

CYCLING.

CONDUCTED BY
EDMUND DANGERFIELD & WALTER GROVES.



ALEC. J. WATSON (CHAMPION POLYTECHNIC C.C.).

ONE AND FIVE MILES ENGLISH AMATEUR CHAMPION.

Ayuntamiento de Madrid

THE IDEAL ROAD RIDER.

By PERCY A. BIGGAR.

WHAT is one man's ideal is not always another man's, yet most people will agree that the cyclist who rides to benefit his health, his physique, and his mind, approaches as near the ideal state as anyone. If his excellent qualifications be dissected they will be found to embrace all those usually associated with an intellectual man, whose conversation bristles with interesting themes, gathered in the main, from an intelligent use of the cycle. Comparing him with his less enlightened compatriot, the scorcher, there is, as a rule, as much difference between them as between the three Johns into which Dr. Holmes analyses each one of us. The steady rider is more sociable and rational in everything; and he is a very acceptable companion on the road. But of all his admirable characteristics, perhaps his even gait is the one most appreciated by those with whom he comes in contact. Those who have ridden with a speed-

man for any length of time know how it feels to be drawn out like an elastic band, to slow down again to a normal rate, then to be drawn out again—a ding-dong kind of a ride that reminds one of the toy bicycle racing game in its erratic nature. Those who have tasted

THE SWEETS OF A MODERATE SPEED

must admit that, after all, there is more benefit to be derived from it, than out of a fast rate of travel, when the eyes are dim with dust, and bridges, churches, and things, seem all jumbled up in the vision. There is a volume of pleasure in riding with a man who does not start racing as soon as he leaves his front door, and continues silent and unchecked until he arrives at his pre-arranged rendezvous. It is a cycular treat to meet with a man who doesn't duck his head at every hill, who can travel at a rate of 8 or 9 miles an hour and enjoy it, and converse with you the while. When you come across such an one, you have met the ideal wheelman. The man who does not fly along the roadway at 12 or 14 miles an hour, ringing his bell with imperious clamour,

SHAVING THE WHEELS OF HANSOMS,

and the coats and dresses of foot passengers, dodging behind vehicles—a terror to all beholders, cutting a figure like a trussed fowl, and dragging the pastime into the mire. This is not the ideal cyclist. The idiot, to whom I have alluded, is in a very small minority among wheelmen. He is no real cyclist, and never tastes the purer joys of cycling. And while the sober pace pursued by the subject of this sketch may be the most vivid feature of his character, there are several other inherent qualifications, which strike one as being found in this class of cyclist only. The ideal wheelman is usually a photographer, and a keen observer. He is sometimes a botanist, sometimes a naturalist, sometimes he has a liking for both, or, he may be an all-round scientist. At any rate, cycling has brought him fields for exploration, which would otherwise not be known to him, and he is not dilatory in making mental, but more often written, notes of every interesting thing that strikes his fancy and appeals to his taste. I often think what a striking contrast would be



WHAT THE MODERN CHAPERON HAS TO PUT UP WITH.

Ayuntamiento de Madrid

found in two cycling diaries kept by two opposite classes of cyclists, the moderate cyclist and the scorcher. How interesting one would be, and how dry as dust the other! One man's ambition is speed, speed, nothing but speed, and he has such an insatiable thirst for it that he is ever craving after it. His wiser compatriot

BELIEVES IN INTELLECTUAL CULTURE, though he, too, improves his physique. "Left home at 9 a.m. Blazed away to Hitchin without a stoppage. Roads grand, nice breeze aft." This would hardly be found in the ideal wheelman's diary, yet it is just the kind of entry that is made week after week in the pages of diaries kept by some of the aspiring young cyclists of the day. The rational rider is sometimes written down as fussy, eccentric, and old-womanish, simply because he declines to use a machine unless it has the proper fittings, because he doesn't run any risk, because he doesn't come to grief occasionally. What more need be said to show the ideal wheelman in his true garb? If he tours,

HE TOURS INTELLIGENTLY.

He returns with written memoranda of what he has seen and heard, and when he refers to that in after years, what pleasant memories are revealed! If there is anything likely to convert a scorcher to the ideal state, it is photography. If he takes up the art he is bound to get entangled with its fascinations, and he will be continually on the lookout for "bits," and it will make him deviate into lanes and byeways and leave the well-beaten track to others. It will take his attention from the road, and his eyes will be feasting on Nature's handiwork. It will check, if not end, his wild career, and educate him to a higher standard of intellectuality.

THE Richmond C.C. found plenty of water in the river on Sunday at their launch party. Some 100 members and friends made the best of a wet business.

John Piggott entertains his staff.

PARKHURST, Bexley, Kent, the private residence of Mr. John Piggott, was, on Saturday last, the scene of great festivities, it being the occasion of the annual social gathering of his employees and their friends, together with several members of the Unity C.C. The beautiful grounds and outhouses, coupled with the hearty hospitality shown by Mr. and Mrs. Piggott, must have proved a welcome exchange for the late oppressive heat of the City. After a very liberal repast, which was served in a large marquee on the archery lawn, a whole host of sports and amusements were placed at their disposal, cricket and tennis proving the most agreeable to the older members; while, for the younger ones, Mr. Piggott had prepared quite a surprise programme, some items of which caused great merriment. Mrs. Piggott, whose untiring energies seemed so appreciated by all, afterwards presented prizes to the successful candidates. In wishing all farewell, Mr. Piggott gave a very kind and encouraging address, which, needless to say, was received with great applause.



No. 2 of "Types of Cyclists" next week. OUR snap-shots of Dan Leno are extremely funny.

We have some most interesting Supplements in hand.

THE roads in Jamaica are a perfect paradise for cyclists.

THE growth of cycling is declared to be injuring the walking stick trade.

A HANDSOME Coloured Supplement, "The Lady Masher," with our next issue.

THE Dissolution is responsible for much, including the delay in throwing open Hyde Park to cyclists.

SPEED and professionalism are the unheavenly twins of cycling, sapiently remarks an American writer.

"THE GLOBE" thinks the cycle an admirable vehicle for vote-canvassing. We illustrate an imaginary scene.

THE latest American proposal is to build a floating riding school on Lake Michigan, several miles out from Chicago.

OUR heartfelt sympathies go out to the brothers Osmond on the loss they have sustained in the death of their sister.

TOURISTS should secure one of our excellent road maps of England and Wales before starting on their journeys; price, rs. 2d., post free.

"HEY, mister, do that again, Tommy didn't see you." The youth's petition was addressed to a prone cyclist, who had just "cropped" badly.

THE Kingsdale C.C. considered it to be advisable to postpone their midnight run, owing to so many of the members assisting at the North Road "24."

OUR American namesake reproduces a series of sketches from *CYCLING*, but fails altogether to acknowledge them. This is unworthy of "American Cycling."

LADIES are not only window observers, but frequent visitors to the cycle depots on the Viaduct. Several ladies called for information about machines, while we were making two or three casual calls lately.

MANY men still ride with the old pattern Palmer valve in their detachable tyres; they have only to send their inner tubes to the Palmer Tyre, Ltd., who will exchange the valves for the latest pattern, free of charge.

THE "C" pattern road racing detachable Palmer is specially suitable for the new Self-Sealing tube, which will shortly astound the cycling public. The use of these tubes means a saving of $\frac{1}{2}$ -lb. in a pair of tyres, if using Palmers.

A WRITER in the current number of the "Windsor Magazine," says that people who purchase low-priced bicycles must take them as they do five shilling, and seven-and-six-penny watches at a fair, and not be surprised if there is an early breakdown.

VISCOUNT D'ARNAUD (of Paris) has taken up his residence in London, and joined the Catford C.C. The Viscount was, until recently, the Chairman of the Committee of the Union Vélocipédique d'Amateurs, and takes an active interest in cycling matters.

Cycles and electioneering.

SCOTTISH election agents, who are right up-to-date, are treating the bicycle as a valuable auxiliary in electioneering. Especially in counties, and scattered districts, mounted messengers and canvassers have been put to good use by all parties.

Manchester Wheelers and Catford run.

THE second annual inter-club run of the Manchester Wheelers and Catford C.C.'s, to Warwick, took place last Saturday, but, owing to the unfavourable state of the weather, was not so well attended as the previous year, the Wheelers mustering 13 to the Catford 7.

A cycling M.P.

CYCLISTS have gained a good friend in the new Parliament by the election of Sir Thos. D. Gibson Carmichael as M.P. for Midlothian. Sir Thomas has long been a practical cyclist, and an ardent supporter of "Universal Lights," besides being a generous patron of local cycling clubs, hon. president of the Waverley Roads Club, and a hon. vice-president of the S.C.U.

Death of a well-known handicapper.

WE regret to hear of the death of Mr. T. R. Sutton, the well-known handicapper, who, after a long and lingering illness, died at Lytham last Wednesday. Mr. Sutton was well-known throughout the athletic world, but best in Lancashire and Yorkshire, where he was greatly respected, and his loss will be greatly felt by his many friends. The funeral at Lytham, last Saturday, was very largely attended by sorrowing friends.

The Liverpool Parade.

MANY people are awaiting anxiously the financial result of the recent big parade and gala held in Liverpool in aid of the Royal National Lifeboat Institution. Judging from current reports the proceeds are likely to be less than half the amount handed over last year; but then it must be borne in mind that upwards of £250 have been lost over a so-called gigantic tournament and gala, which, in the opinion of many good judges, would have been best left alone.

The chaos of change.

THE changing about of the valves and pumps of more than one tyre company, this season, has caused a wonderful amount of annoyance amongst riders, and called forth not a few caustic criticisms from the humorous. One experienced rider declared, the other day, that the company whose tyre he was then using brought out a new valve and a new pump every month. As he truly remarked, "If you happen to get hold of a May pump and a June valve, where are you?"

Have moved at last!

FOR some time past we have commented upon the disgraceful state of the road between Liverpool and Southport, and we are now pleased to say that our efforts to bring about a much-desired improvement have been fruitful. At present large stretches of the worst parts of the road have been taken up, and new sets are being put down, so that, in a short time, Liverpool men can journey to the famous watering-place with more comfort and immunity from accident than was hitherto the case. Of course we do not say that the grievance is totally remedied, but we must be thankful for small trifles in these days of County Councils, Local Boards, and things.

A bad lot.

THERE are only about 5,000 cyclists in Nuremberg, Germany, but, during May last, no less than 84 of these were summoned for breaking the local regulations.

A long club run.

THE Manchester B.C. are riding up to London to see the Cuca, starting at 7.45 p.m. on the Thursday, and reaching Anderton's about mid-day on the Friday. The Speedwell men are to join in with them *en route*.

Had to go on the tender.

IN taking the Ibex quadruplet to the North recently, it had to be deposited on the coals in the engine tender, as the guard's van happened to be one of the small variety. In this position the machine was conveyed safely, and, being well coated with paint, ordinary scratches are not observable. The machine cannot be enamelled, as there is no stove large enough to take the frame. The G.N.R. carry the machine for the same price as one built for two.

A feature.

A FEATURE of the Cycle Trade at the present time is the remarkable development in the number and size of the firms who devote their chief attention to the manufacture of cycle parts, such as hubs, bottom brackets, chain wheels, &c. Not only are such firms numerous, but they all appear to be doing well, and where they have gained a good reputation for their goods, fail to supply the demand. In such happy case is the Shark Manufacturing Co., of Croydon, who have found it necessary to start another factory at Cromwell Works, Baskerville Place, Birmingham.

Bewitching!

