

CYCLING.

CONDUCTED BY
EDMUND DANGERFIELD & WALTER GROVES.

W. KEMP.



SO INNOCENT.

MRS. NEWLEYWED.—"Why, look, dear! The judge is holding a raffle with the competitors."
HER HUBBIE.—"No, darling! they're drawing for places in the ten miles scratch!"

Ayuntamiento de Madrid

CONCERNING CAMPS.

BY PERCY A. BIGGAR.



THE dawn of Summer inspires every cyclist with the hope that those pleasant gatherings, known as cycling camps, will once more receive promotion at the hands of those who have energetically watched and carried them on hitherto. It is a matter for considerable satisfaction that the active movers in these affairs have very wisely reduced the heavy expenses which had to be borne by those clubs who supported these eminently enjoyable outings; and the sumptuary regulations which the several committees of management have put into force, to do away as much as possible with the costly rivalry between clubs in the matters of decoration and entertainment, have prevented the downfall of these pleasant experiences under canvas. Present camps do not, for this reason, compare altogether with those that have been held hitherto, though a curtailment in decorative work, and consequently a reduction in expenditure, has been found desirable and beneficial. What has happened at the Southern Camp has been the result of what was at first healthy emulation. Clubs sought to outvie other clubs in the gorgeous decoration of their tents, and thus without any intention on the part of the managers to encourage undue expense, it became a serious matter for a club to be represented on the Southern field. It is impossible to estimate how much was expended upon reception tents, electric light, pianos, and furniture. Not only did clubs vote large sums in aid of these luxuries, but individual members had to

DIP DEEPLY INTO THEIR POCKETS

for their hire, and, as a result, the majority of camping clubs have considered the expense an inadvisable one, whilst other organisations unable to stand the expenditure, have since dropped out, and fail to appear upon the camp field. In past years it has been the rule for clubs making any show, to entertain a number of friends, for at least one evening during the camp, so that even the better financed clubs began to find the expenses too heavy, and at last considered it waste of money. These causes being in operation they have had the effect of inducing many of the younger clubs to support the Southern Counties Camp, whilst year after year the old hands become fewer in number. The old hands work hard, but each year some of them disappear,

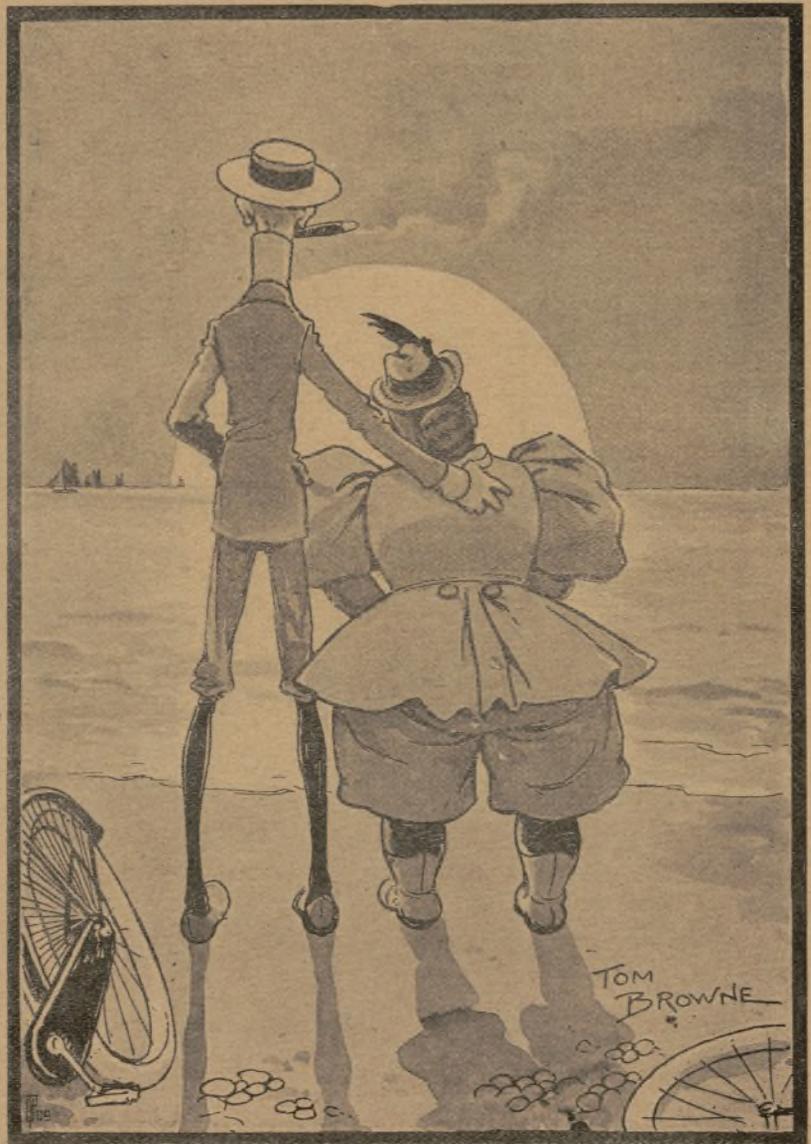
or cease to work with the energy which they have hitherto shown, and the result is, that the work is thrown upon individual workers. But while the *personelle* of the camp is somewhat reduced, certain changes are imminent, and will be advantageous to all concerned. Public receptions are now considered an impossibility, while it is now pretty generally understood that clubs are not to outvie each other in the matter of

FLORAL DECORATIONS AND UPHOLSTERY

Why all this costly stuff should be introduced into a cyclists' camp, is not at all clear! The pleasure of camping palls when Nature's carpet is covered over, and tents are full of costly furniture. All these things have been considered, and it is generally agreed that interest in these pleasurable outings

would be considerably revived if future camps were made more camp-like, and less like luxurious temporary homesteads. These reforms which will, undoubtedly, encourage development, will make it possible for future camps to grow year by year in importance and in interest.

There is a vast deal of work connected with these functions, and, while the old workers systematise and do well, it is imperative for the success of future camps that assistance should be given by conforming to rules, and endeavouring to make the way easy for the gentlemen who have worked so hard in past years to bring these fixtures to successful fruition. The tent decoration expenditure had got seriously high, and entertainment expenses formerly put some clubs to their wits' ends



BY THE SAD SEA WAVES.

A REMINISCENCE OF A MOST ENTRANCING TOUR.

how to meet them. The failure of old clubs to materialise was due entirely to the expenditure, which had become a recognised necessity of camping. Those who have been North are unable to understand how it is that men can spend a holiday on the camp field at Harrogate for so small a sum. The reason is simple enough. If the Southern Camp is to be continued with success the expenses attending it must be still further reduced. Clubs might well be content with

A LITTLE GROUP OF BELL TENTS,

with iron bedsteads, and one large marquee for the use of campers, plainly furnished, would answer every practical purpose, and no decorations should be permitted other than those supplied by the camp authorities, which might consist of a certain quantity of bunting for each club, and a few ferns and flowers. At the Northern Camp clubs have their little groups of bell tents, and the campers there enjoy themselves quite as much without decorated tents or expensive furniture. Such reforms as are here suggested would materially reduce the cost of these functions, and inspire poorer clubs to support them, and the result would be beneficial to future camps. Stay-aways would flock in, and the more campers who come on the field, the better for all concerned. Various matters of detail remain to be threshed out before these functions can be put upon a proper basis. Obviously there are clubs always ready to spend more money than others, but if the wealthier organisations wish future camps well they will be wise in meeting the wishes of poorer clubs, who would reappear on the scene when they knew they could well meet the expenses.

THE SLOUGH CAMP,

last year, was a pleasant experience to all who joined it, but there was a profusion of shrubs and flower beds, which, of course, looked nice, but, at the same time, left a distinct line of demarcation between the financial positions of the various clubs, which is not desirable. After all, it is not the artificial decoration that makes the function enjoyable; it is the rural surroundings and the levelling-up of every tent and camper to one stage of equality.

Rationals in a ballet

In a ballet, entitled "Venus," now in preparation for that important theatre, the Milan Scala, the principal scene introduces a number of lady cyclists in advanced costumes.

The ladies' tailor.

F. J. VANT, of Chancery Lane, is still very busy with his ladies' cycling costumes, and from the letters he is constantly receiving, some of which we have seen, he is evidently giving great satisfaction to his fair customers. Vant does not confine himself to the "Rational" costume, as some people suppose, but is making a very lady-like skirt costume, with which he is doing a big trade with the upper classes.



"THE DOCTOR" next week.

WE shall publish some useful hints to lady tourists in our next.

SOME of the more costly mail carts are being fitted with pneumatics.

BICYCLES, taken into Canada for touring purposes, are now exempt from duty.

It is likely that the Poly. C.C. dinner will be held on the first Saturday of November.

It may interest our readers to know that we are now printing Show Number Supplements.

CYCLISTS will be glad to know that they may subscribe to the Annie Dibble memorial through CYCLING.

TRUE to life—"The Doctor." Don't fail to get our next issue, with splendidly reproduced cartoon.

ARE bamboo bicycles resilient? We ask because we saw last week a swell riding one over a rough road, with his back tyre quite deflated, of which fact he appeared quite unconscious.

"I DON'T care the snap of my finger about voting, but I would like the privilege of wearing bloomers without losing all my friends, and having my relations disown me," is the somewhat plaintively expressed wish of an American girl.

THE EXACT FIGURES.

Leadenhall Buildings,
LEADENHALL STREET,
London, E.C. August 2nd, 1895.

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

Date.	Copies.
1895	
July 6	31,173
" 13	31,343
" 20	31,294
" 27	31,057

(Signed),

WOODTHORPE, BEVAN & CO.

Chartered Accountants.

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

July 6	5,016
" 13	5,031
" 20	5,095
" 27	5,035

(Signed)

EDMUND DANGERFIELD.

CYCLISTS were about the only sober people on the road Monday evening.

THE young 10-year-old King of Spain cycles, much to the horror of some of the old grandees.

FROM a list of names to hand, it is evident that the royal and aristocratic worlds are fully alive to the merits of Singer cycles.

ZIMMERMAN was entertained at a complimentary dinner last Thursday, at the Royal Hotel, Bristol. Several gentlemen interested in various sports were present.

THE two hawkers who were alleged to have run down and killed a cyclist near Keighley, on June 15th, have been acquitted. The judge said they deserved punishment.

THE Orion Gymnastic Club (cycling section) has become the 99th club affiliated to the E.C.U. The Hampstead C.C. has applied for the honour of becoming the hundredth.

INTENDING Continental tourists should note there is to be a grand fête at Antwerp, in celebration of the freedom of the Scheldt, lasting from August 10th to 17th. The G.E.R. are running excursions.

A PRIZE of two dollars' worth of ice cream tickets for the first woman who will ride a bicycle, in bloomer costume, around the public square in the evening is offered by an enterprising newspaper of Clay Centre, Kan.

Seaside cycling.

HARDLY a girl who spends a holiday in the country returns home without having a "turn" at cycling, either on a bicycle, if she is already a cyclist, or on a tricycle, if she is not very confident. At this time of the year it is interesting to notice cycling being indulged in at the various popular watering-places in that free-and-easy and don't care style which girls assume when holiday making, and when home ceremonial is banished for awhile. Tennis rackets and pug dogs will soon have to be buried.

The Stanley as hosts.

SOME of the Stanley men are having a busy time as hosts to the Kettinganger Club of Haarlem, who are over here on a visit. The programme started with the reception of the visitors last Saturday, and continued with a visit to the Tower Bridge, Houses of Parliament, &c., a dinner at the Cri., cycle trips to Burnham Beeches, Windsor, Ripley, &c., and the whole to wind up with the Stanley races this Saturday. By this means the Stanley men hope to wipe off a part of their debt of gratitude to the cyclists of Holland for their ever to be remembered kindnesses during last year's Easter tour.

A palatial school.

DISTINCTLY the finest riding school in London is that of the Rudge-Whitworth. Situated right opposite Knightsbridge barracks, it is in a grandly central position for the fashionable world, whilst the premises themselves, an ex-skating rink, with the old skating floor, are most admirably adapted for the purpose. The hall is richly ornamented, has sitting accommodation all round, a raised refreshment buffet at one end, no pillars, and only two arches to intimidate the novice. The fee is sufficiently high to keep the place select, being 2s. 6d. a lesson, but a good machine is provided. Mr. Harvey (not W. J. of that ilk), who is in charge, informed us that a very large number of ladies and gentlemen, many being people of title, had learnt to ride in the hall this year. For dark days electric light is provided.

