

CYCLING

CONDUCTED BY
EDMUND DANGERFIELD & WALTER GROVES.



CAUSE AND EFFECT.

TESS.—"Madge, you never come to tennis, and now you've bought a horrid bicycle
MADGE.—"Yes, dear, all the men have taken to cycling!"

Ayuntamiento de Madrid

CAN WE POPULARISE THE CLUB-RUN?

BY PERCY A. BIGGAR.



THE topic is not a new one, nor a strange one. For some few years now it has arisen periodically in the cycling press, and has elicited a

great amount of ingenious suggestion, and quite a store of hints helpful and otherwise. This is not surprising when one remembers how at that time club-runs were beginning to flag in interest, and when many attempts were made to rouse club members into prompt activity. The club-run has been one of fascination for many men of all ages, and almost everything has been done to popularise it, and to socialise it. The secret of its decay is familiar to us all. The craze for fast travel is the primary cause of its present unpopularity, and if this craze continues, it is difficult to see how any of the former interest in the club-run is to be revived, or in fact, how it is to be revived at all. It is safe to conclude that if this gradual increase in speed, and consequent separation and disorganisation of club members, had been curbed at the outset, its suppression would have surrounded many old clubs with as strong a scaffolding of sociability as characterised them in their younger days. There may be some who profess to keep up the old institution in all its former glory and success, but it is doubtful whether they succeed in

KEEPING THE MEN TOGETHER

as they used to in the days of old. Various novel features have been tried in order to create interest and bring members up to the scratch. A feature that has met with but little success has been the introduction of a two-speed club, a fast and a slow division, the disadvantage of which is obvious. The fast pack tries to overtake the slow pack, which has started some time previously, and the run ends in a handicap, with a crowd of men on limit and on scratch. But this is merely one aspect of a broad subject. There have been other causes at work which have crippled the club-run. Tea, it maybe, is ordered previously for so many members. An exceptionally fine afternoon sees the club in stronger force than was anticipated, and the accommodation at the tea-table is consequently inadequate. Some men have to be relegated to another room, thus chopping up the club; members scramble to get seats at the table, and express a fervent hope that there will not be so many present

on the next occasion. The thought, though only inwardly conjured up for the time, eventually degenerates into a disinclination to attend the fixtures; consequently they get weaker and weaker numerically, when it is not difficult to see that the guillotine has begun its downward journey. Nor is this all.

THE POPULARITY OF CLUB-RUNS

depends a great deal upon the club officers, as to whether they consult the wishes of the members in questions affecting the club-run. It is the case that, unless the members are studied in this respect, a widespread interest will not be revealed. I only know one club that carries out its runs in anything like the old style, but that club has had one man as captain for 10 consecutive years, and if it were not for his commanding influence and geniality it is more than probable that the club's decease would have been chronicled long ago. It is a one-man club, but its runs *do* possess something of the moderate pace and *esprit de corps* which characterised them 10 years ago. How is the club-run to be popularised? Truly the question has many aspects. The first reform must be a great reduction in speed. There are other reforms needed, but this stands out pre-eminently, and on this principally the future of the club-run depends. The rapidly increasing number of cyclist-photographers has also shorn the run of some of its glory. The fact that the artistic art necessitates a man lingering on the road, thus detaining the club, or else arriving at the table when everyone else has finished tea, has its disadvantages, and if a club-man wishes to

COMBINE PHOTOGRAPHY WITH CYCLING,

he cannot advantageously do it on a club-run. Finding this so, he will ask one or two of his club mates, who may have a common interest in these dual pursuits, to accompany him; thus, three men fail to put in an appearance at the week-end fixtures. We cannot always enter with interest into the pursuits of other men, any more than we can all expect to lie on the same bed, and non-photographic members will consider it irksome to wait while some member unstraps his "box," and obtains a picture; and, as the selection of pictures requires an unhampered eye, and sober judgment, the operator is not assisted in his work by having a lot of fellows dogging his footsteps at every turn. If the cyclist photographer wants to take pictures, then he must not start with his club, or, if he does, he must expect to be left behind. So that the photographer is, in some way, responsible for the decadence of the club-run, though its primary cause is the craving for rapid progression. Can we popularise the club-run? The question is full of interest, and it has many sides. I may touch upon it again shortly.

LEAVES FROM A TOURIST'S NOTE BOOK.

THE GREAT COAST ROAD OF ANTRIM.

IRELAND generally has a bad name for rough roads, and we will not deny that some of them are a bit lumpy, but the Green Isle does possess some good roads, and the one whose name forms our title piece is indeed a specimen of them. Where it begins and where it ends is not very clear, but as usually understood it is the main car road from Larne to the Giant's Causeway *via* Ballycastle. It is only for the first half of its course, *i.e.*, to Cushendall that it can be strictly called a "Coast" road, but for that period it is very strictly one, as it never leaves the beach for more than a stone's throw, and just keeps itself above high water mark for mile after mile. Consequently hills it has none, and

THE SURFACE IS GOOD

except in a few places where the overhanging cliffs have dropped a bit of chalk or limestone. It is best to take a stern wind with one, and then there is no need for any expenditure of force at all, and the whole attention can be devoted to the beauties of the white cliffs and the blue sea. We neglected this precaution and had to fight every inch of the road, and at the many promontories, where the wind appeared to concentrate itself, we found it necessary to walk so as to appreciate the beauties of Nature. Larne itself is an interesting town and harbour; Garron Point and Garron Tower (a show house) are each interesting in their own way; Glenarm has an interesting castle; Carnlough plays at being a dock; Cushendall has a ruined castle, and a curious sandstone archway, and also a quaint curfew tower, now inhabited as a tenement house. The inland country behind Cushendall is full of glens and waterfalls, and it is greatly visited by tourists. After Cushendall the road rises over the Downs, and after visiting the sea again at Cushendun dives inland and crosses the Moors joining the North coast at Ballycastle. A bridle path

NOT GOOD FOR LIGHT MACHINES,

and built on switchback lines, will carry the adventurous tourist (if any such be left in this luxurious age) to Tor Head, and the grand cliffs of Fair Head, which are only seen in the distance from Ballycastle. The great coast road from Ballycastle to the Causeway avoids the sea pretty thoroughly, but there is a good road, with a less imposing name, which carries you by the rock coast past Carrick-a-Rede, where it is *en regle* to visit the "rope bridge" shown in our illustration. Indeed, the views of the rocks and deep cliffs from either side of the flimsy structure are very fine. The fisher people trot across the swinging

planks "hands off," quite as a matter of course, carrying their loads of salmon on their backs, or heads.

BAR ONE BAD DESCENT

just after leaving Carrick the road to the Causeway is very good indeed, but except for glimpses of the sea here and there, it is not very interesting. It approaches the Causeway cautiously from the rear, and every precaution is taken to prevent the tourist from visiting the great sight by himself. At first, no doubt, he will be disappointed, even as the great Thackeray was, but by-and-bye the wonder will grow upon him, and the number of pentagons, and he will find himself exclaiming at the magnitude of the Causeway, which half-an-hour previously he was condemning as a complete fraud.

The officers of the 13th Hussars, stationed at Dundalk, are tempering the monotony of barrack life with games of polo on bicycles. There is a repairer in the town.



CHURCH parades are all the rage now in the county of Durham.

EVERY copy of CYCLING should this week contain an Artistic Supplement. See that you get it!

THE hotel J. J. Astor is erecting in New York is to be built of steel, and have a bicycle track on the roof.

WE have a letter at our office for Mr. G. P. Fisher, Fulham, and shall be glad if that gentleman will call or send his full address.

THE "White Hart," Holywell Hill, St. Alban's, is now in the hands of J. Garbutt, who intends making the wants of cyclists his special care.

THERE is another Fonteyne in the field, only spelt differently, who, at Maestricht, Holland, won the international event on a Coventry Cross.

ZIMMERMAN arrived in England last week. He leaves shortly for Australia.

A CONSIDERABLE number of American tourists are at large in Scotland just now.

W. G. HURST, the trick rider has been performing in various parts of Scotland recently.

THE Salford cyclists are trying to organise a fancy dress cycle parade for charitable purposes.

THE Brunswick B.C., of Newcastle, are launching out in the way of a club house, rooms having been taken in Northumberland Street, one of the principal streets in Newcastle.

A MIXED scientist suggests that why a cyclist finds it easier to run down hill than up, is because man is composed of 90 per cent. water. This ought to satisfy Sir Wilfrid Lawson.

THE Bath Road Club proposes opening a subscription for the purpose of erecting a memorial tablet to Annie Dibble; further particulars will be announced in our next issue. Poor Annie was always such a kind thoughtful and attentive friend to wheelmen at the "Anchor," that we imagine such a proposal will meet with general approval, and a very ready response.

Murdered tourists.

THE "Evening News" sounds an alarming note of warning to English cycling tourists in France, and states that no less than three cyclists have recently been murdered by wandering gipsies, the motive being robbery. The last victim met his fate on a quiet road near Aimargues, Southern France.

Burnett's serges.

EGERTON BURNETT'S "Royal Serges", as sold by him from his Royal Serge Warehouse, Wellington, Somerset, have a deservedly high reputation. He supplies them suitable for either ladies or gentlemen in a great variety of qualities and prices, and pays special attention to ladies' bicycle skirts, made to measure from 15s. 6d. Particulars as to prices &c., will be found in our advertisement pages.

The Cycle Crouch.

THERE is a new defence started for the handlebar lickers, or tyre-smellers, as they are sometimes called. Advocates of this miserable attitude contend that the rider's back is straight, and that the whole "hump back" is merely an optical delusion, as the lean forward of the body is from the hips. Further, that the weight being thrown on the arms, the chest is expanded. They also urge that the man who sits his machine with the grace of a centaur and honestly looks the world in the face, with an easy, graceful, and upright carriage, is the man who has round shoulders and who really stoops.

Narrow treads and broad saddles.

THOSE men who, having once found a saddle that really suits them, stick to it through thick and thin, and change it on to every new mount they invest in, may be writ down wise. If, however, the saddle should chance to be broad, such as the old patterns frequently are, and the new machine be one of the extreme narrow tread variety, some very unpleasant consequences may ensue, and it is time to discard the old saddle and use a narrow peaked one more in keeping with the design of the machine. An acquaintance of ours who endeavoured to use his old saddle under such circumstances as above instanced, spent a fortnight on his back under medical treatment in consequence.

LEADING CLUB OFFICIALS.—IX.

A fellow-feeling.

THAT a fellow-feeling doth make us wondrous kind is particularly true of your genuine cyclist, who is ever distinguishing himself by little acts of kindness and courtesy to his fellows of the wheel he chances to see in trouble. A member of the Woolwich Corinthians and a friend, experienced the truth of this last week, when riding during a heavy downpour through Blackheath, a gentleman called them into his house, dried their clothes, and made them thoroughly at home. Their entertainer would not give them his name, but simply explained his conduct by saying he himself was a cyclist.

