallantly spurred by Lucas from time to time, continued to sail ahead and gain.

LUCAS MADE SEVERAL ATTEMPTS

to hold his young opponent, but failed each time, and the scoring of the second hour read as follows: Michael 51 miles 2 laps; Lucas 49 miles 2 laps; Hale and Lumsden 48 miles. Allard had retired, and the other men, with one or two exceptions, were taking things rather easily. The finish was a foregone conclusion now, bar accidents, and, as Michael maintained his grand speed throughout, he covered 144 miles 590 yards in the 6 hours, being the best English professional performance on record. Michael's distances: 3rd hour, 75 miles 400 yds.; 4th, 69 miles 1 lap; 5th, 121 miles 2 laps; 6th, 144 miles 590 yards. Lucas, 3rd hour, 71 miles; 4th, 94 miles 1 lap; 5th, 116 miles 2 laps; 6th, 139 miles 575 yards. E. Hale was third with 136 miles 570 yds., and Imans, of Belgium, got within a few yards of 105 miles.

ALL THE OTHERS FAILED TO FINISH,

none of them doing more than about 88 miles. The pacing accorded to Michael and Lucas was especially good, the French quad. and triplet riders looking very picturesque in their striking-coloured jerseys. A splendid view of the race was obtained from all parts of the Press box, than which there is none better on any track in England. Messrs. Coleman and Powell timed. From 20 miles upwards the professional (English) records stand to Michael's credit.



THE CATFORD SIX HOURS RACE.

MICHAEL, THE WINNER, BEING PACED BY TRIPLET.

Anglo-Irish 50.

SYDNEY HATTON won the 50 miles-handicap of the Anglo-Irish Club, on Saturday last, in 2 hrs. 23 mins. 20 secs. Shrapnell was second. A. W. Stace punctured at 38 miles, when, in the opinion of many, he was riding a winning race.

The B. R. 100.

RACING men should look out for the Bath Road 100 which will be held on the path this year, probably at Herne Hill about the end of August. The Challenge Cup will be put up on this occasion, becoming the absolute property of any first-claim member winning it twice, or any other member or competitor winning it three times.

Saunders and Hellier's work.

IN the recent Anfield B.C. 24 hours' race, H. B. Saunders raised the 12 hours' safety record for Northern roads from 1961 standing to the credit of G. E. Lascelles, of Manchester, to 201 miles. H. Hellier erased F. T. Bidlake's time for the 100 miles tricycle record, by no less than eleven minutes, while, for 12 hours, Hellier covered 189 miles, some 14 miles in front of the previous best and finished up with a total mileage of 329, which beats Northern record for tricycles by no less than 12½ miles. The previous record was created by the same rider in 1894.

Surprised him greatly.

It was amusing to watch the astonishment of a cycling spectator at the Anerley 100 miles race, who, after an absence of six years from the country, and from all speed tracks, was looking, for the first time, at an up-to-date cycling event. "Why they ride through a 100 at a bat that was considered marvellous for a mile when I left," he remarked; and he was literally correct, and forcibly brought home what strides in pace improved machines, tracks, and men during the last few years have made possible. Doubtful if racing is the more enjoyable for a single soul, though!

The borrowed key.

W. MITSON, of 32, Cornhill, whilst thanking the gentleman who so kindly assisted him to mend his tyre at Kensal Rise, would feel still further obliged if he would send his key, which was used as a tyre remover, to the above address.

In the Fen Country.

THERE is a full little meeting down for Bank Holiday, at the pleasant little Fen cathedral town of Ely, with lots of events and decent prizes. W. S. Kempton is hon. sec., and forms can also be obtained from H. C. Ewer, 41, Kay Road, Stockwell, S.W.

Trickery at a premium.

IDEAS of sportsmanship appear to be in a crude state New York way. Thus, we read in the description of a paced race there, that Murphy got first behind the pacing tandem, but to the surprise of every one Bald jumped past the tandem on the turn into the back stretch, and then falling back let the pacers come up on the outside, when by a neat bit of work, he succeeded in crowding Murphy out, leaving himself in the choice position. For this "neat bit of work," we are further told, "he was loudly applauded."

Smashed on the Via Gellia.