B

Cycle houses.

Now that whole families take to the cycle and own machines, where to store the mass of metal and rubber is a problem in those households that do not boast a stable. There is only one way out of the difficulty, to have a cycle house erected in the garden. A few firms have made these cycle houses their study, amongst them that well-known name of Humphreys', of Knightsbridge, S.W., who have a large selection of portable iron houses for this purpose, ranging in price from £4. The same people are turning their attention to the erection of covered-in cycling tracks, of which more anon.

Up-to-date, if you like.

An amiable journalist labours to produce in a contemporary a column of matter round the joke about the prize worth a guinea which turned out to be a box of Beecham's Pills! The real joke of the matter is that the original story appeared in "British Sport" years ago, and was quoted in "Cycling" at the time.

A novel cycle lamp.

THE latest novelty hailing from America is an electric cycle lamp to be attached to the peak of the cyclist's cap. A small storage battery of about eight hours capacity is carried on the machine, or in the pocket,

wires leading from it to the terminal points on the back of the cap. The lamp in front is detachable and only weighs about 1½ oz. A new Company to be known as the Liberty Light Company is being formed at Bristol, Conn. U.S.A., to introduce the new arrangement for which numerous claims are made.

Round the World.

YET another brave heart off on a round the world bicycle trip. Mr. Benno Kreiner, who is a well-known journalist in Vienna, has undertaken the task, and armed with his clever pen and his Kombi camera, will no doubt enable many to eventually participate in the pleasures and pains of his venturesome journey.



"IF STIGGINGS CAME TO CHICAGO."

JONATHAN STIGGINGS (*ensor of costume to the racing tracks of Chicago*).—"Stop! Stop! This race cannot proceed. I observe one of the competitors has the extreme indelicacy to display his—em—arms—to the elbow. Shocking! Shocking!"

B2

An auspicious commencement.

THE following telegram reaches us from the Self-Sealing Co.—“You will be pleased to know that Self-Sealing applications reached 43,000 against 20,000 offered. Letters allotment will be posted to-morrow.—Self-Sealing Co.” We heartily congratulate the Co. on such an auspicious send-off.

Cyclists as sandwich-men.

A STRING of youths, neatly clad in grey cycling costumes, have been riding about the West-End of London with advertisements swinging in their front and back wheels. The advertisements do not revolve with the wheels, and can therefore be read as the machines make their somewhat sensational progress through the crowded traffic.

Touring in Canada.

“WHEEL OUTINGS IN CANADA” is a book of delightful pictures of that most picturesque country, with written descriptive guides to wheeling centres, the work of local cycling authorities. It is published under the auspices of the Touring Section of the Canadian Wheelmen's Association, and edited by that most misnamed active man, Dr Doolittle, of Toronto, the C.W.A. President. The book is an object lesson to our own C.T.C.

American postmen may use cycles.

THE U.S. Postmaster-General is, it is stated, continually receiving requests that the letter carriers attached to local post-offices may be permitted to use their bicycles, and retain, as an offset, the tramway fares they are allotted in the usual course. It has been decided not to permit the diversion of the tramway fares, but to grant a certain sum, ranging from two to three dollars per month, to each cyclist letter-carrier, to be applied to repairs to his machine.

A suit for half-a-guinea.

SPENCER BROS., the well-known Fleet Street outfitters, are about to have considerable alterations carried out in their premises, which are amongst the oldest in the old street. They are in consequence clearing out all their present stock at absurd prices. We have been shown some of their best quality cycling suits, with sanitary wool lining throughout, which they are now offering at one guinea the complete suit, and they have others as low as half that sum. Other goods are in proportion, and those who want an outfit at about half the usual cost should open up negotiations with 108, Fleet Street without delay.

Courage to retreat.

THE recent sad death of a cyclist in the saddle, from attempting to climb a hill for which he was physically unfitted, should act as a note of warning to those many riders who climb hills, or go the pace, because others with them do so, although conscious all the while that the, to them, excessive exertion is doing them harm. It is far easier for many riders to struggle panting on under such circumstances than to boldly confess their physical inferiority to their companions by dismounting and walking, or slowing down and being left. More real pluck is required to act at such times sensibly and wisely, by declining to causelessly put one's vital organs to an undue strain, than to ignore their warnings, and for the sake of a little cheap glory, and self vanity, push with false valour on, to for ever after perhaps regret it.

Edison's forecast.

MR. EDISON says, that it is a matter of only a few years at most, before hundreds of miles of special bicycle railroads will be built, with single line trolley wires overhead. Riders will have motors on their wheels, which can receive currents from the wires by trolleys, so that quick spins may be taken.

The Sovereign affair.

WE are very loth to again open up a correspondence regarding the late Sovereign affair, but, it will be remembered that, in answer to E.L.A.'s challenge to supply the address of a member named Mills, Mr. Stubbs stated that the Sovereign C.C. had *no such name on their books*. From the report of the Sovereign B.C.'s ten miles members' handicap, appearing in “The Sporting Life,” dated June 14th, we notice that “H. Mills” was amongst the starters. The affair to which E.L.A. drew attention was alleged to have taken place on Sunday, May 26th, so that it is pretty evident there was a member of the Sovereign B.C., named Mills, at the time of the accident, if he had ceased to become a member at the time Mr. Stubbs stated there was no such name on the books. We give publicity to these facts because above all things we like fairplay.

NEXT WEEK

With our next issue will be presented a Splendid Coloured Cartoon of—

DR. E. B. TURNER.

This has been specially drawn by George Moore, and is a likeness of the genial Doctor, absolutely true to life. Every copy of “Cycling” will contain this handsome and artistic Supplement.

NEXT WEEK!**Machines go out of town.**

IT was quite a sight near the big London stations, the week before the holidays, to see the number of cabs arriving with people going out of town, with a bicycle, or bicycles, as part of the *impedimenta* on the roof. As often as not the machines were of the drop-frame persuasion, showing surely that the ladies did not propose to confine their cycling to the parks, but were looking forward to country trips awheel as part of their holiday programme.

Double Purpose oils.

THERE is a widespread idea that an oil cannot be at once good for burning and lubricating. The idea perhaps is natural, but is most entirely erroneous. There are oils, and oils sold to the public, such as Ward's “Ruby” oil, or Tringham's Double Purpose, which are at once good oils for burning and lubricating purposes. We need not take the word of the makers on the point, however ready we may be to give them credence, but a brief study of any text book on oils will at once show how very positive oil experts are that the proper oil is equally good to burn or lubricate.

A queer scene.

THE Viaduct was the scene of a little incident a few days ago, which caused jaded City men to pause and smile, and the itinerant “cabby” and his progeny to raise a storm of good humoured witticisms. A lady, who, we should aver, was seventy if she was a day, had purchased a tricycle from one of the depots, and was preparing to ride the machine away. Despite the rudeness and curiosity of a London crowd, she proceeded to pin up her skirt, which process exposed a pair of withered calves encased in brown stockings, and booted feet of large proportions. Much as we admired the pluck of the lady in steering a tricycle along Holborn in middle day, we could not help thinking that her enthusiasm had overrun decency and good sense, and that she would have given the cause of feminine cycling a better filip by wheeling the machine, instead of riding it in such an eccentric garb.

“Howigoe.”

SOMETHING quite new in cycling speed indicators and pacemakers is the “Howigoe.” Like most of these things, it is a French invention, and is as simple as it is ingenious. Clamped to the handlebar there is a well-protected glass tube, filled with coloured liquid. This tube is on pivots, and is rapidly revolved by means of a cord which communicates between it and a light spur wheel fixed by screws to the spokes of the front wheel of the bicycle. According to the rapidity of the revolutions, so the air bubble in the liquid moves, and points with perfect accuracy to the speed being ridden on a dial. There are no springs of any sort to get out of order, and every indicator is tested before leaving the works. The indicators are gauged up to 28 miles an hour, sufficient for the ordinary tourist at present. Unlike most of these articles, the price is very low, being 9s. 6d., post free. E. Oldenbourg, 1, Dowgate Hill, London, E.C. will forward on the receipt of sum stated.

Class v. “No Class.”

MEN in the Trade, whose duty it is to wait upon inquirers, come in contact with all sorts of people, of various dispositions, and the man who can accommodate himself to the off-hand, almost contemptuous treatment of some, as well as to the polite and considerate manners of others, is certainly the right man in the right place. We have seen a little of the shop attendant's life lately, and we have also seen enough of Viaduct life to show us the sort of thing that goes on at the depots. We were in one of the shops a few days ago when an elderly gentleman called for information about a tricycle. The attendant gave him the particulars, and the caller politely thanked him, walked out and closed the door. Soon afterwards an over-dressed young man came in. After strutting about the place for some time, leaving boot impressions in the linoleum, flashing a cane about the while, he paused beside a couple of safeties. The attendant, in anticipating the caller's mission, gave him an inquiring look. “What is this geared to?” 63, was the answer. “And this?” 57. “H'm, so much difference as that, eh!” The foppish man then walked slowly to the door, opened it, and slammed it after him. This young man had half-an-hour to play with no doubt, and this is how some people fritter away the time of shop attendants. This class of man sometimes finds the cycle depot a convenient place of shelter when it rains. He rarely buys.

B3

THE SCARBORO' CAMP.

THE operation of transplanting the North of England Cyclists' Camp from its original home to the "queen of watering-places," has been attended with complete success, and the hardy annual blooms more vigorously than ever in the healthful breezes which blow in from the North Sea. From the first, it has been evident, in spite of continuous heavy rains, that the latest move of the executive would not be in vain. Most of the men came in by train on Friday and Saturday last, but on the latter day a large number also rode through from various parts, and mostly arrived in a horrible condition of mud and water.

RAIN FELL VERY HEAVILY

at intervals during the day. The situation of the camp is much more picturesque than of yore. It stands on a somewhat uneven



ON THE WASH.

field at the extreme end of the North Bay, near a boys' camp and a volunteer camp; a short shallow ravine runs down to the sea about 400 yards away. The larger marquees are prettily striped, and the number of decorated square tents is well up to previous years. The prettiest and most prominent are those of the Teesside cyclers, the joint domain of the Newcastle C.C. and the Priory C.C. of the same town, the President's, the Kensington (Sunderland), the co-operative concern of the London County C. & A.C., and the Bradford C.C., while those of



MEIKLE AND HIS STICK.



