

CYCLING.

CONDUCTED BY
EDMUND DANGERFIELD & WALTER GROVES.



GEORGE HUNT (NOTTS. CORINTHIANS C.C.),

WINNER OF THE CUCA TWENTY-FOUR.

(Photo. by C. F. Treble, 373, Brixton Road, S.W.)

A 3

Ayuntamiento de Madrid

HINTS TO LADY TOURISTS.



TOURING on the bicycle is likely to become popular with ladies this Autumn, as bicycle riding has been during the Spring and Summer.

A few hints as to the domestic details of touring may therefore not be out of place.

The all important questions of suitable com-

panions and a pleasant route being satisfactorily settled, next comes the question of what luggage to take, and how to carry it? Parcels-post and passenger train are most useful in conveying clean linen to the tourist every few days, but the essentials for nightly use must be carried, as she can never be certain whether she will succeed in reaching her goal at the intended date.

These should therefore be as light as possible. A diaphanous night-gown of cambric or some such material is much lighter than long-cloth. An oval glove, one side loofah, and the other Turkish towelling answers admirably for cleanliness, packs flat, and gets dry more quickly than a sponge, whilst almost answering the same purpose. A clean collar, the few inevitable toilet accessories, and a pair of slippers with the heels prized off, are really all that is necessary. The change of foot gear is

A GREAT REST

during the evening; heel-less shoes pack flat, they can be worn during an evening stroll quite well, and they make the short bicycling skirt look longer. A change of under-garment is useful to a rider who generally comes in hot and moist, but she should ride the last few miles slowly, so as to arrive dry and cool. She is then not likely to take a chill.

The clothes to be worn whilst touring should also be carefully selected. The under things, at least, should be of wool, and as cool and light in texture as possible, whilst the coat should be moderately thick for a protection against cold or during a shower. It should be made to button up right to the throat, if needful, and cover the chest completely.

DURING A STORM,

on a chilly evening, or during a ride in the dark, a warm covering is necessary; and if the coat is too hot for riding in the sun, it can be taken off and hung over the handlebar.

Some tourists carry, on the chance of having to ride in heavy rain, not only a waterproof cape, but a complete change of clothes; but most of us prefer the possible few hours in bed whilst our wet clothes dry to being burdened with such a weighty wardrobe.

Ladies' luggage carriers do not seem to have been invented yet, and the man's handlebar carrier, of which there are many in the market, is not convenient for touring. We weary of constantly doing up parcels and strapping them on. Also a large parcel, or roll done up in mackintosh, and fastened on the top of the handlebar, is likely to hide

the front wheel from the rider, even if it does not interfere with the action of the brake, or muffle the sound of the gong.

My own plan is to buy

AN ORDINARY SCHOOL-BOY'S SATCHEL,

of canvas, bound with leather, of a size to contain the desired "kit," and adapt it to my machine. This is done by cutting off its handles or strap, and sewing on two 6-inch straps near the top of the back of the bag. These buckle it on to the handlebar. A third strap, sewn low down in the centre of the back of the bag, buckles it down to the head tube, and prevents it from flapping up and down. The contents of such a bag can be removed without detaching it, indeed articles may be taken out by the rider without dismounting; whilst it can be detached from, or attached to, the machine in a few seconds. The straps should be sewn on to fit the individual handlebar and head tube of the touring machine.

Tourists are strongly recommended always to

CARRY A LITTLE FOOD

with them, and it is a good plan to carry it in a wallet slung behind, where it is remote from the smell of sponge bag or canvas satchel. If hung under the saddle, close to the tool bag, a second wallet will not upset the balance of the saddle, if it only contains a few light things. The most portable and sustaining kind of food in use amongst cyclists is chocolate. Special kinds are made on purpose, but, failing these, Cadbury's Mexican Chocolate, in a blue wrapper, answers very well, or indeed any good make of eating chocolate which is not too sweet. Plain biscuits and chocolate make a very pleasant little meal; but, of course, individual taste would in each case regulate the selection of food.

It should be remembered that even if we do not feel hungry, or if we feel so thirsty that the idea of solid food positively repels us, we ought not to let the usual meal time pass without support because we happen to find ourselves still five miles off the town we planned to lunch at. It is here that the chocolate comes in. Directly we feel sure we cannot reach a meal at the proper hour, we should attack our little store. Then we shall arrive at our destination

FRESH AND CHEERFUL,

instead of weary and spiritless. It makes all the difference both to health and pleasure. It is the last few miles, or the last hill, ridden fasting that overdoes us. There is considerable waste to the system in even a few hours' riding, and that waste must be supplied by food, and food at the usual hour, even if only a small quantity.

Another great question is what to drink, for what suits one person to ride upon does not suit another. The best advice to give is—experiment carefully as to what suits you, and then keep to it as closely as possible. Soda and milk is what I always take, and find both refreshing and sustaining, but it does not suit everyone. Water—even if it can be found pure and safe to drink, is very slow to slake thirst, unless taken in great quantities, and it is unwise to drink heavily, even of water, in the middle of a ride. But whenever water is encountered in a place not too public, it is a good plan to dismount and wash out the mouth with it slowly several times. This is most refreshing when the mouth and throat are dry.

ANOTHER GOOD PLAN

is to carry in the pocket a dozen lozenges of some kind of a thirst-quenching nature, or even acid drops, and put one in the mouth every hour, or whenever thirst obtrudes itself. It keeps thirst within reasonable limits. Mineral waters, as a rule, may be recommended. Spirits and even a light claret with the above do not suit very many people as a riding drink, though they answer well enough when the day's work is done. Tea also cannot be recommended *en route*; it also takes much longer to procure than any of the above.

In Summer it is well to carry with you a straw, and drink everything through it. In drinking thus, you can quench your thirst with a smaller quantity of liquid than if you drank in the usual way.

For each day's work it is well to write out on a card the names of places and the distances to be traversed, and to consult it constantly whilst riding.

IN A STRANGE COUNTRY

a map also should be carried, for if you get out of the right road, or come to a signpost which mentions none of the places on your card, a map only will help you. Philips' shilling cyclists' maps of counties are good to ride by, or if a very small and light map is wanted, Houlston's 4d. "Handy Maps," in green covers, answer very well—both from the ordinance survey.

In conclusion, one word about riding. Experience teaches us what is

THE LEAST TIRING PACE

for a long journey, and when we know it, we should endeavour to ride at that pace regularly and as a matter of course. But if we find, especially in a rough or hilly country, that we are a mile or so behind our expectations at the end of an hour, it is not well to quicken and try to make it up, unless there is some special reason at the far end of the day's work.

On a long journey it is a mistake to ride much uphill. Although you soon lose five or ten minutes by walking, you arrive at the top neither hot nor thirsty, and with your legs and feet materially rested by the change of exercise.

It is a great temptation to ride down all the hills, because the ground is covered so easily and swiftly, and it is a rest to put the feet on the foot-rests and let the machine run down any smooth and gentle slope; but in this course, refreshing and exhilarating as it is, there is always an element of danger. If a hill is either steep or rough, or very winding, walking down is to be recommended to ladies. To ride down with the brake on injures the front tyre, and to back pedal hard tires the rider and strains the machine.

It is

NOT ALWAYS NECESSARY TO DISMOUNT

and walk, when we begin to descend a hill marked dangerous. But it should be ridden with great caution, and with the machine well in hand, for the dangerous place will be reached eventually, though it may be a long way from the top.

In the home counties many rather mild descents are marked dangerous, but, in Devon and Cornwall, and on the Yorkshire moors, much greater attention should be paid to the warning boards.

Ladies, especially those who have only just learnt the bicycle, are strongly warned

not to overdo themselves, especially when riding with the opposite sex. The determination to ride as fast as your brother, not to be beaten by little hills, &c., may easily result in injury and overstrain. We ladies are chiefly responsible for the present violent fashion for cycling. Let us, by our prudence and moderation, bring it still further into favour, not drag it down into disrepute by overdoing it.

C. EVERETT GREEN.

Another E.C.U. trouble.

THE special general meeting of the E.C.U. next week promises excitement, even beyond the charge of mercenariness laid against the directors. A motion which will come up for discussion is to the effect that not more than one member from any one club shall be elected to the directorate. For two years this motion has been thrown out on constitutional grounds, but if the constitution is altered so as to make this a rule, the effect will be somewhat startling, for at least half-a-dozen of the leading officials would be ineligible for re-election. For instance, Hammon, Beverley, and S. T. Brown are delegates from the Leopold, Russell and Sharp from the Wetherell, Tulk and Frethey from the Unity, Gunnell and Allen from the Crusaders, and at present they all hold office.



See that you get our Supplement this week.

PRINCESS HOEHLHOE cycles and rides a New Ormonde.

THE North Road ride to Warwick on the 24th, returning next day.

A MR C. WHITE has given a challenge cup to the Gamage C. & A C.

A DANGER-BOARD has been erected at the top of Blue Back Bank, Whitfield, where a cyclist was killed in June.

F. L. GERALD, M.D., has given utterance to a very serious warning to ladies on the future effects of excessive cycling.

"VANITY FAIR" is responsible for the assertion that disconsolate widows in Paris wear crape knickerbockers when cycling.

LADY LONDONDERRY is captain of the Lady's C.C. of South and South-East Durham. She believes in moderate cycling for women.

GENERAL PARSONS, whilst on a tricycle tour in the Isle of Man last week, suddenly became unconscious on his machine, and died shortly afterwards.