A $4\frac{1}{2}$ inch tread.

THE latest design in Cheeta cycles is a very nice little path racer, with the tread as narrow as it is possible to get it, the measurement over crank faces being only $4\frac{1}{2}$ inches, the back stays are made of $\frac{7}{8}$ -inch tubing rolled oval in section, and run parallel with each other. The stay on chain wheel side is exactly central with the chain line. The frame is built of light gauge large diameter tubing, having liners at each brazed joint. The Cheeta triple head is undoubtedly one of the best in the market, being light and compact, and is much stronger than the old pattern single form. The handlebar, having two stems, makes it impossible for it to twist round, which so often happens in machines with the single head. The Cheeta tandem is built on the same lines.

False!

WE believe there never was a more unfounded charge made against any body of sportsmen, than the innuendo that has been permitted to see the light in a paper, that the willing workers of the E.C.U., labour for their own financial benefit. We know something of the workers of the E.C.U., and although not blind worshippers of them in all that they do, or attempt, we could not point to one and say that he is a penny the better off for all the work he has put in on behalf of his Union. On the other hand, we do know of men who, to our certain knowledge, are considerable financial losers by their unselfish devotion to the cause of the E.C.U., not to mention loss of health from overwork in the same service. Such cruel accusations are but poor return for years of honorary labour.

A model depot.

ON Thursday last we paid a visit to the new depot of the Marvel Bicycle Syndicate, at 86, New Bond Street, W., by the invitation of Mr. F. J. Glynn. The shop is in a splendid position at the corner of Bond Street and Oxford Street, almost immediately opposite Marshall & Snellgrove's, and there the versatile Glynn presides over a show-room magnificently fitted up. The Syndicate has been fortunate in obtaining the West End agency of Humber & Co., Ltd., and, at the time of our visit, Humbers and the Marvel spring-framed machines, built by the well-known firm, made a splendid show in the windows and on the well-arranged stands in the show-room. Underneath the shop there is a repairing room, and ample storage accommodation, in short, Mr. Glynn has planned and supervised the establishment of what must be described as a model depot. With Mr. Glynn, in the show-room, is Mr. P. Wagner, of the Poly. C.C., a most courteous and obliging attendant. We must add that our visit to the West End depot of the Marvel Bicycle Syndicate was a revelation of the class of people who are now keenly taking to the pastime of cycling.



CIRCUMSTANCES ALTER CASES.—I.

BIGGINS (*basking in the sunshine, not been on the machine for a week*).—"Yes, 60 is a ridiculously low gear; one has to pedal so absurdly fast, I feel I could move a 70 gear much better. Yes, I must get it altered,"—(and so on).

Another pleasure denied them.

THE gentleman who is responsible for the cycling notes in the "South Wales Echo," puts forward as one of the reasons why it would be well to form a ladies' cycling club in Cardiff, that they could then take the same delight in "mopping up" each other as the men do.

Short foreign tours.

WITH their usual enterprise, the Great Eastern Railway Co. have arranged several cheap trips to the Continent, for the August holiday, which cyclists will find particularly handy for short wheel tours through novel scenes. The trips start on Friday and Saturday, and are to the Hook of Holland, Germany, Belgium, the Ardennes, and the picturesque Flemish cities. You can leave London on Friday, be amongst the Ardennes on Saturday afternoon, have a cycle ride, and be in London in time for business on Tuesday morning. Trips are also arranged from the North and the Midlands. Full particulars from the G.E.R. Continental Traffic Office, Liverpool Street Station, E.C.

A missing coat.

MR. FRED MARTIN, of the Bath Road, is mourning the loss of his blue serge coat, which disappeared from his tent, at Wood Green, whilst riding in the N.R. event on the Saturday morning. If taken by accident, he would be obliged by its being returned to 57, Oakfield Road, Stroud Green, N; if by design, he would at least crave for the contents of the pockets, which are useless to all but to him.

Selling of hire-purchased cycles.

It cannot be too generally known by those who buy their machines on the hire-purchase system, that until they have paid the last amount, the bicycle cannot be considered theirs, and if they sell it they lay themselves open to very grave consequences. The White Sewing Machine Co., have had some instances lately of people selling bicycles they were obtaining from them under this system, under the impression they were quite within their rights in disposing of them before they were completely paid for, and have asked us to help dispel this most erroneous idea.

A beautiful catalogue.

SUCH, without flattery, may in truth be described the catalogue of the Falcon cycles, made by the Yost Co., Toledo, U.S.A. It is an artistic picture-book, which, whilst giving all the hard facts necessary, gives also picturesque glimpses of the cycle in actual use, such as would make non-cyclers riders, and cyclists more enthusiastic than they were before. The booklet can be obtained free from R. M. Marples, 7, Cripplegate Buildings, Wood Street, London, E.C.

A new use for pneumatics.

LIGHTNING rods have had their day, and a tube of dry air is said to be the best possible protector against the electric fluid. Thus, a cyclist, on his machine, may, like a modern Ajax, defy the very flash of the heavens—the lightning cannot touch him. It dislikes the twin coils of dry air on which he rolls through space. A wheel is, therefore, the safest place, even when indoors, when the thunders crash, and forked lightning plays about. At least, so say the scientists, and, of course, they could not be wrong, and some of that fraternity have worked out the odds against a rider being struck at, just a point over, 999,999,999,999 to 1.

Light of the day.

WE possess a Lucas' King of the Road lamp, 1895 pattern. It was not sent as a sample to test and report on, but bought in just the ordinary way for good hard cash, without discounts, because we thought that the King of the Road was built for use, and not merely to look pretty, and that was the brand we wanted. The best part of a season's constant use has absolutely convinced us that we were not mistaken. The lamp gives a good light, and, although small, and carrying a rather small quantity of oil, the oil lasts a long time. It never goes out from jolt or wind blast, and the reflector, being covered with glass, is never burnt, and always retains its pristine brilliancy. Inside and out the lamp is practically as good as the day we invested in it: this is one more proof that the best is cheapest in the end.

Good safety for a lady.

IN the London depot of John Marston, Ltd., 57, Holborn Viaduct, we inspected the other day one of the firm's Sunbeam ladies' safeties, with which they have been doing this season such a rare trade with people of title and notables in society; Mrs. H. M. Stanley, amongst others, being a regular rider of a Sunbeam in Battersea Park. The machine is one of those that can be confidently recommended, both on the ground of its reliability, ease of running, and smartness of appearance. It has a good stiff frame, with two straight tubes in front, the bottom one being brought below the bracket and fixed to a lug there. This allows of the top tube being brought extra low, giving ample clearance for the dress. The top tube is braced to the main seat-pillar tube. The whole of the back part of the frame is built low, and the front part is built well up, good points we consider in ladies' machines, whilst the handlebars, instead of being dropped, curve upwards, and further aid to a graceful appearance and position for the rider. The machine is finished in good taste, and with thorough workmanship, and with guards, brake, and a fixed Carter case, weighs, 33 lbs., the very limit we consider for a lady's frame, with all those necessary sundries.

Maltby turns author.

AFTER the manner of the modern man, Maltby, the trick rider, has written a book, all about his adventures, entitled "Trick Cycling in Many Lands." It is put together with native American wit, and errs, in anything, on the side of brevity. Maltby was always a great favourite with English audiences, and, perhaps, some of those who remember him would like to know that Fless and Ridge, 110, Fifth Avenue, New York, are selling the book for 25 cents.

That "Frena" competition.

OUR camera competition is taking a lot of time to adjudicate upon, owing to the large number of snap-shots sent in. We hope, however, to announce the result in an early issue.

The two extremes.

Apres of female cycle races, it has been well remarked that a woman on a bicycle, as she is met on our country roads, is as different from the panting pedaler on the race track as light is from darkness.

**CIRCUMSTANCES ALTER CASES.—II.**

BIGGINS (having a "bad time" with a head gale in a long day's ride.)—"No! No!!—I've altered my mind about that 70 gear.—What I really want is the blamed wheels geared down level, with a fourteen inch crank.—(left revising)

Death in the saddle.

A CYCLIST dropped dead in Dublin last week owing to over exertion, due to riding up a street with a stiff incline. A *post-mortem* examination was held, the evidence showing that the lungs of deceased were much diseased, as the doctor said, owing to over exertion. The strain of riding the hill caused a hemorrhage, resulting in death.

The Gamage Cycling & Athletic Club.

THE first general meeting of the above was held on July 22nd, with Mr. A. W. Gamage as chairman. This club has been started primarily to encourage cycling, and other sports, amongst the *employees* of the well-known Holborn Emporium, but membership will be open to any friend introduced by a member, and already a number of prominent racing men have joined. Mr. Gamage is generously supporting the club in many ways, and it is intended to run it on a very wide basis; arrangements for some startling race meetings are being made, with tempting open events.

An adjustable crank.

J. A. FOOTITT, of Idridgehay, near Derby, has invented an adjustable crank. The pedal end of the crank slides over the axle end, there being sufficient play to allow of material alteration in the length of the crank throw. The desired length being fixed upon, the crank is secured by two bolts.

Self-Sealing subscription list open.