A SERIOUS accident happened to a cyclist last Friday, when riding down the Via Gellia, a very steep hill that runs at the back of the heights of Abraham, Matlock. He lost control over his machine and was dashed with considerable force into a shed. The rider was seriously hurt, whilst the machine was smashed to pieces. We would again point out, as we have done several times before, that it is very dangerous for anybody touring in Derbyshire to ride a machine without a brake; some of the hills are so steep that it is nearly impossible to back pedal sufficiently to keep the machine under control.

THE END-TO-END RECORD.

G. P. Mills and T. A. Edge on tandem.

FOR a pair of endurance riders Mills and Edge would be bad to beat. Mills, as is well known holds the record from Land's End to John o'Groat's for all types of single machines, safety, ordinary, and tricycle. He held them on solids, and holds them to-day on pneumatics, and Edge once did the Groat's journey, and twice broke the 1000 miles record, so the combination on a tandem was one that ought to do well. They did well, getting through in 3 days 4 hrs. 46 mins., or 1 hr. and 3 mins. faster than Mills' time on the single safety last Summer. This beating works out at a little less than 50 secs. an hour, which is not the difference between the types in an hour's run, but the tendency on all these endurance rides is for the types of machines to level up in the long run. Indeed it has been considered a moot point whether after the first 100 or so it is any advantage to be on a tandem as against a single bicycle. These two rode together

WITHOUT A REALLY BAD TIME,

and were favoured by an excellent wind for the greater portion of the journey. They left Land's End at 6 a.m. on Monday the 6th inst., and their chief calling places on the first day were Redruth, 7.35, Launceston, 11.30., Okehampton, 1.3, Exeter, 2.51, Taunton, 5.15, Bristol, 8.25, and Gloucester, 10.50. Worcester was passed in the dead o'night, and a call made at Wellington at 4.35. The second day was not nearly so sultry as the first, and the wind gained in strength and improved in direction. Preston was passed at 11.30, and Kendal was reached at 2.45, and the journey over Shap Fells was smartly done, and Carlisle reached at 7 p.m. The ensuing night was wild, and occasionally wet, and the crossing of Granton Ferry beyond Edinboro' (4.15), was rendered exceedingly disagreeable by sea-sickness. This was the cause of their getting for the first time after the start behind their scheduled time, and hereabout they

LOST FULLY A COUPLE OF HOURS,

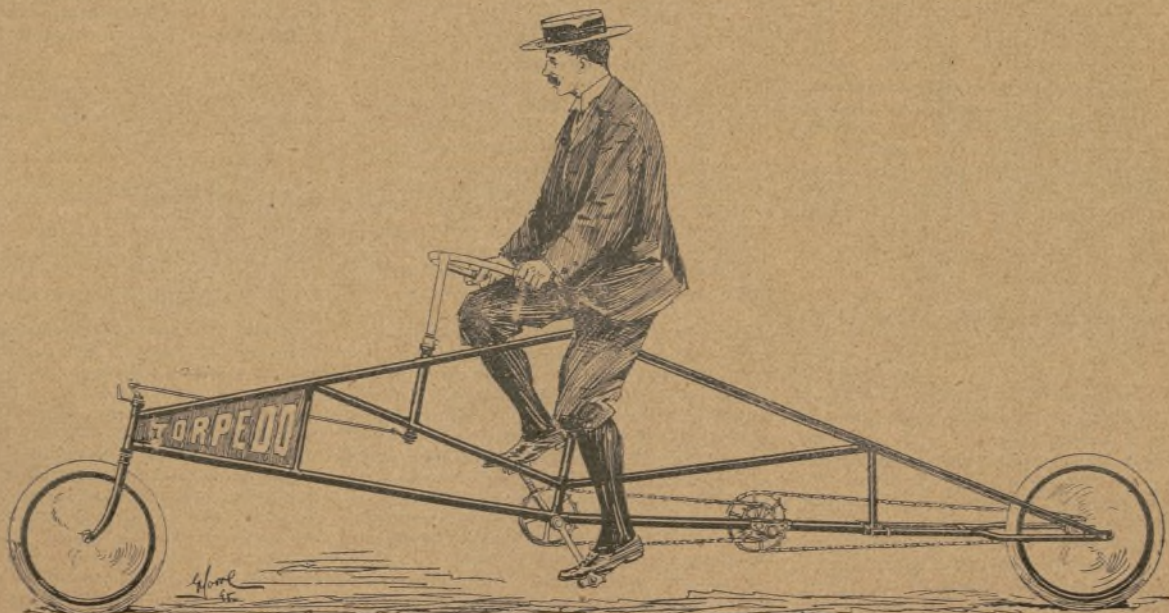
and did not feel fully recovered until after a good meal at Perth about 10 o'clock. Thereafter the journey through the magnificent Highland country, *via* Dunkeld, Dalwhinnie, and Kingussie (520) was pleasant and easy, and, after a short halt at Inverness, the last ferry was negotiated at Tain, in the lightness of a Northern night, and the grand roads and scenery of Sutherlandshire were traversed in the small hours of Wednesday morning, a halt for breakfast being called at Helmsdale at 5 o'clock; thence to the finish the road is hilly, over the Ord of Caithness, and the terrible slopes of Berriedale, and the mileage per hour sounds slow at under 10, but it is a heavy finishing stage, and the wind had chopped round to the side.