MR. W. H. PEARSON, the president of the Hull B. C., started his cycling 43 years ago, when he rode a four-wheeled velocipede.

THE black waterproof cape, found on Bank Holiday between Liphook and Guildford, should be sent to G. B., 54, Hemberton Road, Clapham, who will pay postage.

ON the evening of the 7th two cyclists from Liverpool collided with a landed proprietor, Mr. John Proudfoot, who was walking near Moffat, and seriously injured him.

The Sovereign affair.

WE have received a letter (too lengthy for insertion) from Mr. Stubbs, hon. sec. of the Sovereign C.C. He says the name Mills in the "Sporting Life" was a misprint, and should have been "Miles." He also says that the member who collided with the basinet was Ridout. This ends the matter entirely so far as we are concerned.

The Birmingham parade.

MR. COX and his Committee are determined that the coming Birmingham parade, in aid of the Hospitals, shall be in advance of last year. Many of the clubs have already decided upon the costumes to be used by their members. A grand array of prizes (medals) will be given. We understand that a number of last year's prizes are still on hand; the same are chiefly of the Cycle-Horn type—this probably accounts for the disinterestedness of the winners. The "Howler" is not popular in the Midlands.



AN IRISH BULL.

The pad did it

It is certainly noteworthy that the only three men riding in the recent 24 hours' held at Aston, who used Mason's cycle pad, proved to be the three placed men at the finish. The pad fits exactly on to the saddle, and is formed of a body of wool between an upper and under leather. D. Mason & Sons, Birmingham, are the makers.

A busy ride.

VOLUNTEER cycling scouts are expected to keep their eyes open with a vengeance. A list of the things they are expected to report upon after a ride would fill half a column, and includes such details as width and present condition of the metalled portion of the roads; gradients of hills; particulars of bridges; defensibility, &c., of towns and villages; depth, rapidity, and nature of banks and bottoms of all rivers; particulars of cross-roads, railways, fences, &c., &c. The man who did all this conscientiously would hardly break a road record *en route*.

The Tax Question again.

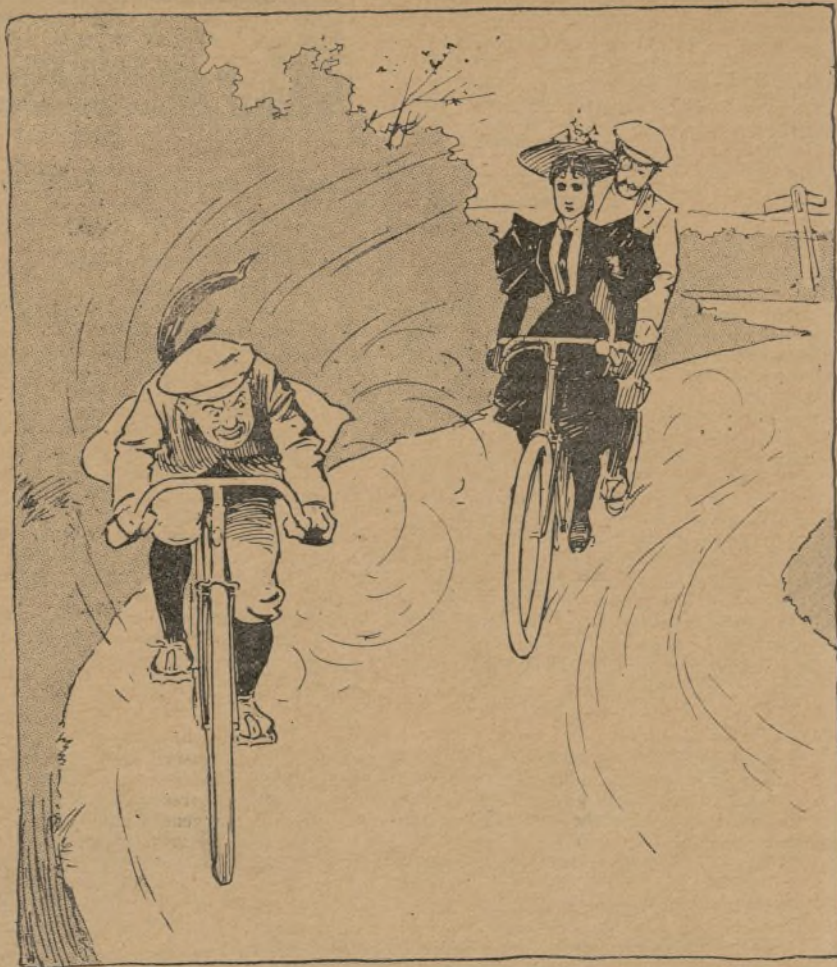
ON Bank Holiday the Chester District Council had men placed on the roads to count the holiday-making cyclists, with a view of recommending direct legislature in respect of those who use cycles. The reports are to be laid before the next meeting. At the last meeting of the Council a member said that cyclists ought to pay for their machines as farmers were compelled to do for their horses, carriages, and dogs. He hoped every member of the Council would use his influence with members of Parliament to get bicycles taxed.

Female larcenists and Rationals.

WE have got accustomed to thieves in omnibuses, and tramcars, and railway carriages, but it is sad when thieves annex so popular a pastime as that of cycling. French ingenuity has discovered a use for the Rational dress which certainly was not contemplated by the inventor of the Zouave continuations. It seems that two girls, dressed in Rationals, have been stowing away shop goods in their capacious pockets, and, on being caught and searched, several remnants of silk were disgorged from their puffed-out knickerbockers. The Parisian female larcenist must be up-to-date in her methods; had it not been for this imperious necessity, she would not now have substituted the treadmill for the treadle.

The chain adjustment.

THERE is no doubt that every adjustable part of a machine should be perfectly independent of another adjustable part—that the ball head should be adjusted without interfering with the adjustment of the handlebar, and *vice-versa*, and this has already been done. The next move should be to introduce a similar arrangement in the adjustment of the rear wheel, or rather in the chain, so that it could be tightened without throwing the wheel out of alignment during the operation, and having to centralise it again afterwards. We believe such a contrivance to be possible, and we commend this suggestion to the ingenious workers in the Trade. In the present circumstances the wheel is mostly thrown out of line when the chain is being tightened, and before an adjustment can be made the wheel has to be put into the old position. What is really wanted is a slower and more minute adjustment, a system of winding the wheel backward while it is being kept central during the movement.



CONCERNING THE SPRINTER.—I.

WE illustrate the following letter which we have just received from a fair correspondent:—"Dear Mr. Editor," she writes, "Why does the scorching sprint past us with a rush, at the rate of 30 miles an hour, more or less?"

Somalis as cyclists.

THE wild folk from Africa, now residing in that barbarous combination of cheap board fencing and wooden sheds at the Crystal Palace, euphoniously described as "the native village," are being introduced to the delights of cycling by Mr. W. Chapman, the well-known South Norwood cycle agent. He has several pupils, and two he believes will make really good riders. Southerners will, therefore, please hesitate before "taking on" a club-run of Somalis, if they meet them on the Brighton Road.

The Lucas valve.

SIMPLICITY and reliability are the two essentials required of valves for tyres, and neither of these are lacking in the Lucas valve, made by Joseph Lucas & Son, of Birmingham, and we could not point to a better valve at present on the market. It is simply a matter of screwing and unscrewing to put the valve in or out of action, and, once screwed up, it is quite impossible for it to leak, whilst the pumping is easy when the valve is opened. We notice that the Self-Sealing Tube Co. are wisely using these valves.

C.T.C. Tea.

A MEETING of the Liverpool District Section, C.T.C. will be held at the "Roebuck", Warrington, on Saturday the 17th inst., tea at 6 p.m. All members of the C.T.C. are invited to ride over. The chair will be taken by Mr. T. J. Scott, Representative Councillor for Lancashire.

Last month.

THOSE who spent the greater portion of July a wheel were among those who enjoyed it most. Whatever enjoyment may be derived from Winter riding, Summer is the more enjoyable time when flowers are in bloom, and birds sing in hedgerow and copse. The roads were good, and the nights moonlit, tempting one to ride into the early hours of the morning. The gracious rain made the erstwhile brown pastures smile like a garden. It was a treat to stand bareheaded to welcome the first drops, breathe the sweet, cool, fragrant air, and listen to the delightful patter of the pearly drops among the leaves. There was a mingling of fragrances from roses and honeysuckle and the sweet odours from aromatic herbs. And after the rain what grand roads! July was glorious,

Corbett beaten.

J. J. CORBETT, the hitherto invincible bruiser, has sustained a bad mauling, and is expected to be laid up for some weeks. It was in his bicycle that he met his match; he was trying his speed powers on the Asbury Park track, when he went under with the bicycle on top, and was unable to respond to the call of time.

Ladies in procession.

THERE is to be a ladies' cycle parade at Seaton Carew, Durham, this Saturday, in aid of the District Nursing Association. It is to be quite a swagger affair, a daughter of the Marquis of Londonderry and other titled ladies leading the procession. The Marchioness of Londonderry and Lady Eden will act as judges of the costumes.

That Liphook board.

WORSER than useless is that danger-board that still sticks to its post on the top of the last little dip down running into Liphook off the Hind Head. In the days of the solids an occasional stream used to plough a trench across the road, and made at such times the little drop decidedly dangerous for ordinaries, but this has been overcome, and there being no danger in the most mild little hill itself, the danger-board now appears an absurdity. It would be well if the local C.T.C. consul had it removed, for it is never well to cry "wolf!" falsely.