WE were much taken by the appearance of the lady's machine sold by Goy & Co., Praed Street, and known as the "Witch," when we chanced to see one the other day. The back part of the frame, in the specimen that came under our notice, was built low, and the front part, which had two straight tubes, was built up high. This is as it should be for ladies, as most of them have rather short legs and long bodies—a fact we have discovered since the introduction of the Rational costume—and therefore a low frame at the back suits them for reach and ease of mounting, whilst the high frame in front enables them to sit up straight, a position the best of them adopt, without an ugly exhibition of steering bar stem.

Nature drinking.

IT is a rare thing to really enjoy being caught in a rain storm, *sans* guards and cape, and with a gear-case that strikes work when most wanted, and only serves to tighten up the chain dead-hard with extra rapidity; but even with all these little troubles, we can, we think, say with truth, that we really did enjoy the unexpected deluge we rode into the other evening. Everything was before so dry from the drought; the air, the wind, was dried up and parched rather than refreshed us as we rode through it; the road and the trees were one withered white of powdery dust, and the baked horse-hoof marks in the clay, alone showed where the ponds had been. Then came the good steady down-pour; one could hear the sound of the earth and trees drinking over and above the swish of the wheels; could scent a sweet freshness so long dormant, and even the splashing of the welcome drops on the face, and in the eyes, was a delight, in spite of the flying mud that qualified it.

Makes it bad for others.

A CYCLIST, having a puncture, and, of course, no pump or repairing outfit with him, last week, near Chipping Sodbury, found a good-natured engineer and cycle manufacturer, from whom he borrowed a new pump, patching rubber, and solution, and very kindly left 6d. as a deposit for the lot. He has not returned either.

The Samaritans of Barnet Hill.

THE thanks extended by Mr. Walker, of the Mildmay C.C., to Mr. and Mrs. Thomas, of the "Queen's Arms," at the foot of Barnet Hill, in our last issue, for their kind attention to some members of his club, who were run down and badly hurt near that spot, were well deserved. We ourselves have been taken to the same house in a more or less damaged condition, and have received most kind and practical attention; the good people, as in the Mildmay case, declining all recompense.



MR. J. B. RADCLIFFE.
(OF NEWCASTLE-ON-TYNE.)

PRESIDENT OF THE NORTH OF ENGLAND
MEET AT SCARBOROUGH, 1895.

Will "Veteran" please apply?

WE have a letter at our office for "Veteran," who was kind enough to answer some questions respecting touring in Norway in a recent issue. Will he kindly send his address, as we have mislaid it?

Linley's gear.

WE met Linley, of Linley and Biggs, on the road the other day, riding his triple changeable gear machine, to which he has added some minor improvements since its appearance at the Show. The machine acted admirably, and we certainly felt a desire to be like mounted, when we saw him switch on the low gear at the hills and sail comfortably up, what time we struggled with our 67, and when he swept swiftly and steadily down on the other side, feet at rest on the pedals, and machine perfectly under control with his excellent rim brake. We think there is a great future for the Linley gear.

Bicycles carried free.

IT will be interesting to our readers who are anticipating holiday, making to know that bicycles are carried free of charge on the Palace Steamer "Victoria," which leaves Old Swan Pier, daily at 9 a.m. (Fridays excepted), for Southend and Margate.

He had been there.

OLD GENTLEMAN (to boy, who is crying because of an accident to his wheel).—"There, there! Don't cry, my son. When an accident like this happens, boys should act like men."

BOY.—"Boo, hoo! Yes, and if I did, I'd get licked for swearin'."—"The Wheel."

Renewal of the Merstham raids.

IT will be well for Brighton Road users to note that the police have renewed their raids on scorchers down Merstham Hill, and have effected several smart captures lately. It is quite right, too, that speed cycling should be stopped at this spot, for it is a blind swing round into Merstham village, where often there are many children straying about. Six cyclists were fined £1, and 6s. 6d. costs each, on one day, recently, for this Merstham offence, and two were fined for being lightless in the same district.

The tool bag.

SINCE the repair outfit has been added to the ordinary tool-bag accessories, the wallet has been made somewhat larger, and, as a consequence, two straps have taken the place of the one, for keeping the articles snug and secure in the bag. A great number of cyclists still follow the old dodge of wrapping each tool-bag accessory in a long piece of cloth, covering first one article, and then the other, until the cloth is completely taken up, thus preventing any jarring in the tool-bag; and everyone will welcome the introduction of the two-strap fastening as a certain precaution against these accessories being lost. Nothing, however, is more annoying than to have sent home with a new machine some trumpery, slovenly made tool-bag, which is badly stitched, and is made of material more resembling brown paper, than tough good leather. Yet such a thing frequently occurs, and the bag has to be replaced by a stouter one after a few weeks' use, and often at the owner's expense.

"Eyes front!"

CYCLING sees many freaks of fashion, which leads its short-sighted votaries entirely wrong. As an instance, we may mention the grasshopper attitude of the safety rider, which is happily now only favoured by a few. The abolition of this pernicious practice has, no doubt, enabled many cyclists to view the country better, as the eyes are no longer concentrated on the front wheel, and the body being now fairly erect, the vision is directed more to things beyond. Where fashion takes a wrong turn, the absurdity of it is bound to be discovered, and things resume their original order. While on this matter, however, we cannot help feeling some sense of surprise at the number of machines that are, even now, being made, and in which it is absolutely impossible to ride in anything like a sensible position. If the blocks inserted in the many advertisements of makers are faithful representations of what is actually made, then such machines are not calculated to prevent physical deformity. A machine that is built for recreative purposes, and which has the handles placed lower than the saddle, and has no scope for adjustment, must, of necessity, make a man sprawl, whether he wants to or not.

Saddle clips.

It is to be hoped that our saddle makers have thought out something better in clips for next season, than the faulty design so generally adopted this, and which has given so much trouble. If there ever was any doubt about it, it has since been entirely removed, that two little metal plates clamped on to four round wires by two little nuts, will not hold those wires firm when a rider's weight comes on them with a bang, owing to inequalities in the road surface. A remedy would appear simple; it is certainly imperatively demanded.

A good chain.

With most of the fine performances on the path and road this year, as hitherto, Perry's chains have been closely identified. Hal Berte's 1,000 miles Boudard; Watson's Raglan, when he won the 1 and 5 miles championships; Scott's Raleigh, when he won the 25; Fontaine's Advance in the Anerley 24; and Mills and Edge's tandem, were all fitted with this grand chain. Records can now only be broken, and big races only won, by a chain of fortuitous circumstances, and the chain for them is Perry's; that is evidently what those most interested think.

Perfect steering.

In a long and exhausting tandem ride the steersman's task is no sinecure, but the recent record ride from Land's End to John o'Groat's on a Raleigh tandem furnishes evidence of great perfection of machine design, for Mills avers, that the steering occasioned him less trouble and fatigue than on any single machine on which he has previously done the journey.

Light of his eyes.

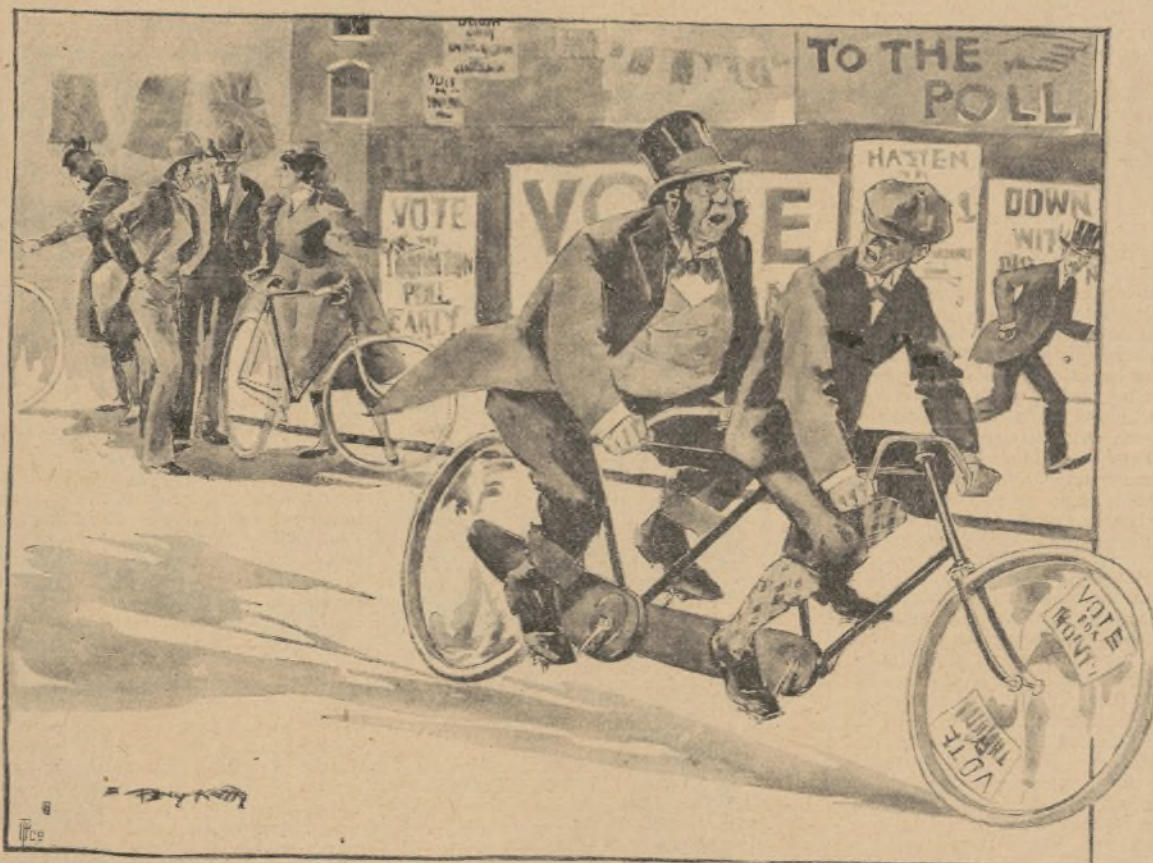
Two cyclists, apparently brother and sister, have appeared on the Philadelphia streets lately, and have created a great deal of interest and sympathy among the public generally who have noticed them. They ride a sociable machine made by uniting two safety machines by steel bars. There is nothing peculiar about that, and often they go by without any special comment, although wheels of the sociable pattern are scarce enough to attract attention. It is not until one notices, however, that although pedalling as vigorously as his mate, the young man sits very erect, and stares straight ahead of him; it then dawns on a person that the young fellow is blind, and the guiding of the machine depends entirely on his female companion.

Cliqueism kills.

LAST week the committee of the Collingwood Magpies A.C.C., sold the effects of their Cherry club house to a political organisation at Benwell. So a one time welcome house to travelling cyclists is a thing of the past. An offer by one of the old members to purchase the effects and reorganise the club was declined by the committee. The "Merry Magpies" some years ago were a happy and united family, but the gradual formation of cliques soon sowed the seeds of disagreement and estrangement where once the contrary reigned.

An involuntary shower-bath.

A LADY frequenter of Battersea cycle row had an annoying, but withal amusing, misadventure the other day. The road being a little crowded she followed on her safety close behind a water-cart. Suddenly the water was turned on, and, in attempting to avoid it, the lady fell, and lay on the mud in the full tide of the stream. To make matters worse, somebody shouted to the driver, who immediately pulled up to see what was the matter, still leaving the fountains playing, and the damp appearance of that lady, when at length she gained her feet, was a picture for you.

**POLITICS AND CYCLING.**

".....It depends on the nature of the machine employed and the cycling ability of the voter. There is no reason why a canvasser should not ride down single-handed on a tandem and bring back the elector on the vacant seat. A corps of lady bicyclists, again, might work havoc in the breasts of susceptible rustics."—THE GLOBE.