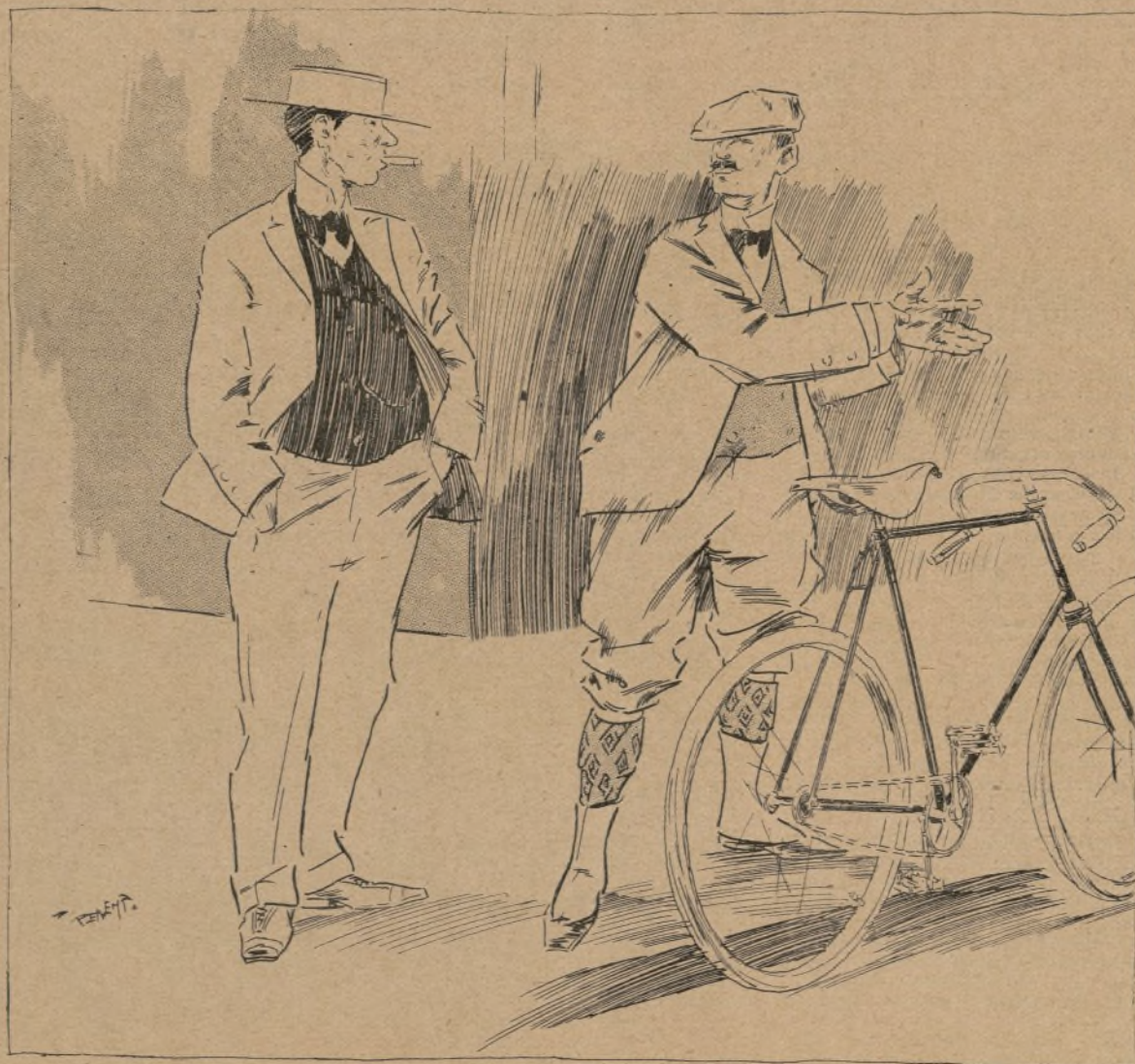
THE Self-Sealing Air-Chamber Co., Ltd., are issuing 30,000 of their £1 ordinary shares, out of their capital of £50,000. and are offering 20,000 of these to the Trade and the public. With such names on the Board as William Priest, James Calcott, John Marston, Henry G. Priest, and William Starley, it will at once be seen that business only is meant. The *pro. tem.* registered offices of the Company are at 71, Temple Row, Birmingham; and the bankers are London & Midland, New Street, Birmingham. The subscription-list closes on August 1st.

A spiral hill track.

AN old cyclorama building in Paris is being converted into a spiral track, where hill-climbers can enjoy themselves. The gradient is, roughly, $\frac{3}{4}$ -in. to 1 yard—say 1 in 38—a very gentle slope, and, as the total length of the ride rises three stories in 1,625 feet, the total ascent is only about 34 feet.

A running down case.

THE Beaumont running-down case advanced a stage on Saturday, when Arthur West, of 132, The Portway, West Ham, appeared at the Stratford Court, to answer the charge of causing bodily harm to Jane Taylor. The complainant, who is still very weak, and had to be accommodated with a seat in the witness box, gave her evidence, and was corroborated by Messrs. Parker and Laurie. The defence was that the occurrence was a pure accident, but the Bench committed West for trial.



HIS LITTLE JOKE.

"Those tyres are of pure rubber, ain't they?"

"S'pose so; but they call for so many wayside repairs, that I call 'em my gutter-percher tyres!"

WORDS ABOUT WHEELMEN.

W. C. THOMPSON, of the Jarrow B.C., is the latest Tyneside racing man, who is embarking for South Africa.

A. J. BEGGIE, late hon. sec. R.R.A., is to be presented with a framed vote of thanks for past services, and richly deserves it.

HARRY WHEELER is back home in America for good. He gives out that France is no longer an El Dorado for racing men.

The early bird.

E. A. LAMB, the secretary of the Stanley Show, was in the Midlands last week, and when we met him seemed very sanguine as to prospects, although it is very early to be about in search of entries.

A warm novice.

J. M. GRIEBENOW, whose portrait we publish, is practically still a novice at cycling, only having first mounted a safety a short time before his first race in February last, when at the Amajuba Day's Sports he won the novices handicap from 30 yards in 2. 16, and the open mile with 100 yards, in 2. 14, beating such an old hand as R. Craig, who led him in the straight, and fairly electrifying everyone by his turn of speed at the finish. At the same meeting he also won the 3 miles with 280 yards, in 7. 20. The next time he got up was to win the 5 miles championship of South Africa, beating such men as Greathead, Craig, and Johnston, and in all he has won four out of six races and been second in a fifth. But just over 21 years of age, he stands 5ft 10in, and is grandly proportioned, with huge limbs. He was born in the land where he has scored all his victories, Cape Colony, and rides a Beeston Humber.

J. B. Radcliffe.

To write the history of J. B. Radcliffe (whose portrait appeared last week) would be to write the history of North Country Sport during the past decade. An adept in almost every kind of athletics, there are few branches in which he does not excel, as expert with a gun as he is with a billiard cue, he has gained prizes for running, swimming, and rowing. Twelve years ago he was winning golf competitions from scratch in the best of company, a form which he maintains to the present day. A couple of years ago, the result of a little after dinner banter, he made a friendly wager to row a boat $\frac{1}{2}$ mile, swim $\frac{1}{2}$ mile, run $\frac{1}{4}$ mile, ride a bicycle $\frac{1}{4}$ mile, and ride a horse $\frac{1}{4}$ mile, all in a quarter-of-an-hour, a feat which looked an utter impossibility; but he set the seal upon his fame by accomplishing his task, in the presence of some thousands of spectators, with a couple of minutes to spare. Mr. R. is the sporting editor of the "Newcastle Daily Journal," and his contributions over the signature of "Saxon" are eagerly looked forward to, and widely read by a large circle of admirers all over the North of England. Gifted with a fertile imagination, and retentive memory, apt quotations and appropriate aphorisms flow from his pen with an ease and grace which renders attractive the most commonplace subjects. *Facile princeps* in everything relating to sport, his decisions upon any difficult point are received unquestioned. A capital speaker, he sings, recites, and acts with an ability that would have gained him fame had he elected to join the profession. Amongst his intimates he is affectionately known as "Joss," and his favourite motto is

"The Old Guard never die."

"Little Jim."

J. MAINWARING, of the Northumberland County, has had the misfortune to break his right arm through colliding with a cart (without a light of course), just outside the village of Gosforth. The accident is particularly unfortunate, as "Little Jim," had only recently taken to track riding, and a few prizes have already fallen to his share. On the road he had a big reputation, none of the Tyneside cracks being able to leave him, and he shaped like one having a future before him on the racing path. His companions at the time of the accident are unanimous in agreeing that if the cart had carried a light, the danger would have been seen, and the accident would not have occurred.

Who is the best stayer?

WE last week came across M. A. Holbein, who considers he is much fitter than he has ever been in his life. We reiterated an opinion frequently expressed that 24 hours was not a sufficiently long test of his staying powers, and that for a distance say of a 1000 miles on Fen roads, we do not believe there is a man in the world that could hold him. Monty quickly took up the idea, and said that he is prepared to arrange a match for

that distance for a prize value, say, 100 guineas, the loser, of course, to pay. Over a hilly road, he would, of course, be out of it, and for such a course he considers G. P. Mills unapproachable. We have never known Holbein completely run out after a 24 hours' race. He has, of course, had bad times, but within a few hours after the finish of such a competition, he has invariably been to all appearances the same as if he had never started.

No notices sent!

WE regret to say space will not permit of our inserting a letter in full that we have received from Mr. F. W. Bailey, of the London Centre Licensing Committee. Mr. Bailey points out that the meeting of the committee, held on the 24th, at which it is stated the resolutions passed at the meeting of the 17th were rescinded, was an illegal one, proper notices not having been sent. On the 24th he even went so far as to inquire if there was to be a meeting, and holds the reply in writing that no meetings were booked at all. An explanation of this strikes us as being very necessary.



J. M. GRIEBENOW.

FIVE MILES CHAMPION OF SOUTH AFRICA.

Ayuntamiento de Madrid

CYCLING

OFFICES.

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

LONDON, AUGUST 3, 1895.

CONDUCTED BY
EDMUND DANGERFIELD
AND WALTER GROVES.

ASSISTED BY G. H. SMITH.

Assistant Manager:
ERNEST PERMAN.

Proprietors:
TEMPLE PRESS LIMITED.

Sole Director:
EDMUND DANGERFIELD.

FOREIGN REPRESENTATIVES:

UNITED STATES	... ..	... <i>The Bearings.</i>
FRANCE	... ..	... <i>Le Velo-Sport.</i>
HOLLAND	... ..	... <i>De Kampioen.</i>
DENMARK	... ..	... <i>Cyden.</i>
BELGIUM	... ..	... <i>La Rev. Vel. Belg.</i>

EDITORIAL TOPICS.

THE opinions of experienced riders vary as to the efficiency or otherwise of the present large sprocket wheel, which has been somewhat widely introduced this year. Both small and large chain wheels have their advocates, who can adduce plausible arguments in support of each. The rider, when he first rides a machine with large gear wheels, is struck by the even flow of the gear, and conclusive evidence of their suitability seems forthcoming when steep hills have to be surmounted. We are not now, of course, referring to the extravagantly large wheels, which are extremes of what is regarded as practical and efficient. There are always plenty of people ready to enlarge on a good thing, and make it absurd and inefficient by deviating from long-established mechanical principles. Our habits largely mould our opinions; and the cyclist who has ridden both the small and the large sprocket wheels, cannot fail, if he sets his mind to it, to discover arguments that appear to support his own special ideas. But what is the testimony of facts? It is not by comparing the opinions of one or two people, but by comparing those of many that we shall get at the truth. Some cyclists admit that large chain wheels have not afforded them any appreciable advantage over the small wheels, while others do with certainty say, that under the exceptional strains on the gear when the machine is being driven up hill, the large wheels have been of benefit. The

short experience that riders have had with large sprocket wheels has not, we think, been sufficient to form a conclusive opinion. The apparent advantages of deviation from normal size have yet to be confirmed. Something must be allowed for individual peculiarities. As to the abnormally large wheels, they can be dismissed at once as theoretically and practically wrong. What most people would like conclusive evidence upon, is the adoption of the "happy mean." We shall be glad to open our columns to expressions of opinion from our readers.