A real sustainer.

CYCLISTS should not run away with the idea that the excellent Cuca Fluide, prepared by Messrs. Henson & Co., 20, Beulah Hill, S.E., is only of benefit to racing men and speed merchants generally. It is even more necessary for the tourist, and a few drops taken in tea, milk, soda-water, or coffee, will act remarkably as a sustainer. For those who prefer it in compressed form Messrs. Henson & Co. have prepared some small pellets from the Fluide, which can be taken when actually riding. These are put up in 1s. tins, and should be in great demand amongst tourists.

Stealing from his own lawyer.

THE trial of a cycle thief at Bradford last week revealed some curious circumstances. The culprit, Fred Wilby, was out on bail on a charge of obtaining goods under false pretences at Hull, and was to be defended by a Mr. Patefield. He was then given in charge at Bradford for being in possession of a bicycle of which he could give no satisfactory account, and which he offered to Mr. Reaney, cycle agent, for £4. Mr. Patefield was to have defended him in this case also, but on examining the bicycle found that it was his own, Wilby having removed it from his office. Six weeks' hard was the verdict.

A timely retirement.

SOME few weeks back Judge Price was trying a cycling running-down case in the Wisbech County Court, and in awarding the plaintiff £5 for personal injury, and £4 for the damage to the tricycle, which was produced in Court, remarked that he gave the £4 grudgingly, in consequence of his "hatred to that horrid thing," meaning the machine. His Honour made it unnecessary to comment on this, as at the conclusion of the business he announced to the Court his intention of resigning in consequence of his age. Judge Price is evidently one of those few men who do know when they have grown too old to fall in with, and understand, modern innovations and advancements.

The mock scorcher.

THE rider who tries to closely mock the scorcher, somehow or other always gives himself away. Watch him on a busy road, and he will be tearing along sweeping in and out the traffic. See him on the country road, and you will then have no misgivings as to his true status.

Cool!

THEY have a cool way of going about things in the Chester-le-Street, district. Two riders stripped for the fray, were deciding a match over 2½ miles of road, in the presence of over a 1000 spectators, including the local guardian of the peace, a few days ago. The two riders eventually made an appearance at the local Police Court, and were fined 5s. and costs each for furiously riding on the road.

Death at the Holborn C.C.

LAST Wednesday an inquest was held on the body of R. F. Scott, aged 29, who was found in a dying condition on the Sunday morning, at the foot of the stairs of the Holborn Cycling Club. Evidence went to show that he went to sleep in the billiard-room, and was overlooked when the club closed. The supposition is he fell down the stairs, which are dark and very steep. He was taken to the King's College Hospital and died on the Sunday afternoon. The jury returned an open verdict.

Cycles by Excursion trains.

THE North-Eastern Railway Co. have arranged to allow cycles to accompany owners by excursion train at the usual tariff in force for ordinary trains. Many cyclists have availed themselves of such a concession but it is only recently that the Company have made it a general rule. Cyclists will now be able to travel, at a nominal cost, to distant points and cycle home. If the Railway Co. run popular excursions on the Saturday afternoons, there is a possibility of a revival of the club-run under altered circumstances.

Keep to the right!

THE English cyclist in Belgium finds some difficulty in falling in with the local rule of the road, which, in that country, is, "Keep to the right!" or just the reverse to what obtains with us. The other day, when in Brussels, we hired a machine for a spin round the magnificent Bois de la Cambre, and, although we knew the rule of the road, we instinctively pulled over to the left side, and were once or twice somewhat awkwardly placed by passing vehicles on the wrong side.

Moving!

AFTER the unfortunate triplet accident up North, medical assistance was wired for to London from Peterboro', and a special train ordered to bring the specialist down to the aid of the victim of the collision. The engine driver was told that he had a clear line, and could go as fast as he liked. He did, and covered the 71½ miles between King's Cross and Peterboro' in the remarkable time of 69 minutes. The people at Hitchin thought the train had run away. What the doctor thought has not transpired.

A prophecy fulfilled.

A CORRESPONDENT has written to the "Evening Standard," drawing attention to the following lines which appeared in the burlesque called "The Field of the Cloth of Gold," played at the Strand Theatre some 25 years ago:—

"And at every evening party soon we shall hear the footmen say,
That Lady Clara Vere de Vere's bicycle stops the way."

Seeing what a highly improbable thing a lady bicyclist must have appeared to the ordinary mortal at the time the lines were written, the author is to be congratulated on his prophetic foresight, more especially as a society paper this season has actually recorded the fact of a lady of title going to a party on her bicycle.

**CONCERNING THE SPRINTER.—II.**

"Because when we ride down a bye lane half-an-hour later, we are certain to see him reclining by the roadside fairly exhausted! Yours, in doubt, DAISY."

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Contributory negligence.

At Bromsgrove County Court, before Judge Ingham and a Jury, F. Matthews sought to recover five guineas from J. B. Wilson & Sons, for alleged damages. Plaintiff stated that the driver of a vehicle standing in front of defendants' shop backed the conveyance into the street, and knocked witness over, causing him to fall under the wheels of a trap driven by Mr. Saxton. He sustained severe bruises; besides, his clothing and machine were also damaged. He admitted, in cross-examination, that he did not blow his whistle when passing, although he had one. The defence was that the cart was not backed, and that plaintiff was guilty of contributory negligence. Verdict for defendants.

The youthful enthusiast.

ONE of the most amusing, though not one of the least acceptable persons to ride with, is the youthful enthusiast; and nothing is more gratifying than to witness the youths of London getting away from its vitiated atmosphere, and its none the less vitiated surroundings, for it must be remembered that the rising generation will someday play the parts we are playing ourselves, and some of them may be called upon to pilot public affairs in the future. It is therefore all the more important that these youngsters should have sound constitutions, and healthy minds, and we know of no other pastime that is likely to produce these effects than cycling, judiciously indulged in. But there is an immense amount of fun to be got out of a ride with a youth who has recently learnt to balance a bicycle. You cannot help admiring his enthusiasm, though at times he goes from the sublime to the ridiculous in his questioning, and you feel disposed to answer the absurd questions sharply, when you suddenly remember that you were once a boy yourself, and similarly steeped in ignorance. Youthful cyclists should receive every encouragement from old hands. The future of England will depend upon the bringing-up of its present youngsters, and the part they play in the various branches of athleticism.

The storm.

THOSE who were out riding in the exceptionally terrific storm which raged over such a large part of England last Saturday evening, are not likely to soon forget the experience. The writer and a friend were running out over that curious strip of land that stretches its long, thin arm from Chichester to out-of-the-world Selsey, when the storm came up. The head wind of the afternoon had died to nothing, and given place to a calm that was neither natural nor peaceful, as if nature was holding its breath in nervous expectation of something terrible. All round, and out to sea, the lightning flashes chased each other, danger signals of the coming tempest. At last, with startling precipitancy, although expected, the storm burst overhead; the hail and rain roared down with a violence that pained face and hands, the lightning lit up the whole country, flashing now pink, now blue, now white lights on the stage, and leaving, after each quickly successive flash, the riders blinded in the black night, whilst the thunder made the bars tremble in the hands, as it growled its way, and went echoing amongst the South Downs. Half an hour after, the moon was shining from a cloudless sky, and there was nothing but the faint flicker of distant flashes, dripping trees, and flooded roadway, to mark the fury that had been.

RATIONAL DRESS.

WHETHER to your lot befall
Skirted robe or Rational,
Let not man the thought express
How they like to see you dress!
Let your mind the two compare,
Ask thyself what thou should'st wear.

Tho' men cavil, laugh, and sneer,
Let them never cause you fear,
Tho' the croakings of the Press
Give you claim to ugliness,
In their trumpet brazen blare;—
Ask thyself what thou should'st wear.

And whatever you may find,
So you're pure in heart and mind,
Will dissention set at rest,
For 'tis sure to suit you best;
Let others dress how best they dare,
Ask thyself what thou should'st wear.

Wilful Woman! You have shown
You can reap what you have sown,
What is pleasing to the eye
Is your own monopoly.
Since the Wreath of Eve was wrought,
This has been your only thought;
Oh, be you dark, or be you fair,
Ask thyself what thou should'st wear!

HUBERT S. RYAN.

The Winning Teams.

OUR illustration represents the winning teams in the Starley Competition, at the recent N.R.A. meeting at Bisley. This competition, devoted exclusively to Volunteer Cyclists, combines both riding and shooting, and practically gives the winners the premier place among Volunteer Cyclist Sections, the contest being open to all comers. The winners of the first and second prizes this year are the A. and B. teams of the 4th V. B. Hants Regt., Cyclist Section (Bourne-

mouth). This fine Cyclist Section has now the following records in the Starley Competition:—1892, first prize; 1893, second prize; 1894, first prize; 1895, first and second prizes. Our illustration is from a photograph by W. Hazel, of the Royal Central Studios, Bournemouth.

Upset the congregation.

ACCORDING to the "New York Times," a lady cyclist has sadly disturbed the peace of a quiet, little Methodist congregation at Mason, Ohio. The lady, Miss Ada Coleman, who is the organist of the chapel, not only rode to service on her bicycle, but marched down the central aisle to the organ, dressed in her flaming red "Rationals." With singular appropriateness, she began to play a voluntary founded on "Who are These in Bright Array?" but at least half the congregation declined to stay to discover, and hurriedly left. Now there is war in that chapel, where all should be peace, the two fierce camps taking "red breeches," and "no red breeches," for their respective battle cries.