JOHN O' GROAT'S WAS REACHED

at 10.46, where Bidlake, who had started them from Land's End, was scanning the last two miles over the hills with a field glass. The riders finished fit and well, and showed scarcely a trace of having ridden all those hours without rest. They were lucky in their tyres, which stood with only one unexplained deflation at Perth, while the machines used, by both the record men and their assistants, stood all the ordeal of the trying course magnificently.

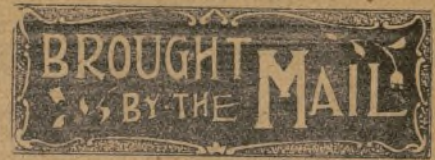
The Psycho freak.

BELOW we give an illustration of the Torpedo, the very latest thing in cycle construction, made by Messrs. Starley Brothers, and ridden in the Coventry Cycling Clubs' Alliance fancy dress procession to Packington Park. The machine is nearly 12 feet long, and, though it is not built for speed, the writer, who has ridden it, found it easy to keep up a pace of 10 or 12 miles an hour on it. For exciting comment it rivals the Humber Eiffel, and, judging from the exclamations we heard, the people outside Coventry seem uncertain as to whether it is meant seriously, or not.



THE PSYCHO FREAK—A TORPEDO BICYCLE.

Ayuntamiento de Madrid



THE SOVEREIGN AFFAIR.

SIR,—Allow me to offer an apology to the Surrey Wheelers for my mistake. In stating that they were concerned alone in the unfortunate bassinet affair, I based my statement on what I thought reliable authority, but I know now it was not. At the same time, I wish to thank A. E. Wilson for his manly and honest letter, which explains the whole position, and offers a startling contrast to the effusion which follows from E.L.A.

There is one statement in E.L.A.'s letter which I should like to see cleared up; he asserts that the name of the rider who charged the bassinet is "Mills." This may, or may not, be so, but we have no such name on our club books; therefore I cannot see how he could have been wearing the Sovereign badge. E.L.A. then requests me to supply this gentleman's address, which I cannot do for obvious reasons—this from a nonentity, who is afraid or ashamed to disclose his own name or address, just about takes the biscuit for cool impudence!

Now, sir, for our sake and your own, we must ask you to refrain from publishing any further communications from E.L.A., unless he discloses his name and address; we shall then know how to deal with him.

FRED. STUBBS,
Hon. Sec. Sovereign C.C.

(We have modified certain expressions in Mr. Stubb's letter, as we do not wish to arouse unnecessary ill-feeling. We cannot compel E.L.A. to disclose his identity, but as E.L.A. stated last week that the matter had been referred to the police, we will proceed to put the closure on the controversy in the usual manner—This correspondence must now cease.—Ed.)

ON SADDLES.

SIR,—I read with interest the article, in this week's issue, *re* saddles, but I really must say that I cannot agree with the writer, *re* air saddles.

I have ridden an air saddle for some thousands of miles, and can honestly say I have never ridden a saddle so comfortable. It seems to me that there is a mistaken idea concerning the pneumatic saddle (among the generality of riders) that the saddle should be pumped hard. This is entirely erroneous. The saddle should be pumped very soft, and, speaking from my own experience, in this state makes most luxurious riding.

Thinking this tip may be of use to some fellow cyclist, who has not tried my plan.

A. HARRIS

£10 REWARD.

SIR,—A cycle rider called here last Monday with a machine, saying the tyres had gone wrong, and the bottom bracket would not run smoothly.