WE are hard on the last public holiday of the year, the last, that is to say, of any real good to cyclists from their point of view, and the fact is a reminder that, if one of the best of the periods of the cycling year, the touring season, is with us now, it is also one of the most fleeting, and it behoves the wise to make the most of it. It is one of the privileges of a true cyclist that he is never puzzled how to spend a holiday. The worry and uncertainty, begot of much study of excursion advertisements, touch not him; he knows with absolute certainty how he can best and thoroughly enjoy himself, by a cycle ride; the destination is secondary, and many leave it to sheer chance. Some there be of more convivial nature, whose tastes run more to camps, and for them queenly Scarborough extends a two-handed welcome. We regret we cannot say the same for that once popular and prosperous institution, the Southern Counties Camp; but the movements of the Executive are, at time of writing, so involved in mystery that it is not with any certainty that we can promise visitors to High Wycombe a welcome with even a finger. However, Southern Camp or not, the whole world is before the August holiday tourist awheel, and, provided he tunes his movements to the season, takes life brightly and as leisurely as the long Summer days, lingers in those spots made for such lazy moments, and leaves scorching to the sun, he is bound to enjoy himself, and return the better for it.

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**.

NOTICE.

In consequence of the August Bank Holiday, "**Cycling**" will be published next week one day later, that is to say on **THURSDAY**, instead of Wednesday as usual.

Look out for our splendid coloured cartoon:—

"**THE DOCTOR**"

Ayuntamiento de Madrid

RACING & RACERS

The following Race Meeting Announcements will be found on page 10 of our Supplement:—Lowestoft Sports; Biggleswade Fete; Catford Bank Holiday Fete; Farnham Institute Sports; Wood Green C.C.; Winchester County C.C.; Thrapston A.A. Sports; Vale of Aylesbury C.C.; Essex Cycling Union; Havant Amateur A.C. Sports; Putney Athletic Club.

HAVE you heard of the Starley cup? MARPLES' 2.10½ unpaced mile was done on Palmer's.

HARRY HUTCHINGS is now looking after Catford members at the track.

THANKS to the rain, the Liverpool Centre lost no time medals on Saturday.

THE most suitable tyres for Herne Hill track must surely be—Fleetwood.

RUDGE—WHITWORTHS scored no less than ten wins at Maastricht, on July 21st.

T. H. CARR, of Skelmersdale, is now half mile and mile champion of Liverpool.

THE American path 24 record is only 10 miles ahead of the English road record.

THE Portsmouth Road C.C. have a team race with the Brighton C.C., on Bank Holiday.

C. W. SCHAFER won the 50 miles championship of the Manchester Centre in 2.7.27½.

THE only meeting in London this Saturday, August 3rd, is the Wood Green C.C.'s, at the track of that ilk.

AT Liege last week, Van Oolen won the 2,000 and 10,000 metre scratch events on a Singer Modèle de Luxe.

THE Saturday after Bank Holiday is apparently a blank day in London, so far as open meetings are concerned.

A ½-mile open bicycle handicap has been substituted for the 5 miles tricycle event at the E.C.U. Bank Holiday meeting.

THE management at Liverpool on Saturday was not quite what might be expected at a Union championship meeting.

AUGUST LEHR, who is still riding the Raleigh, has won the 2,000 metres international scratch race at Cologne, in 3.45½.

THE Jarrow A.B.C. intend holding a race meeting on August 17th, when the Palmer challenge cup will be put up for competition.

WATSON, the Hull veteran, visited Liverpool on Saturday, and, but for the penalties inflicted, might have got amongst the prizes.

SHORLAND was at the fourth Cuca in the novel character of spectator. Fontaine was also watching the futile efforts to touch his record.

THE team race for the Forfarshire championship has been transferred from the road to the path this year. The change is not popular, but necessary.

THE 400 has yet to be done on the road in 24 hours. Holbein actually rode 399; his record is passed as 397, two miles having been covered three times.

ARTHUR ALLEN, of the Crusaders C.C., has equalled Shorland's Cuca Cup success by winning outright in three years the 100 guineas challenge cup (a lovely thing, by-the-way) presented to the club by its president, Mr. Edge.

T. H. MOBBS, Oxonian B. & T.C., won the championship of the Berks, Oxon, and South Bucks Centre in the Palmer Park, Reading, on Wednesday.

At Catford, last Wednesday, F. W. Weatherley, on his second attempt, brought the flying quarter down to 26½, as against Harris's 27½, made in 1893.

We hear from a local source that the Peterboro' police were after Chase when out on his 50 record, but missed him through not knowing the exact spot of his finish.

An appeal by the Oldham Racing Club against the decision of the judges at the last M.A.C. Sports, re the "Athletic News" Shield, was dismissed by the local Centre.

It is reported that the Bristol B. & T.C. will bind themselves to hold sports at Bedminster for 21 years, if the proposed track is built. Twenty one years is a long way off for a club.

The Raleigh Cycle Co. have presented a beautifully designed gold medal to Mr. A. A. Middleton, in commemoration of his winning the Austral Wheel Race on one of their machine.

The Pegasus C.C.'s 10 miles championship on Thursday last at Kensal Rise resulted as follows: J. H. Mortimer first, H. Ebdon second, F. Smith (holder) third. Won by a lap in 24.5.

MILLS and Edge used the same Clincher-tyred Raleigh tandem, with Fairbanks' wood rims, for their ride to York, as they did for their End-to-End trip. No repairs were required for the 1,450 miles, a record in itself.

The St. Paul's School Bicycle Club held two events at Kensal Rise on Saturday morning, July 27th. The 1 mile handicap was won by D. Ritchie, 10 yds.; C. H. Neave, scratch, second. Ten miles scratch race: C. H. Neave first, D. Ritchie second, F. Chisman third. Close finish; time, 31.1.

Irish Sports on Bank Holiday.

The chief feature of the sports at Kensal Rise, on the August Bank Holiday, will be the distinctively Irish game of hurling. It has been seldom played in public on this side of the Channel, so that Englishmen will, no doubt, be attracted by its novelty, and Irishmen that they may see again the favourite pastime of their youth. There will be the usual features of such sports, and prizes to the value of about £100 will be competed for.

Police raid a road race.

THIRTEEN members of the New England B.C. have been summoned by Supt. Blackman, of Peterboro', for furiously riding bicycles on the highway. Evidence went to show that the club was holding a 20 miles road race, and that a crowd of about 200 people gathered to witness the finish; there were no pacemakers. The only objection ever made to the race, which was an annual affair, was made by a man named Hughes during the event, and it was alleged by the hon. sec of the New Englanders that Hughes drove furiously, and was asked to drive steadily to prevent him running over lady cyclists. The solicitor for the defence drew attention to the fact that big races were run over the same ground without interference, and he thought, if the authorities wished to stop road-riding they should have issued a public notice. Supt. Blackman said the police were bound to stop road racing and record-breakers too, if they could get hold of them. The whole of the unlucky 13 were then fined 2s. 6d. each and costs.

CUCA CHIPS.

NEUJEAN rode home after the Cuca.

The winner of the 1895 Cuca used 76 and 72 gears only.

SAM WARD & Co., supplied all the oil used in the lamps at the Cuca.

"HUNT BROS. & Co." was the inscription outside the tent of the Brothers Hunt at the Cuca.

SULTZBERGER, who is known as the "Chicken Shifter," is credited with having drunk and devoured 150 eggs during his Cuca ride.

OVERHEARD at Cuca. — Pacer looking round to stranger hanging-on — "Here, where's my man?" Paced — "All right, old chap, go on, same tyres."

The Century Cup, which was placed beside the Cuca Cup at Herne Hill, on Saturday, would, from its size and shape, be equally useful as a foot-bath, or coal scuttle,

If in sorting out their properties, competitors, pacers, or attendants at the Cuca should come across a cloak of military cut, and made of dark cloth, that is not theirs, will they kindly forward same to G. H. Smith at this office. The garment strayed from a tent Friday night.

IMMEDIATELY after the finish of the Cuca, an absurd rush on to the track took place. Pacing tandems had to dodge the senseless people in a most alarming manner, and one came into violent collision with a man who was running across the track, the machine being much injured if the cause of the accident was not.

ON the Saturday morning Pem Coleman took it into his head that he would like to relieve the monotony of time-keeping at the Cuca by doing a bit of pacing. Accordingly, pace-marshal Wridgway got out a quad, himself taking the helm, and placed Pem on the rear saddle. All went well, a fact worth recording, since it was the celebrated clocker's first ride on a bicycle since 1887.



THE FOURTH CUCA.

BEFORE the smallest of gates, which at no time during the evening could have mustered much more than 500, the fourth Cuca 24 hours and the first race for the new cup, started at Herne Hill, on Friday at 8 p.m., the following being got safely away. G. Hunt and J. Hunt, Notts. Corinthians; C. Chapple, H. Dubbin, and J. F. Rudham, Putney A.C.; A. W. Horton, and G. Neujean, Catford; J. A. Bennett, Anfield; P. Litchfield, Anerley; R. J. Atkinson, and C. Sultzberger, Surrey B.C.; W. Rosser, Swansea Harriers; N. F. Willatt, Southern C.C.; E. Mote, Comet C.C., and A. T. Nixon.

In all 15 men and boys, with undoubtedly quality amongst them, but without a conspicuous popular hero, such as draws gates, fixes attention and interest, and arouses the enthusiasm of the crowd. On this occasion the tabards were not used, the competitors being dressed all in white.