Excited canvasser on front seat to corpulent and not very proficient voter.—"Pedal hard man, you've only got another minute!"

CORPULENT VOTER.—"——! ——!! ——!!!" (As a matter of fact too full for words!)

THE NEW SELF-SEALING AIR TUBE.

Inaugural Dinner. [2775 2776]

It is a well-known fact that the great defect of the pneumatic tyre has been its liability to puncture, and, in spite of the unlimited number of remedies that have been launched with the object of doing away with this evil, none can claim to have been successful, and, bearing in mind the fact that the upper classes are now taking to cycling to such an extent, it would be disastrous to the Sport and Trade if the aggravating uncertainty of the pneumatic tyre should be the cause of any laxity in aristocratic patronage. At this moment, therefore, it is with pleasure we welcome the introduction of an invention which has every appearance of success. It is an American invention, known as Shaw's Patent, the European rights of which have been secured by the Patent Self-Sealing Air Chamber Syndicate, Ltd., a newly-formed concern, which consists of some of the oldest and most powerful firms in the Trade, namely, Messrs. Bayliss, Thomas & Co., Calcott Bros., Centaur Cycle Co., Humber & Co., Harry James, Leyland Rubber Co., John Marston, Ltd., Premier Cycle Co., Quadrant Cycle Co., Sparkbrook Mfg. Co., Starley Bros., and Westwood Mfg. Co. A combination such as this is sufficient in itself to demand more than ordinary attention, and it is very evident that the Company has every confidence in the properties of its invention, the principle of which is compression obtained in the following manner: An ordinary single tube is taken and stretched to double its width and double its length, a band of thin rubber in its normal condition is then solutioned over the stretched tube, and when dry it is allowed to gradually regain its original dimensions. The tube is then

TURNED INSIDE OUT,

the solutioned part being immediately under the tread, the join is then made by a process of lapping, when the tube is complete. A state of compression is thus arrived at, which, it is claimed, makes it invulnerable to puncture, for when the article piercing is withdrawn the puncture is automatically closed. The advantage of the system is that the result is obtained without sacrifice in any other direction, the tube is slightly heavier, but, if necessary, the weight can be deducted from the outer cover; for the same reason the speed of the tyre is unaffected. We are informed that tests of every nature have been applied, and all with entire success. Experience has, of course, taught us that many inventions have been placed upon the market in an imperfect condition, simply depending upon theoretical construction, which has utterly failed to stand the strain of practical use.

With the object of making a successful commencement, the Company on Thursday last gave an inaugural dinner to its friends and the Press at the Midland Hotel, Birmingham, the large hall of which was packed, Mr. William Priest occupying the chair.

THE GATHERING WAS MOST SUCCESSFUL, probably more so than any previous similar event in the Trade. The Chairman proposed the object of the meeting in a very able speech, stating that it was Mr. William Starley to whom they were indebted for having first noticed the invention, which

he considered to be a sound one, so much so that the support of the Dunlop and Palmer Tyre Co's. had been assured. The toast of "The Press" was then proposed by Mr. James Calcott in terms which were quite out of place anywhere outside the House of Commons. The chests of the mighty penmen heaved with pride at the nice things which were said about them. H. H. Griffin was called upon to respond. E. Dangerfield then proposed the "Cycle Trade," Captain Thomas responded. In proposing "Our Hosts" Mr. C. A. Palmer quite disinterestedly expressed the opinion that the invention was a good one, and anxiously inquired if cycle manufacturers would receive prior consideration in the monopoly of shares. "The Chairman," proposed by Mr. W. Calcott, closed the programme, and we shall certainly be surprised if, after such a splendid send-off, the Self-Sealing Air Chamber fails to succeed.

Fatal tyre accident.

It is rare in these days to hear of accidents through tyres coming off. A sad one happened to a curate at Whiston, near Northampton, recently. He was riding on his solid ordinary to a funeral, when the front tyre came off, and he was found dead in a pool of blood near his house.

A DENVER clergyman knows for a fact that 10,000 men are going to hell on bicycles. As somebody said, what is a round-the-world trip to this gigantic American expedition!

Small clearances.

In buying a machine with small clearances, the cyclist may have many inconveniences to contend with. First of all, if the adjustment of the crank bracket necessitates the removal of a crank, every time he will find that its occasional displacement will bruise the cotter, and wear the thread of both cotter and nut; and the threads on cotters are often much too fine, and very easily stripped. The repeated removal of the crank will, in course of time, make a difference in the fitting of the crank on the spindle, and the slightest deviation from a true crank throw will make the pedal nut foul the gear-case. Then again, when a spoke breaks, the wheel is thrown out of truth, the tyre rubs against the forks, and the cover is most likely done for before a stoppage can be made. This, at any rate, is some people's experience. There should be a medium in all things, and a cycle in which adjustments, or replacements, cannot be made without so much dismantling is not an economical article, but a dear one



LEADING CLUB OFFICIALS.—VIII.

EXAMINATION INTO THE TURNER TYRE AFFAIRS.

LAST Thursday the public inquiry into the affairs of the Turner Pneumatic Tyre Co. Ltd., was resumed at the London Bankruptcy Court before Mr. Registrar Hood. The evidence brought forward chiefly had to do with the curious manipulation of cheques, having apparently for its object the giving of a fictitious idea as to the number of shares actually subscribed for. Mr. N. L. Jackson, the chairman of the Company, ascribes the failure to this cause, and states that the promoters, or someone on their behalf, applied for 3,000 shares, which the directors were made to believe were bona-fide applications, but on which the calls were never paid. Mr. Turner attributes the failure to

A LACK OF WORKING CAPITAL.

Mr. W. H. Martin, solicitor to the Company, was examined as to the transactions with cheques to the amount of £28,000, which it was alleged were drawn in Turner's favour by the Company, handed by Turner to the promoter at Board Meetings, who paid them into his account, and drew similar cheques in favour of the Company. The two sets of cheques were presented simultaneously, and instructions given to the bankers to apply the cheques in payment of applications on shares applied for by nominees. It was suggested that the solicitor, Mr. Martin, had advised the directors that this scheme was legal and in order. This Mr. Martin denied, and asked whether he approved of the "juggle," he said he considered it a childish act, and pressed by His Honour, admitted it was

MORE THAN CHILDISH AND WAS DISHONEST.

General Jarvis William Hall admitted he did not pay the application money for the 6,250 shares for which he applied, and he never had any intention of so doing, but understood it was to be provided from the vendor's purchase consideration. The object of his application for these shares was to swell the list, with a view of obtaining a Stock Exchange quotation. Another solicitor, Mr. A. E. Rosenthal, gave evidence of being allotted 405 shares, and paying no money in connection therewith, and his wife also applied for shares. Mr. Rosenthal, from his evidence, appeared to have made himself generally useful in the early days of the Company. He said he had introduced Mr. Hendrickx to Mr. Humpage, a gentleman known for his capacity in company promoting, and he was instrumental in finding some of the money required. For his, Rosenthal's, labours, he was to receive £8,000 in shares, Mr. Hendrickx was, he believed, to receive a similar return, and Mr. Humpage was to have some of what remained. Asked to explain his motive in getting friends to apply for shares, he said

HE WAS KEPT IN THE DARK

by the directors, and it was not until the present inquiry that he heard of their refusal to proceed to allotment until £5,000 had been subscribed. He said actions had been taken by the Company against him and others, to recover the sums due on the shares, but a compromise was effected. The hearing was then adjourned until after the long vacation, the Registrar remarking, with some significance, that—"I expect we shall find in the course of the examination that the facts have all been discovered."

What is a musical bicyclist?

ONE is performing on the Pier at Southend. His name is Salmon, and he styles himself the "demon trick and musical bicyclist." We cannot vouch for the accuracy of the description.

The Cologne track.

THE Cologne track is entirely renovated, and well impregnated with tar, so that there is nothing to interfere with good racing at the World's Championships in August, where it is finally decided that Banker, Eden, Lehr, Protin, and Houben will compete.

To catch custom.

MANY a dormant cycle business would, we think, be enlivened if people knew that they could be taught to ride a bicycle before taking it off the premises. A diffident buyer would possibly make up his mind quickly, once he was seated on the machine he thought of having, and when he appreciated the delights of riding a bicycle a few yards for the first time.

The Mutual Cycle Manufacturing Co., Ltd.

THIS Company is now seeking the public subscriptions to 400,000 5s. shares, the share capital being £100,000. The Company takes over the business of the Leicester Cycle Co., and it is proposed to work the Company on mutual principles; and, to quote the prospectus:—"Each holder of four five-shilling shares, and upwards, will be entitled to purchase from the Company a cycle of guaranteed quality and workmanship at the lowest market quotation to the Trade, exporters, and merchants, thus effecting a saving of about £4 per machine, or equal to four times the par value of the shares." The prospectus states that over 60,000 of the required amount have been applied for, presumably shares, not pounds. £75,000 is to be reserved for working capital. Mr. Henry Holmes, a gentleman well-known in the City, and a director of the City Bank, will join the Board after allotment, as will Mr. Cecil W. Holmes, of the Leicester Co. The other directors are Messrs. E. B. Richardson, and John Wood, a colliery owner.

Gear case demonstrations.

SOME idea as to the respective merits of gear cases, can be obtained by occupying a sitting position at the side, and near, the end of some decline down which cyclists travel briskly. Provided the decline is not steep, the speed of the riders will not be too rapid to render identification of the gear cases impossible, and perhaps no better place could be pitched upon in order to form some idea as to their respective claims to noiselessness. With this object partly in view, we placed ourselves, in the position described, in a private but largely frequented park a few days ago, and the difference in the sounds emanating from the gear cases as they whizzed past us was extraordinary. It would not do to particularise, but some of them rattled hideously, owing possibly, in some instances, to over-slack chains, while others travelled past without a sound being heard above the ordinary buzz of the gear when in rapid motion. There is nothing like seeing a contrivance in operation, and in its proper place, to realise its true value, and riders who ever hesitate in making choice of gear cases, might follow this plan with much consequent satisfaction to themselves. If a gear case is noiseless when the machine is running down-hill at a good rate of speed it is pretty sure to be noiseless when the machine is running on the level.



BLYTH v. WACKERBARTH.

SIR,—I am instructed by my client, Mrs. Wackerbarth, the defendant in this case, to thank you for your comments on it, but, at the same time, to inform you that, as she has appealed against the magistrates' decision, she will be grateful if you will ask your readers to suspend their judgment on the case until the rehearing, which will be at the October Sessions.

Yours obediently,

T. MOLISON SMITH,
Solicitor.

TROP DE ZELE.

SIR,—On Saturday last the North Road Club had men—in Burbage Road, Herne Hill—distributing handbills concerning their race at Wood Green. These men were saying to persons who accepted the leaflet, "The 24 hours' race will be run up North this year, sir, at Wood Green."

I venture to inquire, of the North Road Club, whether they expect the public to believe that these hirelings evolved that mendacious statement out of their inner consciousness, gratuitously, without "consideration"—in the legal sense of the words?

My own experience of handbill distributors is that any effort to make them take the slightest interest in the event they are advertising is futile unless that interest is paid for.

I need hardly add that the 4th annual, the original 24 hours' path race for the second Cuca Cup, will be run as announced since July, 1894, on Friday and Saturday, July 26th and 27th, 1895.

For the L.C.C. & A.C., Ltd.