LONDON COUNTY C. AND A.C.
CUM BRADFORD C.C.

the Sharrow-cum-Saltaire clubs and of the York City and Suburban may also be noticed. There was a good muster at dinner on Saturday night, and some good speechifying. The Mayor of Scarborough and George Lacy Hillier spoke, and the Lord Bishop of Hull in the name of the clergy of Scarborough and district, heartily welcomed the campers to the town. Sir George Sitwell, ex-M.P. for the borough, whom the flowing tide has left high and dry, referred to the suspicious advances of the executive to the Chief Constable, who was also among the guests. Mr. W. H. Smith, the chairman of committee, spoke, and was followed by Messrs. Harvey and Lane-Campbell, ex-presidents of the Southern Counties Camp. After dinner many men sampled

THE VARIED DELIGHTS OF SCARBORO',

some promenading the Aquarium and Spa, and some fore-gathering at the Balmoral Hotel. Rain fell heavily all night, but could



"IN TROUBLE"—SKETCHED IN THE MACHINE TENT.

not drown the pianos which went cheerily on through the hours of darkness. Before breakfast on Sunday, some campers clad in night shirts and sweet smiles, sallied forth to the beach but returned unbathed, "owing," as a well-known North Road man put it, "to the superfluity of rocks and women." An impromptu cricket match, in the airiest of costumes, was also played by the Kensington men. In the forenoon a picked choir met in the Teesside tent, and rehearsed,

with wonderful vim and vehemence the hymns for the camp service. A lot of visitors came to the ground though rain was still falling, and some stayed on under umbrellas when it came down in a solid lump and drove every camper in. At lunch, the President announced that the attendance in camp had now passed the record. Between then and lunch there was another heavy deluge, so that

THE CAMP SERVICE

was not quite such a crowded affair as usual owing to the comparative absence of outsiders. The mess marquee was, however, full. The camp chaplain, the Rev. Rawdon Briggs, and the Bishop of Richmond conducted the service. The first part of the Bishop's text was "And they did eat and were filled"—a singularly appropriate text. At dinner, subsequently, at which there



CRICKET BEFORE BREAKFAST.

were nearly 200 present, the President announced that he would give a medal for the swimming championship of the N.E.C. meet, to be brought off in the sea on Tuesday morning. A great many visitors honoured the camp field with their presence in the evening, the ubiquitous brass band doing yeoman service. Later, the members thereof were found in many tents playing somewhat erratically. Monday morning showed a slight improvement in the weather at last, and there was a bathing parade before breakfast for a visit to the "Beecham's Pills" vans. After breakfast the usual photographic proceedings were safely compassed, and then tracks were made for the other end of the town whence the time-honoured procession was to start. The route was much longer than of yore, embracing all the main streets of the town, and some of the suburban roads, and crowds watched the proceedings. At lunch the health of the Rev. Rawdon Briggs, the official chaplain, was drunk, and he was accorded an enthusiastic reception. The Monday afternoon's race meeting was carried out

IN SPLENDID WEATHER,

before a crowd of about 7,000 people. There was a large entry. The open quarter-mile handicap was won by Luther Myers, of the West Riding Club; the two miles' scratch for the White Rose Challenge Trophy by T. Summersgill, Leeds A.C., with E. E. Parly, Surrey B.C., second, and E. H. Ainsworth, Walthamstow C.C., third. The half-mile and one mile handicaps were won by D. Nicholson, Rushden C.C., and S. K. Thompson, Scarborough C.C., respectively.

MEMORIAL TO THE LATE MISS ANNIE DIBBLE.

The sad announcement contained in our last was received with surprise and the deepest regret by all. Only a few were even aware that poor Annie Dibble had been so ill, and they have found it hard to believe that she has passed away. Wheelmen have lost one of their greatest friends. Many thousands have visited the "Anchor," at Ripley; the stranger has always received the same kind and unremitting attention that has been accorded the many who through long years have regarded the little inn as their second home. These lines will be perused by many a wanderer in all parts of the World, who will recall the happy days he has spent there, and who would give anything to live them over again. Of the three sisters but one now remains, and she, in her trouble, will be accorded the heartiest sympathy. It has been suggested to us that there are many who would like to express in some lasting form their respect for their dead friend, and we therefore propose that a memorial stone or tablet shall be erected in the little Ripley Church as a small tribute to the memory of one who has all her life earned the respect of all who knew her. It is not our intention to in any way *appeal* for contributions, but simply to give every opportunity for the fact to be known that we are prepared to receive amounts, large or small, which will be expended in the manner indicated. It is our intention to distribute collection forms, to correspond largely through the post, the cost of which will be borne by this journal, in order that the total contributions received may be expended in the one object. Already the Bath Road men have worthily set an example.

Since penning the foregoing we have received the following letter from Mr. H. North:—

"With a view of erecting a suitable memorial to Miss Annie Dibble, who was so well known to frequenters of the 'Anchor,' Ripley, the Bath Road Club has started a fund. It was at first intended to limit the subscriptions to 1s., but so many objections were made, that after collecting from several it was decided to leave the amount optional.

I shall feel obliged if you will kindly assist in this matter, and beg to ask the co-operation of all cyclists, for the Dibble family have always distinguished themselves by their thorough-heartedness and impartiality, and it therefore behoves all cyclists, whether clubmen or unattached, to assist in the erection of a lasting memorial to one so universally respected.

Donations may be sent in stamps, or P.O. to this Office, or to H. North, 18 Albert Square, S.W."

FIRST LIST.—

C. A. Smith, 1s.; H. North, 1s.; F. Lowe, 1s.; F. Martin, 1s.; R. U. Trevor, 1s.; S. A. Fairweather, 1s.; J. B. Barnes, 1s.; H. Burr, 1s.; C. E. J. Hutton, 1s.; F. P. Wood, 1s.; R. A. Lockwood, 1s.; A. M. H. Solomon, 1s.; A. Pellant, 1s.; F. W. Shorland, 1s.; S. Kaufmann, 1s.; N. T. Rolls, 1s.; G. H. Smith, 1s.; J. H. Kent, 1s.; G. T. Ferrell, 1s.

LATER LIST.—

C. A. Smith, 4s.; E. Dangerfield, 10s. 6d.; F. Cooper, 5s.; A. E. Jewesbury, 5s.; W. J. Harvey, 2s. 6d.; W. Munn, 2s. 6d.; W. W. P. Ellacott, 5s.; T. Langridge, 5s.

A plug in his eye

A CURIOUS action is about to be fought in an American Supreme Court. A cyclist mended a puncture in his single tube tyre with a plug. Whilst riding the bicycle some time afterwards, the plug shot out, and hit a man in the eye, who now claims 5,000 dols. damages.

The Society of Cyclists.

THE tenth annual congress of the Society of Cyclists, will be held at Tunbridge Wells, on August, 9th and 10th. President, Sir Benjamin Ward Richardson, will give his introductory address at the Town Hall, at 10.30 a.m., on the 9th. A party of Fellows and friends will ride down, meeting at the Bell Hotel, Bromley, at 11 a.m. on Thursday the 8th.

A terrible death.

A YOUTH named Edgar, son of an Irish magistrate, met with a terrible death on Friday, near Armagh. He was cycling down hill, and in attempting to pass some timber-laden carts came into collision with a gig being driven in the opposite direction. One of the shafts of the gig penetrated his stomach, and he died half-an-hour later in extreme agony.

Another law case.

ANOTHER cycling action occupied the attention of Mr. Justice Romer in Court 3, Chancery Division, during the latter part of last week. It was an action brought by the St. George's Engineering Co., Ltd., against — Kent, trading as the St. George's Cycle Co., to restrain defendants from trading under that name. Evidence was adduced to show that considerable confusion was caused owing to the similarity of the two names; but at the conclusion of the plaintiffs' case, Mr. Justice Romer pointed out that they would have to prove that the defendants had taken the name with a view to perpetrating fraud. It was not sufficient to say that confusion had been caused. Counsel for plaintiffs maintained that fraud had been committed, but in the end his Lordship gave judgment for defendant.

Cyclist rescued by a cyclist.

A CURIOUS accident occurred in Ireland last week. A cyclist was riding along the quay at Newry, when he accidentally tumbled into the canal with his machine. Evidently he was not able to extricate himself, as he did not rise to the surface. Fortunately two wheelmen, who were riding in an opposite direction, were quickly on the spot. They were two sergeants of the constabulary, and being shown by a bystander where the unfortunate cyclist had disappeared, one of them, Sergt. Norton, at once threw off his coat and dived for the submerged wheelman. It was not until the third attempt that the plucky sergeant was able to find his quest, and bring the body to the surface. He was loudly applauded for his perseverance and ultimate success. The cyclist was fully five minutes under water, and was, of course, quite unconscious, but was soon restored by prompt medical aid. The gallant conduct of Sergt. Norton will be duly reported to the Royal Humane Society.

OUR heartiest congratulations to Mr. and Mrs. Lewis Stroud, who were married last week. May good luck attend them!

A month without option.

JOHN ROCHE, of Bango Street, Borough, has been awarded a month's hard, without the option of a fine, by Mr. Alderman Truscott, at the Guildhall, for being drunk whilst driving on the Viaduct, and injuring a cyclist, nearly taking his eye out. Roche had paid £20 compensation, or the Alderman said he would have sent him for trial, as it was the worse case that had ever come before him. He had been convicted of a similar offence at Southwark.

Earl Onslow on cycling.

In the new illustrated monthly on sport, "The Badminton Magazine," Lord Onslow has an excellent little article on fashionable cycling, which is well illustrated by some realistic Battersea Park scenes. His Lordship knows his subject, and writes very moderately and practically. He thinks the craze for cycling amongst the upper ten will only last for two seasons, as far as London is concerned, but it will become a permanent pastime in the provinces.

A point of law.

MRS. WACKERBARTH won her case against the constable who stopped her whilst riding, and he was fined 1s. The magistrates appeared to have doubts as to their decision being good law, as they volunteered to state a case for a higher court, which was done. It is hardly to be expected that the higher court will uphold their decision; if they do, it will be well for cyclists, who will be able to defy the police when on their bicycles; but it will be bad for the public.

Mr. Rivett's charges against the E.C.U.

A CHARGE of mercenariness having been made by Mr. A. Rivett against the Directors of the E.C.U., he was invited to attend the monthly Directors' meeting on Monday last to either substantiate or withdraw his charge. He, however, did not face those whom he had falsely accused of dishonesty. The Directors, however, are determined to press Mr. Rivett, and, for this purpose, have summoned a meeting of the full Committee of the Union, to be held at the Raglan Hotel on the 21st instant.

A true touring mount.

EVEN for men the Olympia tricycle tandem, made by Marriott and Cooper, is, we can say from experience, an excellent mount for real touring, both for its comfort, safety, and luggage carrying capacities. With a lady on the front seat, the advantages of the design of this machine for touring purposes become even more noticeable, and for a genuine pleasure tour for lady and gentleman, there is no machine we could recommend with more confidence than the luxurious Pullman-car like Olympia tandem.

South Yorkshire Centre.

THE South Yorkshire Centre committee held a meeting on Wednesday night, when a lot of business was got through. A rider from Oldham had been requested to attend and explain his riding at the Owlerton sports. A telegram was received from him, saying he had missed the train. It was decided to suspend him until such time as he appears before the committee. A running-down case (against a Sheffield publican), was gone into, and the hon. sec. was instructed to put it into the solicitor's hands, to sue for damages in the County Court.

CYCLING

OFFICES.

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

LONDON, AUGUST 10, 1895.

CONDUCTED BY
EDMUND DANGERFIELD

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ASSISTED BY G. H. SMITH.

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HOLLAND	<i>De Kampioen.</i>
DENMARK	<i>Cyclen.</i>
BELGIUM	<i>La Rev. Vel. Belg.</i>



ONE realises, with a sigh of relief, that so far as is known at present, the last of the series of so-called "Twenty four hours" 'races,' which London has been treated to this season, is now a thing of the past. A fourth competition of this character, it is true, will be in progress at Birmingham by the time these lines appear in type, and, in all probability, this will be a novel attraction to the Midlanders; but, having been an eye-witness of the three London contests, the writer feels prompted to wonder how long the public will give their countenance to these exhibitions of agony long drawn out. The first three Cuca Cup races were vastly different to either of the three competitions held in London this year; the valuable and coveted trophy was then competed for by a set of men of reputed calibre as stayers; and the races were invested with that rare interest which always centres round a popular hero, a champion amongst stayers, fighting gallantly to hold his own, and each time bettering his previous performance. Shorland has disappeared from the scene this year, only temporarily let us hope, and other popular names have departed, owing to one cause and another, leaving the field in the possession of riders who, with rare exceptions, have scarcely soared above the level of mediocrity, and whose struggles against the dictates of Nature it has been positively pitiful to witness.

THE entries for the '95 series of "Twenty fours" have been noticeably poor both from a numerical as well as from a "class" point of view, and the "gates" have not been the Eldorados they were expected to be, so that we may reasonably hope for a diminution of the twenty-four hour craze next season. What we wish more particularly to draw attention to in this article is the mistaken idea of pluck and good sport which these competitions seem likely to engender in the minds of those who assist in them, and those who witness them. In "To-Day" of July 27th, we read some sensible remarks by Mr. Jerome K. Jerome on a subject that may not at first seem kindred to the one we have under discussion; we hope to show that it is. The owner of a mare, known as "Lady Combermere," recently backed her to do twenty miles within an hour.—"This," says Mr. Jerome, "is a possible feat, and there is no objection to its being tried with an animal whose pace and wind are known. In the present instance, the race seems to have been done as an experiment, for after fifteen miles the mare was seen to stagger from side to side, and was evidently greatly distressed. She was still forced to the task, however, and won with four-fifths of a second to spare. The night after she was seized with a violent illness. Now, this is not sport. When it became apparent—as it did at the end of fifteen miles—that the mare was spent, it was simple brutality to force her to the remainder of the distance."