Almost from the start

THE FIELD BROKE UP

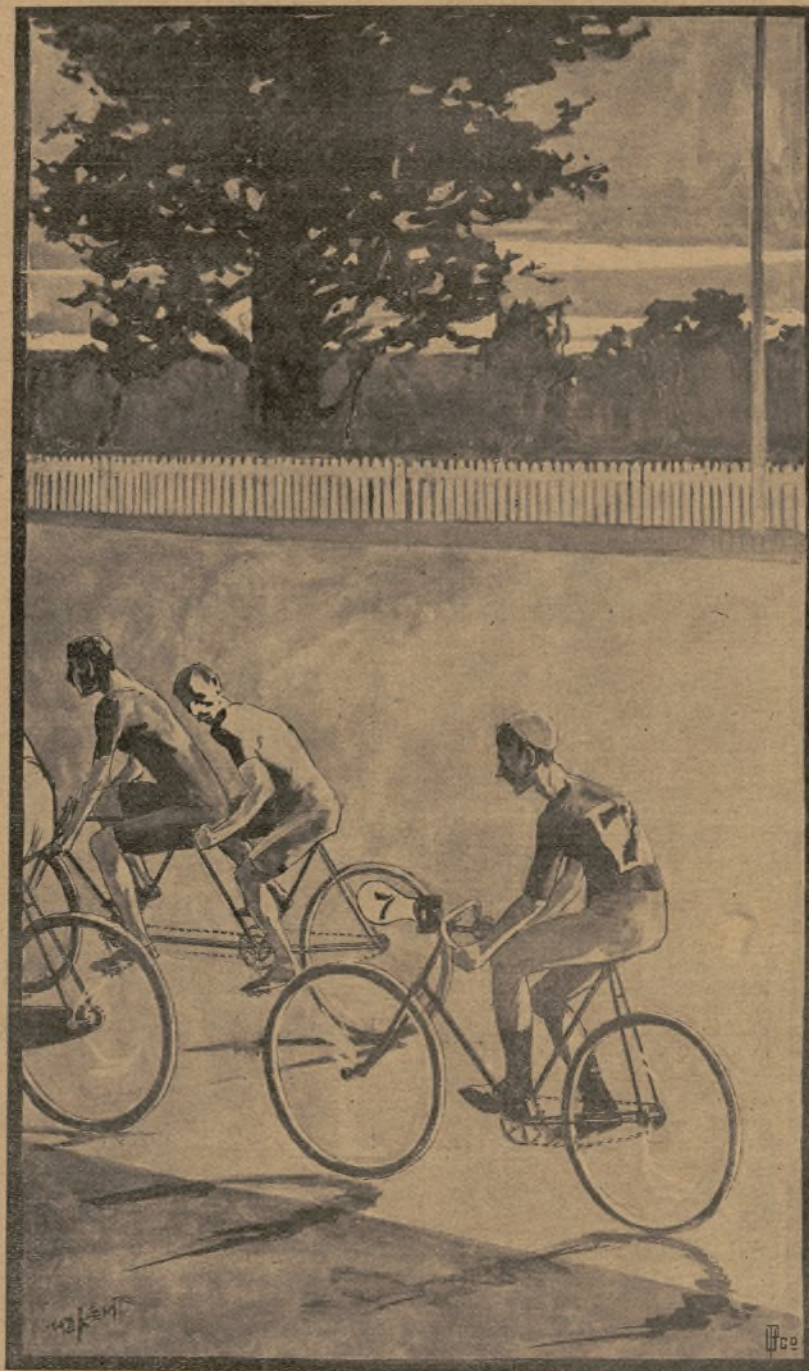
into parties, hanging behind their own pacers, of which there was a most plentiful supply, multicycles, from quads downwards, simply swarming. Dubbin was the first in trouble, puncturing in the first lap. G. Hunt and Bennett quickly sorted themselves out into the leading pair, and were swinging round behind a quad. at a 26 miles' bat, knocking off 12 miles 1 lap in the first half-hour. The two leaders had done just short of 25 miles by the end of the first hour, Horton and J. Hunt being then their closest followers, a mile-and-a-half away. Soon after the hour gun Litchfield fell, the pin of his chain catching in the frame. Just before 9.30 Bennett got away from G. Hunt whilst he was taking some food; Hunt was at once

IN STERN CHASE,

caught the Anfielder, and stayed not until he had been suitably punished by being lapped. 9.30 came, but the public were not ejected as expected, although a large force of police were on the ground. Amongst the pacers were most of the crack men of the day, and a triplet crew from Cambridge University, and a tandem crew from Oxford. By 2 hours G. Hunt had a 2 lap lead of Bennett, who was nearly a mile in front of Horton and Rosser; the wind was then rising. Just on the third hour (11 p.m.), Horton was going very fast behind a quad, and at the hour

G. HUNT WAS LEADING

with 69 miles $1\frac{1}{2}$ laps, Rosser having then worked Bennett, out of second place, Atkinson laying fourth. At 11.19 p.m. a sudden sharp shower fell, fortunately only lasting a brief space. Before 3 $\frac{1}{2}$ hours Horton, riding splendidly but not wisely, ran into second position, and Rosser was going all to pieces, evidently not having got over his Wood Green jaunt, and by midnight had fallen back into ninth place, $8\frac{1}{2}$ miles behind G. Hunt, the leader, who then scored 1 lap short of 90 miles. Horton was next, nearly 2 miles behind, J. Hunt nearly 2 miles further, the next three in order being Atkinson, Bennett, and Chapple. Rather a novelty was the number of policemen amongst the tents, who made themselves at times rather unduly officious. Acting under County instructions they raided a tent where some pacers were



THE CUCA.—HUNT, IN THE EARLY MORNING.

BEGUILING THE SOLEMN HOURS

with harmony, and turned them all out into a cold world. Meanwhile more changes in position were being made; Rosser was continually dismounting, and Atkinson slowed, so that by 1 a.m. he was ninth. G. Hunt was then ahead with 110 miles 2 laps; Horton over a mile behind, and Bennett had worked up into third place, but was nearly 5 miles behind Horton. Soon after Rosser finally retired with stomachic pains; the

pace seemed telling on Horton, and Sultzberger was very hungry. J. Hunt, the leader's young brother retired between 2 and 3 a.m. with 132 miles.

At 3 a.m., 7 hours from the start, when a grey, clouded dawn was struggling with the Harden Stars, Hunt had covered close on 151 miles, Bennett was 7 miles behind, and Chapple, now third, but a lap behind him. Beyond those actually engaged in some manner with the race, hardly a soul was on the ground, and such mild excitement as

A HANSOM CAB HORSE BOLTING

and overturning, close to the path, was welcomed by riders and watchers alike. *The scores showed no change in the positions of the leaders till 5 a.m., when Hunt was all but 193 miles, Bennett second, Chapple third, and Horton, who was suffering a lot with his stomach, and constantly dismounting, had lost fourth place to Sultzberger. Horton retired shortly after with 183 miles.

AT 5.35

BENNETT WAS STRIVING ALL HE KNEW, but vainly, to get laps back front Hunt, but George increased his lead. As the light increased so did the wind; it asserted itself the rest of the day with varying force, and was most trying. Rudham got very slow before half-time; Dubbin indulged in about an hour's sleep. At 8 a.m. (half-time), the scores of all the men riding, were, G. Hunt, 248 miles 2½ laps; Bennett, 241, 2½ laps; Chapple, 235, 2½ laps; Atkinson, 225; Sultzberger, 221, Mote, 206; Neujean, 203; Rudham, 202½; Willatt, 200; Nixon, 185; Dubbin, 156. Rudham, who had started one of, if not the favourite, then retired, as did Nixon; Willatt soon followed their example. Hunt had been unable to improve upon his own 12 hours' N.C.U. record, but at 13 hours' was a ½-mile inside Shorland's, but far below the Putney distance in the Anerley 24 for unlicensed. At 9.30 Hunt was having a bad time, and Bennett getting laps back, so that he was only well under 5 miles behind at 14 hours, when Hunt with 286 was 1½ miles inside Shorland's record. He got outside this record at 281 miles, but was with it again at 288.

AT 2 O'CLOCK

Atkinson retired with 297 miles, leaving six men riding; this being reduced to five, when in the next hour little Sultzberger cried enough at 328½ miles, after many plucky struggles with very bad times. Of the race during the day, there is hardly anything to be said, or incident worthy of description. The day itself was bright, with a troublesome wind; the gate at the finish was large, but not equal to previous Cucas. Hunt had covered 400 just before 4.30 p.m.; he and Bennett

BOTH LOOKED VERY "BAKED"

during the afternoon, and went through a series of bad times, particularly Hunt. Chapple was the freshest on the track, and rode most consistently throughout. With one hour to go Hunt was 6 minutes inside Shorland's N.C.U. record, but dismounted frequently, and got badly outside by nearly 2 miles before the call of time. He managed to scrape up a sprint in the last 5 minutes. The others indulged in the usual finishing sprinting, particularly Mote and Neujean, the latter appearing very fresh, as he had been all day. There was much

WILD AND AIMLESS SPRINTING

by free lance tandems and triplets, and plenty of cheering, but it lacked the fire with which Shorland was wont to be greeted. The result was: G. Hunt, 458 miles, 1,459 yds., first, on Humber with Dunlops; J. A. Bennett, 447 miles, 1,750 yds., second, Raleigh with Clinchers; C. Chapple, 406 miles, 500 yds., third, Rover with Dunlops; G. Neujean, 374½ miles, fourth; and G. Mote, 360 miles, fifth. Pem Coleman, Dring, and Swindley, timed; G. Lacy Hillier, T. W. J. Britten, and E. B. Turner, were judges.

A startling starter.

THE starter at the Kingsdale and Colville meeting at Wood Green, on Saturday, had something like a gun, and, after the first explosion, he was never troubled with a crowd of onlookers around him. Even the stone-deaf man on the grand stand stopped up his ears every time the weapon went off.

A lucky win.

T. H. CARR, of Skelmersdale, an old rider, but with little claim or pretensions to N.C.U. championships, scored a couple of lucky wins at Liverpool on Saturday. After Dagleish had a bad fall in the half-mile, Carr finished first, and later on after a good race with F. C. Del Strother, of the Anfield B.C., he annexed the one mile Centre championship. A lucky day for Carr.

Much under value prizes

At a meeting of the racing committee of the Birmingham Centre, last Thursday, several complaints of prizes being under value were considered, and referred to experts. One of the prizes valued, by the Great Bridge F.C. Sports Committee, at £4, was stated by the maker, who was present, to be worth 12s. 6d. The Centre committee expressed their great dissatisfaction at the great discrepancy, and instructed the secretary to ask for a full value prize to be substituted.

Prizes withdrawn by request.

THE "Sport & Play" people have been asked by the N.C.U. to withdraw the 5th and 6th prizes offered by them in connection with their forthcoming 24 hours' path race at the Aston track. This has been complied with, but the prizes for the first four are such as have never been offered before to be won out-and-out at the first time of asking. Electric light has been laid on, and everything has been done to give the Midlanders an opportunity of viewing an up-to-date all-day speed circus.

Dagleish falls.

In the final of the half-mile Centre championship at Liverpool on Saturday, Dagleish, the Widnes crack, and holder of the championship, had a most unfortunate experience. A collision occurred at the start which brought him down and damaged his machine. The judges stopped the race, a strange machine was borrowed, and a fresh start made. The men went off at a terrific rate. Half-way through, Dagleish rounding one of the corners, seemed to lose control of his machine, and fell heavily, cutting himself badly. He was unable to turn out in the mile, and so lost two championships which were at his mercy. Strange to say, he intimidated before the start that these were to be his last two races. He had the sympathy of all present.

Spoilt by the rain.

THE Liverpool Centre officials deserved better at the hands of the weather clerk than what took place on Saturday. A splendid entry had been secured for the meeting, the track was in excellent order, and all promised well until shortly before the starting time, when a heavy shower told its tale on the gate. Frequent showers followed after the start with the result that the racing was spoilt, and the meeting dragged out until a late hour. A heavy loss will result on the meeting, which is to be regretted.

The W.R.C.'s 12 hours.

WAVERLEY weather has become so synonymous with everything that is meteorologically vile, that it was a matter more for regret than surprise that last Saturday which was fixed for the W.R.C.'s second 12 hours' path race should turn out one of the most dismally damp days on record. For 36 hours prior to the time fixed for the start rain fell incessantly, rendering Powderhall track and its surroundings eminently unfitted for a long distance race, and the wisdom of postponing the event till Monday, was amply borne out by the weather which obtained throughout the day.