On looking at the machine, we said it would take some time to do the job, so he had better leave it. He seemed rather surprised that we could not do it at once, and remarked that, as the machine was one of ours, he thought it could be done straight away. We at once told him the machine was never bought at our establishment, and questioned him as to where he had bought it. It appears that he had seen the machine advertised in a cycling paper as a Dunlop Pneumatic safety, nearly new, to be sold a bargain, and on applying at the address given (Park Road, Merton), was shown the machine. The reason given for selling was that it was too high in the reach for the rider, and although he had a racing saddle on, was unable to reach the pedals. He changed the racing for a hammock saddle, and the deal was made, the purchaser paying £7 for the machine and a few accessories, and on asking whose machine it was, was told by the seller that he had bought it at Gamage's, Holborn. This, he stated, decided him on making the purchase, as he had bought goods through the post from Gamage which had given him entire satisfaction. To give his own words (he was a German and spoke broken English), "I knew Mr. Gamage sold good goods, so I buy." The name on the machine was "The King Lud," but there was no maker's name and address given, and it was fitted with bastard Dunlop tyres, the bottom bracket was in a shocking state, and as far as I could see, the balls had got smashed up, and so stopped the working of the spindle; there was also a crack in the front fork, in fact, to cut a long story short, the machine was one of the worst cases I have ever seen. The purchaser was so anxious about the maker's name, that he insisted on the seller writing my name and address on the back of the bill given him. I am determined (so far as I am concerned), to put a stop to this gross misrepresentation, and to this end invite the co-operation of your readers, and will be pleased to give a reward of £10 for any information that will lead to a conviction, as I will spare no expense in trying to put a stop to such lying statements. I may add that Mr. Edge (the London Manager of the Dunlop Co.) has kindly promised to co-operate in any proceedings I may take. If you will kindly insert this letter, it may act as a warning to others, and be the means of giving us valuable information.

A. W. GAMAGE.

PREACHING THE BICYCLE.

SIR,—We have many ardent cyclists in this country, but their enthusiasm is as nothing compared to that of riders in the United States and Canada. I know of men who have ridden over 200 miles of prairie on their machines, and even the Redman has shown a partiality for cycling.

Small wonder then that the clergy should take the subject up as well as the ladies! The Rev. E. S. Ufford, of Williamonsett, U.S., has recently preached a sermon on bicycles. What matter if a local paper did call him the Rev. Bicycle Ufford, verily he had his reward in a crowded congregation! And to make the sermon realistic the courageous and reverend gentleman had in front of him a modern safety. A lady wanted him to have a floral bicycle in the pulpit, but he preferred to display the true article decorated with flowers.

It may interest your readers to hear some account of this sermon. The preacher took as his text Job xxx., 22: "Thou causest me to ride upon the wind." The man, he said, speeding upon a wheel equipped with pneumatic tyres, offered an excellent exemplification of a Christian riding above his troubles. He proceeded to compare the various parts of a machine to faith, hope, and charity and such like, and added: "The old-fashioned wheel is the type of sin—slothful, heavy, and unreliable. The new wheel represents regenerate man, ever up and doing. I am not entirely opposed to riding on Sunday. If a man goes to church he may justly take an hour's recreation on his wheel."

Whether it is wise to preach at cyclists it is not my province to determine; but the Rev. Bicycle Ufford ought to know, as he is sensible man, for has he not said, and is it not written in the chronicles of his sermons, "The wheel is not a luxury, it is a necessity."

Yours faithfully,

HAROLD SANDS.

RE TYRES BLOWING OFF RIMS.

SIR,—Having recently conducted a series of experiments with the object of finding out why tyre covers blow off their rims, and also the cause of air tubes bursting without apparent cause, I will, with your kind permission, recount the results for the benefit of your readers.

First, let me say that covers and rims were in each case a perfect fit, and that my experiments did not deal with rims too small for tyres, or tyres too large for rims.

With regard to tyres blowing off rims, my experiments proved that this serious trouble is undoubtedly due to careless fitting or re-fitting of the tyre, whereby a portion of air tube is nipped between the rim and edge of cover, in which case the cover will blow off at 30 to 35 lbs. pressure; whereas a properly fitted tyre (with air tube of correct dimensions), will stand a pressure of at least 50 lbs. The best plan to obviate the nipping of air tubes, is to partially inflate the air tube, until it assumes its circular form; secure the valve, and then proceed to fit the cover; when it is fixed, examine both sides as follows: place both hands on the partially inflated air tube, the thumbs resting on the near side of rim, then, with the fingers of both hands, pull the off side edge of tyre away from rim, gradually moving round the wheel until that side has been examined, then turn round and examine the other side, always commencing at the valve.