IF it is sheer brutality to force a horse under such conditions, what can be said of the tactics adopted of forcing the poor, human animal, in these "Twenty-fours"? Men are forced by relentless, if well-meaning, pacers, to fight against their "bad times," against their own inclinations, urged to continue hour after hour, sometimes in spite of their own pitifully expressed desire to be allowed to stop altogether. This, we maintain, is where sport ends, and cruelty commences. Of course, we expect to be told in indignant terms, by even the riders themselves that nothing of the sort is the case; it is but natural that they should say this when the effects of the ride have passed off; but they cannot see themselves as others see them in the race, carefully helped off the machine, led tottering to the tent, taken out again, and put back on the machine, and sent off once more on their weary grind. Then, again, there will always be a certain class of spectators, calling themselves "sportsmen," who will delight in seeing a man suffering untold tortures under the guise of pluck; such people would go frantic with admiration of a man who continued racing with the life-blood streaming from him till he fell a lifeless heap on the track.

WE are quite prepared to be told, especially by the promoters of these

"races," that we have grossly exaggerated; we know only too well that we have not. In France long distance races are contested by a very different class of men; they are contested by men who have unlimited means and time at their disposal; men who live for nothing else, and who train in a manner that would astonish the average English rider who essays to go through a "Twenty-four." Here men are placed under restrictions that render it absolutely impossible for them to attain to that degree of physical training so essential for a race of such duration; and we think it is high time that some sort of consideration should be shown to the poor amateur racer, and that races of shorter duration than twenty-four hours should be provided for his torture. One thing is pretty evident, at least so far as London is concerned, that the public are becoming as tired of such races as the poor competitors themselves.

WHAT wonderfully good and virtuous people the rulers of Chicago must be! Whilst presumably admitting (it may be in the strictest privacy) that the human race possesses something in the nature of legs, they have decreed that this painful fact should not be indicated, and such pernicious and demoralising knowledge propagated by the wearing of stockings. They have therefore issued a law by which the wearing of knickerbockers and the exposure of stockings by cyclists is strictly forbidden, and the law applies to men and women alike. In future Chicago cyclists will have to appear in leg coverings, baggy from the ankle up, and the jacket portion is to be made high at the throat. We fail to find words sufficiently expressive of the admiration all classes of the cycling fraternity will feel for the stupendous virtue of the Chicago aldermen! What a serious shock to their susceptible consciences would the sight of an English Bishop be, with legs, actually suggested by the gaiters! Then imagine the effect of the appearance of a kilted Highlander in the streets of Chicago. All the aldermen would surely die of shame and horror. From which it may be inferred, as a provincial paper aptly puts it, that emigration from the Highlands would be beneficial to Chicago.

WE are informed by the Secretary of H.M. Office of Works, Whitehall, and are requested by him to make public the fact, that for the convenience of cyclists on their way to the lake in Regent's Park, for boating or skating purposes, the Office of Works have made arrangements under which cycles may be deposited at the lodges on payment of a fee of 2d. We have not heard of any agitation or petition being presented to obtain this concession, and therefore conclude that it has been granted out of pure goodness of heart by the Secretary of H.M.O. of W., at d

refuse to entertain the base suggestion that a prospective increase of income for his department has anything to do with the case. Looked at from one point of view the incident is no doubt trivial enough, but as a sign of the times has more than ordinary import. Here we have officialdom, not only not ignoring the existence of cyclists, not merely granting them common rights with the proud folk who walk upon their feet, ride in cabs and carriages, but actually studying their special convenience, and turning park lodges into left luggage offices for their particular behoof. In a recent issue, on this page, we said: "We have always been of the opinion that the prejudice that has so long existed against cyclists would be gradually, but, nevertheless, surely overcome, when those in high authority once commenced to taste the sweets of the pastime by participating therein;" and this thoughtful concession at Regent's Park is a case in point.



The following Race Meeting Announcements will be found on page 10 of our Supplement:—Winchester County C.C.; Essex Cycling Union; Havant Amateur A.C. Sports; Putney Athletic Club; West of England Race Meetings; Uxbridge C.C.; Luton Athletic C.C.; Worthing Race Meet; Reading Athletic Club; Folkestone Cycling Club.

PARLBY is about again, and has been putting some fast work in at Putney.

It is claimed that no less than 1,005 records have been beaten this year on Dunlop tyres.

LUCAS had 33 triplets at his service for his record attempt on the 24 hours' at Bordeaux.

THE question of indoor racing in London for next Winter is being gone into by responsible parties.

THE parties concerned in the touring scandal have been suspended by the N.C.U., pending inquiries.

BOTH the 1 mile and 5 miles championships of the North Yorkshire Centre were won on Bradburys.

T. GRANDISON won the Waverley 12 hours and beat Scottish record, on his Dunlop-tyred Triumph.

RUDGE-WHITWORTHS scored 40 wins for the week ending August 1st, including several firsts in international races.

THE first prize in a Canadian Class B. mile international race, was a thoroughbred horse named "Meadowbrook."

SOME of the statements, being published as to the losses and profits on 24 hours' races, are very wide of the mark.

THE A.A.A. refused a permit to the Yarmouth Sports unless the "ladies" cycle events were withdrawn. They were cancelled.

THEY are complaining at Cardiff that it is more difficult to obtain the patronage of a crack cyclist than it is to obtain a visit from Royalty.

"THERE was no smash in the tandem race," writes a provincial reporter. Whether from disappointment or surprise is not clear.

"ANY objection to my keeping my bell on?" inquired a raw novice in all seriousness of the groundman, on his first appearance at Putney.

MILLS and Edge in their tandem York ride, and Hunt, when he won the Cuca, all used Perry chains, which are first favourites with racing men this year.

THE Northern path record for 1 hour was beaten on Tuesday last by C. W. Schafer, Manchester Wheelers. He covered 25 miles 50 yds. in the time, and rode a Pollitt safety.

ON August 14th there will be a 1/2-mile handicap and 1 hour scratch race, open to licensed amateurs. Entries (2s. each event) should be forwarded at once to the Hon. Sec., Catford C.C., Catford.

THE Hospital Saturday Fund will benefit to the extent of between eighty and one hundred pounds over the meeting at Herne Hill, in May last. All who have to settle for tickets should do so at once.

SIR HORACE FARQUHAR, M.P., has very kindly promised to replace the Gamage Cup, won outright at the Hospital Saturday Fund Sports, by A. J. Watson, but there is a possibility of the new trophy being devoted to a flat event.

THE sports in aid of the medical charities will be held at the North Durham enclosure on August 12th. The Trades' challenge cup (30 guineas) for teams of three riders, over two miles, will be the principal attraction.

THE prizes for the Catford 12 hours, including the Vase, total 180 guineas. These will shortly be on view on the Viaduct, and will make up a very smart show, as the prizes are to be entirely novel and original, like the race.

THE 2 miles scratch team race, Hull Racing C.C. v. Dearne C.C., lost a lot of its interest through the absence of J. R. Bradley (who was severely hurt at Leeds last Saturday). Elijah Scott rode for the Dearne, who won, scoring 7 points to Hull 13.

THE Earl of Warwick's challenge cup presented by him to the E.C.U., which owns him for its president, will be competed for at High Beech, on October 5th. The distance of the contest is fifty miles, and the competition is confined to Essex men, born or resident.

NEWS, just to hand, informs us that W. F. Toft has beaten the 50 miles and 100 miles Northern tricycle road records. He rode a Humber.

THE annual road race between members of the Cycle Trade at Florence took place last week, and was won by P. Cominell, on a Raleigh, his time for the 410 kilometres being 17.47.49. There were 125 competitors.

H. J. SWINDLEY has arranged cheap rates for travelling and hotels for the English party to Cologne, and those wishing to avail themselves of the reductions should communicate with him at 3, St. Eride Street, E.C.

Petersen is in form.

C. INGEMAN PETERSEN is riding exceptionally well just now, and if he continues in his present form his match with champion Watson will be very exciting. Lately Petersen has won a scratch race against Henie and other German riders, 1/2-mile scratch race, and the international 1-mile scratch race. In all these races he rode his old mount, the Humber.

Prizes for records.

THE following prizes are offered for certain record performances at High Beech; all performances must be officially timed and adjudicated upon by the E.R.A.:—(1) A two-guinea gold medal to the holder of the mile record on September 28th; if the holder be a member of the E.C.U. he will also receive a 10-guinea prize offered by Mr. Gumprecht, otherwise the latter prize will go to the E.C.U. man who has done the best mile time of the year. (2) A two-guinea prize to the holder of the one hour record on September 28th. The standing records are:—one mile, 2 mins 13 secs.; one hour, 24 miles 580 yds., both by A. A. Chase.

Catford Gold Vase.

THE above Vase (originally intended for a 24 hours' race) is now put up by the Catford C.C. for a 12 hours' contest on novel and original lines. The Vase is the design of Messrs. P. G. Dodd & Son, of Leadenhall Street, who were given a free hand in the matter. The general idea is ancient Greek, most chaste in design and ornamentation. Surmounting the lid is a figure of Victory beautifully modelled. The trophy stands 16 inches in height, and upwards of 20 oz. of solid gold in it proclaims its reality. The race is for unlicensed riders, and will extend over three days—August 22nd, 23rd, and 24th—in stages of two, four, and six hours, concluding each evening at 9 p.m.

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. 12	Thrapston	Annual A.S.	W. Lord, Thrapston.	1/2 & 2 m. H. 5 m. scr.
" 15	Winchester	Winchester County C.C.	F. J. Moody, 1, Highland Ter., Winchester.	1/2 & 1 m. H. 3 m. scr.
" 17	Catford	N. R. C. C.	F. O. Cooke, 69, Springdale Rd., Stoke Newington, N.	100 m. scr.
" 17	Herne Hill	Mason's Cycling Tournament	J. Mason, Station Ter., Manor Park, E.	1/2 & 1 m. H. 2 m. (Multicycle) 1 lap & 10 m. scr. (unlicensed).

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



WEIGHT TELLS.—I.

PROSPECTIVE SON-IN-LAW.—“Stiffish bit just here; suppose we tow you.”

Cork to Dublin.

ON Friday last, Mr. Con. Brennan, who last year established the Irish “End-to-End” record, Mizen Head to Fair Head, went on his 20 lb. Raleigh for the Cork to Dublin record, which he beat by 30 mins. The machine stood splendidly, he reports, throughout the 172 miles, much of which is through a very hilly country.

E.C.U. meeting.

BANK HOLIDAY witnessed the largest gate that has so far patronised Wood Green track, the numbers running up to about 10,000, and this in spite of the counter attractions at the Alexandra Palace adjoining. The Essex Cycling Union may be congratulated upon its excellent management. A new system of dealing with competitors' numbers and telegraph board advices was put into operation with the commendable result that there was not a single error throughout the meetings. Of the racing, F. Beaver, Dover Road C.C., captured first place in both the mile open and mile novices' handicaps, and Pointer, Wood Green C.C., making the most of his long start of 100 yds. in the half-mile open handicap, won the event in a manner which would have given S. T. Brown a touch of heart sickness had he witnessed it. The half-mile handicap for unlicensed riders was productive of an exciting finish between Chase, Platt-Betts, and Stocks who caught the judge's eye in the order named. Chase thus retrieved his defeat by Betts at the Kingsdale and Colville meeting. In the 10 miles scratch race for the unlicensed, Chase and Green came to grief owing to a pacing triplet swerving and coming over on the banking. Platt-Betts and Stocks left and lapped the field, and after a neck-and-neck tussle during the last lap, Betts secured the verdict by a few inches only. A poor entry for the multicyle handicap caused this event to be cancelled, and in its place was substituted a five miles invitation scratch race. F. G. Lewin was the surprise packet of the event winning easily, and Ingram, who secured second only, was the disappointment. F. W. Chinn essayed to lower the one mile record and the flying quarter record, but the high wind prevented him.

Champion of Ireland.