London to York tandem record.

MILLS and Edge are apparently insatiable in their thirst for record honours, for, on July 24th, they added a third best to their 24 hours' and John o' Groat's performances. In this case, as on their End-to-End ride, there was no previous tandem performance, and comparisons have to be made with the previous bests on single machines, and this rather discounts their time of 12 hrs. 33 mins. on paper, for the three previous safety records are F. W. Shorland's 12 hrs. 10 mins., in 1892, lowered to 11 hrs. 51 mins. by Fontaine last Autumn, and now standing at 2 mins. less than that to the credit of J. H. Petersen. But the tandem riders chose to go on their set day, regardless of the weather, which was certainly bad. Starting in rain, on wet and muddy roads, they did fast time (1.50) to Hitchin, and did 18 in every hour up to Wansford, where they had to continue unpaced to Grantham, passing the 100th milestone at 11.7, exactly six hours from the start, and passing through Grantham at 11.51. From this point on, no more rain fell, but the wind blew sideways—never a help this, on a tandem especially—and the half-dried roads were very sticky, the last stage, from Saltley, being particularly bad. They rode through on the same Clincher-tyred Raleigh that had carried them before, and it stood without any misgivings, while their gear-cases were probably the secret of their getting through at all on such an awful day.

COMING RACE MEETINGS.

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

DATE.	PLACE.	PROMOTERS.	SECRETARY'S NAME AND ADDRESS	OPEN EVENTS.
Aug. 10	Rushden	Rushden A.C.	W. A. Ainge, Newton Rd., Rushden.	½ & 1 m. H. 1 m. scr.
" 10	Preston	North End F.C.	T. Charnley, 11, Cannon St., Preston.	1 & 2 m. H.
" 10	Derby	M.R. Hort. Society	C. H. Bannister, Derby	1 & 2 m. H.
" 10	Grimsby	Grimsby C.C.	J. M. Tierney, Cyclists' Club, Grimsby.	½ & 1 m. H.
" 10	Burnley	Burnley F.C.	A. F. Sutcliffe, 88, St. James' St., Burnley.	½ & 2 m. H. 2 m. (T.S.) H.

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

London Centre 10 miles.

THE 10 miles N.C.U. London Centre Championship has been arranged for decision at the Blackheath Harriers annual meeting, at the Catford Sports Ground, on August 31st.

What the N.R. lost.

THE actual loss on the North Road 24 hours is put down at £150 by the committee. Whilst this is, of course, deplorable, it is satisfactory to know that the pioneer club of long distance racing has enough funds in hand to meet all liabilities, without calling on those members who generously signed a guarantee before the race.

Volunteers in training.

THE 100 miles Volunteer team race, which is, this year, to take place at Dumfries, on August 24th, will, we should not wonder, show the world some sterling performances. Immense interest seems to be taken in the contest by those concerned, and we hear of special machines being made, and teams in hands of trainers on the North Road, &c.; in short, real earnest business.

A calm down South.

NATIONAL road records are becoming so "thick," that it is reasonable to suppose that attention will soon be given to local ones. Down South the road has been very quiet this year, and people there are feeling the consequent loss of trade. It should not be overlooked that the S.R.R.A. still exists, and has an excellent and representative committee to hall-mark, or reject, as the case may be, all claims to records, and that some of the existing ones are worthy of attack by the best of men. The hon. sec. is to be found at 60 Anerley Park, S.E., as of yore.

Road records passed and otherwise.

ON Wednesday evening last the R.R.A. passed Stocks's claim to the 50 miles record as 2.1.8. Also Holbein's 12 hours as 217½ miles, and 24 hours as 397 miles. They would not allow the 2 miles that Holbein covered more than twice, as the new rule passed at the last general meeting gave them no choice in the matter, whatever the circumstances of the error. As will be seen, however, even if the 2 miles had been allowed, the total would still have been 1 mile short of the coveted 400. A claim of Black and Walters to a tandem record was held over; Buckley's 24 hours' claim was rejected as being 2 miles short, and a claim from Hal Berte to a 1,000 miles record was not gone into, as the Association does not recognise a 1,000 miles record.

A towing scandal.

As it is now a matter of common talk amongst racing men, no good purpose can be served in attempting to suppress the fact that grave charges have been brought against a rider for being towed whilst on a record ride, which he claimed, but which has not been passed by the R.R.A.; and against a triplet crew for having towed him. The R.R.A. has considerable evidence in its hands, documentary and otherwise, and the whole is being put in the hands of the N.C.U., who will, doubtless, deal with the matter in the drastic way it demands. If the accused are found guilty, no punishment the N.C.U. has power to give would be too severe for them; such frauds, as this alleged one, sap at the whole root of sporting honour, and, if repeated, would render valueless every record, past or future.



THE CASUAL ACQUAINTANCE.—I.

THE RT. HON. EVERTON-TOPPE (*On the Ripley Road*).—"So delighted to have met you; no doubt we shall meet again some day!"

Hackney track vetoed.

AFTER much talk, the idea of a public cycling track on Hackney Marsh has been thrown out. The County Council, by vote, decided that it is inexpedient to set apart any part of a public open space for the formation of a cycle track. And who will say they are wrong?

In the College precincts.

ON Thursday, August 15th, the Winchester and County C.C. held their open meeting in the grounds of Winchester College, on a 4 lap grass track. There are open handicaps and a scratch event, for which entries close on August 8th, to F. J. Mead, 1, Highland Terrace, Winchester.

Southampton Centre 25.

At the Portsmouth Mercury meeting last Wednesday, which was held in a steady rain, the 25 miles championship of the local Centre was run off. First winning in 1.12.35; W. H. Webb, who has at last received his well-deserved license, being second, and Cobden third. It was a straggling finish.

The banking strain.

ONE result of the high banking of the modern speed tracks is, that taking the corners, particularly when the speed is moderate, has a tendency to pull the spokes out on one side of the steering wheel. A tandem pair had this fact brought very forcibly home to them in the N. R. 24, and a moment's thought will show that the strain on the spokes under such circumstances must be tremendous.

The World's championships.

THE following is the full programme of events at Cologne: August 17th, the 1 mile open (professional) world's championship; the 10 kilometres international team championship; a 1 kilometre (professional) tandem scratch race. August 18th, the 1 mile amateur world's championship; a 100 kilometres open (professional) world's championship, paced; a 1 kilometre amateur handicap. August 19th, the 100 kilometres amateur world's championship, paced; a 1 kilometre amateur tandem scratch race, a 1 kilometre (professional) handicap.

HURET'S 24 RECORD BADLY BEATEN.

THE 24 hours' race, organised on the famous Bordeaux track, took place on Saturday and Sunday last.

The principal object of the promoters was to give the unlucky English rider, Charles Lucas, a chance of beating Huret's figures for 24 hours.

It was a big mistake, though, to fix the date so soon after the Bol d'Or race, in which Lucas had such a terrible accident, as he has not yet sufficiently recovered.

Only five started, Lucas, Rivierre, Lewis, Williams, and Ramat.

From the start

LEWIS WENT TO THE FRONT,

and set a big pace, leaving the others at once, and completing 25½ miles in the first hour, Lucas and Williams being then second and third, 2 miles behind. In the second hour Lewis, who had only started to make up the field, and was not prepared, retired, leaving Lucas and Williams in front.

Soon after Lucas began to feel very bad, and had to dismount twice; he pluckily remounted, but became worse, and, at the fourth hour, had to be taken away, a doctor forbidding him to mount again.

With

LUCAS OUT OF IT

the race resolved itself into a match between Rivierre and Williams, Ramat being then miles behind.

At six hours Rivierre had decidedly the best, completing 140 miles 250 yards, while Williams was 2 miles behind. At this point the leader was 8 miles behind the Bol d'Or distance.

Rivierre kept on a steady, though fast, pace, and, at 14 hours, had broken Huret's record, which he continued to do till the end, finishing with the truly extraordinary score of 523 miles 1,040 yards, beating Huret's world's record by 9 miles 290 yards. Williams was second, miles behind.

Scottish records.

THE 100 miles' championship of the North of Scotland was won by G. Petrie at Aberdeen last Wednesday. Petrie broke a number of Scottish records by the way, but was a little outside at the end of the century.

Gratitude.

MR. RIVERS-SMITH, on behalf of the North Road Club, wishes to thank most heartily the many good fellows, who by pacing and other means, put in so much work on the club's behalf at their unfortunate 24. Particularly are they grateful to the Stanley, Catford, Pely, London, Scottish, &c.

Death of Anne Dibble.

WE join in the sorrow of the cycling world at the sad news of the death of Annie Dibble on Friday morning last, and in extending our sympathy to the mourning household at Ripley. She has, for some time, been a sufferer from a kidney complaint, but appeared to be exceptionally well a few days before her death. Always bright, thoughtfully obliging, and sympathetic, she endeared herself to every regular caller at the "Anchor," and she will be sadly missed on the old road.

A match, safety v. tandem.

AN endeavour is being made to arrange match between Vogt on a single and Crawford and Brownlie on a tandem to be run at Glasgow. For 5 or even 3 miles Vogt is willing, but the tandem crew want 1 mile. It should be a good match, if it comes off.

What Danish cracks are doing.

THE following are some of the latest record feats accomplished by Danish riders—1 mile standing start, E. Selivader, 2.3.; 1 mile tandem standing start, C. Ingemann-Petersen and E. Selivader, 2.3½; 24 hours, road, 572 kilometres, Julius Roehrs; 10 miles, Clev. Yensen, 23.41; E. Selivader, Ivend Hansen, P. Kock, and C. Ingemann-Petersen, are quite equal riders, and fight desperately. T. Odense, C.T.-P. won a race of 4½ miles (7,532 metres) in 10.19. Henie has won many races in Germany, but, coming to Denmark, was beaten by C. I. Petersen. Denmark sends the above-named 4 riders to Cologne.

American 24 record.

B. W. TWYMAN holds the American path 24 hours' record of 407 miles 84 yds., he having improved on the previous American best, by over 25 miles, at Louisville, on July 5th. He also brought the American 100 miles down to 4.29.19. These distances and times appear very poor alongside English and European figures.

Darlington Sports.

THE amalgamated sports in connection with the Wednesday Cycling Club and the Darlington B.C., were held at Feethams, in gloomy weather, which spoilt the attendance. The team race was won by the Darlington B.C., 8 points; Richmond C.C., 14 points, second; Auckland C.C., third. The half-mile bicycle handicap, resulted in a win to W. Lawlor, Richmond C.C., 85 yds.; N. Simpson, West Hartlepool, 85 yds., second; J. Longstaff, Stockton C.C., 30 yds., third. Won by a length; time, 1.15½.



THE CASUAL ACQUAINTANCE—II

O'MALLY (Near Bond Street).—Ah, captain! thought I should see you again soon; let's
—but the Hon. Tophe is carried away in strong convulsions.