The Special Gamage.

FOR the past few weeks we have had in use on the road one of these well-known mounts, during which time we have ridden considerable distances through the Eastern Counties, on roads that were not by any means in the pink of condition. The machine we rode was a splendid little Gamage light roadster, elegant in design and finish, built on faultless lines, with large tubes, narrow tread, and weighing some 26 lbs., a noticeable feature being its extreme rigidity and wonderfully easy running qualities. During the whole of our journeyings we did not once find it necessary to use a spanner to any part of the machine whatever, not the slightest mishap occurring.



A. & B. TEAMS OF THE 4TH V.B. HANTS. REGT., CYCLIST SECTION (BOURNEMOUTH).

WINNERS OF THE STARLEY COMPETITION.

MORAL CONCLUSIONS.

(With apologies to W. S. GILBERT.)

WHEN Britain really led the World
(In H. L. Cortis' time),
The N.C.U. made no pretence
To intellectual eminence,
And scholarship sublime;
Yet Britain set the World ablaze
In H. L. Cortis' palmiest days!

When Lacy Hillier rode to win
(At some two-fifty bat),
The ruling body never sought
To "purify" the new-found sport
(We'll let it go at that),
Yet Britain won her proudest bays
In G. L. H.'s racing days!

And when we first turned eyes abroad,
As every man can tell,
The N.C.U.'s ascendant star
Did nothing in particular,
And did it very well;
Yet Britain led the wheeling craze
In G. P. Mills' most glorious days!

And now that other countries have
Begun to make things spin,
The time has come to set a wall
"Twixt "purist" and "professional"
Because we might not win!
So Britain goes her separate ways
In these enlightened purist days!

But if the N.C.U. withholds
Its legislative hand,
And Local Centres do not itch,
To interfere with matters which
They cannot understand,
As bright will shine Great Britain's rays
As in our former glorious days!

HUBERT S. RYAN.

Make-believe cycling.

THERE are certain people who are not thorough in anything. Whether this allegation be applied to the business or the recreative side of life, it is equally applicable. In the interests of his own enjoyment, one would have thought that every cyclist would equip himself with a modern, though not necessarily expensive, machine. Yet this is not always the case. The remarkable persistence of certain riders in using machines deprived of all respectability is surprising, more especially when they can well afford to ride something better. When we come to such a subject as the pneumatic tyre, it is surprising to find its advantages still unrecognised, or only slightly recognised by some. These conservative men are only make-believe cyclists. They are not thorough: they ride over the same stretch of road week after week, stay at the same inns, and so often, that their requirements are anticipated, and cycling is to them a kind of machine which is turned round once a week to keep it in order. This is make-believe cycling. The average cyclist prides himself on his readiness to adopt improvements when they are recognised as such. There is no good ground for disputing the contention that these make-believe cyclists find enjoyment in their conservatism. They take a positive delight in ignoring every mechanical improvement in the cycle. They pin their allegiance to cushion tyres in preference to pneumatics, they scorn gear-cases, toe-clips, and similar fittings, and delight in being eccentric and out-of-date.



To recover from the Camp.

AFTER the break-up of the Scarborough Camp on Thursday, several of the London County contingent journeyed on to Newcastle with the president of the meet, en route for Scotland. Included in Mr. Slattery's party were Geo. Lacy Hillier, E. Lane Cambell, J. Tacagni, F. W. Corbett, and H. Hollands; one of the president's projects for their stay in Newcastle included a visit to a real coal mine.

Triplet kills a man.

ON the evening of last Sunday week, three cyclists, F. Bowman, of Henley; J. Scholey, of Upton, and L. J. Smith, Doncaster, were riding a triplet towards London, when they had the ill-fortune to collide at Wansforth, with George Hodges, landlord of the "Welland Cottage" Inn, Stamford. Hodges' injuries were such, that although everything possible was done for him, he died. At the inquest, at which Mr. J. W. Buckle was coroner, the jury acquitted the triplet crew of blame.

An unfounded rumour.

MESSERS. J. & H. BROOKES, of Birmingham, inform us that a rumour has been circulated by some interested parties that they are retiring from the Cycle Trade. To this rumour, needless to say, there is not the slightest foundation. The announcement, too, that has been made of a certain gentleman being appointed manager is incorrect.

Annie Dibble Memorial.

THE following amounts have been received by the Bath Road C.C. Previously accepted, £2 18s. 6d.; H. L. Clark, 5s.; Mrs. H. L. Clark, 5s.; R. C. Nesbitt, 1s.; R. E. Ede, 1s.; C. J. Peacock, 2s. 6d.; G. Swaffield, 5s.; J. W. James, 2s. 6d.; Mrs. Barrington, 2s. 6d.; E. H. Chaney, 5s.; H. K. Brown, 2s. 6d.; 5 Lady Detectives, 5s.; W. H. Bell, 2s. 6d. The following sums have been received by CYCLING and handed to the committee:—A. Hoffmann, 1s.; S. F. Edge, 1s.; Mrs. S. F. Edge, 1s.; Anerley Man, 1s.; R. G. Sultzberger, 1s.; J. A. Footitt, 2s. 6d.





The following Race Meeting Announcements will be found on page 10 of our Supplement:—*Essex Cycling Union; Havant Amateur A.C. Sports; Putney Athletic Club; West of England Race Meetings; Worthing Race Meet; Reading Athletic Club; Folkestone C.C.; Wan'age Athletic Sports; Catford C.C.; Berkhamsed Athletic Club.*

LONG distance path handicaps are all the rage now in Liverpool.

GEORGE LASCELLES is seriously ill, and not likely to race again this season.

ABD-EL-KADER, champion of Egypt, is being trained in France by Mercier.

THE Reading A.C. intend including a costume race at their meeting on the 24th inst.

WHEN sandwiched between cycle races, flat events strike one as being particularly well named.

H. J. HERBERT won a professional first at Paisley, and at Edinburgh, last week, on Beeston tyres.

ON Bank Holiday, in 100 races, riders of the Dunlop tyre finished first, second and third in each.

W. R. TOFT, of the Anfield B.C., now holds the 50 and 100 miles Northern tricycle records for the road.

FONTAINE'S Edinburgh to London time was 28 hrs. 27 mins., not 28 mins. 27 secs., as given in "Lloyds."

E. P. GEORGE won the Boro' Poly. 100 miles race at Catford, on Saturday, for the Gamage Cup, in 4.41.13.

THE Jarrow B. C. intend to include a wrestling competition upon their card for the Palmer Cup meeting.

THE Silverdales have secured for themselves this year the somewhat empty title of N.C.U. Junior Champion Club.

THE Raleigh machines fitted with Fairbanks rims, scored heavily holiday time, we gather from a result list to hand.

THE only two records made without pacers were both accomplished on Osmonds. They are the starting quarter, and the mile.

THE mile at "Sport & Play," the 5 miles at Exeter, and 2 miles at Southampton, all scratch events, were all won on Humbers.

C. G. THISTELTON got a second and a third in scratch races, on the first day of the Scandinavian international meeting at Malmö.

ON the evening of the 7th at Celtic Park, Vogt brought the Scottish mile down to 2.7½, and the hour distance up to 24 miles 1,400 yards.

J. A. BENNETT, W. R. Toft, H. B. Saunders, and Fred Watkiss, should make a very warm quartette in the Anfield B.C. 12 hours'.

WE hear that a maker of certain cycles, in an outburst of uncontrollable generosity, actually gave a successful rider of one of his machines a sovereign.

ENTRIES for the Catford Gold Vase Race close to-day (Wednesday). Any unlicensed rider who has not yet entered should do so at once. It will be one of the most interesting events of the year.

MEIKLE of the Kensington C.C., preferred the delights of Scarborough Camp to endeavouring to make the Magpie 30 guinea cup his own property.

SURELY a suspended man cannot ride, even in an unlicensed race? Reading the names of a winning tandem team at a Bank Holiday meeting, prompts this query.

S.R.R.A. CLUBS should particularly note that this Thursday is positively the last day on which they can nominate a first claim member for the great Roberts Shield race.

T. J. GASCOYNE of Chesterfield, is riding in good form at present. On Monday he won both the 1 and 2 miles handicaps at Grassmore, starting from scratch in both races.

WE suggested, some weeks back, that racing by artificial light was likely to be a success. Bearing this in mind the Catford Gold Vase Race is to finish each evening at 9 p.m., and the grounds will be illuminated for the last 2 hours.

GASTON CAEN, whose victory over both Houben and Lehr at Brussels caused such a sensation in Continental cycling circles, is a native of Brussels, under 20 years of age, and rides a Raleigh fitted with Fairbanks rims. In 43 races he has won 31 prizes.

SEVERAL North country riders have their eyes upon the Northumbrian 100 miles road record. Alec Hogg of Morpeth, will be the first to try and regain his record, recently wrested from him by J. Hunter.

Popular prices.

AN extra ten guinea prize will be presented to the winner of the third contest (100 miles) in the Armour Shield competition, if the current record be beaten. The price of admission to this contest will be sixpence, which seems to be the popular price at Wood Green; the shilling charge is an utter failure, and even ninepence chokes a very large number off.

Won every championship.

THE 1 mile championship of the South Yorkshire and North Derbyshire Centre will be run for at Chesterfield on the 21st inst. Elijah Scott, who has won every championship which has been put up by this Centre, is a certain starter, that is, if he manages to get back in time from Cologne, where he is riding as one of the English team. He leaves Cologne at 6.8 p.m. on Tuesday night, and is due to race at Chesterfield the next day, Wednesday, at 6 p.m.