If the air tube is found to be trapped, manipulate the edge of cover in a scraping manner until the air tube has been scraped under the cover. It is a very easy operation, and the satisfaction of knowing that one's tyre is all right will repay the trouble which is very slight indeed. I would recommend all your readers to test their tyres, being certain that a good number will find trapped air tubes.

As regards air tubes, I find that an air tube which is too large in circumference is liable to burst at the part where the overlapping is. An air tube having this failing will burst without removing the cover, and I have no doubt but that many of the mysterious punctures are due to this cause.

Trusting that the result of my experiments may prove useful to at least a few of your many readers.

Yours faithfully,

T. H. WOOLLEN,
Manager,
The Jointless Rim, Limited.

ACCIDENT ON THE BARNET ROAD.

SIR,—On Saturday evening, the 13th instant, five of our members returning homewards had reached the foot of Barnet Hill, just beyond the railway arch, between 10.30 and 11 o'clock, and whilst travelling very slowly, were run down by a horse and trap, without lights, driven at a reckless rate towards Barnet on the wrong side of the road, the result being that two of them, Messrs Smith and Rodway had to be removed to the Barnet Cottage Hospital, where they still are, the latter being seriously hurt, two ribs being broken, besides other injuries, both machines were wrecked.

The names and addresses of the occupants were obtained (not without difficulty), also the names of one or two cyclists, but I should be very glad if any others who witnessed the accident (if such it can be called) would communicate with me.

I should like to mention that Mr. and Mrs. Thomas, of the "Queen's Arms," at the foot of the hill, rendered every assistance possible in their power, refusing all recompense, and on behalf of my club, I tender them our grateful thanks.

Yours truly,

J. W. WALKER, C. P. Mildmay C.C.,
318, Green Lanes, N.

A recommendation.

ALTHOUGH, of course, John Piggott caters very largely for every sport in existence, we think that, this year, he is giving a very large share of his attention more particularly to the requirements of cyclists. Does it pay best, we wonder, or is it that he is more interested in that particular sport? Whatever it may be, he certainly has a most complete stock for the cyclist—who, by the way, always knows when he is getting a good thing at the right price. If his Most Easy shot, at 6s. 6d. is any criterion of the value he gives, we certainly have no compunction in recommending him to our readers. Cyclists of a photographic turn of mind will do well to call and see his new camera and bamboo tripod stand, which weighs but a few ounces, or write for his new photographic list, which sets forth every requirement, besides giving some very useful instruction.



SPORT UP-TO-DATE.

ENTHUSIASTIC FRIEND.—"The pace was a bit thick in the last lap, but you could have won easily."
BILKINGTON.—"Yes, I know—was afraid should lose my license if I went too fast though!"