Suggestion to race promoters.

WE are somewhat surprised that veteran races rarely find a place in cycling programmes, and yet we venture to suggest that such races would prove very interesting, and in fact form connecting links between the old and new timers. We know that the sporting feeling is not quite dead in a good number of the old boys, but as they do not care to figure on long marks, we suggest that some of our sports promoting clubs give them a chance to themselves.

Well through a big smash.

At the York Sports, G. E. Tennant, mounted upon a 21 lbs. Whitworth racer, had the misfortune to be immediately behind several men who suddenly fell in a heap. There was nothing for him to do but grip the handlebars, set his feet firmly on the pedals, and go for the obstruction. Tennant rode right over two of the men and their machines, only to be brought down by another man. The total damage done to the Rudge-Whitworth racer after this severe test was a slight bend to the front fork, whilst the other machines that took part in the collision were completely wrecked.

The fourth 24.

THE coming 24 hours' race for unlicensed riders, which is to take place on August 6th & 7th, under the auspices of "Sport and Play," is causing considerable attention in the Midlands. In addition to the 22-carat gold medals which the promoters will give, a handsome challenge vase will be given by the Abingdon Works Co., Ltd.; it weighs 130 ozs., and is valued at £50; it has to be won twice in succession or three times in all before becoming the property of the holder. Excellent arrangements are being made for the comfort of competitors, and we hope that the promoters will be favoured with the all necessary fine weather.

Filched honours.

THE letter of Habershon's the R.R.A. hon. sec., in last Friday's "Sporting Life," was written none too soon. In it he makes a protest against the methods now so generally adopted in respect to advertisements, whereby riders are wrongfully credited with performances to which they have not the remotest claim. In the case of road records there is not the slightest excuse for this, for the R.R.A. is prepared to check the claim of any man, amateur, professional, licensed, or otherwise, provided it be for a performance on a recognised route or distance. It is bad enough when unjustifiable claims are published as a matter of business, but when it is done to boom an amateur meeting it becomes nauseous.

The next Anerley move.

THE Anerley do not intend their race meeting to be the least of their successes this year, and directly after the August holiday, the executive mean to put their whole energy into making the arrangements as near perfect as possible. The programme will include, besides other events, the 50 miles championship of the S.R.R.A. for the Roberts' shield, which, at present, is held by C. G. Wridgway for the Anerley. Clubs wishing to send representatives to compete in, what in reality is the championship of the South of England, should communicate at once with G. H. Smith, 60 Anerley Park, S.E., who will forward them full particulars and conditions by return. The date of the meeting is August 31st, at Herne Hill track.

The Bath Road 100.

THIS historic road event will, this year, be run off on the path. Herne Hill is the selected track, and August 24th the date. W. J. Harvey, Holly Lodge, Gunnersbury, has the affair in hand.

A warm Irish greeting.

THE R.I.C. meeting, at Waterford, is postponed till August 8th. The Goff track has a good reputation, and prizes are given up to £200 in value. Sergt. Carbery offers a warm Irish greeting to any English racing men who will care to support the fixture.

Michael paid.

MICHAEL, who created quite a row in Paris, owing to his keeping in England when he was under contract to ride a match against Lesna on the Buffalo track, came back to Paris two days after. After some discussion the matter has been settled by his paying to the track proprietors all the expenses incurred by them amounting to £31.

Flower Show wins.

THREE open cycle events were held at the Chesterfield Flower Show. T. J. Gascoyne, Chesterfield, 35 yds., winning the mile; R. Hepplewhite, Deane, 55 yds., second; W. Goodwin, Rover C.C., 40 yds., third. F. Levick, 170 yds., won the 2 miles; E. Scott, second, from scratch. The lap race, flying start, resulted, Levick, Goodwin, and J. W. Botham. E. Scott, the lion of the meeting, did not appear to advantage on the narrow track with badly banked and sharp corners.

News-vendors at Putney.

THE annual sports in aid of the News-vendors' Benevolent & Provident Institution, were most successfully carried through at Putney on Saturday, and Mr. Monckton is to be congratulated on the success of his efforts. In the cycle events, W. Horton, Putney A.C., 105 yds., proved the winner of the open mile; G. Eyles, Westminster and St. George's, 120 yds., second; E. J. Calloghan, Poly., 100 yds., third. The half-mile scratch went to J. Margetts; H. Walton, second; W. Herod, third.

Irish Inter-Club.

THE Irish Senior Inter-Club contest was decided in Dublin, on Saturday, on the Ash-town trotting track, which measures two laps to the mile. Only three clubs started teams (18 competitors in all), and the result, after a fine race was Wanderers 1, Athy 2, and National 3. The winners had an even team but could only get two points in front of Athy. The Co. Kildare Club, which represented the Provinces, made a gallant fight, and can boast of having three men in the first four, in addition to supplying the actual winner in Ramsbottom, who covered the 50 miles in 2.42.30.

Berwick Athletic Sports.

THE sports in connection with the Berwick feast always attract a strong following from the Tyneside districts and the last meeting was no exception to the rule. A heavy thunderstorm broke over the grounds during the progress of the sports, which had the effect of rendering the grass track rather dangerous during the afternoon, and spills were frequent. J. W. Winlaw, Berwick, 65 yds., won the half in 1.13½; J. Hodgson, Haymarket C.C., 60 yds., second; J. D. McNeil, Langholm, 65 yds., third. J. Hodgson won the mile handicap after a splendid finish, and the two miles scratch was won by Matt. Dunn, Derwent C.C.; R. A. Huck, Jarrold C.C., second, with T. H. Graham, Northumberland County, third. A grand race, won by a length; time, 6.18½.

Open 12 hours' at Putney.

THE Putney A.C. are holding an open 12 hours' for licensed men at Putney, on September 7th, when a 25 guinea cup and other prizes will be put up. An advertisement giving particulars will be found on page 10 of the Supplement.

Rovers booming.

THE latest successes of the Imperial Rover include the Edinburgh to London record, which Neason beat by 49 minutes, and on Saturday last in the Cuca Race three out of the five who finished were on Rovers, an excellent record.

Catford gold vase race.

THIS event is to be run on entirely novel and original lines, and should prove a most interesting and instructive contest. The scheme is briefly that the gold vase, previously intended for a 24 hours' race, is to be put up for unlicensed riders; the race to extend over three days, commencing Thursday, August 22nd, with a 2 hours' race, Friday, 23rd, a 4 hours' race, and Saturday, 24th, a 6 hours' race; the rider covering the greatest distance in the three days to receive a special prize value 10 guineas, and to hold the vase. Separate entries will be accepted for each race and distinct prizes awarded, and if a rider is capable of beating all comers in each race he will annex the grand total of 28 guineas in prizes. The races will conclude each evening at 9, and the grounds will be beautifully illuminated. Permission has been obtained for licensed riders to pace, and entry-forms with full particulars are now obtainable from the hon. race sec. Jas. Blair, Catford Sports Ground, S.E.

The joint meeting at Wood Green.

THE Kingsdale and Colville C.C. really earned their success on Saturday, for seldom has a better and more diversified programme been drawn up, or a meeting been better boomed. A. J. Watson, who was billed for the ½-mile and mile handicaps, and for an attempt at records up to 5 miles, was present, but did not feel well enough to ride. F. W. Chinn, the ½-mile record holder, had an effusion of blood from his nose in the ½-mile, and was beaten in the sprint by a man getting 65 yds. At the end of the meeting, however, he had sufficiently recovered to be able to make his attempt on the ½-mile record. As we have already mentioned, the pacing was defective, and he only succeeded in doing the distance in 1.1, or 1 second outside the standing time. The ½-mile licensed handicap was won by A. S. Ingram, Cherry second, and Winbolt third. The mile licensed handicap pleased the Wood Greenites, a local man, J. J. Hardy, the secretary of the Wood Green C.C., winning cleverly from F. L. W. Knight, of the Catford. The ½-mile handicap for unlicensed riders was marred by a fall at the station corner, caused through T. Osborn coming up on the inside and catching Chase's back wheel bringing down himself and Gibbons-Brooks. The finish lay between Platt-Betts and Chase, the former getting the verdict by 4 inches. The 3 miles' handicap for members of the Kingsdale C.C. was won by F. O. Cooke from scratch, and the similar event for the Colville men fell to T. Bullen, who received 130 yds. from Stamp. The Colvilles won the team race by 1 point, Cooke, of the Kingsdale, sacrificing his team rather foolishly, and securing first place by over a lap. A. V. Ebbelwhite timed, and J. C. Paget and C. J. Cannon were responsible for the excellent arrangements.

LOLLING.



ALTHOUGH little patience can be extended to those most lazily constituted souls who yield to their desire to "flop" at every tempting cool retreat their eyes alight upon along the fiery and dusty road, yet he is a mere slave to scorching habit, a thoughtless caster-away of freely-offered pleasures, who scorns, or never thinks of, the soft

refreshing delights of a good old lazy loll.

As only those who labour ever thoroughly appreciate a holiday, so those who ride hardest and best make the most accomplished lollers and epicures of the art of doing nothing on occasions. One can go to a place in a train, a coach, or a boat, to spend some lazy lolling hours, but there is a feeling all the while that it is mere laziness; there is a half restless desire to be up and exploring the surroundings instead; one does nothing, but misses the full intoxication of

CONSCIOUS AND ABSOLUTE INACTIVITY.

After a ride, it may be of hours' duration under the burning sun, how different the sensations! There is a satisfied sense of proprietorship in the loll, of having earned

it fairly and squarely, and whilst it has not exhausted him, the exercise done has been sufficient to cure the craving for movement, and the rider is in tune for an ideal laze. Just off the glaring dusty road down which he travelled, across a meadow or two, near where the river hums a ceaseless lullaby over the weir, and the banks are most shaded with trees, the lolling ground is chosen. The yielding turf is a sumptuous couch; one stretches his limbs, his arms right out, as he lays there on his back, as if greedy for all of it; and as the cool shade its balm imparts to throbbing head, and quickened heart calms down till it keeps time to the

LEISURELY SPLASH OF THE RIVER,

one feels that here at last is found perfect rest. Gently the trees rock in the soft breeze, letting in sudden shafts of light through peep-holes, and the loller, to save the consequent blinking, keeps his eyes closed, and, doing so, sees more. He sees all the changing scenes of the road by which he has come, sees many other scenes as fair as that amongst which he lies, crowds of people visit him and none of them bore, an at-home that queens might envy; sees difficulties shrink absurdly small, and all things more in proper proportion, as if from some lofty survey. An extra loud splash from a rising fish breaks off the reverie, and awakes

THE SLEEPLESS DREAMER

to an interest in his immediate surroundings. He lolls on his face to the edge of the bank and watches. So quiet and still he has been that the busy life around has grown to ignore him. The great brown water-rat, calmly sailing across the stream, lands cleverly at his own front door, and strolls up to it with a composure that shows he is quite unconscious he is being shadowed. The birds

are chatting gaily, with no alarm cries, and the fish, in sheer sport, or in vanity of their flashing silver sides, are rising at every thing, even at the two butterflies skimming the water, who dodge their enemies and seek the safer regions of the higher air. And ever flows on, slowly, regularly, quietly, the placid glittering river; a movement that suggests only rest, as some monastic, never-changing daily round of peaceful duties beget composure undisturbable. Then, when the fire of the day has gone, to mount and away in the cool of the evening; but enjoyable as the ride will be, somehow, at the end, on this occasion, the best part of the day's work will seem to be when nothing was being done—but lolling.