In Cornwall.

MILLER, of Bristol, won the 50-guinea Challenge Cup at Falmouth last week; Chamberlain, of Bristol, a previous holder, being second; while at Penzance, Gartrell and Brentont, Bodmin C. and A.C., accounted for the 1 and 5 miles' scratch events respectively.

A classy crowd.

THE Catford Evening Meeting, on Wednesday has secured the entry of Frost, Wridgway, Horton, Palmer, and other speedy men, for the hour race, and for the quarter Parlbys and others have entered. These events, with an attempt upon the mile record, by R. A. Marples, will make up a splendid evening's sport.

Paper Cracks.

LIKE T. A. Edge, and R. H. Carlisle, Rivierre, the world's 24 hours champion is a journalist, and edits a paper which he himself started. Speed cycling and newspaper work seem to go pretty well hand-in-hand, for of those that are, or have been, shining lights in both spheres, might be mentioned amongst others, Lacy Hillier, F. T. Bidlake, Gatehouse, A. J. Wilson, and E. Dangerfield.

Disqualified for foul riding.

THE August meeting of the Northumbrian and County Club drew only a handful of spectators. The principal event, the two miles scratch race for 30 guinea Magpie Cup, was won by Chas. Brown, N.C.C.C.; with Matt. Dunn N.C.C.C. second; R.B. Smith, Kensington C.C., third. 10 riders started paced by a fast tandem; time, 5.37½. In the 10 miles' scratch race for the Dix Challenge Cup, eight riders turned out, but a couple of tandems soon made a tail in the field. C. Brown, N.C.C.C., won by half-a-dozen lengths from W. Dixon, N.C.C.C. Dixon objected to the winner for foul riding, and after investigation, the judges disqualified Brown and placed W. Dixon first; A.E. March second, and Joe Armstrong N.C.C.C. third; time, 29½. The invitation tandem race produced a splendid finish, Matt. Dunn and T. Graham just winning from W. Hodge and C. Brown, A. E. March, and J. D. Sloan. third. The mile bicycle handicap was won by J. Renner, G.N.E.R., 165 yds.; Matt. Dunn, 55 yds., who was unable to get near the winner, second; G. Metcalfe, 90 yds. time, 2.26.

COMING RACE MEETINGS.

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

DATE.	PLACE.	PROMOTERS.	SECRETARY'S NAME AND ADDRESS	OPEN EVENTS
Aug. 21	Uxbridge	Uxbridge C.C.	S. C. Waddington, 179, High Street, Uxbridge	1 & 2 m. H. 3 m. scr.
" 21	Worthing	Excelsior C.C.	C. Southey, Chapel Rd, Worthing	1, 2 & 3 m. H.
" 21	Havant	Havant A.A.C.	Thorburn A. Stallard, Havant	½ & 1 m. H. 5 m. scr.
" 21	Folkestone	Folkestone C.C.	C. G. Hillsdon, "The Wheeleries," Folkestone	1, 2 & 3 m. H.
" 22	Bath	Bath C.C.	H. W. Frampton, 4, Russell Street, Bath	
" 22	Catford	Catford C.C.	Jas. Blair, Catford Sports Ground, S.E.	2, 4, 6 & 12 hrs. scr. (Unlicensed)
" 23				
" 24				
" 24	Bristol	Bristol Sports	E. F. White, 6 East Grove, Brook Road, Bristol	
" 24"	Reading	Reading A.C.	T. J. Waldron, Reading	½, 1 & 2 m. H.

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

Racing at Coventry.

COVENTRY has successfully carried through its 22nd annual *fete* in aid of its Philanthropic Institution. Cycle races were included in the varied programme. A. V. Payne, Coventry, winning the mile novice's, P. Shrapnell, Coventry, the quarter mile handicap; H. Twigger, the half, and L. Bathiat the mile.

A championship for non-entities.

THE 10 miles' championship of Ireland was run off on Bank Holiday at the Cork Meeting. By the time the classic event was reached on the programme, the track was in such a fearful condition that all the cracks positively refused to ride. Ultimately the Executive induced a few local riders to start, and the race was competed for between five or six non-entities, the two local cracks—Harley and Bannister—being the only two with any claim to first-class form. The two latter fell, and the race was won by Cahill a perfectly unknown man.

Water at Waterford.

THE sportive men of Waterford had hard lines on last Thursday, when their meeting was ruined by pitiless rain. The promoters wisely decided to postpone the chief events until the following day. On Friday the weather was fair, and as the cracks remained over, good racing ensued. The three miles scratch for the Goff challenge cup produced some spirited racing, Meredith, Large, Greaves, Reynolds, Dalgleish, and Poole, qualifying for the final, in which they finished in the order written. The final was a magnificent race, and when Meredith succeeded in pushing his wheel in front, the enthusiasm was immense, as he is very popular in Waterford.

Tuesday's racing at Aston.

THE "Sport & Play" Tuesday Meeting again attracted a very good gate, and the weather was a distinct improvement on that experienced on Monday. Results of the various races are appended:—One mile licensed handicap: E. Bradshaw, 95 yds., first; L. Ainsworth, 120 yds., second; W. J. Goodwin, 60 yds., third; time, 2 24. Bradshaw rode with excellent judgment, and fairly had the pace of the others at the finish. Quarter-mile unlicensed handicap: F. W. Baker, 30 yds., first; P. W. Brown, 8 yds., second; W. J. Jones, 24 yds., third; time 33½. Brown just failed to catch Baker, who has come out in quite his old form; W. J. Jones was a close third. Half-mile licensed handicap: W. A. Stamp, 60 yds., first; F. B. Yates, 65 yds., second; W. W. Gore, 70 yds., third. Stamp, who was riding splendidly all the afternoon, beat Yates rather easily, Gore close up. Ten miles scratch, licensed: F. Weatherley, first; E. L. Winbolt, second; W. H. Ainsworth, third. This race produced several falls, none of them being bad ones, however. Rodderwold fell in the first lap, Koenen and Matthewson came down in the third mile, and F. W. Chinn, and W. J. Goodwin followed suit in the eighth mile, and Appleby in the seventh. The others kept well together, riding at an unusually steady pace, W. Williamson doing most of the pacing. Racing began a lap-and-a-half from home, and at the finish Weatherley, who had been riding easily and steadily all through, came out with a fast 100 yards, and just beat Winbolt and Ainsworth, who were close together: time, 27.36½. A. Eadie judged, and Sturmev timed. A large number of spectators remained on the ground to see the start of the 24 hours' race, which is reported elsewhere.

Speedwell unpaced 50.

THE Speedwell Club held an unpaced 50 miles' handicap over their old course on Saturday. It resulted in a win for Fred Hale, Worcester, scratch, 2 46 20; A. S. Bloxham, 6 mins. start, 2 50.0, second; and Felix Greville, 7 mins. start, 2 59.0, third. Half a gale was blowing, and, as no competitor was paced, the times are, naturally, not startling.

Irish championship

THE five miles' championship of Ireland was decided on the Goff track, Waterford, on Friday last, when all the Irish cracks turned up except Hugh O'Neill. A. Greaves and J. Dalgleish represented England. In the final heat, Meredith appeared to look for his race too soon, and was unable to sustain his challenge, and H. Reynolds got clear, closely followed by Dalgleish, and a ding-dong finish between these riders ended in favour of the Irishman by a length. H. Large, a good third, Meredith fourth.

Registration difficulties.

At the meeting of the I.C.A. Council on the 7th inst., the Registration Committee, with one exception—A. Lone-Joynt—resigned *en masse*, on the ground that their work had been upset by the Appeals Committee. The Registration Committee were unanimous in refusing the certificates of the riders to whom the Appeal Committee subsequently granted them. A new Committee was formed with much difficulty. Two members elected were H. Reynolds, who only obtained his license upon appeal, and R. M. Talbot, whom even the Appeals Committee refused to license. The election of these two men seems a bit farcical, but they were not present at the meeting to protest. The other Committee members are all unknown men.

Pacing wanted.

ASSISTANCE in the pacing department will be most heartily welcomed in the two Essex "hundreds." The dates are 17th inst., at Wood Green, and 31st inst., at High Beech.

50 miles scratch.

WHAT promises to be a very exciting race will be the 50 miles scratch race of the Kingsdale C.C. to be held on Wednesday, August 28th, at Wood Green. Tickets admitting to grand stand may be had of the hon. sec. at 6d. each.

Poly. 100.