H. A. (ALTON).—We cannot tell you.
 "FRANK" (Marlborough).—Quite reliable.
 A. ZEIK (London).—Write E. R. Shipton, 140, Fleet Street, E.C.
 G. B. (Hammersmith).—Brown Bros., Great Eastern Street, E.C.
 C. J. GRIFFIN (London).—Via Salisbury and Dorchester, we should think.
 W. B. (London).—We do not know anything about such a tyre as you describe.
 TIM (London).—Get one of our maps of England and Wales; price 1s. 2d. post free.
 T. T. EVANS (London).—We can only sympathise with you, and hope that the advertisement will cause you to recover the machine.
 "CIZETOR" (Cirencester).—We very much fear you have no redress. The decision of the judge is final, however incompetent the judge.
 B. B. B. (London).—We presume you mean the Langham Wheelers C.C., whose hon. sec. is Mr. W. E. Jennings, 4, Little Portland Street, W. It is a very good club.
 J. S. TAYLOR (Eastleigh).—Monday morning first post is the latest time for receiving "copy." When your report reached us the last issue of "Cycling" was half printed.
 W. H. TATLER (Hanley, Staffs.) would like a route for a tour in Derbyshire, making Buxton the first stopping place, and including Chatsworth, Haddon Hall, Matlock, and Dove Dale.
 DOUGLAS (London) is thinking of going down to Sibley, near Loughborough, in Leicestershire, would any reader kindly inform him of the most direct route from London to there, and how far by road?
 "KNIGHT RIDER" (Lymington).—We have never heard of the lamp you name acting in the manner described. We think you would be well satisfied with one of Lucas's King of the Road lamps. The Little Fireball is a good lamp; the other one we cannot recommend.
 WALTER E. LILLEY (Cambridge) is going for a cycling tour, the first part will be from Cambridge to Oxford, and then to Gloucestershire. Could any reader let him know about the distances and condition of the roads; for which information he would be much obliged.
 "INQUIRER" (London) wishes to know where in the neighbourhood of Clapham Junction, Richmond, or Wimbledon he can obtain open air instruction and practice in riding in a private ground, so that he may obtain some degree of proficiency before riding in the public roads and streets? We do not know of such a place in the vicinity; can any reader kindly give the information desired?
 LIONEL WOOD (Surrey Hill).—"Would one of your many readers who are always disposed to help a brother wheelman, and who has taken the ride this year, kindly inform me as to the state of the roads to Yarmouth, via Cambridge, Newmarket, and Thetford. Last year they were almost unrideable for 10 miles each side of Thetford. I intend to start Saturday morning and stay over Sunday at the C.T.C. Hotel, at Thetford. What an ideal spot it is! Old-fashioned, and consequently interesting, with river, fishing, and boating, and very picturesque."
 HEADMASTER (Sleaford).—"In reply to your query as to whether roads in neighbourhood of Ulvik (Norway) are suitable for cycling, I should say not very. Ulvik is in a beautiful bay, surrounded by hilly and mountainous country, there is a steep hilly road out of Ulvik for about two miles, then a fair undulating road for several miles amidst grand scenery terminating in a loose and rough precipitous descent to gain the road to Eide, a level road for three miles along the water side to that place. A grand ride can be taken from here to Vossevangen and thence to Gudvangen, but the first portion of road from Eide to Voss is a mountainous climb and unrideable; the scenery along the whole route is grand in the extreme, and the tour worth doing notwithstanding the fatigue.—VETERAN."

J. H. RANDALL (London).—We do not know of such a book.
 J. C. (Burton-on-Trent).—You have done the only thing possible.
 F. H. REGNA (London).—Mr. H. G. Gent, 25, Rossiter Road, Balham, S.W.
 G. H. T. (S. Norwood).—We believe you could get it done at Cyclodrom, in the Blackfriars Road.
 J. W. EMBLETON (London).—We do not remember such an advertisement appearing in our columns.
 R. L. CAPELL (Northampton).—Coventry is the address; we have forwarded your post-card as desired.
 W. C. (London).—We have never heard of such a complaint regarding Smith's covers, and recommend you to have one of them.
 D. S. (Clapham Park).—The road to Worthing has been extremely trying for tyres lately, particularly from Crawley to Horsham, and near Ashington. If the dry weather continues, Brighton would be the safest way.
 "BRAKE" (Woodford Bridge).—We gave particulars and illustration of a good brake in our last, supplied by A. W. Gamage, Holborn, E.C.; since then we have heard very good reports from those who have tried it. The price is 5s. 6d., and it can be affixed to the ordinary brake stem.
 "CRYPTO" (Bishop's Stortford).—You have chosen a very equal lot, and it is somewhat difficult to place them in order of merit. We think we may venture to put them as follows:—2, 4, 1, 3, 5; though candidly we do not like the idea of relegating such excellent mounts as 1, 3, and 5 to such backward positions; as a matter of fact, you would be safe in purchasing either of them. No. 2 can be fitted as desired.

DEAR TOURIST,

We are always pleased to insert your queries regarding Routes, if possible, in this column, so that other tourists, who have covered the ground, may place their experiences at your disposal. We get many more inquiries, however, than we can find room for each week, so time might be saved by sending on 1/2 for one of our excellent road maps of England and Wales, or Fifty Miles Round London.

Yours truly,

THE EDITOR.