THE 25 miles championship of Ireland was decided at Balls Bridge, Dublin, on the August 1st. Twelve riders competed, and a very good race resulted in a meritorious victory for H. Large, H. Reynolds second, A. Greaves third. Large, the winner, is an Athy man, now resident in Coventry; this victory was somewhat unexpected.

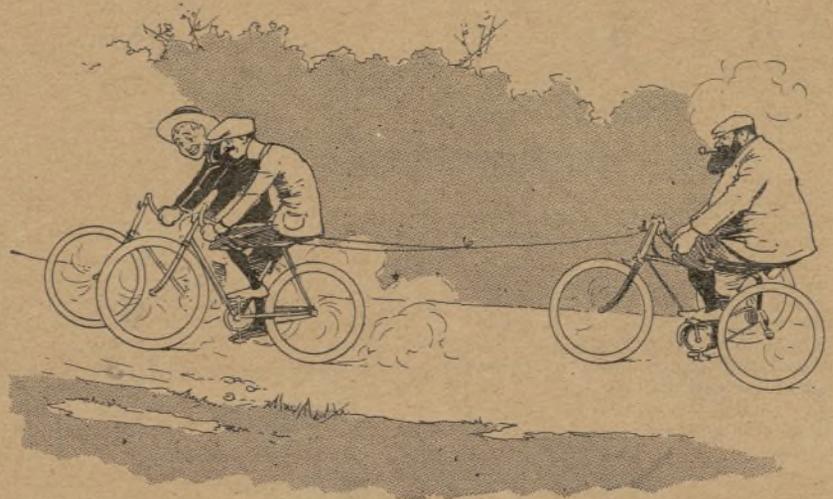
Volunteer race.

THE 3rd V.B.N.F. will shortly hold a test race on the road from Gateshead to Redcar and back, with a view to selecting a team of six riders to represent the Newcastle Corps in the National competition, in which teams from most of the Volunteer Corps will take part. The 100 miles race will start at Dumfries and Newcastle should be well represented with such sterling road men as Tom Graham, of the Northumberland County, R. Crozier, and the old veteran, Joe Veitch, &c.

“SPORT AND PLAY” TOURNAMENT.

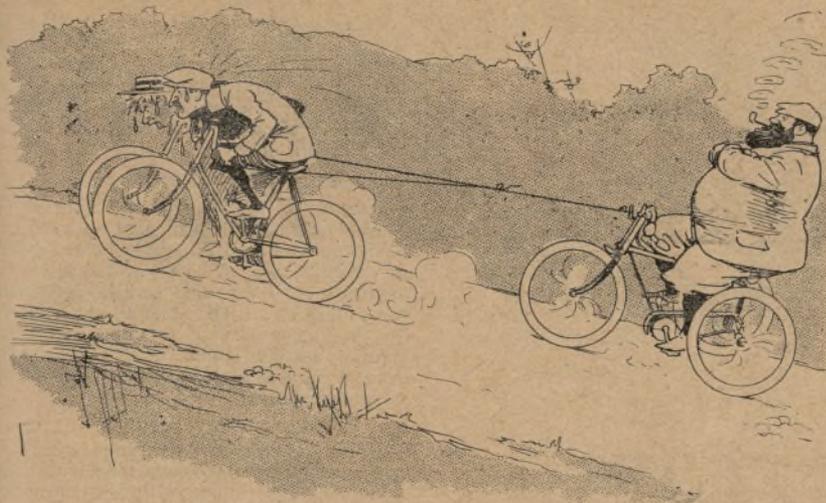
MONDAY'S RACING.

“SPORT & PLAY” meetings are usually favoured with remarkably fine weather, but Monday's event was an exception, for rain fell during the greater part of the afternoon. Nevertheless, the gate was as large as usual; fully 6,000 spectators being present. The success of the meeting was a good deal marred by the terrible spill in the tandem race, in which two riders were very severely injured. The racing began with a mile novices' race, which was won by F. C. Locock, of Manchester, who rode in very good form, from scratch. The other results are appended. Half-mile unlicensed handicap. This provided a very close finish between F. W. Baker, 65 yds.; C. J. Fulford, 50, and A. E. Walters, 45 yds.; who finished in the order named. A rather unexpected victory; time 1.4. Quarter-mile licensed handicap, T. W. Wilkinson, 32 yds., first; J. Appleby, 24 yds., second; F. B. Yates, 27 yds., third. Appleby looked like winning all through the last 200 yards, but just failed to get by; time, 32 $\frac{3}{4}$. One mile handicap: G. Turner, 80 yds., first; E. C. Tyre, 70 yds., second; H. G. Newman, 100 yds., third. A very close race between Turner and Tyre; Newman close up; time 2.20. One mile scratch: Contrary to expectations Winbolt easily beat Tye and Weatherley, the latter of whom was not riding in his best form; time, 2.52 $\frac{3}{4}$. Two miles tandem handicap. All teams were together in the first mile; in the last lap the Merry-Howard team went right away, but slipped on the last corner, bringing down Fulford and Martin; Howard and Fulford being severely hurt. Black and Walters being the only team to finish; time 4.30. Ten miles scratch. This race was unpaced, W. J. Jones led nearly all through and secured the lap prize; the last lap produced a grand finish between Gibbons-Brooks, F. Pope, and Ben Fisher. Considering the heavy rain which fell during this race the time, 27.48 $\frac{3}{4}$, was very fast. A report of Tuesday's and Wednesday's racing will appear in our next issue.



WEIGHT TELLS.—II.

PROSPECTIVE FATHER-IN-LAW.—“This is immense!”



WEIGHT TELLS.—III.

PROSPECTIVE SON-IN-LAW. "Jolly hard work just now!!"

A dangerous mistake!

At the end of the 24 hours' race in Bordeaux, a rider, named Ramat, asked for some tea. Instead of pouring some milk in it, his brother made a mistake and poured several drops of white embrocation! Poor Ramat was ill for several days afterwards.

Good sport at Southampton.

Good racing and bad weather were the leading features of the Monday meeting at Southampton. C. Habgood, Poole Wheelers, 40 yds., won the 3-lap race, and the mile with 70 yds.; W. Bridger, 70 yds., being second in this event; F. M. Platt, South Roads, 65 yds., third. The 2 miles scratch was secured by F. D. Frost, Bath Road, Bridger and Habgood chasing him home. An obstacle race for military cyclists was won by Lance-Sergt. Rule, 2nd South Middlesex Rifles.

Watson wins the Plymouth Cup.

THE Plymouth C.C. twenty-third race meeting at Home Park, was largely attended last Monday. The events were for licensed and unlicensed riders, and the prize money amounted to £230. The weather was dull, and frequent showers made the track heavy and racing uncomfortable. In the half-mile handicap W. B. Stubbs, 70 yds., Bristol Jockeys, was first; W. Northey, 75 yds., Plymouth C.C., second; G. A. Webber, 55 yds., Poly. C.C., third. One mile unlicensed scratch, P. W. Brown, Poly. C.C., first; H. B. Hoch, Catford C.C., second; W. T. Martin, Brixton Ramblers, third. F. A. Rhodes, 140, Poly. C.C., won the mile. The unlicensed mile went to W. J. Martin, 80 yds., Brixton Ramblers, H. B. Hoch, 40 yds., second; P. W. Brown, scratch, Poly. C.C., third. One mile scratch. A. J. Watson, Poly. first; W. B. Stubbs, second; J. Sadler, Amia, third. For the 5 miles grand challenge race for 100 guinea Plymouth cup there were twelve starters. Stroud competed, but apparently knew he had little chance. A. J. Watson took matters somewhat easy and won in grand form by about ten yards. He has now two claims to the cup. W. B. Stubbs, Bristol J.C.C., was second; F. A. Rhodes, Poly. C.C., third; Stroud was fourth.

The unpaced mile.

ON Thursday, at the Paris Buffalo track, Gougoltz beat the World's record for one mile unpaced with flying start. He did 2 mins. 4½ secs., which is indeed a good performance.

Cardiff Infirmary Sports.

At these annual sports on Saturday, J. A. Metcalfe, Cardiff Harlequins, 42 yards, won the open half, and C. E. Barrett, Newport, 65 yards, the mile. In the mile scratch, F. C. Chapman, Bristol, put his name on the Rizine Cup for the first time; W. W. Sanders, Crewe, second; A. S. Robinson, Oldham, third. E. Jones, Cardiff, in the 2 miles scratch, won the Ladies' Challenge Cup outright; S. Jenkins, Cardiff, second; H. C. Prickett, third.



WEIGHT TELLS.—IV.

AT THE TOP.—"We'll ease up a bit now."

French amateur championships.

THE French amateur championships held in Paris on Sunday last were by no means a success, the number of amateur riders getting every day smaller. The short distance event (1 kilometre) easily fell to Dunwoody; while G. André, who may be remembered as having ridden consistently in England during 1892, won the longer distance race (50 kilometres).

Success at Henley.

AGAIN the Henley-on-Thames C.C. sports, in conjunction with the Cricket Club, were excellently carried out on Wednesday last in fine weather. In the novelty race (which comprised a ride round the track, then a run round pushing machine, and lastly a run round without it), T. Tranter got home first, E. Fox second, and W. Davis third. The mile open drew a good entry, and was won by P. C. How (140 yds.), of the Uxbridge C.C.; E. B. Hawkins, Reading Wheelers C.C. (130), second; C. F. Saunderson, Essex Wheelers C.C., third. The three miles open scratch saw S. Burge, Poole C.C. (100 yds.), first; C. F. Saunderson (200 yds.), second; E. B. Hawkins, third.

Balls Bridge gets a gate.

THE race meeting promoted by the R.I.C. Depot Club at Balls Bridge on Bank-Holiday was a most successful affair from every point of view. The attendance was record, and something like 10,000 spectators must have been present. The racing throughout the day was excellent, but chief interest centred in the three miles' scratch race for the Aberdeen Cup. This trophy has to be won three years in succession, or four times in all, and was won last year by W. H. Meredith. This speedy young rider succeeded in retaining the much-coveted trophy for a second year, on Monday, after a spirited contest. Meredith wore down O'Neill, and entered the straight with a clear lead of a length, which he maintained to the tape after a desperate finish; Wells a good third; time, 7.35.



WEIGHT TELLS.—V.

PROSPECTIVE SON-IN-LAW.—"Hi! stop, you idiot!!" But the old chap was deaf, and also enjoying the scenery.

Three days' tournament.

ON the first day of the three days' meeting run by the Wolverhampton A.C. and A.T. at the Molineux Grounds J. Vickers, Burslem C.C., 115 yds., won the mile; F. Rudge, W.R.C., was second from the same marks; and B. Woodward, Humber C.C., 90 yds., third. In the 2 miles, J. H. Adams, Darlaston C.C., 170 yds., was first; W. B. Brooks, Cannock C.C., 230 yds., second; J. Camp, Poly., 80 yds., third. The $\frac{1}{2}$ -mile scratch went to A. Macferon, Blackpool; and the milescratch for unlicensed to J. Camp, Poly.; J. Aram, Beeston C.C., second; J. Odam, Darlaston C.C., third. H. W. Whitmore, Wolverhampton W.C.C. won the novices' mile.

Waverley 12 hours.

THE Waverley Roads Club's postponed 12 hours path race was duly run at Powderhall, Edinburgh, on Monday, last week. The postponement also accounted for the absence of certain speed merchants, who proposed taking advantage of the timing and pacing arrangements to knock the shorter distance records, and the genuine 12 hours men were left to play their own game. Of the eight who started, Tom Grandison, the club champion, was early in front demanding pace, and in the third hour shook himself free of the others. Shortly after he got inside record, and kept hewing down previous bests up to 100 miles, which he reached in 4 hours 41 mins. 24 $\frac{1}{2}$ secs., with over 3 miles lead. He continued to improve his advantage during the afternoon, beating the 200 miles record by 27 mins., and finishing the 12 hours with a score of 233 miles 900 yds., about 8 miles in excess of previously accepted record made by J. H. Petersen at Glasgow last year. This was Grandison's first performance over 100 miles, and speaks volumes for his pluck, pace and stamina. Little inferior in merit was the performance of R. Watson, who finished second, six miles behind the winner. W. M. Mackie, a plucky little lad from Greenock, was third, with 213 miles.

A champion.