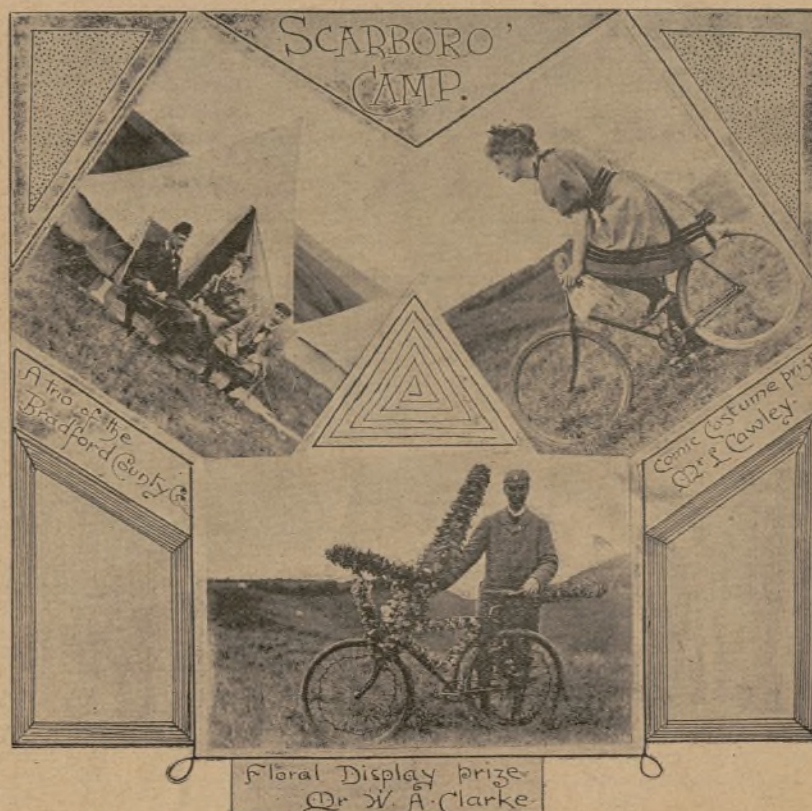
If the men come up to the scratch, the Poly. 100 championship at Catford, on September 7th, will be a great race, for, amongst those who have declared their intention of starting, are, Fontaine, Walters, Carter, Leitch, A. J. Watson, T. Osborne, P. W. Brown, and a lot of other Poly. cracks.

Stanley six hours.

SOMEWHAT a novelty in club events was the Stanley six hours at Wood Green last Saturday. Eleven started and seven finished. A good supply of pacers, chiefly North Road men, was on hand. J. P. K. Clark, won with 125 miles ½ lap; H. Arnold, second, 122 miles, 1 lap; touring Scarfe third, with 117 miles, 1½ laps.

A good meeting.

A VISIT to Reading on August 24th will, doubtless, repay any racing man, and surely please the most exacting cyclist, for the R.A.C. sports meeting promises to be another huge success. For the ½, 1, and 2 miles open events the prizes are a valuable collection. Cheap fares are to be arranged, and Palmer Park should be *en fete* on the 24th if weather alone permits.



"SPORT AND PLAY" 24 HOURS.

CONSIDERING that this was the first 24 hours' ride organised in the Midlands, the proprietors of "Sport and Play" deserve every credit for the excellent management. The entries were, perhaps, a trifle disappointing, but the race was a splendid one, and a good gate remained all through. The track was lighted with electric and Wells' lights, which might perhaps have been more numerous, or more powerful. The following started: A. T. Walton, Poly.; G. A. Nelson, Colville C.C.; G. A. Paterson, London; B. E. Winchurch, Birmingham; A. E. Walters, Poly.; T. Bowie, Mid-Surrey; F. J. Slann, M.C. and A.C.; J. D. Johnson, M.C. and A.C.; and Ben Fisher, Putney. Winchurch, Walters, and Paterson at once took the lead, and after a few miles Walters got away. He only intended to ride 50 miles, however, and on reaching that distance he retired. Bowie and Fisher soon after followed suit, and at midnight Walton, Winchurch, Slann, Johnson, Nelson, and Paterson were the only competitors left. Just after one o'clock Paterson led by three laps, Winchurch being second, and Nelson third, about four miles behind. A little after the 6th hour Johnson fell, and after riding a few miles farther, gave up in order to nurse a damaged knee. At the 7th hour Paterson began to weaken, and Winchurch, riding steadily, ran into first place, which he held to the finish. At eight hours Winchurch had scored 147½, Paterson 146, Nelson 142½, and Slann 136; Walton had retired for a long rest. Winchurch rode steadily at a punishing pace during the 11th hour, and was nearly 8 miles in front of Paterson at its conclusion. Nelson and Slann were both going rather feebly, but as the end of 12 hours approached all the men revived wonderfully, and at that point the scores were:—Winchurch, 223½ miles; Paterson, 215; Nelson, 205; Slann, 196½. Considering that a strong wind was blowing, the leaders' distance was a very fine performance. The weather was now warm and bright, and a rapidly increasing crowd cheered the riders on. At the end of the 14th hour Walton, who had been off the track for a long time, remounted, but still seemed by no means strong. At 17 hours the totals were: Winchurch, 313, Paterson, 299, Nelson, 278, Slann, 267, and Walton, 190. It was clear at this stage that, barring accidents, Winchurch must win; his dismounts were infrequent and his pace steady and strong. Paterson, however, was riding very weakly, and before 20 hours were done he got off for half-an-hour. Slann was riding very fast and occasionally lapped even Winchurch. Shortly after the 20th hour, Nelson, although he had not been riding at all slowly, suddenly retired for good, and Slann, riding at a good speed, ran into third position. Winchurch, who had never had a really bad time, was going very strongly at 21 hours, and totalled 376 miles, Paterson 30 miles behind, and Walton 18 miles further in the rear. During the last hour all the competitors bustled up, and six or seven thousand people assembled for the finish. There were no important changes to the finish, at which the scores were: Winchurch, 421 miles 1,380 yds.; Paterson, 382 miles 440 yds.; Slann, 361 miles 1,540 yds.; Nelson 332 miles 88 yds.; Walton 283 miles. Winchurch did a fast last lap, and seemed to be very fit at the finish.



CAPTURING A SCORCHER.

A suggestion for our country police—Import a few cowboys as patrols.

International races in Denmark.

SIX Englishmen, four Germans, five Norwegians, and many Swedes and Danes were present at the great international meeting in Copenhagen. The first day's results were 3,000 metre, tandems: H. and G. Payne, 1, Watson and Thisleton, 2, C. I. Petersen and Kroll, 3; time, 4.36. Won by several lengths. In the ½-mile Watson and Petersen did not start. The Englishmen, Thisleton, Grey, H. Payne, G. Payne, were beaten in the heats. Final: Schrader, Denmark, 1; Nora, Denmark, 2; Amende, Germany, 3; time, 1.19½. In the 5 miles 17 started, of whom 5 were Englishmen, but the first half of the race was so fast that only 6 men stayed the distance. Of the Englishmen, Watson, of the Danes, Schrader, C. I. Petersen, Svend Hansen, and Dahl, and the Norwegian, Henie. Svend Hansen led the latter part of the race at a moderate pace. Two laps from home Petersen took the lead, followed by Henie and Watson, and the others close up. At the last corner Schrader (Denmark) came up with a lightning sprint and won by a yard, C. I. Petersen, 2, Henie, 3, one length behind, Watson, 4, one yard after Henie; Svend Hansen won the lap prize; time, 12.25. 3,000 metre handicap (Watson, Petersen, and Schrader

did not start), 30 nominations, 16 starters. Henie and Svend Hansen went from scratch, so did Thisleton, who had got 3 metres. Henie and Hansen went so fast, that Thisleton could not follow and gave up. In 5 rounds the others were overhauled. Hansen led the 2 last laps, and won by half a length from Henie.

Bath Sports.

THIS old-established meeting takes place on Thursday, August 22nd, and is the first meeting of the big Western tour. The programme includes two handicaps, ½ and 1 mile, prizes £12 12s. each event, 5 miles scratch for Bath Cup and prizes value £30 and the 5 miles West of England championship. Entries close on Thursday, the 15th to H. W. Frampton, sports secretary, Bath.

Channel Isles championship.

THIS annual event was won on Thursday by E. Gilley, H. Ellett, and J. Newman, of the Jersey C.C., being second and third. Jersey has held the championship 6 times to Guernsey's 9, Guernsey having won 4 years consecutively. The distance was 1 mile, and Gilley won in 13.42. Gilley also won the ½ mile scratch, easily against the two Guernsey men. Sinnatt won the mile handicap and Best the two miles handicap.

A WIRE as we go to press states that Fulford is out of danger and improving rapidly.

A double event.

THE annual sports in connection with the Maltby Horse Show were held last Thursday, in beautiful weather. J. H. Denman, Retford, was a double-event winner, carrying off both the 1 and 2 miles handicaps. T. Hobson, Doncaster, was second in the mile, and third in the 2 miles; R. H. Hepplewhite, Parkgate (who is riding very well for a youngster) managed to get third in the mile.

Saved by brandy.

AN incident in the bad tandem smash on the first day of the "Sport & Play" meeting, again draws attention to the much neglected necessity of having a small stock of medical accessories on hand at tracks, whether during a meeting, or training times. It will be remembered, that Geo. Martin and Fulford charged their tandem into the Merry-Howard combination, who were already prone from a side-slip. Fulford was shot into the air, and cleared the debris, falling badly on the track. He was much hurt, and the medical man who attended him declares, that had not the brandy given him been available, he would have died from the shock. When last heard of, last week, he was still in hospital; Martin had returned home, but his wounds had to be constantly bathed with oil, night and day. In this case, fortunately, the thing needed was to hand, but in how many cases would a fatal delay have taken place before the water of life was procured?

Pacing.