G. LACY HILLIER,
Hon. Sec.

(We really think Mr. Hillier is allowing unnecessary alarm to overrun his proverbial discretion, and he will soon have suspicions that his own shadow is conniving at the downfall of the Cuca Race. We hold no brief for either club; but, with the knowledge that the *coterie* of cyclists forming the North Road Club are honourable to a fault, we cannot help thinking that Mr. Hillier does them a grave injustice in ascribing such motives to them. For our part, we can conceive nothing more reasonable than that the North Road Club should have made every effort in their power to impress upon the public the fact that their race, usually held up North, was, this year, being held at Wood Green track. This, we have little doubt, was the import of the sentence which Mr. Hillier imagines was intended to be damaging to his club. We deal somewhat at length with this matter, because it is distasteful for us to give publicity to such letters as the above, and because we think it deplorable that two such influential clubs cannot conduct their affairs without becoming involved in an unseemly imbroglio.—Ed.)

CYCLING

OFFICES.

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

LONDON, JULY 27, 1895.

CONDUCTED BY
EDMUND DANGERFIELD

AND WALTER GROVES.

ASSISTED BY G. H. SMITH.

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ERNEST PERMAN.

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DENMARK	Cyden.
BELGIUM	La Rev. Vel. Belg.



In the early days of the Sport, every man's hand was against the rider, and the cyclist on his dangerous and laborious velocipede was the target for every cap, or handy half brick, and the man who could run him down, or lasso him from a coach, felt he had done the State some service. The hunting spirit of destruction, that the sight of a cyclist used to arouse, has not quite died out yet, but it can no longer with truth be said that every non-rider is a cyclists' enemy; society no longer wars against the Sport. It is in no particular spirit of gratification that we have come to the conclusion, that, at the present time, the chief and most vexatious enemy that the Sport of cycling has, is cyclists. There has of late years flooded the ranks of riders, a large influx of youths of the rougher sort, who, unschooled by the adversities and trials through which the originals had to pass value lightly, and abuse those present privileges they enjoy, and for which they toiled not; by their thoughtless conduct, and studied ruffianism, these individuals jeopardise every victory won for the cause of cycling, and make heart sick with disgust the pioneers who never thought that they were working for such worthless results.

We have been led to these somewhat melancholy reflections by the perusal of two letters which now lay before us. Both are from cyclists, and both are complaints, couched in sorrowful terms, of the conduct of so-called brothers of the wheel. One is a particularly gross case, and tells how the writer was boating with two ladies and three gentlemen, and having selected a spot near Ripley to stop to eat their lunch, the party were rudely disturbed by a troop of cyclists, who, regardless of the ladies in his and other boats, stripped on and bathed from the bank by the picnics, their bathing costumes, in most cases, being conspicuous by their absence. Their eccentricity did not cease here, for these modern specimens of chivalry began to use language and sing songs in keeping with their general deportment. "Do all cyclists behave like that?" asked our correspondent's friends of him; the question is too often answered in the affirmative by the non-cyclists themselves; people will generalise, and every man and woman on a machine is regarded by such superficial folk as a low class rough, varying perhaps in degree, but a rough.

Our other correspondent complains of a matter less gross, but more common, and to many, almost as annoying; it is the thrusting by strange cyclists of their company on him, solely because he too happens to be riding a bicycle. He cites a case where he used every means unsuccessfully to get rid of his unbidden and unwelcome companions; slowing up and riding fast, and even dodging up side roads. The shadowing was rendered more annoying from the fact that the shadowed was going to make a call, and his trackers presented a disreputable appearance. This sort of thing is even more objectionable, and in more execrable taste, when the shadowed are in pairs, and their conversation is interrupted by the presence of their unwelcome visitors, and, as we have previously pointed out in these pages, nowhere but amongst cyclists do we ever find such unwarrantable impudence so commonly indulged in. This whole question of the behaviour of the rougher element in cycling is an extremely difficult one to deal with; every true cyclist and well-wisher of the Sport feels alike the shame and evil of the state of affairs, and his impotence to alter it. A cad will be a cad; that the peculiarities of the animal become more marked directly he gets on a bicycle, is at once a feature of the Sport, and its misfortune. All that can be done is to observe the greatest punctiliousness, both in behaviour and appearance, whilst on the road, or wearing the costume of a cyclist, that the outrages on good taste done by men, and sometimes alas! women, disguised as cyclists, may be in some measure atoned for, may in some wise be counteracted.

THE Licensing Scheme has received a terrific blow. After three months' earnest and honest endeavour to carry

it out in its entirety, the Licensing Committee of the London Centre, which alone of all the Centre Licensing Committees has courageously refused licenses in any numbers, to those who they considered were in receipt of some Trade support, however good the men, has come to the conclusion, that, as things are at present, the Licensing Scheme is an impossibility, as far as carrying it out with the thoroughness they have been adopting, is concerned. They have, therefore, passed a series of resolutions, in which they explain the cause of their retreat as being owing to the lack of support from other Centres, and their appeal to the General Committee to secure uniformity of administration being unavailing. They have therefore decided to reconsider those licenses they have refused, or withdrawn, considering it to be unfair that London riders should be judged by a different standard to what their provincial brothers are. Unlicensed Londoners would do well to have another try with their Committee without delay, for, by their altered code, most of them would probably now secure the desired piece of paper, for certain it is that London men are no worse, if so bad, as the provincial speed merchants. The London Licensing Committee has not stopped at giving expression, in a most forcible and striking way, to their conviction, born of experience, of the utter unfairness of the Licensing Scheme, as now administered, but has suggested a way out of the mire. Their scheme is that a special committee, elected from the whole of the Centres, should alone grant or refuse licenses, and the idea is worthy of consideration. Meanwhile, chaos worse confounded, and worry and uncertainty increased to every race promoter in the country.

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*.

NUMBER TWO

of the series of Supplements, entitled, "Types of Cyclists," will be presented with the next issue of "Cycling." The picture is a most attractive coloured one, executed by George Moore in that famous artist's best style.

"THE LADY MASHER"

is the type that Mr. Moore has depicted in this Supplement, and it will take place in the front rank of the many excellent pictures that our artist has given to the readers of "Cycling." Don't fail to get next week's issue, and see that it contains the special artistic Supplement.

RACING & RACERS

The following Race Meeting Announcements will be found on pages 13 & 14 of our Supplement:—
Lowestoft Sports; West Herts Club and Ground; Maidstone Amateur Race Meet; Cork Church of Ireland Assoc. C.C.; Gravesend Cricket C.; Biggleswade Fete; Catford Bank Holiday Fete; Gt. Yarmouth A. Sports; Stevenage Sports; Ely Sports; Maidenhead Wanderers' B.C.; Kingsdale and Colville C.C. Meet; Cuca 24 Hours; Hastings Race Meet; Dorking Amateur A. Sports; North of England Cyclists Meet; Farnham Institute Sports; Slough Cycling and F.C.; Plymouth C.C.; Wood Green C.C.; Falmouth C.C.; Preston Park, Brighton; North Road C.C.; Winchester County C.C.; Mansfield House Ramblers.

THE CUCA!

At Herne Hill!

GREAT 24 hours contest.

Don't forget the Cuca to-day, Saturday.

FRANCE endorses the action of the N.C.U. in regard to Lehr.

FROM July 4th to 14th, Rudge-Whitworth wins amount to 19.

It is believed that Zimmerman will ride in Europe this year.

SANGER is accused of selling his prizes to support his parents—the villain!

THE Newcastle Centre will, in future, hall-mark all records made in that district.

A NEW track is in progress at Burnham, near Bridgwater, where sports are announced shortly.

WEDNESDAY next, the 31st, will see the Streatham running for patron Fry's prize at Putney.

It is hardly in the eternal fitness of things, that the Wood Green track should be a species of cement.

THE Saturday before Bank Holiday sports are announced at The Checquer's Ground, Kingswood, near Bristol.

THE Liverpool Centre championships will be run off on the Liverpool Athletic Grounds this day (Saturday).

THE Waverley Roads' Club hold their annual 12 hours' path race at Powderhall, Edinburgh, on Saturday next.

THE N.C.U. might do worse than have a passing eye on the movements of the licensed amateurs in the vicinity of Blackpool.

THE mile championship of Australia has been won by Mr. C. E. Kiel, on a Raleigh, against over a dozen other competitors.

THAT hardened old veteran, P. A. Nix, after years, has come out of his shell, and won the Brixton Ramblers six hours.

THE Sunderland Dispensary Sports will be held on August 24th. A 50 guinea cup will be offered for a three miles scratch race.

THE 25 miles championship of the Hampstead C.C., will be run off at Wood Green, on the 29th inst., at 6.45 p.m. Pacemakers will be welcomed.

RIDERS wishing to join the Catford C. C. for the remainder of the season can now do so at reduced subscriptions—viz., £1 1, full member; 10/6 ordinary member.

We refer our readers to the advertisement of the Cuca Cup 24 hours' race appearing elsewhere. A good entry has been received, and this event always produces a good race.

THE Wood Green path is strangely silent; men passed like ghosts in the night.

THE Bristol Charity Sports Committee intend including a cycle race for policemen in uniform, in their programme on August 24th.

THIS Saturday the Newsvendors' sports at Putney. Besides the cycling events, there will be other competitions, some of a highly comical nature.

STOCKS' Trent safety, and Black and Walters' tandem, when they all together broke the 50 miles' road record last week, were Dunlop shod.

WITH Dagleish, probably ineligible to compete, Hinde, of Southport, has more than a passing chance of securing the Liverpool Centre championships.

ALEC WATSON is just now in grand form, and intends having a shot at the one mile record at the Kingsdale and Colville Sports on Saturday next at Wood Green.

THE prizes for the Newsvendor Sports, all supplied by Collins, of Newgate Street, are now on view at "Illustrated Bits" Offices, and make a rare show.

WOMEN go for road records in America, and, according to photos, find it desirable to adopt positions confined to quarter-mile men and sham scorchers over here.

THE lucky winner of the £5 prize, offered by A. W. Gamage for the first win on a Gamage on Wood Green track, has been secured by H. J. Johnson, who scored two firsts.

THE dry weather may have had something to do with it, but, anyway, the Brighton and back record has been having a rare rest. We hear Dance will shortly be after its scalp.

THE Newcastle Centre will, in future, take steps to prevent any defaulting clubman from participating in any athletic gathering held under their rules, while his club subscriptions remain unpaid.

AMONGST the long list of Palmer wins may be mentioned the following:—First and second in 100 kilometres Italian championship; first in N.C.U. Manchester Centre championship; first, second, and third, in N.C.U. Bristol Centre championship.

GAMAGE has made arrangements for posting results of the Cuca race from half-time, and each hour following.

CHASE in his road 50, did the first mile in 2 minutes dead, and then asked the tandem for more pace. He rode 27 miles in the first hour.

THE Catford Gold Vase will be put up for a 12 hours' race on entirely new and novel lines, open to unlicensed riders on August 24th. Look out for full particulars next week.

R. P. CLARK would be glad of all possible assistance from multicycles on Thursday this week at Wood Green about 7 o'clock p.m., when he intends making an attempt on the 10 miles' record.

THE cycling events at the Catford August Bank Holiday Fete are ½ mile handicap, 1 mile novices handicap, 2 miles tandem handicap, and 5 miles scratch race. These events should suit all tastes.

France v. England.

GREAT interest is taken in the international match which takes place in Paris on Sunday next between two teams made up as follows:—England: Edwards, Harris, Robertson, and Schofield. France: Jacquelin, Morin, Muringer, and Gougoltz. The distance is 2 kilometres.

Big prizes.