THE hon. sec of the Anglo-Irish meeting has received the following letter; it is a good sample of an entry application.—"Dear Sir, —How much does it cost to go in some of your races? I am the best runner in our shop. I have won two pipes and a mug under a glass case. I can show you these if you will call at the 'Shakespear Inn' any night after seven if you will ask for me in the Tap-Room."

Teams for Cologne.

THE amateur team selected by the N.C.U. to represent England at the world's championships at Cologne are A. J. Watson, E. Scott, C. G. Wridgway, R. A. Marples, and Weatherley. The professionals are Harris, Edwards, Michael, Schofield, Robertson, and Broadbridge.

Track men note.

OWING to the paucity of entries for Mason's Cycling Tournament, entries will be accepted up to first post Friday morning, August 9th. The events consist of $\frac{1}{2}$ and mile handicaps and 2 miles multicyle (open to tandems, triplets, and quadruplets) for the licensed, and 10 miles and 1 lap scratch for the unlicensed. "Eighteen guineas" worth of prizes each event. Does no one want them?

A record at Wood Green.

BEING the local club, the Wood Green C.C. might reasonably have expected a better gate than they had for their meeting last Saturday. The programme was excellent, and the racing was good. The $\frac{1}{2}$ -mile open handicap provided J. J. Hough, of the promoting club, with a popular win from the 75 yds. mark; S. W. Liddicoat, of the Daneville, capturing the 1 mile handicap. Platt-Betts won the $\frac{3}{4}$ -mile scratch race for the licenseless, Lambley and Ben Fisher securing second and third respectively. The 2 miles handicap for tandems gave ample evidence of the difficulty experienced in allotting starts for this class of machine, but Bush and Goodwin won on merit. The tit-bit of the meeting was Chinn's double attempt on the $\frac{1}{2}$ -mile record. His first attempt was muddled in the pacing, his time being 1.0 $\frac{1}{2}$ as against Platt-Betts' time of 1 min. dead. In the second attempt the pacing was excellently managed, and he accomplished the marvellous performance of 58 $\frac{1}{2}$ secs, his first quarter occupying 31 $\frac{1}{2}$ secs.



WEIGHT TELLS.—VI.

VOICE OF PROSPECTIVE SON-IN-LAW (underneath).—"There, you blamed fool; I knew you'd do it!" (N.B.—The marriage is off now.)

The Roberts' Shield.

NOMINATIONS for the Roberts' Shield race a 50 miles to be run at the Anerley meeting at Herne Hill on August 31st, close to the Hon. Sec. of the S.R.R.A. on August 15th. Besides the Shield, the winner will take a gold medal presented by Mr. Roberts. In conjunction there will be a sealed handicap with three prizes.

It's different with them.

WE read in an important athletic paper recently that a celebrated A.A.A. amateur had spent a considerable time at a well-known watering-place to train for a special race. We wonder whether the A.A.A. made any inquiries respecting his long sojourn in training quarters? We know that no licensed rider of the N.C.U. dare be known to take the waters at So-and-so for five or six weeks for one event.

Worth going for.

WITH the approach of Autumn, various riders are casting their eyes towards the Essex path records. The man who, on September 30th, holds the 1 mile amateur record at High Beach (now held by A. A. Chase in 2 13) will secure a 10 guinea prize if a member of the E.C.U., and a 2 guinea prize from the E.R.A.; the latter prize being open to all comers. The performance must be officially timed and must also be passed by the E.R.A.

Disgraceful scenes.

FROM all accounts the track championship of a well-known London club last week, was the occasion of much disgraceful conduct. During the race a lot of feeling was displayed, and one man made a most deliberate attempt to bring the field down. After the event several sportsmen (?) were discovered in different portions of the grounds, threatening to seriously disarrange the features of other sportsmen, who gave equally emphatic expressions to their desire, and intent, of similarly disfiguring the other gentlemen.

Official feeding.

THE E.R.A. hundred miles' race, to be held at High Beech on August 31st, promises exceedingly well. Nearly twenty entries from all the best Essex men—including Horswill, R. P. Clark, R. C. Knights, E. Edgar, and C. R. Foskett—have been received already. The feeding, we are informed, is to be done officially, but we should say this is a matter that most of the competitors would prefer to leave in the hands of their friends. Official pacing is most difficult to do satisfactorily, official feeding would be still more so.

Pacers for training.

THERE is an opening for paid pacers to hang about tracks and do odd jobs for men who want to do a bit of steady distance training. Paid pacers, we know, exist, in fact, we could give the rates, but they only come out for definite races or record attempts. What is wanted is some riders who will attend tracks, and openly make engagements, and take payment to pace for training purposes. If men could secure such assistance in training, there would be better shows in the 12 and 24 hours' races. Thirty or forty miles spins will not do as training for this sort of work, particularly when all and sundry are hung on to in turn; some hours' steady riding behind proper pacers, and being fed all the time as in a race, would be a far more sensible way of going about it.

A multicycle handicap.

NOT many clubs could run a closed event for multicycles, but the Anerley are able, and are running a club five miles for multicycles at Herne Hill, on August 31st. A lot of entries are already promised, including quads, triplets, and tandems. One member owns three triplets.

A South Coast meeting.

THOSE who can get away for Wednesday, August 21st, might turn their attention with advantage to Worthing, where the Worthing Excelsiors have a good little meeting with three open events for licensed men, Blair handicapping. Entries by the 14th to C. H. Southey, Chapel Road, Worthing.

Henie meets his match.

HENIE, who has been very successful in Cologne, Hamburg, Kiel, &c., seems to have found harder nuts to crack in Denmark. On Sunday week last, he was beaten at Helsingør in the half, by 7 lengths by C. I. Petersen. In the 5 miles Petersen did not start, but Salmson beat Henie. Petersen also won the 2 miles handicap, and was on board the winning tandem in the 2 miles for the type.

Patriotism.

PATRIOTISM is all very well, but we think some Frenchmen overdo it, when the Amateur Union (U.S.F.S.A.) decides not to allow any amateurs to compete in the World's championships, at Cologne, owing to the date clashing with the anniversary of some French defeat during the Franco-German war! The U.V.F., however will have none of that nonsense, and will send some professionals.

The Joint Meeting at Catford.

THE Joint Catford C.C. and Blackheath Harriers' meeting at Catford on Bank Holiday, was well supported in spite of the weather. In the cycling events the mile novices went to that deserving rider, R. W. Stiby, Catford C.C., 20 yds.; F. C. Ives, Catford, 15 yds., winning the half; C. E. Page, Silverdale, 55 yds., second, and E. Campbell, Catford, 25 yds., third. The five miles was won by another Catfordian, A. R. Pearson; Campbell, second; W. J. Wilson, Surrey Wheelers, third.

10 miles in 20 mins. 15 4-5 secs.

ON Tuesday last, Michael, who was down in Bordeaux, went for the world's hour record on the famous track on which Rivierre rode his extraordinary, 24 two days previous. Unfortunately, the "Little Wonder" was stopped by a violent storm after 35 minutes' riding, otherwise he must have beaten the record, as he was well inside. He, nevertheless, broke the previous bests from 12 to 27 kilometres, and *en route* made a new world's record for 10 miles, doing the wonderful time of 20 mins. 15 4/5 secs.

Lesna beaten by Michael.

THE long expected match between Michael and Lesna, took place on Sunday at the Buffalo, the result being a brilliant victory for the "Little Wonder". The distance was 50 kilometres and was covered by the winner in 1 hr. 5 mins. 50 1/2 secs. Lesna rode gamely but was outclassed. Michael's pacing however was superior, two quads, and several triplets being laid on. At the end he was over three laps to the good. He received quite an ovation, as also did his manager. The wind at times was troublesome, or there is no doubt that record would have been broken. As it was Michael was only a few seconds outside.

On the Palmer Park track.

THE Reading Athletic Club hold their big meeting on August 24th, when the total prize value to be run for amounts to £180. There are three open cycle events; entries to be sent to T. J. Waldron, 5, Belle Vue Road, Reading.

The B. R. 100.

THE Bath Road Club have sent out invitations to practically all the available licensed 100 miles men, for their 100 at Herne Hill, on August 24th. Besides the cup, there are four prizes, and a gold medal for record.

A truly Irish plan.

"THE IRISH WHEELMAN" gives an amusing description of an official at an Irish race meeting, whose duty it was to clear the enclosure. To all who declined to leave the enclosure, and who looked too big to eject, he gave badges. After a bit the whole crowd were in, and all wore badges.

"Killed on the path."

A SAD affair took place on the Ashton path, Manchester, on July 29th, when that promising young rider, J. Heywood, of Weaste, dashed into a large roller in use on the track, receiving such terrible injuries that he died on the spot. He was the winner of the mile at Chesterfield, the week before. His brother was amongst the other riders on the track at the time of the accident.

For big prizes.

LAST Wednesday the Streatham C.C. had a closely-contested 5 miles sealed handicap at Putney for valuable prizes presented by their patron, Mr. R. H. Fry. Eight of the field of 11 were bunched at the finish, the scratch man, Liddicoat, doing fastest time, 13.40 1/2. The race went to H. Woods, 1 30; Rands, 2 mins., second; and Cox, 1 min., third. G. H. Smith, CYCLING, judged and timed.

Washed out.

SATURDAY'S racing in Ireland was utterly spoiled by the rain. In Dublin there was a regular deluge, which almost washed away the Balls Bridge track, and effectually ruined the "Irish Field" meeting. The mile scratch produced some good racing, notwithstanding the state of the path. The final fell to H. Reynolds, who rode with great dash, L. Oswald second, and J. Gibson third; time, 2.42 1/2. In the 5 miles handicap the limit men had a beano, as the back-markers could not pull up the starts on a sodden and heavy track. R. White, 425 yds., was first; R. Whitney, 440 yds., second; S. Hatton (Coventry), 325 yds., third; time, 13.1 1/2.

Cyclists make the gates.

THERE is an excellent article in the July number of "Scribner's Magazine" entitled "Life at the Athletic Clubs." The following is particularly interesting to us Britishers, considering the present state of affairs between the N.C.U. and A.A.A.—"Perhaps the most exciting of all track events are the bicycle races, for it is astonishing to behold the speed of those meagre skeletons of steel that seem almost like the bones of the wind. Indeed, at the present time ordinary athletic games will not draw a crowd large enough to pay expenses unless bicycling is made an important part of them." From the foregoing one gathers that matters as regards sport are much the same in the new world as the old.

The Anglo-Irish meeting.

ENTRIES for the Anglo-Irish all day meeting at Coventry are to be limited. Entry-forms may now be had from Palmer Tyre Co., Cycle Components, Albert Street, and "Sport and Play," all of Birmingham. In Coventry, from "City Arms," and G. W. G. Booker, 28, Fleet Street. At Nottingham, Manchester, and London, at the Pneumatic Tyre Co.'s offices, and at *CYCLING*'s offices.

Trade and Sport.

WHAT many are beginning to think is possibly the salvation of amateurism in this country, an alliance offensive and defensive between the ruling body of the sport, and the Cycle Trade, has actually come to pass in America, where the League of American Wheelmen, and the National Board of Trade of Cycle Manufacturers, have formed an alliance, one of their objects being the discouragement of dishonest and unfair practices amongst racing men and trainers.

Northern 100 miles record.

LAST week, Mr. James Hunter, of the Kensington C.C., made an attempt upon the 100 miles record, held by Alex. Hogg, of Morpeth, of 6 hours 15 mins. 30 secs., and aided by a fine day, and a capital array of pacing tandems, with J. Green, Arthur Greaves, R. Huck, and a host of the local cracks aboard, succeeded in chipping off 25 mins. 35 secs., thus reducing the record to 5 hours 49 mins. 55 secs. The route was over the usual North country course, from the Blue House at Newcastle to Millfield and back. J. Hunter rode a Whitworth safety, geared to 72 inches, and finished quite fresh.

South Yorkshire 5 miles' championship.