THE recent correspondence in the "Sportsman" on the subject of paced bicycle races is instructive, as putting into juxtaposition the two usual and opposite views on the question. In the first case, "Spectator" complains of the conduct of a pacing triplet at Wood Green, which, according to him, refused to pace the leader and waited for another competitor. He thinks that the triplet should have been at once ordered off the track, and says that such a system is most unfair to those riders who are not in a position to procure pacers of their own, and it should be put down by the N.C.U. In reply, Percy Litchfield very truly points out that, if a competitor takes the trouble to provide himself with pace-makers, you cannot make them leave him to pace the leader, "a man possibly unknown to them, and in whom they have no interest whatever." "Spectator" is evidently running his head against the theoretical Herne Hill system of pacing, which, beautiful in theory, has long proved itself unworkable. Free and independent pacers will not for long place their services at the command of all and sundry, nor pace only the leader, or the man left paceless, regardless of who he may be; they have grown tired of it. They will pace their own friends and fellow-clubmen, but not every rider who shrieks his orders at them; whilst, of course, the paid amateur pacers have to obey instructions from the representatives of their employers. Paced races at the best have greater elements of unfairness in them than races that are not paced, but of paced races the least glaringly unfair are those in which the competitors make arrangements for their own staff of pacers, and use them only, for at least they know how they are situated, and how well or badly off before the race starts.

Dangerous riders.

THE prompt action of the Northumberland County C.C. in disqualifying the winner of the Dix challenge cup and awarding the race to the runner-up, should have a deterring effect upon several other reckless riders who are a danger not only to themselves but to everyone upon the track.

Sunderland Charity Sports.

THE Sunderland Charity Sports, which had previously been postponed, were brought to a successful conclusion on Saturday. The mile bicycle handicap was won by T. Pearson, Sunderland, 110 yds; Matt Dunn, Northumberland County, 55 yds., second; W. Summers, Birtley C.C., 150 yds., third; won by three lengths; time, 2 23. The three miles scratch for the Corporation Challenge Cup, was won by C. Brown, N.C.C.C.; R. B. Smith, Kensington C.C., second; Matt Dunn, Northumberland County, third; won by 3 lengths; time, 8.16. The half-mile bicycle handicap was won by T. Pearson, of Sunderland, with 43 yds.; R. B. Smith, Kensington C.C., again running into second place; J. E. Swinhoe, Kensington C.C., 40 yds., third; time, 1.83.

First Newmarket meeting.

THE Newmarket C.C. made their first venture at track racing on Thursday, August 8th., when Waters, March C.C., won the mile, and Morley, Cambridge C.C., the 2 miles; Boardman won the club race for novices by about 6 inches. The officials intend catering well for racing men next year.

Sounds Nice.

It appears that Zimmerman's trip to Australia is not solely in the interests of pushing the trade in Zimmy machines. He is under contract to reach Australia by Nov. 1st, and as soon as he arrives he is to receive a sum of £1,000 which is now on deposit in a Melbourne bank. In every race in which he rides, he is to receive one half of the first prize if he loses, and of course the whole sum if he wins. He is also to receive 25 per cent. of the net profits of any race meeting in which he takes part. All the travelling expenses and hotel bills incurred by Zimmerman and his wife during the entire trip are to be defrayed. While in Australia he is bound to ride not less than three times in each week.

FINSBURY PARK

FINSBURY PARK CYCLING CLUB

M^r G. C. T. BARTLEY, M.P.
PRESIDENT

DUNCAN GEORGE TOLMIE
CAPTAIN

CYCLING CLUB

HAROLD D. JOHNSON
HON SEC & TREAS.

LEADING CLUB OFFICIALS.—X.



LARGE CHAIN-WHEELS.

SIR,—Nearly 3,000 miles of experience has quite induced me to take the same views of large chain-wheels as your correspondent, Mr. Leechman, and Professor Boys, whose opinion he quotes. To my 28 inch driver I have a 10 toothed cog, and a 24 toothed sprocket, giving a gear of 67, and from trials on other machines with a like gear, but with smaller chain-wheels, I am convinced that in practice, whatever theory may be, that the larger variety is by far the best. I find the chain runs more smoothly and I believe it stretches very much less, and the feeling conveyed whilst riding is, that the machine has all the leverage of a long crank, without the attendant inconveniences of it. I am convinced that a machine with large chain-wheels goes easier and lasts longer than one with small sprockets, but of course this, as all good things, can be overdone.

Yours &c.,
NORTH ROAD MAN.

A POINT OF ORDER.

SIR,—The report [of the meeting of the N.C.U. Licensing Committee, held on the 31st ult., is so unusually specific in its detail regarding the voting as to seem to invite criticism; and I, therefore, wish to point out that, if the report is correctly worded, the chairman of that meeting was quite out of order in giving his vote for the proposition and declaring the voting equal, giving a casting vote in favour of the proposition, and declaring the same carried. The report curiously enough states the names of the three members who voted against the motion before giving the names of the two who voted for it. Had the usual course been adopted of specifying those who voted for before those who voted against, the disorderly nature of the vote would have been more apparent. I do not think the N.C.U. Rules go into the subject more deeply than stating that the chairman shall have a casting vote; but, from what I know of more intricately detailed rules of debate, it has been laid down that when a chairman has a casting vote he must not first count the votes of the other members and then, finding one side in a minority of one, reverse the vote by giving first his own vote and then a casting vote, but he must intimate and count his own vote first, and only if the result be then found to be a tie may he decide the question by giving a casting vote. If the report be correct, therefore, the chairman ought to have declared the motion lost, because he seems to have neglected to count himself as one of the three voting for the motion, which he ought to have done before counting the votes against the motion. I, therefore, suggest that Messrs. Begbie, Cooke, and Burley should claim to have the minute altered on the ground that the chairman had no right to give two votes, but that the motion was actually lost through no one but Messrs. Wood and Bailey having voted for it before the votes against were counted.

A. J. WILSON.

LUBRICANTS AND LUBRICATION.

SIR,—As owing to the exhaustive length of the articles appearing in a contemporary journal, cyclists are, in my opinion, calculated to be perplexed rather than enlightened, I purpose offering a few remarks upon oil as referring to cycles, extending the subject to burning oil; and I might preface them by stating that my opinions are formed after 25 years combined experience as a cyclist and as an expert in oil by profession. I will deal with the subject in the following order,

- 1st. Oil for bearings.
- 2nd. Chain lubrication.
- 3rd. Oil for cycle lamps.

1st. Oil for bearings. The desiderata of a lubricating oil is freedom from oxidizing (gumming) properties and corrosive acids, suitable body for the size and nature of the bearing in question, and lastly, durability. The oil that best answers the foregoing, taking into consideration the character of cycle bearings, is in my belief, Southern sperm oil. It is true there are various mineral oils that answer most of the specified requirements, but in point of durability they are not nearly equal to sperm. Where the genuine Southern sperm oil is used there is no necessity to flood the bearings (with the consequent exudation of stained oil) nor the necessity to "oil up" anything like as frequently as when using mineral oil; besides the latter oil has a very injurious effect upon rubber when coming into contact with it, as it might in the case of the tyres.

2nd. Chain lubrication. Chains require two kinds of lubricants. One for internal and another for external parts; and in my opinion, are best treated as follows. Clean in boiling petroleum, immersing the chain whilst hot for a few minutes in a bath of neatsfoot oil, and when in use, lubricate slightly with a compound about the consistency of vaseline, of neatsfoot oil and French chalk; and "en passant" I might

say that the lightest and most convenient chain protector,—and one that is practically effective, is the New Rubber Chain Band recently introduced.

3rd. Oil for cycle lamps. The chief characteristics are as follows. An oil of sufficient density to preclude the light being extinguished by jolting. An oil free from cinder and sloughing tendencies, and of a kind that will kindle easily. In my experience the oil that best answers these requirements is a compound of the finest purified refined colza oil, with a 25 per cent. proportion of mineral sperm oil. An oil of this kind will, in my opinion, be found to fully equal any oil ever used in an open flame lamp.

J. MELLOR MASSEY.

SPEED INDICATORS.

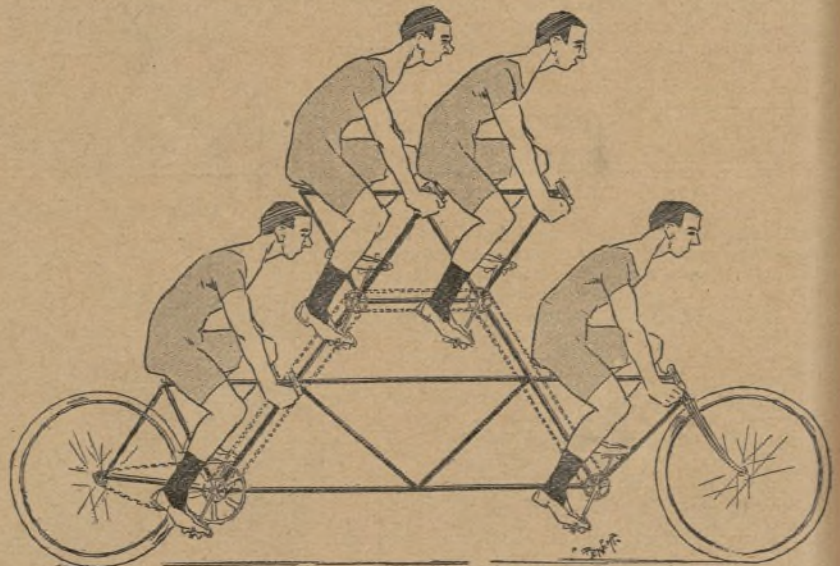
SIR,—May I refer to your remarks, *re* the "New Speed Indicator," in your issue of August 10th.

The principle of a tube filled with liquid, and rotating horizontally, with a gauge to show speed of motion is not new. In the "Elements of Mechanism" by Goodeve, Ramsbottom's Velocimeter is described, it being a glass cylinder half filled with oil, set in rotation by a cord passing round the shafting of the engine, the vertex of the surface sinking more and more as rotation increases, being the means for ascertaining the speed of the engine to which it is fixed.