THE attention of all cyclists is called to the advertisement, in another column, of the West Herts. sports, on August Bank Holiday. Four prizes each event and 10 guinea firsts. Entries close on Monday next, the 29th, so this is the last reminder we can give our readers. Entry forms, and all particulars, of C. H. Halsey, 52, High Street, Watford.

Edinburgh to London record.

LAST Thursday, W. J. Neason, of the Anfield, rode from Edinburgh to London, in 27 hrs. 38 mins., beating Fontaine's record by 49 mins. He had a head wind all the way, which became stronger as he approached London, and ended in a downpour. Neason was at the North Road 24, looking none the worse for his trip. He rode a Rover with Dunlops.



POOLE & CO.'S IBEX QUAD.

THE INSTRUMENT THAT HAS BEEN PACING MOST OF THE RECORD BREAKERS THIS SEASON.

Ayuntamiento de Madrid

THE NORTH ROAD 24.

THE reason of the weeks and weeks of fine weather lately enjoyed, is now explained, all the rain was being saved up for the North Road 24 hours' race at Wood Green, for licensed amateurs. The rain and the wind utterly spoilt what might have been a most interesting contest, although class was not particularly well represented. For some reason that does not quite appear on the surface, the grounds at Wood Green are still in a most unfinished state, and when we arrived on the Friday evening we found the grand-stand only partly covered with a temporary roof, the approaches in a muddy state from the rain that had fallen in the afternoon, and the enclosure a chaotic mess, the tents being pitched on damp mud, with just a little straw to save the attendants from rheumatic fever. The evening was fine, but cool, with a strong wind blowing, when J. Blair, of the Catford, got

THE FOLLOWING FIELD

away sharp at 8 p.m. A. Ford, Coventry Humber; W. Rosser, Swansea Harriers; R. H. Carlisle, Anfield; F. Martin, Bath Road; W. S. Yeoman, Anerley B.C.; E. Edgar, Essex; R. E. Sahl, Apollo C.C.; F. Hoar, Daneville; H. E. Haggard, Poly. C.C.; H. W. Standish, London Central; F. T. Bidlake, J. P. K. Clark, S. J. Prevost, F. R. Cook, E. Gould, J. Van Hooydonk, and D. M. Weigel, all of the North Road Club, Bidlake being on a tricycle. In the first hour Rosser and Ford went for each other, the rest of the field going on their own account, and Rosser, getting decidedly the best of Ford, scoring 24 miles 90 yds. in the first-hour, as against 24 miles, 1,640 yds. in the first hour of the Cuca, Ford doing 23 miles 2½ laps, and Carlisle laying third just over 23 miles, Edgar close with him. Bidlake was inside N.C.U. tricycle records at 26 miles, but not Ellis's unpassed records, and at two hours, when he had ridden 41 miles 550 yds., was ¾ mile inside. He got outside these N.C.U. records at 71 miles, and did not again touch them. Positions in front were about the same at 2 hours, but Ford had got up in the same lap as Rosser, and Edgar had handed fourth place to Yeoman. At 3 hours Ford was leading with 68 miles 1675 yds. and Sahl was in fourth place, Yeoman having been hurt in a fall 40 minutes before, when he, Martin, Hoar, and another, all came down together. At three hours (11 p.m.), the wind was still blowing; the track at this period

UNDER COVER OF NIGHT,

looked rather pretty, with fairy lamps at intervals, and Chinese lanterns in the grand-stand. The crowd was fair, but not what it should have been, and there was a marked lack of enthusiasm. At four hours (midnight), Ford was leading with 89 miles 302 yds., Rosser less than a mile behind, and the "Doctor" third, three laps farther off, but riding fastest on the track. Soon after Ford was out of the saddle ill, and between the fifth and sixth hour, Yeoman, when riding fourth, suddenly decided to retire, owing to his wounded leg. Ford appeared in trouble with his stomach and frequently dismounted; Rosser worked away gamely and at 6 hours was leading by the best part of a mile, the "Doctor" still third. The wind had by now moderated somewhat. Just about quarter-time there was a most alarming smash by the tent corner. A pacing tandem tricycle in messing the corner caught a step on a pacing safety tandem, both coming over and charging the attendants, and



GROUP OF OFFICIALS AT THE NORTH ROAD 24.

bringing over Clark, who was much shaken, and had to rest a little while; Bidlake had a marvellous escape. At 2.15 a.m. Gould was going best on the track and doing 2.44 miles; Ford was looking very feeble.

IT WAS NOW RAINING,

having started about 3 a.m., and it never ceased till 11 a.m., eight hours of damp misery. Hoar retired, and Ford followed suit after he lost third position to Cook, with 162 miles; thoroughly done, we should say from some food or drink disagreeing with him. Bidlake retired soon after the 9th hour, with a score of 165 miles, thoroughly disgusted with the killing wind and the cold rain. Five minutes before the 10th hour Rosser touched his pacer and fell, getting a nasty cut by the eye. Although leading by miles, he was immediately placed on another machine, and pushed off, not even the dirt on his hands from the fall being removed, nor his legs, which were cold as ice, being attended to, although the attention of his friends was drawn to the matter. We never saw a man so roughly and foolishly treated; it never gave him a chance. At 10 hours

ROSSER HAD A 3 MILES LEAD

of Carlisle, and Gould had worked into third place, 8½ miles behind the "Doctor." At 7.50 a.m. Rosser either fainted or fell asleep, for he rode a few yards very slowly and then fell; he was immediately set going again. Edgar retired at 189 miles and reduced the field to nine, who were in the following order at 12 hours, half-time. Rosser, 237 miles 200 yds.; Carlisle, 236 miles, 1 lap; Gould, 226 miles, 4 laps; Cook, 222; Prevost, 220; Van Hooydonk, 218; Clark, 214½; Standish, 213½; and Martin, 206½. Rosser dismounted at half time, and a few minutes later Carlisle was leading and remained in that position till the end.

Rosser came out again, but soon retired for good, utterly demoralised. The terrible weather had reduced the field to five, Carlisle, Gould, Cook, Clark, and Standish, who were in that position at the 14th hour. Clark was going remarkably well, and ran from fourth

into second place; the rough score at the 15th being, Carlisle, 284, Clark, 267, Gould, 264, Cook, 262, Standish, 256. At mid-day the wind tore the temporary roof from the timekeepers and lap-scorers dens; it was terrible work up the back straight for the riders. Cook appeared to be tiring and fell from 3rd to 5th place before 18½ hours, Standish, a comparatively unknown man,

RIDING STEADILY AT HIS OWN PACE

in the third position. Just before 19 hours, Carlisle fell from cramp, and was assiduously attended by Cawood; he had then a lead of over 19 miles. It was Gould's turn next to have a bad time, and he was riding last at 20 hours. At this time (4 p.m.), the band did its best to liven things up—no light task! A short time after, for about 15 mins., a perfect hurricane struck the track, accompanied with a deluge of rain; a hoarding was blown down amongst the people, and fears were entertained for the temporary roof of the grand-stand, which jumped about ominously. Gould was the last retirement, with 322 miles, after a splendid exhibition of good-style riding well maintained. With 2 hours to go, all four men were looking extremely seedy: the public were scantily represented and very calm, cheering only occasionally for Standish, who was travelling fastest on the track.

IN THE LAST HOUR

the gate improved a lot, and so did the men, all indulging in sprints except Carlisle, who was dead to the world. The final score read: R. H. Carlisle, 417 miles 750 yds., first, on Enfield with Dunlops; J. P. K. Clark, 403 miles 2½ laps, second, on Osmond with Palmers; H. W. Standish, 395 miles 1½ laps, third, Rover with Dunlops; F. R. Cook, 372 miles 2 laps, fourth, Mohawk with Palmers. T. G. King, Finlay, Macrae, and A. J. Begbie, judged; Peter Coleman, Swindley, and Dring, timed; F. C. Cooke was the laborious and disappointed hon. sec., and of the many N.R. workers special mention is due to the pacemakers marshals W. M. Crosbie, F. Shorland, and W. Ward.

Kingsdale and Colville Sports.

WE much regret an unfortunate error that somehow crept into the advertisement of the Kingsdale and Colville C.C.'s joint meeting last week. We are glad to hear, however, that the clubs have a grand entry, and look like scoring a big success. The entries include such class riders as A. J. Watson, T. E. Newman, R. P. Clark, P. W. Brown, U. L. Lambley, A. A. Chase, J. Green, G. R. Martin, T. W. Good, G. Paterson, J. Platt-Betts, T. G. Brooks, H. B. Howard, &c. With the quad. trying to chip corners off the 5 miles' record, and Alec Watson going for 1 mile record, a very pleasant afternoon's sport should result.

Irish National Tournament in London.

BESIDES the ordinary matches under the rules of the Amateur Athletic Association and National Cyclists' Union, the Irish Sports at Kensal Rise, on the August Bank Holiday, will have one unique and attractive feature. This is the distinctively Irish National game of hurling, to be played with instruments called, in the native tongue, *camans*. The game has seldom been played in public on this side of the channel. The last occasion was about 20 years since, at the Crystal Palace. Englishmen will, no doubt, go to see the game on account of its novelty, and Irishmen that they may see once more the favourite game of their youth. Entries for the various matches may be made to Mr. M. O'Rourke, hon. sec. to the tournament committee, 39, Victoria Street, Westminster.

Greaves in Ireland.

ARTHUR GREAVES, of the Northumberland County, journeyed specially to Ireland, to defend his title of 25 miles champion of the Green Isle. It had been arranged for a party of Tyneside cyclists to spend a week in Ireland at the same time, but the near approach of the Scarborough Camp interfered with this arrangement.

An odd idea.

THERE was an amusing little scene at the entrance gate to the track and enclosure at Wood Green, last Friday night, when two portly gentlemen attempted to get through on the ground that they were shareholders. When shareholders join the noble army of deadheads, the only place for the officials and competitors will plainly be in the grand-stand.

Not much to boast of.

THE competition for the S.C.U. Team Challenge Trophy, from which so much was expected this year, has turned out a very sickly affair after all. The Northern and Eastern districts have decided who their champions are, though there never was much difficulty in either case, but in the Western and central districts where the rivalry was keener, the finalists could not agree as to running off their ties, so that one side has walked over, and the other has protested. What with disputes of one sort and another, and some very palpable roping, there is not much to boast of in Scottish racing this season.

Lucas will try.

C. LUCAS, the unlucky English pro., is to ride in the great 24 hours' race on Sunday at Bordeaux. The opposition is not very strong, and all interest will be centred in the fact that Lucas is to make a determined try to beat Huret's wonderful record of 515 miles!

Prize for entries.

ENTRIES close July 27th, to J. W. Wright, Hillcroft, Farnham, for the Farnham meeting on Bank Holiday, the cycle events being 1, 2, and 3 miles' handicaps by S. T. Brown. Rather a novelty in prizes offered is a gold medal to the hon. sec. of the club who sends in the largest number of entries.

North Durham sports.

THE second instalment of the athletic meeting promoted by the North Durham club drew a 3,000 gate. The principal item on the programme, the 3 miles bicycle scratch race, was won by Matt Dunn, of the Gateshead N.E.R., by six inches on the tape; Arthur Greaves, Northumberland County, second; C. Brown, Derwent C.C., third; time, 8.38½. Greaves caught the grass and nearly came down when at the head of affairs. The final of the one mile bicycle handicap produced an exciting finish, Matt Dunn, G.N.E.R., 70 yds., won by half-a-yard; R. A. Huck Jarrow, A.B.C., 70 yds., was second, a few inches in front of W. Dixon, N.C.C.A.C., 85 yds., who got into the final as fastest loser; time, 2.26½.



The hour tricycle record.