THE Barnsley Dearne C.C. Sports were held on Thursday night, and included in the programme, the South Yorkshire Centre 5 miles' championship, which title, Elijah Scott had very little trouble in retaining, being followed home by H. Hawkins and R. Hepplewhite. The $\frac{1}{2}$ -mile was won by F. Evans (Hoyland Star), 50 yds.; W. Sykes (Dearne C.C.), 50 yds., second; and C. Davis (Hull Racing C.C.), 60 yds., third; time, 1.8. The 1 mile handicap was a good race. T. Birstall (Norton C.C.), 110 yds., winning by 2 yds. from J. Hall (Leeds A.C.), 80 yds.; A. E. Brown (Norton C.C.), 90 yds., being 1 foot behind for third place; time, 2.24 $\frac{3}{8}$.

The Licensing Committee and the Licensing Scheme.

A MEETING of the Licensing Committee was held on Wednesday, 31st ult., at 57, Basinghall Street, E.C. Present:—Messrs. R. Owen (chair), F. P. Wood, F. W. Baily, A. J. Begbie, F. O. Cooke, and J. H. Burley. After the ordinary business had been finished, F. P. Wood proposed, and F. W. Baily seconded: "That, as this committee passed a certain resolution (No. 1) on July 17th without a dissentient voice (5 being present), and, at the following meeting a week later, the same resolution was rescinded, it be now decided that in the opinion of this committee the Licensing Scheme has proved itself unworkable and most unjust, and should be abolished, except it be amended as previously suggested by the resolution No. 3, of July 17th." Messrs. A. J. Begbie, F. O. Cooke, and J. H. Burley voted against, and Messrs. F. P. Wood and F. W. Baily voted for. The chairman gave his vote for the proposition, and declaring the voting equal, gave a casting vote in favour of the proposition, and declared the same carried.



CYCLES AT HERNE HILL.

SIR,—Having regarded the opening of the new exit at Herne Hill, as a boon, in fact as a necessity, I was surprised at the "24" that no cycles were admitted at that gate—also, after the race, although I had conveniently placed my cycle near the gate in the hopes of escaping the Burbage Road jamb, the official stationed there informed me that no cycles were allowed out at that exit.

This seems very absurd and unnecessary, for the Burbage Road is always thronged by pedestrians who cover the roads, and cabs and vehicles innumerable, while the road at the new exit is quite free from either.

Cannot Mr. Hillier, whose organisation is always admirable, have these strictures removed, and thereby minimise the risk of collisions with foot passengers or vehicles?

I beg to sign myself,

NO TRICK RIDER.

SADDLE-CLIPS.

SIR,—Referring to your paragraph on imperfect saddle-clips, will you allow me to offer a suggestion?

The saddle-spring slips in the curved sockets of the clips under strain while riding over rough ground, and the saddle usually tips gradually backwards. This, no doubt, results from the insufficient clamping surface; and because the nuts and threads are too small to allow of very tight adjustment.

By roughening the surface of the spring with a coarse file at the parts where it engages with the clips, and by damping the metal at such parts and sprinkling a very small quantity of finely powdered resin thereon and screwing up, the slipping usually ceases. It is also advisable to oil the threads and the face of nuts as this helps to tighter screwing while rendering stripping of the threads less likely. Should the saddle slip over sideways on the polished saddle-pin those parts of contact between clip and saddle-pin can be similarly treated with the file and resin. I have adopted this plan with success. No doubt the clips should be altogether larger and stouter, but until this is done what I have suggested will be found some remedy for the evil in existing clips.

A. FAGG.

THE VALUE OF A BRAKE.

SIR,—Your remarks regarding riding hills in Derbyshire without a brake are well worthy of consideration. I was riding from the Park down Richmond Hill last week when suddenly the chain mounted the cogs and sprung off; the machine rushed forward, and I, without a brake, was helpless. I thought of turning into the "curb" but fortunately the chain wedged itself between the back gear-wheel and fork, and after skidding along some distance I was able to alight. Back pedalling was the cause of the disaster, which, any one who knows Richmond Hill, will readily understand, might have been of a very serious nature. On another occasion with back pedalling, the cranks became unscrewed from the gear-wheel, through the

ock-nut loosening, and I was helpless to drive or stop my machine; it may be a question of whether this is a wrong way to fix the cranks, and driving-gear, etc.? but the fact is clear that with a brake I could in each instance have controlled the bicycle. I am convinced that back pedalling is hurtful to chain and gear, and tiring to the person, and believe there is yet room for a good light detachable brake to control a machine otherwise than by pressing the tyre.

LEWIS J. WILLIAMS.

LARGE CHAIN-WHEELS.

SIR,—I was sorry to notice the lukewarm manner in which the use of large chain-wheels was advocated in your leader of last week. In discussing the matter with Professor Boys some months since, he pointed out that not only is the strain on the chain decreased as the size of the wheel is enlarged, but also that the relative friction of the bearings of the crank-axle and driving-wheel is similarly decreased. The fact that some riders may not have found their '95 pattern machines faster than their '94, even though fitted with large chain wheels, does not prove that the increase in the size of the wheels was not beneficial but rather indicates that the free running of the machine was interfered with by some possibly invisible defect to which even the best makes are liable. Personally I am using ten teeth on the hub and very much doubt if twelve would be too many.

Yours faithfully,

G. DOUGLAS LEECHMAN.

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*.

Rotherham sports.

THE Rotherham C.C. held their postponed sports on Monday last, W. G. Goodwin, who came all the way from Coventry, won the two open events (one and two miles); R. H. Hepplewhite being second in the first race, with R. Hepplewhite, third. R. Hepplewhite was second in the 2 miles; G. H. Elliott (Chesterfield) third. Harry Hawkins won the "Eyre Cup" for the second time, which now becomes his own property. Messrs. S. Bennett and Cooper Pearson (*CYCLING*) were the judges.

Cooke's tactics.

MR. F. O. COOKE, of the Kingsdale C.C., whose riding in the team race between his club and the Colville C.C. we criticised last week, has explained to our correspondent the tactics adopted by him in that contest. He was not captain of the team, but having secured the lead he endeavoured to coach a couple of his men along until, finding that they were slowing him and that the leaders of the opposing team were gaining upon him, he went away and made sure of first place. Certainly he had no thought of sacrificing his club for the sake of finishing first. We willingly give Mr. Cooke the opportunity of stating his side of the case, and assure him that we would not have criticised him so harshly had his tactics been apparent to the on-lookers.

A CHAT WITH A GENUINE AMATEUR.

By F. L. WALE.



ES," said the editor, the other day, "CYCLING will ever lead, and we mustn't let anyone get ahead of us. Here's the editor of the 'Big Drum,' goes and interviews every modest and unassuming young champion in London. Are all the champions in existence built that way, now? Isn't

there such a thing as a gasbag left upon the face of the earth?"

"If you can find one we must have his opinions; why, an interviewette with a regular, right down bouncer of a champion has never yet seen the light in print!"

We said we would see, and that very afternoon we were proposing to ride in the two miles scratch race at Binford-le-Hole. Arrived upon the ground, however, and finding a track six feet wide, of rectangular form, and ten laps to the mile, we elected to enjoy the proceedings from the top of an adjacent haystack—about the only safe place we could find. They started thirty-four competitors in one heat, and thirty-three fell, ran off the track into the spectators, or bowled in among the officials. The sole surviving competitor at the half-distance was Halbert Hedward Hooplegs, the local champion. He rode on, and claimed the prize, amid a deafening roar of voices, and on leaving the track was the recipient of several favours, a magnificent nosegay, in the form of a rotten cabbage, catching him on the back of the neck. Always modest, he fled to the dressing tent, coming out again later, however, to win the mile handicap from 350 yards.

"Is this wot yer call fair 'andicapping?" roared the crowd, as he plugged round, a circuit ahead of the next competitor, who had both legs in bandages. "Yah, boo-o-o!" And they bestowed several marks of affection and esteem upon him: fresh eggs, dead cats, and lots of unconsidered trifles. The track had to be swept afterwards. As soon as we got the chance, we hastened to congratulate him upon his splendid performance.

"They wos," he observed, candidly, "suttinly two ov the best bits o' ridin' hever seen in Hingland. Hit's a pity I didn't git my license earlier, so as I could 'ave knocked some o' the stuffin' out of that 'ere wot-wot-watsoname. Hi could see as how hi should have won all them 'ere N.C.U. champyingships heasy, from the way wot I romped in jest now. Hi was gooin' as fast as anyone on the track!"

"Of course. Let's see; didn't you once race as a professional, Mr. Hooplegs?"

"Yus, but not bein' in the trade, yer see, I wos heasy hable ter git reinstated."

"Ah, indeed! Now, why did you see fit to relinquish your glorious career as a professional?"

"The British Publick," replied Mr. Hooplegs, with a sigh, "'ave ceased to re-pose that confidence in purfessional racin' wot they used. The last time hi raced at Spittstable hi couldn't git more than jest enough bets on to cover my hexpenses."

"Don't you agree with me that the amateur definition ought to be a broad and simple one, just merely, 'an amateur is one who does not race for money prizes?'"

"Yus," replied the Binford crack, meditatively, "no feller need race fur cash to earn his livin'; 'e can get the pieces from the bookies. As fur jest the prizes, wal, hi reckon diamints and gold bricks is good enuff for anyone."

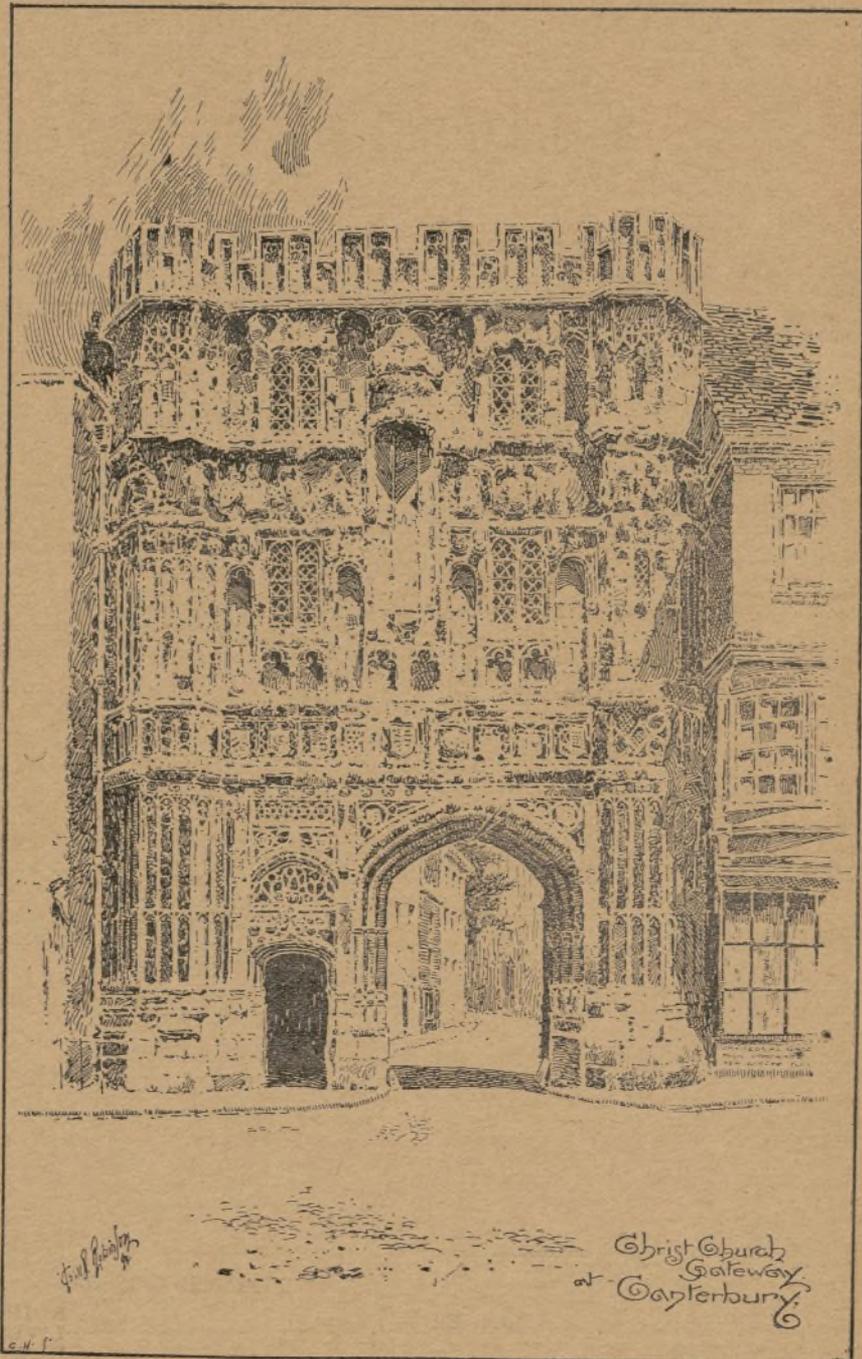
Thoroughly agreed upon this point, we inquired if he expected to do much more racing this year.