F. LEVLAND (Harrogate).—The work of some blackguardly swindler. We wish we had the information you require; he would not be long out of gaol; unfortunately we cannot possibly inquire into the bona fides of every individual advertiser, and we certainly cannot be held responsible in such a case. We do not reply by post.
 M. S. (London).—In the first place you should not have entered into an agreement to pay such instalments when your income is so inadequate; and we are surprised, on the other hand at the dealer letting you have the machine on the terms named. We do not know how the agreement is worded, but suppose as you have failed to keep up your payments he has power to keep the machine. He cannot prosecute.
 A. J. SWYER (London).—"I should like to warn readers of 'Cycling' (by the following experience of mine) of a police constable stationed at the foot of Clay Hill, near Watford. On Saturday last, I went for a club run to King's Langley, at the top of Clay Hill I dismounted, finding it impossible to hold the machine back, having sprained my left knee on a previous run. I walked almost to the bottom, and seeing the road was clear mounted and rode slowly down, between 8 and 10 miles an hour, when I noticed a policeman walking in the middle of the road. On passing him, to my astonishment, he, without the slightest warning, rushed at me, and deliberately pushed me and my machine over, considerably cutting my face and knee, and severely bruising my shoulder and arm, besides damaging my lamp. On demanding an explanation of his conduct, he informed me that I should be summoned for furious riding." Our correspondent should have taken the constable's number and applied for a summons for assault.

JUGGINS (Northampton).—See reply to "Brake."
 H. STRETTON (Worcester).—We do not think so.
 "YOUTH" (Chorley Lane).—See reply to "Brake."
 W. J. BAKER (Liverpool).—Your machine should weigh 30 lbs.
 W. E. A. (Yelverton, R.S.O.).—We cannot tell you what to do.
 J. R. HEARD (Torquay).—We do not know the gentleman's address.
 A. C. S. (Holloway).—An excellent machine; gear 63, weight 30 lbs.
 "OXON" (London).—We fear we cannot advise you in such a matter.
 N. Y. Z. (London).—1. About 120. 2. 64 or 66. 3. We think the ordinary sections are the best.
 M. H. B. (Chelsea).—1. About 66 or 68 for a tandem. 2. Clinchers. 3. R. F. Hall, front wheel brake.
 C. M. GERR (Leamington).—You will get what you require from W. J. Henson, Beulah Hill, Norwood, S.E.
 N. ARNOLD (London).—1. Graphic Cycle Works, Hardcastle Street, Peckham, S.E. 2. Yes. 3. Yes, and for fast work.
 NOVICE (Stowmarket) intends going from Stowmarket in Suffolk, to Leeds—can any reader give him the best route?
 W. BROWNLOW (W. Bromwich).—A. 3, 1, 2, 5, 6. 7. B. 3, 2, 6, 4, 5. C. Machine should weigh about 28 lbs. D. Jointless steel.
 "BETA" (Farnham).—We do not know a great deal of either of the machines named, but of the two we should think A was the better.
 W. H. J. BLACKIE (Kimberley, S. Africa).—Very glad to have the pleasure of being of assistance; we have forwarded the letter as desired.
 C. HARDING (London).—We do not know of a better one than Homocoe; we believe we have seen it stated somewhere, that it instantly touches the spot.
 "INFLATOR" (Salisbury).—It is a matter for a repairer. It all depends upon where the fault lies, and we do not feel competent to advise all these miles away.
 "PENANCE" (Penzance).—The same question has been answered over and over again in these columns, and we really cannot keep repeating the same information time after time.
 MUDLARK (London).—No, Paterson is a member of the North London C.C., the members of which, owing to their propensity for "mud plugging" have always been known as "Mudlarks."
 "DOUBTFUL" (London).—1. An excellent machine. 2. Branson's is an excellent gear case; quite reliable. 3. We strongly advise you to have a brake. See reply in this column to "Brake."
 BIKIST (London).—We do not know of a really good book on the subject. We prefer a moderately narrow handlebar ourselves. No, we do not know of any agent who could quote you the low figure.
 H. E. REEVES (Bedford).—Is the chain adjustment perfect? Are both chain wheels true? Either would cause the trouble you experience with your chain. Your gear case cannot be quite perfectly adjusted either.
 "POPO" (Spalding).—The new Popular Rover is a thoroughly reliable machine, and we can recommend it with every confidence. We do not think the contrivance you refer to in your letter is of sufficient practical utility to warrant our recommending it.

Read to Lynn.

A CORRESPONDENT kindly sends the following, which will doubtless be found useful by cyclists who anticipate a journey through the districts referred to. "This road is at present (July 7th), in very good condition through Cambridge (via Royston and not Barkway, which is stony), and Ely to Downham Market. In getting on to the Great North Road via Chatteris and St. Ives, however, the going is not so good, there being many stones, especially for miles N.E. of Chatteris. The return journey through St. Neot's, Biggleswade, Hitchin, and Hertford, is all that could be desired. The Hatfield Road is keeping its surface this year much better than its rival the Ripley Road, which is infected with puncture mixture."

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

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

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