ON Tuesday last week at Bordeaux the French rider, Williams broke the tricycle record for one hour. He rode 25 miles all but 250 yards (40 kilom. 233m.).

English riders in Italy.

A. C. EDWARDS and Barden were both in Italy last week and riding in Milan. The first-named was unplaced to Jacquelin in the principal race, and Barden had to stand down owing to something being wrong in his machine.

Amsterdam races.

At the Amsterdam track, last Saturday and Sunday, the first, second, third, and fourth prizes and gold medal were won on a Coventry Cross racer by J. Doornekamp, and the 45 kilometre road race of the Christiania B.C. by Karl Hoel on a Coventry Cross, No. 15.

An Irish 50.

THE Irish Road Club held their second 50 miles handicap for the season, on Saturday, over the Portarlinton course. The roads were heavy in parts. Eleven started; the scratch division, R. M. Talbot, W. L. Martin, and Dudley, electing to incur 5 mins. penalty for riding racing machines. In the first 18 miles four of the competitors were dropped, from tyre troubles and other causes, and near Rathangan, on the outward journey, Mangan and Talbot got punctured. The race, from this point, was not very interesting, Meredith collaring the limit men, and winning as he liked, off the 4 mins. mark in 2.41.11; Moulang, who was in receipt of 12 mins., being second in 2.55.54; and S. Cunningham, 15 mins., third; time 3.1.28. Meredith and Martin only got inside silver medal standard; Moulang and Joly bronze.

The 50 miles road record.

LAST year Arthur A. Chase set the fashion of breaking the 50 record in company with a tandem safety, his accompanists, on that occasion, being Smythe and Hoch, and the time, which stood, until Tuesday last, as record for both types, was 2 hrs. 7 mins. 15 secs. J. W. Stocks, on a single, and F. Black cum A. E. Walters, on a tandem, jointly, and severally, reduced these figures, over the R.R.A. 50 course, on Tuesday, to 2 hrs. 1 min. 8 secs., which put the tandem record for professionals (Oxborrow and Sansom's 2 hrs. 3 mins. 59 secs.) also in the shade. Stocks had to go a few miles alone, owing to his tandem companions puncturing and being delayed by a change on to the pacemakers' tandem. Both single and tandem were Dunlop-tyred; the tandem was a Swift, and Stocks's mount a Trent. F. T. Bidlake timed. Chase no sooner heard of the beating of his figures than he made arrangements for beating them on Thursday, but his machine was disabled on the way to the train from the Viaduct, and he had to postpone his trial to Friday, securing W. S. Holding to time, as Bidlake was riding in the N.R. 21. He took the same course, and, with a very good wind, did 27 in the hour, and had the stubborn two hours at his mercy, but the puncture demon had his say, and stopped the fun, Chase having to tackle the final stage single-handed on his pacers' tandem, after the fashion set by Wridgway in his Brighton ride. Holding clocked him, notwithstanding, to do only five seconds outside 2 hours. Both men are going again, and are full of a friendly rivalry. Chase was up on his usual combination of Swift and Palmer tyres, but the tandem he used for some 14 miles was a Rudge.

Marples' mile.

THE wonderful mile of R. A. Marples, when at Catford, in a mile race, he, unpaced, riding the distance in 2 mins. 10 $\frac{1}{2}$ secs., is worthy of more than passing notice. This beats the previous unpaced mile by nearly 7 secs., and it is worthy of note, was done on one of the machines of the year, an Osmond.

Last Saturday's winner.

NOT a man who knows Carlisle but will heartily congratulate the "Doctor" on his well-deserved win in the North Road 24. It is not only the first open path race of the N.R.C., and the lineal descendant of the great 24 hours' road races once promoted by the club, but it is also the first race the "Doctor" has ever won, in spite of his long career and close connection with the record tables. It is curious to note how his usual luck, as to weather, followed him on this occasion; we believe he said, before the start, it was sure to rain, as he was riding, and it certainly did rain!

Crisis in the French Union.

THE (French Union Union Velocipedique de France), is at present going through a crisis which, if not promptly settled, may endanger its existence. A conflict has arisen between the president and vice-president of the Union on one side, and the members of the committee on the other. The extraordinary Congress (meeting of delegates from all parts of France), took place last week, when the financial administration of the committee was looked into. It was then discovered that the committee managed the accounts very badly, the result being a deficit of some 20,000 francs (£800!) Accordingly, the meeting almost unanimously refused to re-elect the members of the committee, and gave full powers to the president and vice-president of the U.V.F. to appoint

another committee. The old one kept quiet until the Congress was over and all its members had left Paris, and then came out with a manifesto to the effect that the balance-sheet drawn up and shown to the Congress was false and misleading, and was only the result of a plot to throw them overboard. Therefore they declared their intentions of remaining at the head of affairs, despite the vote of the Congress, and want to call another meeting to look the matter over again.

A dead heat.

SCOTLAND is in the unique position of having two half-mile champions of the B Class. Kyllack and McLaren ran a dead heat at Dundee last Saturday in a race for the championship, and, for some reason or other, it has not been run off again.

Records passed.

THE N.C.U. have passed the following records. F. W. Chinn, $\frac{1}{4}$ mile at Catford. A. W. Horton, 51 to 59 miles, June 29th, at Herne Hill. Palmer and Wheelock's 2 miles tandem, at Herne Hill. A. F. Ilsley 2 to 10 miles tricycle, at Wood Green.

At Wood Green.

RACING men, both licensed and unlicensed, should make a note of the advertisements in our columns of the Wood Green C.C. and the E.C.U. Both of these meetings take place on the Wood Green track on Saturday, August 3rd, and Bank Holiday, August 5th, respectively.

A night 100.

WE believe the Bath Road Club are seriously thinking of acting on our suggestion of a night meeting, and running their 100 at Putney after dark. If so, care must be taken that the track is well lighted; there was a deficiency in this respect at Wood Green, and it spoils the effect.

COMING RACE MEETINGS.

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

DATE.	PLACE.	PROMOTERS.	SECRETARY'S NAME AND ADDRESS.	OPEN EVENTS.
Aug. 3	Wood Green	Wood Green C.C.	J. J. Hardy, Woodhouse Eaves, Wood Green	$\frac{1}{4}$ & 1 m. H. 2 m. (T.S.), H. $\frac{1}{2}$ m. scr. (unlicensed) Several Open Events
" 3	Cardiff	Infirmity A. Festival	Messrs. Douglas & Tunley, 10, Duke St., Cardiff	
" 3	Lancaster	Athletic Association	Messrs. Holmes & Atkinson, 20, Market St., Lancaster	$\frac{1}{4}$ & 1 m. H.
" 3	Blackburn	Blackburn C.C.	N. A. Smith, Blackburn	$\frac{1}{4}$, 1, and 3 m. H.

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

Owing to the large number of race meetings to be held on August Bank Holiday, only the promoters and secretaries addresses of the principal fixtures are given, including those advertised in our Sales Supplement.

Bank Holiday, Monday, August 5th.—*Irish Championships at Cork*, R. W. Early, 52, South Mall, Cork; *Lowestoft A.C. & A.S.*, Hon. Sec., 73, London Road, South Lowestoft; *Essex Cycling Union at Wood Green*, S. T. Brown, 1, Coleridge Road, Finsbury Park, N.; *Graveyard C.C.*, C. R. Green, 27, South Hill Road, Gravesend; *Catford C.C. & Jackheath Harriers at Catford*, The Race Committee, Catford Sports Ground, S.E.; *West Herts. Club at Watford*, C. R. Humbert, Watford; *Biggleswade F.C.*, W. C. Wicks, Biggleswade; *Westwood Park, Southampton*, C. S. Fuidge, Westwood Park, Southampton; *Yarmouth Sports*, H. B. Lee, "Independent" Office, Great Yarmouth; *Plymouth C.C.*, A. E. Marshall, Hoe Garden, Plymouth; *Foresters' F.C. at Brighton*, H. A. Arnold, 37, Gloster Street, Brighton; *St. Alban's Ath. Assoc.*, G. C. Barnes, The Bank, St. Alban's; *Essex Beagles at Romford*, H. Johnson, 106, Hampton Road, Forest Gate, E.; *Maidstone I.C.C.*, Hon. Sec., Church Institute, Maidstone; *Dorking A.S.*, A. J. Fuller, 69, High Street, Dorking; *Slough A.S.*, G. F. Culpin, Slough; *City of Ely A.S.*, W. S. Kempton, 69, High Street, Ely; *Maidenhead Wanderers*, G. T. Braxton, Farley Cottage, Grenfell Road, Maidenhead; *Hasling A.S.*, L. T. Weston, 3, Havelock Road, Hastings; *Stamford A.S.*, D. Elks, 3, Barn Hill, Stamford; *Vale of Aylesbury*, H. F. Bartlett, High Street, Aylesbury; *Portsmouth Road Club*, F. J. Sansom, Portsmouth; *Newport (Mon.)*, Hon. Sec., Bank Chambers, Newport; *Burton-on-Trent Harriers*, J. E. Tressie, 3, West Street, Burton-on-Trent; *"Sport & Play" at Birmingham*, J. B. Burman, Lucifer House, Birmingham; *Tewkesbury Regatta A.S.*, A. Baker, Old Bank, Tewkesbury; *Littlehampton*, A. S. E. Yorke, Littlehampton; *Hull A.S.*, W. E. Patchett, 126, West Parade, Hull; *Scarboro' Camp*, J. S. Critchley, 27, Kirkgate, Bradford, Yorks.; *Harrogate A.S.*, J. W. Ackrill, "Advertiser" Office, Harrogate.

Tuesday, August 6th.—*"Sport & Play" at Birmingham*, J. B. Burman, Lucifer House, Birmingham; *Northampton A.S.*, J. D. Douglas, 10, Royal Terrace, Northampton; *Scarboro' Camp*, J. S. Critchley, 27, Kirkgate, Bradford, Yorks.

Cuca tickets.

TICKETS for the Cuca 24, at Herne Hill, this Saturday, July 27th, can be obtained at Ashton's Library, 38, Old Bond Street (telephone 3,515), 35, Sloane Street (8,776), 27, Baker Street, and Mabey's Passage, Stock Exchange.

The lost key bureau.

YET another key has gone astray in the excitement of tyre repairing. If the gentleman, who lent one at St. Alban's on the 13th, will apply to L. Talbott, care of Debenham & Freebody, Wigmore St., W., he can have his property restored to him.

On a very open date.

MEETINGS in London or out of it are rare on August 3rd, the Saturday before Bank Holiday, and those who wish to do a little racing on that date should turn their attention to the meeting of the Wood Green C.C. at Wood Green track. There are events for licensed and unlicensed, and good prizes for all. J. J. Hardy, Woodhouse Eaves, Wood Green, N., has the entry forms, and we have a few at our office for callers.

The Folkestone C.C.

THIS club, which is peculiar in having for its excellent president a clergyman, Rev. E. Husband, and for its vice-presidents two excellent actors, Toole and Irving, carried through successfully its annual meeting at Ashley Park. A. G. Woodward, Dover, 115 yds., won the open mile; H. Horton, Folkestone, 110 yds., second; A. E. Payer, of the home club, 80 yds., third. Horton won the club mile; Payer second; and W. J. George third, from scratch.

Lehr a pro.

AUGUST LEHR has ridden at Leipzig in open races, and is now declared a professional. He won his two heats and also the final against Verheyen, Paris; Opel, Frankfurt; Hofmann, Munich; Rollin, Paris; Heimann, Berlin; and Opel, Vienna, with out much exertion, and with a short spurt on the last lap. Lehr's action will, we presume, overcome the difficulty in which the N.C.U. were placed, and an English amateur team can now be sent to Cologne.