"Hi expects to win wot champyingships there may be lef', and next year hi shall

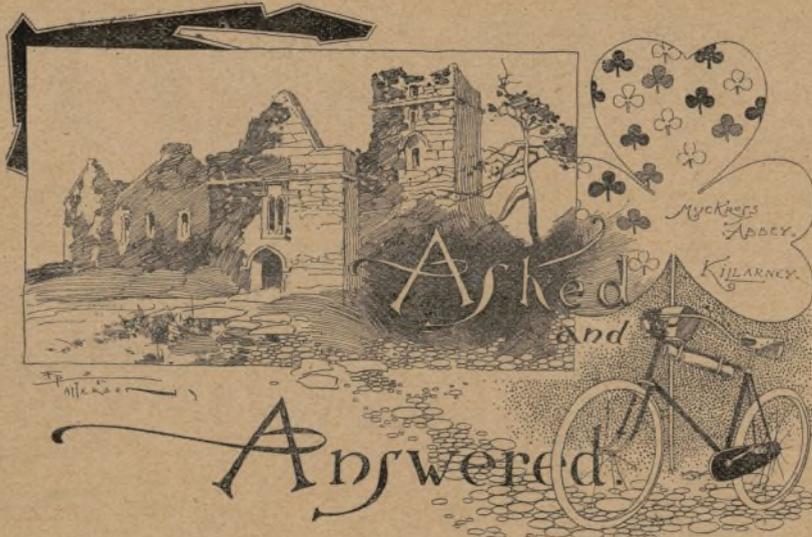
win everything. Hi am a terrible powerful rider, yer know; terrible strong, hi am. Hi shall get a machine geared up to 1,760 yds., and, whit!—one turn of the pedals and hi rides the mile in 'arf-a-second. That'll stand as the hamateur record for Hinglish-men."

"Then hi shall ride in the Pesterem 'ill climb. Hi hintend 'aving tyres ten hitches wide. Hi shall fill 'em up with gas—hydrawgin gas—until the machine gits that light as it won't stop on the ground, without arf-an-nundredweight to keep it down."

Unfortunately we had to leave to catch the train. We could hear his "I—I—I" all the way to the station.



A CYCLIST'S RAMBLING SKETCHES.



W. TAYLOR (London).—See reply to G. H.
T. BARRY (Halstead).—A very good machine, worth the money.
G. W. SMITH (15, Wellington Square, Chelsea) wants to join a good cycling club in his vicinity.
J. J. K. (Edinburgh).—We have no practical knowledge of the machine, and cannot recommend it.

R. D. BELL (London).—We do not reply by post. Good generally, but very hilly, many of the hills being really too dangerous to ride. Great care is advised.

J. H. T. (Folkestone).—We fear you have no remedy. If you do not go on with the contract you forfeit the deposit; that is our view of the matter, but you might perhaps consult a solicitor.

T. JOHNSON (Manchester).—Not being gifted with second sight we cannot tell you what is the matter with your chain. We wonder it did not strike you as a more reasonable course to take the machine to some local repairer, who would tell at a glance what was wrong.

J. PETCH (London).—"Could any of your readers inform me the best way from North London to East Dereham (Norfolk), by road, hotels, &c.? Or what is the best published information on the subject?" Perhaps some reader, who has been over the ground, will give our correspondent the desired information, but we advise him to equip himself with one of our maps of England and Wales (1s. 2d. post free), before starting out; he will find it an invaluable guide.

"O. S." (Stratford).—Last Christmas when travelling from London to Bremen, I was not called upon to pay any duty whatever. The cost of the bicycle from London to Flush-

ing (including steamer) was 5s. (five shillings), but the railway journey through Holland and Germany was free. I should recommend the above route in preference to the Dover and Calais. Not having been the latter way with a bicycle, I am unable to quote the charges, but I think duty is charged in France. It is not necessary to be a member of any club. W. G. PARRY, Vos and Wagner, of Hamburg, also give the following useful information.—We beg to say that (1) your correspondent has no duty to pay for an old machine when coming into this country; and even for a new one it would but be a matter of some 3 or 4 shillings, the more, the heavier the machine is. The exact charge is M. 24.—per 100 kilogrammes. Even packed in a crate, provided the machine shows wear, duty in most cases is exempted. (2) Railway charge. There is none at all in Germany. The owner has but to pay for himself; his machine is free of any charge and is generally well taken care of by the guards. He should get a luggage-ticket by which he can always claim his goods, and which ticket your correspondent must not lose on any account. The German name for it is "Gepackschein." (3) It is not necessary to show evidence of any membership whatever. We would advise your correspondent to fit a brake, either hand or foot-brake to his machine. Whilst in Hamburg he need not have a brake, other parts of Germany think differently and force the rider to fit one to his machine by penalty of law; riding on footpath is in most cases prohibited. Should your correspondent come to Hamburg, we shall be happy to be of any service to him, and we trust he will call on us. In our Mr. Wagner he will find a compatriot, whilst our Mr. Vos is still member of the Warstone B.C., Birmingham.

M. SHORT (London).—5 hrs. 35 mins. 32 secs.
C. WOOLNOUGH (Croydon).—Both are of equal merit.

J. BECK (Godmanchester).—Edlin Pneumatic Tyre Co., Coventry.

"BLACKY" (London).—We should think there is only one way—to dye them.

A. HALES (Cricklewood).—Your report came to hand 12 hours after "Cycling" went to press.

G. H. (London).—"You cannot better the Poly C.C. We feel sure it will suit you admirably.

J. H. (LLANBRADACH).—Messrs. Webb, Ltd., 18 & 21, Lower Hurst Street, East Birmingham, is the address

WHEELER (Bradford).—"Will a reader kindly give me a picturesque route from Leeds to Oxford, as I intend going down there shortly on my safety, and am quite ignorant of the state of the roads?"

T. J. TIMMINS (S. Norwood).—Could you or one of your readers tell me where I could store my bicycle at Hastings, I think of going there for my holidays, and the average lodging-house seldom has accommodation for cycles?

"NOAH'S ARK" (Richmond).—We gave some information about the Yarmouth road in our last issue. You should consult this column before putting queries to the editor. It often happens that we are called upon to give the same information time after time.

W. G. PARRY (Bremen).—Many thanks. Our correspondent says he hopes that when an English team is sent to Cologne it will be a good one. He tells his friends that the English are the best at sports in the world, and he would like their representatives to uphold that honour. We fear our correspondent is doomed to disappointment. He should in future add to his eulogies of the English cyclist the qualification that we have a well-meaning, but sport-killing, method of dealing with the racing side of the sport.

TOURIST (Raunds, N. Wales).—In answer to your inquiry, a correspondent states that there is no regular service between Lyme Regis and Bridport for Southampton. You might, however, get from Weymouth to Southampton about once a week, but it is not known what day a boat will run until about four or five days previously. The roads, our correspondent adds, are fearful. If you go on the South Coast of Dorset you will find many roads quite unrideable, whilst the hills are so steep that they are nearly all marked "dangerous." H. Randall, Nuremberg House, Lyme Regis, will give you any further information desired.

State of Roads.

A CORRESPONDENT gives the following information:—"London to Exeter. On July 27th-28th this road was good through Hounslow to Bagshot, except a little over Bagshot Heath, very good to Basingstoke, good except in some places on the hills from there to Andover (but bad to Stockbridge). The road from Andover to Salisbury is, as usual flinty, and cut up by sheep, involving about 2 miles walking. Salisbury to Shaftesbury via Barford is also spoilt by sheep, and on to Sherborne is chalky and bad in wet weather. Very good thence to Yeovil. From there to Chard is good surface, but very hilly. Chard to Honiton is only 13 miles, but about 5 miles is so flinty that it must be walked, and there is a hill 3 or 4 miles long to mount. It is very good by the alternative road, 3 miles longer, via Axminster, except that 2 out of the last 3 miles to Honiton have to be walked on account of hill and surface."

"SEX" (London).—We do not know of such a club as you describe.

"DIFFICULTY" (Tunbridge Wells).—Yes; consult a solicitor by all means.

J. O. DAVIES (Merthyr).—E. R. Shipton, 140, Fleet Street, London, E.C.

J. C. (Boston, Spa).—Crypto Works, Co., Ltd., 29, Clerkenwell Road, London, E.C.

"TWO YEARS' READER" (London).—1. Fairly good. 2. Yes. 3. Better, but not so cheap we think.

CYCLIST (Leicester).—London & Provincial Cycle Insurance Corporation, Ltd., New Bridge Chambers, St. Stephen's, Bristol.

S. RAYNER (London) would be glad to hear of a good route from Ilfracombe to Bournemouth, also good hotels to stop at on the way.

"NEMO" (St. Leonard's-on-Sea).—1. A. W. Gamage, Holborn, E.C., would be able to accommodate you, we think. 2. Not a high-class machine.

"RALEIGH" (Ludlow).—Funny little fellow! Why that is the very plan we have suggested a dozen times in our columns, and only repeated it a month since. Wag!

H. DAVEY (London).—We do not know much about the machine named; 6 crank would be quite long enough; you would not feel any advantage from a longer one.

T. W. B. (Pencatland, N.B.).—The system you refer to has been tried before, but without success. It will never in our opinion supersede the chain system of gearing. We do not know of a firm that would take it up.

"VINCENT" (W. Dulwich).—You have very good reason to be proud of your sportsmanlike action. True the Union have the power, but we do not think they will exercise it, unless you cry out your good deed from the housetops.

PERCY BEVAN (Catford) sends us a bill for luncheon from the Railway Hotel, East Grinstead. The bill is made out to "Chance" and for a pint of ale and a stone bottle of ginger beer, the charge is 1s. "Make a bit when you have the chance" is apparently the motto at this house.

W. S. P. (Derby) and many other correspondents are informed that we cannot unfortunately grant a monopoly of space in this column to inquiries for routes. We are compelled to select only those that we think will be useful to other readers besides those who seek the information.

"UNCLE TIPCAT" (West Bromwich).—Will any reader be good enough to inform me through the medium of your valuable paper, if the name "Greyhound" is a registered name for any make of cycles, as I think of registering this name for one of my patterns, if someone else has not already done so?

W. GULLIVER (London).—"Can any of your readers recommend me, through the medium of your excellent paper, any means of preventing my saddle from squeaking? I have dosed it with sweet oil, but this has not prevented it, and I am told that if I use much of the oil it will spoil the leather and shape of the saddle."

"CAMBER" (—).—If "Camber" will go via Hereford, Ross, Kington, New Radnor, Pen-y-bont, then slightly north to Llanidloes, he will find it a better road than by Rhayader, though he will have about 12 miles gradual rise right over Plynlimmon. Grand scenery but very lonely. C. T. C. house about 4 miles from top, no house after for about 10 miles worth stopping at. The drop on other side wants careful riding.—Tourist.

A Welsh Tour.

G. ARDLEY (London).—Fred Cowley suggests Watford, Aylesbury, Buckingham, Banbury, Warwick, Kenilworth, Coleshill, Litchfield, Stone, Whitchurch, Llangollen, Corwen, Bettws-y-Coed, Llanrwst, Llandudno Junction, Conway, Bangor, Carnarvon, Llanberis, Pen-y-Gwryd, Beddgelert, Maentwrog, Harlech, Barmouth, Dolgelly, Tal-y-Llyn, Towyn, Aberdovey, Machynlleth, Tal-y-bont, Aberystwith, Rhayader, Kington, Worcester, Cheltenham, Oxford. One cannot see Wales and have level roads, but the surface would be fairly good except between Carnarvon and Pen-y-Gwryd, but this "Pass" is perhaps the finest bit in Wales. The route can be shortened to suit, but the places in italics are the best worth a visit.

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.