Machines in transit.

At this time of the year when many cyclists are taking their annual holidays, a great number of machines are being conveyed to certain places, where their owners intend making their head-quarters and indulging in a series of cycling excursions in the country round about. A word, therefore, as to the precautions that should be taken in packing. A machine that travels with its owner, or other person in charge of it, need not, of course, be packed, but in view of the present somewhat inadequate railway accommodation afforded for its transit, it is advisable to see it safely ensconced in the guard's van, and a "tip" to the guard will ensure its safety. A machine that is sent by goods' train should never be forwarded without being packed. It should be put in a crate, and firmly tied to the sides of it with strong rope, and secured in the crate by clamps well nailed. The pedals should be taken off, and the handlebar turned round parallel with the frame of the machine, so as to obviate all risks of breakage through displacement. The pedals can be tied on somewhere, but if the lamp is required, it should be packed with one's personal luggage, well wrapping it in paper, and making sure that the reservoir is quite empty before doing so. The carriage of a couple of flasks of oil can be easily arranged for in a similar manner.



A PLEASANT HALF-HOUR.



"HOLDER" (London).—Apply to G. Lacy Hillier, 75, Old Broad Street, E.C.

B. A. (Wandsworth).—Sorry to say we cannot afford the time to map you out the route you require.

"CYCLER" (Leeds) would feel much obliged if any reader could inform him, through the "Asked and Answered" Columns, of the best route from Leeds to Maidenhead on Thames, taking advantage of the main road to London as far as possible, as he hears it is excellent.

"A CYCLOPHOTOGRAPHER" (aged 19) would be glad to hear from another (in Birmingham or district preferred) willing to arrange tour in North Wales, for about 10 days, starting August 29th or September and Moderate living. Address, A.W.F., 10, Wills Street, Lozells, Birmingham.

W. E. LILLEY.—"In reply to your inquiry as to route from Cambridge to Gloucestershire, I may say I went from London to Eastleigh, via Oxford, some three years ago, and from Oxford to Gloucestershire the roads were simply vile, and, from what I have heard from my friends there, they have not been much improved.—E. G. ROCKALL."

London
to
Sibley.

"DOUGLAS" (London).—A correspondent kindly writes:—"I observe 'Douglas' (London) inquires about the road from London to Sibley, near Loughboro'. I advise the following route, which is the most direct, passing through these towns. I give the mileage to each town from London: Barnet, 11; St. Alban's, 21; Dunstable, 33½; Hockliffe, 37½; Newport Pagnell, 50; Northampton, 66; Market Harborough, 83½; Leicester, 98. Last 16 miles down-hill to Leicester. Straight through Leicester (follow the tram lines) and he will find himself on the Loughboro' Road. He must go along this road about 3 miles, when he will come to four cross roads, at the corner of which stands a public-house (on the right-hand side) known as Rothley House. Turn down the right-hand turn to Cossington and Sibley; distance from Leicester, about 4½ miles." "Douglas" is advised to get the Tourist Route Map of England and Wales (1s.) from Mr. Gill, 170, Strand, W.C.

J. HAGGER (London).—Yes, decidedly.
T. E. S. (King's Lynn).—Don't on any account invest.

F. JAMES (Pembroke Dock).—Yes, we believe he is the man.

W. J. R. (Willesden).—In all probability the tyre is past repair.

F. TREWE (Bedford).—Homocœa. It is advertised elsewhere.

B. B. (London).—We do not know of anything; have it re-nickelled.

L. FOWKES (Leytonstone).—1. Yes. 2. Clinchers, we should think.

J. E. WOOLEY (Pontypool).—We do not know the gentleman's address.

"ADMIRER" (Norwood).—You might get them from Mr. Thomas, Cheapside, E.C.

J. JONES (Birmingham) wants a route from Birmingham to Hastings, and the distance.

A. P. (Baltham) wishes to know the condition of the roads between Ostend and Brussels.

"FARMER BOY" (Chislehurst).—We much regret that we are unable to give you the desired route.

A. LAGACHE FILS (Bruges).—From the Fairbank Wood Rim Co., Drayton Mills, Drayton, Derbyshire.

A. C. BLACKINGHAM (Paris) wishes to know where he can obtain a coupler for attaching two bicycles.

F. C. BENNETT (Tunstall, Staff.).—We think you will get what you require of Mr. L. Upcott Gill, 170, Strand.

"BUGLER" (Birmingham).—It is an absolutely out-of-date idea, and no good class club appoints such an official.

P. H. BENNETT (London).—We advise you to write to Mr. S. A. Stead, 39, St. George's Avenue, Tufnell Park, N.

J. CARTWRIGHT (Newport, Salop).—Apply to the Cycle Components Manufacturing Co., Ltd., Bournbrook, Birmingham.

W. R. THORNTON & SON (Bartow-in-Furness).—We think Marriott & Cooper can supply you with what you require.

G. P. (London).—We advise you to have Dunlops fitted; the Company will be better qualified to give you the estimate than we are.

"LOVER OF 'CYCLING'" (Lincoln).—The question you ask is a very delicate one and one that the editor hardly feels qualified to answer.

J. H. GRIFFIN (Birmingham).—We regret we could not answer your inquiry as desired, and find the information will be useless now. We are compelled to answer inquiries in strict rotation, otherwise we should never get through the mass before us each week.

"BARNET" (Barnet) in going from Barnet to Salisbury, will save himself 2 miles if, when he gets to Uxbridge, he goes to Slough, via Chancellors Hill, Iver Heath, and George Green. The road is decidedly better, also. At Uxbridge Chancellors Hill is pronounced more often as it spelt "Janders." If any difficulty I would put him right if he gives me a call.—A. H. MURRAY, Uxbridge.

W. R. C. WHEELER (Grantham).—We regret we cannot give you the desired route. As regards duty, it is roughly 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.

Cycling
in
Tasmania.

GEORGE WILTON (Tasmania).—Thanks for cutting, which, however, we much regret we were unable to use. Our correspondent gives, in his letter, a few interesting particulars concerning the Sport in Tasmania. "In these far-away parts," he says, "we do a little cycling, and have a few race meets a year. The weather being so mild, we cycle from January to December continuously. I am, at present, vice-captain of our city club, which numbers 50 financial members. We have also a League of Tasmanian Wheelmen, the governing body here, and six clubs have affiliated. We have no amateur and professional business at present, as we are all pure amateurs although last season I took over £20 in cash for prizes (Easy going Tasmanians!—Ed.) besides trophies. As far as I can see, there is no likelihood of there ever being any distinction here. We have never seen a tandem in Tasmania yet. Our mile record, unpaced, is 2 mins. 30 secs., and half-mile 1 min. 14-2/5 secs. Our tracks are very slow compared with English ones; the best here is gravel. The captain of our club is F. A. Beaumont, an Englishman, at one time captain of the Dorking Club, England, five years ago."

"HIS MARK" (Ipswich).—It will wear away in time.

G. GREGORY (Perth).—We do not know the machine, and can give no opinion of it. The tyres are the best you can have for the purpose.

C. A. SMITH 22, Willowbrook Road, Peckham, writes:—"The hon. secretary of the Wolverton C.C. would be glad to hear from any other club who would care to run off a short race at Putney Velodrome on August 10th. Full particulars from above-named."

C. M. (Southampton).—"I should be very glad if one of your readers could give me some information, through your 'A. & A.' Columns, as to which would be the best road to take from Winchester to Oxford. Would it be best to go via Whitechurch and Newbury, or via Basingstoke and Reading?"

P. COCKSHUT (London) will be glad if any reader will kindly tell him the condition and nature of the road from London, via St. Alban's, Dunstable, Coventry, Birmingham, Shiffnal, Llangollen, and Bettws-y-coed, to Llandudno, if they have been that way, or part thereof? Also is it best to ride through Birmingham or make a detour?"

ERNEST STOKES (Cape Town).—We are many miles apart from each other, and it is a very difficult thing indeed to account for the tyre troubles that are described to us. From what we gather, after careful perusal of your letter, we should say that what you complain about is decidedly unusual, and we should think the climate must have had something to do with it.

F. A. ADAMS (London) and other readers have written complaining of the manner in which the ink detaches itself from the cover and attaches itself to the hand of anyone carrying a "Cycling." We do not think this is general, because the wrapper of "Cycling" is invariably printed well in advance of the inside of the paper, and time is therefore allowed for the ink to dry. Last week's issue, however, was somewhat later in going to press, and we sincerely regret the unpleasantness caused to our readers.

REV. SAVILL L'ESTRANGE MALONE
Aerial
Bicycling.

(Hull) sends us the accompanying cutting and says:—"I have long been of opinion that the 'Aerial Bicycle' is the first step to be taken towards aerial navigation. It would be much less costly than the larger and more cumbersome machines. Every man should first 'paddle his own canoe.' Your article in May 25th issue is not so impossible as some might suppose." The cutting is as follows:—"Those who are contemplating the purchase of a bicycle should 'wait a little longer. One, Professor Myers, of Frankfort, New York, has invented one that will not be confined to earth, but will soar into the air. It provides its own wind; and, as the rider works the pedals, rises higher and higher in the empyrean. To descend the rider has only to lean forward—and he will come down. So one would expect—with a run!" We quite agree. The aerial bicycle will come.

Road
to
Yarmouth.

LIONEL WOOD is answered as follows by two kind correspondents, J. G. Brown, 130, King Street, Thetford, writes:—"In answer to Lionel Wood's inquiry, the road to Yarmouth, via Cambridge, is good to Barton Mills, bad from there to Thetford, from Thetford it is very much improved, and is quite rideable. If Lionel Wood comes to see ancient Thetford, shall be pleased to show him special points of interest if he will give me a call."—W. Stone writes:—"I can speak from experience of the road to Yarmouth, via Thetford, as I rode that way only a fortnight ago. The road between Newmarket and Thetford is almost totally unrideable, and I had to walk for at least 10 miles of it, but after leaving Thetford the road is tolerably good, and, in places, quite pleasant as far as Lilling, then very good to Norwich, and the road from there to Yarmouth is very good. Of course the recent rains will have greatly improved the going in many places."

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 in every case reply at once, but we always endeavour to answer queries as soon as possible.

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

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