Another bar to Sport.

It appears that it will not be such an easy thing, after all, for our unlicensed men to ride in the Waverley open path 12 hours' at Edinburgh, on the 27th, as the taking out of a B. Class license in Scotland would debar the men from riding here, even as unlicensed amateurs. It is absurd, on the face of it, that even unlicensed English riders cannot compete in a well-conducted race in Scotland, where both licensed and unlicensed men are running, without clashing with the laws of the N.C.U.

Nice clean cuts.

To hear some men talk about croppers on the path one would think they were a luxury of the most desirable nature. An epicure in croppers was heard to say, the other day, that, on the whole, he liked best to fall on cement "because it gave a nice clean cut." He spoke of it as though talking about a choice cut from a joint, and with evident relish. On this subject it is worthy of comment that wounds from falls on the modern surfaces frequently take an unconscionable time healing, even in the cases of the most healthy men. The hard, nutmeg-grater-like surfaces, and the force of the speed-falls, appear to quite destroy the existing life of the flesh surfaces at the points of contact.

Bank Holiday at Southampton.

SOME splendid prizes are again offered for the bicycle races to be held on the Westwood track, Southampton, on August Bank Holiday. There are four prizes in each race, ranging from £10 to £1 5s. for a fourth in the open events. There is also to be a military cyclists race, open by special permit to both licensed and unlicensed amateurs. We can supply entry-forms.

Ilisley alters tricycle records.

AT Wood Green, on Wednesday evening last, A. F. Ilisley beat his previous best tricycle times, which have stood as record since July 20th, 1893, for $\frac{1}{4}$, $\frac{1}{2}$, and the mile. The half was done in 1.10., as against 1.13 $\frac{1}{2}$; three-quarters 1.45, old time 1.51 $\frac{1}{2}$, mile, 2.22 $\frac{1}{2}$, as against 2.28 $\frac{1}{2}$. Ellis' unpassed mile time is, however, 1 sec. faster. T. D. Dutton timed. On the same evening W. H. Knight made an unsuccessful attempt to alter the 10 miles tricycle time.

The match between Watson and Petersen.

MR. E. STAAL, president of the Dansk B.C., has proposed to A. J. Watson that his match with Ingemann Petersen be a mile event, two races of a mile to be ridden, and if each win one, a final to be added. It is proposed also that the races take place at the International meeting, in Denmark, on August the 9th and 11th. It is expected that Watson will accept these terms.

County Councils improve courses.

THE mileage of Northern records is fast approaching those of the premier Association, and, were it not for the hilly nature of the Northern courses in Cheshire and Shropshire, it would appear quite possible for a world's record to be made up North. The improvement in road surface, in both named counties, has been wonderful during the past year or two, thanks to the attention of the respective County Councils.

**DISCRETION THE BETTER PART.**

BINKS.—"So the judge placed me second did he?"

OFFICIAL.—"Yes."

BINKS.—"Is that him on the chair? I'll go for him."

OFFICIAL.—"No, it's that big man over there."

BINKS.—"Oh! well perhaps he was right after all."



BITER DICTA.

BY THE BOY WHO
SELLS THE CARDS.

WILL I answer yer some
questions, do yer say,
miss?

Right yer are, an' I
knows a thing or
two,

Yer've 'appened on the proper spot ter-day,
miss;
Wot yer wants ter know, be sure I'll tell
yer true.

Yer thinks these chaps a-sailing round the
track, miss,
Finds it dreadful work a keeping up the
pace?

Bless yer 'eart! they 'as ter 'old their
jiggers back, miss.
Hit's the bike, an' not the man, wot wins
the race.



DAN LENO CROPPERS.

W'y four-an'-twenty hours upon a bike,
miss,
Is as heasy as a harm-chair with yer toff!
Try a tandem, 'long o' me, jes' w'en yer like,
miss,
I'll 'old yer tight an' stop yer fallin' off.

I dunno wot these shoutin' folks is thinkin'
of:

The riders never does no work at all.
They sets upon their mounts an' keeps a
drinkin' of
Champagne or B. an' S. until they fall.

Wot? You s'pose they gets well paid for
sech insanity?

W'y they jes' gits up for honour, nothin'
more;

Wouldn't stoop ter ride for nothin' only
wanity:

That's a point on w'ich they're mos' per-
tickler sore.

W'y they're gents, miss; yes, an' men o'
light an' learnin';

Every one of 'em 'as took a 'igh degree:
They're M.A's,—an' that's a title wuth the
earnin'—

Of the University of Coventry.

J' ever 'ear of any gent wot did 'ard work,
miss?

W'y that's the charict'ristic o' the pro.!

'E must sweat 'is bless'd 'ide, an' never
shirk, miss,
But the Maker's Amatyoor—ho no!
Yes, they're nothink honly jockeys, bloemin'
jockeys;
Hit don't depend on them, wot's goin' ter
win!
Once they're mounted, why, the pick of all
the flock is
Jes' the one wot's got the least inside 'is
skin.

The public is a pack of silly idjits,
Wot knows nothin' about bicyclin' at all:
Hit's enough ter give a cove the bally fid-
gets

Ter 'ear the way they cheer an' yelp an'
squall.

But chaps like me an' you wot's in the
know, miss,

Can tell 'em 'ow ter learn the winnin'
tips;

The advertisements'll tell 'em w'ere ter
go, miss,

W'en they wants a safe inwvestment for
their chips.

Does the hads give any credit ter the rider?
Not so likely; makers ain't so jolly green.

'E wins, although e's jest a rank outsider,
W'en 'e gets upon the honly "best ma-
chine."

Now I'll tell yer wot my fancy is ter-day,
miss;

Hit's a comin' round the corner now, like
sin!

Hit's got a new invention I calls, famiss,
An' that's a kind o' holler cotter-pin.

Hit brings the weight down werry near
the stone, miss;

An' there ain't another hunder fourteen
two;

Yer'll see that bike a rompin' 'ome alone,
miss,

I don' care 'oo the rider is, do you?

For 'e's nothink but a jockey, jest a jockey,
Wot steers the bike, or 'olds the beggar
in;

Though in course it makes 'im cocky,
beastly cocky,

W'en 'e 'ears the folks make sech a
bloomin' din.



DAN LENO SMILES AT FONTAINE.

THE Guards appear to be going all out on
cycles and Rudge-Whitworth machines.
The Royal Horse Guards have just ordered
30 Rudge-Whitworths, similar to the 36 of
this brand recently supplied to the 2nd Life
Guards.

The Norris outfit.

THAT an outfitter should sell a good re-
pair outfit is quite in the natural order of
things, and certainly the outfit, being now
put on the market for 1s. by Norris, of 8,
Holborn Viaduct, deserves to be described
as good. In its general make-up it is much
like other outfits, only that of every require-
ment there is an extra liberal supply, plenty
of patches, and sheet rubber backed with
thin canvas, together with a large tube of
solution, &c.; in fact, the sort of outfit that
a tourist could take away with him, with
the sublime consciousness that he was pre-
pared for every contingency. Talking of
tourists, reminds us that Norris has also a
good stock of every article of attire a cycling
tourist could possibly want.



HUMOUR AT THE MUSIC HALL SPORTS.

DAN LENO, AS THE SHOWMAN; FRED. GRIFFITHS, AS THE ARMLESS MAN.

WOMANLY WOMEN WHO CYCLE.

SARAH GRAND.



THE women of the period may be classified under two heads, the dreamers and the practical workers. Olive Schreiner, Mrs. Humphrey Ward, Sarah Grand, &c., come under the first category, while Lady Henry Somerset, Mrs. Josephine Butler, Mrs. Massingbred and Miss Willard grace the latter. They represent neither the woman of the past nor the glorious free creature of the future, but their ideals ascend to the heights of freedom, notwithstanding that they are, from sheer force of circumstances and conventional surroundings, dragged down to the realities of the present position of women.

To illustrate how worthy Sarah Grand is of the title "Womanly Woman," allow me to quote a sentence or so from her "Ideala," which shows the drift of some of her reflections.

"Englishwomen could not sit still and know that their lovely homes will be wrecked eventually and left desolate; that this country of theirs will become a wilderness of ruin, such as Egypt is, but rank and overgrown, its beauty of sweet grass and stately trees, and all its rich luxuriance of flowers and fruits and foliage plants, only accentuating the ruin—bearing witness to the neglect . . . Fate itself is no match for one woman with a will, let alone for thousands! When women realise the truth they will fight for it. They will use the weapons with which Nature has provided them; love, constancy, self-sacrifice, their intellectual strength, and will. And so they will save the nation."

A WOMAN'S SPHERE

is such a very indefinite phrase. It is nonsense really. A woman may do anything which she can do in a womanly way. Women have never yet united to use their influence steadily, and all together, against that of which they disapprove. They have yet to learn to take a wider view of things, and to be shown that the only way to gain their end is by working for everybody else, with intent to make the whole world better, which means happier."

It was with these thoughts lingering in my mind that I conversed with Sarah Grand on cycling. The Parisian adoration of the cycle has, at least, accomplished one thing. It inspired the authoress of "Heavenly Twins" to learn to manipulate wobbly wheels. In accordance with the inherent modesty of all English ladies, Sarah Grand had her first lessons in cycling skirted, but the ease and grace with which the French women donned the new costume fascinated her so much, that she soon discarded the superfluous skirt, and followed the knickerbocker fashion.

Sarah Grand, apparently, is an old dress-reformer. Referring again to "Ideala," I come upon the following interesting remarks:—"The future of the race has come to be a question of morality and a question of health. We want grander minds, and we must have grander bodies to contain them. And it all rests with us women. To us is confided the care of the little ones—of the young bodies and the young minds yet unformed. Ours will be

THE JOY OF SUCCESS,

or the shame of failure, and we should fit ourselves for the task morally and physically by the practice of every virtue and by every art known to the science and skill of man. We would begin by dressing properly. That alone is a question

of vital importance to the race. There is not a household that would not be the happier for having a wholesome mistress. And that they never will have while women are weighed down with pounds of petticoats, and trussed up out of all natural shape in stays. Healthy and beautiful clothing for us is the Alpha of all changes for the better. It is the beginning of wisdom for women. It means freedom for them, room to stretch their pinioned limbs and breathe! As for men, it means health and strength, and glorious nerve power, such as comes to them from vigorous mothers only. Other nations see the truth of this, and have already begun to reform, but with us it is always—

'Let that be done which Mat doth say,'
'Yea,' quoth the Earl, 'but not to-day.'"

We have all heard of the inevitable *cycliste* at the gay capital of France, riding along the busy thoroughfares and boulevards, the river banks, in the Champs Elysées, the Champs de Mars, and the Bois. Paris, indeed was, and still is, just the place to learn to cycle in. Thousands of English women were tempted there to master the "inherent malignity that lurks in the seemingly innocent tandem of wheels"—to quote the eloquent words of Lady Colin Campbell—and among them Sarah Grand. To-day, of course, Battersea Park offers agreeable opportunities to the novice, but when our gifted authoress learnt, the most far-seeing prophet had not the audacity to foretell such

A PASSIONATE DEVOTION TO WHEELDOM

as is common with us now.

Reverting again to Battersea Park, it is Sarah Grand's opinion that the craze for cycling in this fashionable resort for cyclists will do much towards the realisation of better performances in the future. When it is considered consistent with conventionality for the society girl to cycle, the way is made clear for the more practical lovers of the pastime to open up new pastures, and extend their devotion to the wheel to long country rides. Cycling may commence at the Park, but it will not end there. To get city folk out in the morning for exercise of any description is an advance upon the stay-at-home period of the past. Many may cycle because it happens to be fashionable, but enthusiasm may inspire many of its victims with the untold delights of extended wheel wanderings.

But Sarah Grand does not yet realise

THE GLORY OF TOURS OR MOONLIGHT RIDES

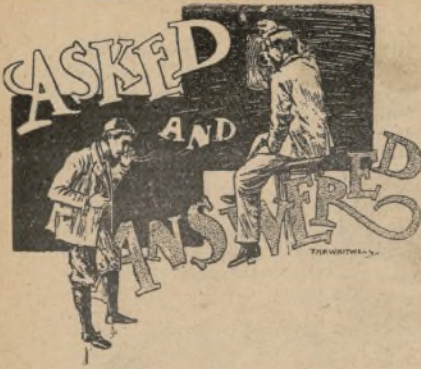
in the sweet rural country lanes of our little island. So far, her longest ride has been of three hours' duration. She has not cycled to any extent in London, but has received her new wheel, and longs to test its capacities for speed and easy running powers. Let us hope, ere this lovely Summer is over, Sarah Grand will have become an enthusiastic wheelwoman, and will create a new crowd of loyal adorers of the cycle, apart from the fickle fancies of Dame Fashion.

One thing, however, it is possible for the gifted authoress to accomplish, and that is assist the matter-of-fact English tailor to design a new cycling costume, which will at once appeal to the imaginative, the artistic, and the critical devotees of the wheel as the nearest approximate to the ideal the wheelwomen of England are sighing for.

N. G. BACON.

THE CRUTCH TRICK.

MR. GAMAGE writes us a long letter about a case that recently came under his immediate notice, of an unfortunate young fellow being taken in by the crutch trick, just as described two issues ago in *CYCLING*. The seller of the machine appeared on the scene, supported by a crutch and walking-stick, and told the buyer that he had had a bad fall the first time of going out, and the doctor had ordered him to give up riding for some time. He was willing to sell the machine for £7, fully £3 more than it was worth, says Mr. Gamage, and from the description he gives of the crock, we should well think so. Novices and others cannot be too careful when buying machines second-hand in this wicked world.



E. LAMBERT (63, Parkholme Road, Dalston) and a friend want to join a cycling club in or near Dalston. Hon. Secs. please note!

"TOURIST (Raunds, North Wales) wishes to know if he can take boat from Lyme Regis or Bridport to Southampton, and what days do they go?"

F. E. TEED (Ilkeston) desires to thank Mr. H. Towsey for his explicit reply to his route inquiry in our columns last week—Market Harboro' to Bedford.

W. B. C. (Yelverton) will be glad if some kindly disposed reader will let him know, per "Cycling," which is the best route from Bath to Plymouth, and the condition of the roads, and also distance.

M. FARRER (London).—Unless you are going to beg your way or undertake a few light jobs on the road, you will never get to your destination on the small amount you have laid aside for living expenses.

W. S. YEARSLEY (London) would be glad if any reader would kindly tell him the best way from London to Monmouth. He wants to do it in the day, and will be glad of a tip from someone who has been that way.

"AMATEUR" (Sparkbrook).—Don't go for goodness sake go in for training. We advise this course simply because we cannot afford the time to sit here and answer such questions as you put to us regarding diet, knee-ache, back ache, and the other trifles you churr up about. Don't go in for training, there's a good fellow!

A. F. BEAUMONT, 23, Glengall Road, Peckham, writes:—"The writer wishes to tour in France (Normandy preferred), and if any of your readers are making up a party, should be pleased to join them. I have a good knowledge of the language and speak fairly well. First fortnight in August or September would suit me best."

BOB REES (Bristol).—It is a question for a doctor to decide; so much depends upon the nature of the complaint. Team race points are scored according to the position occupied by the men at the finish. Thus, supposing one side had men filling places, 1, 4, 5, 6, which added together make a total of 16, and the other team occupied 2, 3, 7, 8, totalling 20, the side scoring the lowest number of points would be declared the victors.

G. P. FISHER (Fulham).—The duty roughly is about a franc for every pound weight of the machine. If a receipt is taken when paying, the money (less a trifling fee) is returned on leaving the country by any port. We know from experience that if the machine is muddy and dirty and a club badge is shown, and it is stated that one is only bent on touring, the duty is not always demanded. Our foreign tourist has never paid duty, but he knows others who have had to.

C. (Blackheath) writes as follows:—"A cyclist would be very glad to meet with another who would be willing to be his companion and share expenses during a two weeks' tour in the Isle of Wight, commencing on Saturday, July 27th, and ending August 12th, age from about 19 to 23. For particulars, write to C., The Library, Blackheath, S.E."

A holiday in Wales. G. ARDLEY (London) writes—"I should like through the medium of your 'Asked and Answered' column to ask any brother cyclist for information regarding a tour to North Wales. Which are the best spots to visit? I was thinking of Corwen, Bala, Dolgelly, Barmouth, and thence to Aberystwith. If these are not best would someone kindly correct? But the greater difficulty with me is the route, for it is palpable that I don't want to go the most hilly roads. I have four route-books and maps—a large number—but they don't help me to select best route, for although I was thinking of going out via Birmingham and Shrewsbury, yet there are so many routes to Birmingham that I am perplexed. I feel sure that many of your numerous readers must have been that way and would only be too happy to oblige a brother cyclist."

"POLLUX" (Bath).—We regret we cannot answer either of your questions.

W.F.L. (Bath) wants to go from Bath to Bedford, and will be glad if one of our readers can give him the most direct route.

BEN HOULDEN (Birmingham) wants to know if any reader can kindly give him a good route from Birmingham to Lincoln.

J.W.N. (Buxton).—Thanks for information which we gladly publish, glad to hear that the pictures afforded you so much amusement.

W. A. SANDISON (London).—We cannot insert such notices unless paid for as advertisements. Besides you could scarcely hope to recover such a thing.

PHOTO (Manchester) is informed by H. B. Rudd that permission is not required to use a camera in Studley or Fountains Grounds. A dark room and plates kept at this address—H. B. Rudd, 29 Westgate, Ripon.

H. E. QUIRKE (Birmingham) asks if any reader could inform him in the correspondence column as to the best and shortest route from Birmingham to Chertsey (Surrey)? The names of the larger towns through which the route would pass, would be quite sufficient for his purpose.

F.R.H. (Creditor).—1. Yes, we can recommend the Sunbeam with confidence. 2. About 30 lbs. 3. Not higher than 60 for your district in our opinion. 4. We prefer the larger wheel in front. 5. The best book on the subject is now out of print; we do not know of another. 6. We supply an excellent map of England and Wales ourselves, price 1s. 3d., post free; the others you could get from Messrs. G. Philip & Son, 32 Fleet Street, E.C.

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.

G. J. MORGAN (London).—In answer to your query in a previous issue, J. R. kindly writes as follows:—"The patentee of the combined cycle and air-pump is Mr. J. Robson, of the Swallow Cycle Works, 28, Essex Street, Birmingham. They have been made here for some time now. Two or three persons have patented the same thing, but Robson's is the first."

O. S. (Stratford) writes:—"It is my intention to take a holiday in Germany, and I would like to take my bicycle with me. Would any reader who knows kindly inform me whether—1. I should have to pay any Customs duty? 2. Anything beyond the ordinary Railway charge? 3. Must I produce evidence of membership of some cycle Union or other body, or is this unnecessary?"

C.S.F. (Southampton).—We have not the gentleman's address, but insert your letter here; doubtless it will catch his eye. Our correspondent writes:—"Some weeks ago a member of one of the Middlesex Corps had a letter in your paper 'Cycling' saying he would be pleased to assist anyone wishing to promote a Military Cyclists' Race." The gentleman's name was Rule; will Mr. Rule kindly communicate with Mr. C. S. Fudge, 'Heckfield,' 17, New Alma Road, Southampton.

J.W.N. writes:—"Cyclists bound for Buxton from Bakewell, Derby, &c., beware of the descent of the steep hill, Topley Pike. On several occasions lately large stones have been placed in zig-zag positions on this hill, and any cyclist coming against one of these stones would come an awful crash; probably that would be all he would know of it. That these stones have been placed there with malicious intent is without doubt. If the person or persons who do these things could only be the ones to take the initial steps in a series of 'croppers,' what glorious object lessons they would teach!"

"NOSI" (London).—We do not know the firm at all.

C. HARDING (London).—We do not know of such a book.

W. H. C. (London).—Very good machines, we believe.

"TYRO" (Wednesbury).—The Palmer single tube would suit you.

E. G. L. W. (Taunton).—We believe you can get one at Gamage's.

H.E. (London).—Thanks very much. Have sent you a batch of stamped wrappers.

H.J. (London).—We can thoroughly recommend the Ideal tandem made by Jarvis, of Praed Street.

D. ENRIGHT (London) wishes to know if there is a riding school close to Highbury or Islington.

P.P.P. (Barnoldswick).—If the meeting is not under N.C.U. rules you cannot ride, unless you care to risk suspension.

A. GUTTRIDGE (Amsterdam).—We have placed your name on the list as desired. Regret your first paragraph was crowded out.

A.B. (Macclesfield).—It all depends on whether the policeman took your name and address. If so, we should say you will hear further of the matter.

E. G. GILL (Rochester) wants to go for a tour through Normandy, and would like a companion. We cannot recommend the articles named from experience.

"LIGHT WEIGHT (Preston).—We would recommend the popular Granville with Clincher tyres. The gear named would not be too high if you are a strong rider.

S.A. CYCLIST (De Arr, Cape Colony).—1. Humber. 2. Premier. 3. Too difficult a question to answer off-hand. It is interesting to learn on the authority of this correspondent that "Cycling" is thought a lot of out at the Cape, and its honest straight-forward policy admired."

"CAMBER."—In answer to your recent inquiry, Mr. J. Green writes—"Having recently been to Aberystwith, I would advise 'Camber' not to take the route via Rhayader and Devil's Bridge, some 18 miles or so, the first 12 of which are quite undrivable being nothing but a track over the mountains; the other six are a little better, but still undrivable in many places. I cannot tell him which is the best route, this being my first tour in Wales, but if no one else comes to his rescue I should be glad to let him know the route a friend and myself took, and the places we stayed at."

"ROYAL" (London) has seen an advertisement in our columns of the G. & J. tyre, but cannot find it in recent issues. He has a fancy for the tyre and wants to know if it is a good one, and whether we can recommend it. "Royal" can hardly be a regular reader or he would know that the advertisement of the tyre referred to was withdrawn because we chose to conduct "Cycling" on our own lines. We have nothing whatever to say against the G. & J. tyre, however, which from experience we know to be one of the best on the market, and our correspondent can invest in them with every confidence of being thoroughly satisfied. The address of Messrs. Gormully & Jeffrey is Union Street, Coventry.

H. EDWARDS (Highbury) will be thanked by many readers for the following information regarding the condition of the roads from London to Littlehampton:—"A very good way of getting out of London (for North Londoners) on Saturday afternoons is via Piccadilly and Fulham Road, up Wimbledon Hill, and down through Merton, and so through Ewell, Epsom and Leatherhead to Dorking. From the latter one gets very good roads to Bear Green and Ockley and tolerable thence through Billingshurst to Pulborough. Then to Littlehampton is loose and bad in places, especially the first three miles. Back through Fittlewell is no better. Pulborough to Horsham is good, but bad again, thence to Bear Green. Better take Crawley and Brighton Road. Home from Dorking through Reigate and Sutton is excellent."

NOTE.—We have many more inquiries for routes than we can possibly find room for this week. Only a limited number can be inserted, and we cannot be held responsible for any delay arising.

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

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

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