A. FAGG.

A "wet" pair.

A DISCOVERY has been made by the "Vélocé Sport" that the long distance champions of France and England are "aquatically" connected, viz., Rivierre and Fontaine (River and Fountain).



THE NEW QUAD.

THE latest in multicycles is a success. The advantages are,—lessened wheel base, and great rigidity of construction. True, after a trial spin, the front rider protested against his vertebrae being torn out recklessly, and the last rider stipulated that rider 3's feet should be gear-cased, or fitted with boxing gloves; however, the speed is unquestioned, and something will have to go.

RIDING ON THE CANADIAN PRAIRIES.



CANADIAN cyclist, W. W. Beaton, gives a vivid picture of what riding on the prairies is like. Their chief feature, he says, is of course the almost total absence of hills. For hundreds, and in certain directions thousands, of miles the cyclist can spin along the trails without encountering any perceptible elevation that will increase his work or retard his speed.

For the greater part of a Manitoba Summer the trails—the old ones upon which Indians have travelled for untold generations, but which are now the generally accepted roads of the country—are in grand shape for cycling. They are just as wide as a waggon, and the smooth surface is composed of a very thin layer of soft soil, that makes one think he is

RIDING OVER VELVET,

and causes the wheels to glide along with no perceptible noise. Under this sprinkling of loam, which in no way impedes the progress of the bicycle, is the regulation clay as hard and smooth as concrete. For miles and miles you pedal along these true cycling roads, around you the prairie stretches in every direction, as level as a billiard table, and with nothing except perhaps a stray settler's cabin here and there between you and the horizon; whichever way you look, the innumerable prairie flowers mingle their fragrance with the cool breezes, coveys of prairie chickens

TAKE FLIGHT AT YOUR APPROACH,

gophers peer at you from the doors of their little subterranean homes, and prairie dogs, sitting up with dignity on their hind legs, chatter saucily at you as you glide softly and swiftly along.

By-and-by you meet an Indian in the romantic blanket garb of his forefathers, and following him some thirty feet behind, his better (give it the Dictionary meaning) half, with a huge bundle across her back. A grunt is exchanged for your cheerful salutation, and on you go, to meet, a few miles farther along, another specimen of the noble red man, squatting, with his whole family, in a cart, the make-up of which does not include a piece of metal even as large as a pin head; a small pony, noted for its remarkable powers of endurance, jogs contentedly along with its owner's family and total possessions, and pays no attention to you as you turn out on the grass to let them pass. All these

INDIANS ARE ROAD HOGS,

but it is so little trouble to turn out that no one ever tries to bring them up to nineteenth century civilisation.

In the evening a spin over a prairie trail is delightful. Away in the West the sun is lingering about the horizon, as if it were loath to leave the peaceful plains; your shadow grows longer and longer, till at last

you cannot see the end of it; then the sun disappears, but lightness remains, and you can ride on for fully two hours after sunset before it is too dark to read an ordinary newspaper. These long twilights are wonderful, and add very much to a prairie ride. In the evening, too, there is rarely a breath of wind to disturb the soothing quiet of the atmosphere.

This reads like a little heaven below for cyclists, but there is one rift within the lute, when the wind does blow only one direction is rideable—with it. What a country for a road record!

WORDS ABOUT WHEELMEN.

SIR W. M. CURTIS, Lady Lambert, and the Right Hon. Baron Henry de Worms, M.P., have all ordered Whitworths.

THE versatile Bath Roader C. A. SMITH, was in our office last week, looking remarkably well.

He has put on weight to such an extent as to cause himself considerable alarm, and tells us that he is now riding hard with the view of removing the offending adipose.

ILL luck still pursues him; ARTHUR GREAVES, after journeying over to Ireland to defend his title to the 25 miles championship, he returned home after the 25 miles race had been twice postponed, only to find that, owing to the storm of rain, the Sunderland Charity Sports were also postponed.



ARTHUR GREAVES
(Of the Northumberland County C.C.),

25 MILES CHAMPION OF IRELAND.

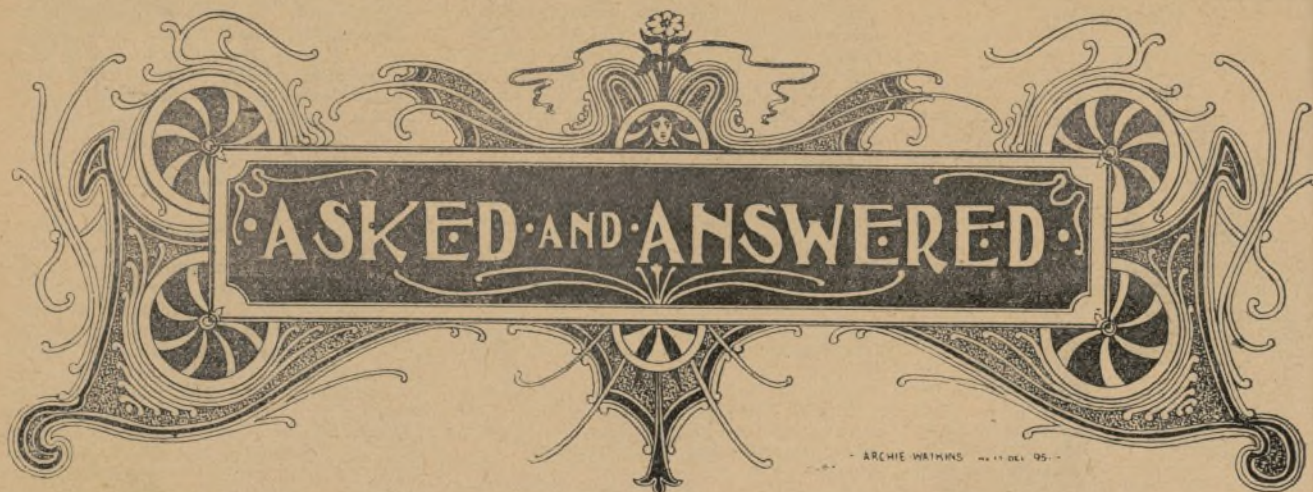
At the present time C. W. POPULAR SCHAFER. Schafer is one of, if not the fastest man in the North at 50 to a 100 miles on the path, and his victory in the Manchester Centre 50 was very well received. Schafer was always popular with a London crowd when he used to race at the old Paddington enclosure, under the Poly. colours. He is getting quite a veteran now.

RIVIERRE. THE cycling world at large has been astounded by the extraordinary feat of Rivierre, the Frenchman, who has just ridden 523 miles 997 yards in 24 hours, thus breaking Huret's record when everyone was still admiring the latter's performance. A few particulars about the ride and the rider may therefore not be out of place. Rivierre (Gaston) is 33 years of age, and therefore nearly a veteran; he has for two years been prominent among the best stayers in France, both on road and path. The striking side of Rivierre's qualities is undoubtedly his extraordinary stamina, which has often been proved. It seems as though he could ride on for days, and he always finishes a 24 hours race as fresh as when starting. In the race, under notice, he rode to a time-table, which was made out for 542 miles, and only got outside owing to a troublesome wind. He never had a single "bad time," and his stops, three in number, amounted to five minutes for the 24 hours! It may be remembered, that in the Bol d'Or race, he was considered as likely to trouble Huret, but allowed himself to sprint, and was afterwards unable to get going all right again.

A. J. WATSON. THE one and five miles amateur English champion is one of the most popular racing men on the path, and as great a favourite with the public as with his fellow racers. His clubmates of the Polytechnic C.C. are immensely proud of "Alec." and justly so, for he was nursed as a novice amongst other now speedy members of that speed institution. One night he took part in a bad smash at the Paddington track, and was reported dead in this paper. We had the great pleasure of a visit from the sturdy rider, almost directly after the libel was published, and Watson has given ample evidence of being very much alive since then. The secret of Watson's popularity is not far to seek; anyone who knows him, even casually, recognises in him a pleasing personality, free from side and bounce, a gentleman, and a sportsman of the finest character. As a rider, he undoubtedly is England's most representative and speediest amateur; his coolness, good judgment, and marvellous pace have won for him not only the honours of the race path, but the genuine admiration of all lovers of pluck and good sport. The character of the man is best shown by his ready acceptance of the challenge thrown down by Petersen, the ex-mile champion of England, who was debarred from defending his title owing to the action of the N.C.U. When that great race comes off, may the best man win!

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.



- ARCHIE WATKINS -

T. DONCASTER (London).—The Frena would suit you admirably.

J. DEANS (Enniskillen).—We do not know of any firm that does so.

"MERSEY ROADER" (Ashton-upon-Mersey).—You would run no risk at all.

J. H. CHAMBERS (Dersingham, Norfolk).—Sorry to say we cannot give you the desired information.

"DR. L." (London) would be glad to have the route from Land's End to John o'Groat's, and any information regarding the condition of the roads.

"POLUX" (Bath).—1. We should think you would be most likely to get what you require at an optician's. 2. We do not remember ever having seen such a device. 3. We do not know.

W. HORTON (Chester).—Please write your inquiry in such a way that it can be deciphered, and we would also suggest something a little more respectable in the way of postcards. It was a disgrace to the Editorial W.P.B.

R. E. RANDALL (London).—We really fail to see what we can do in the matter. The firm are perfectly justified in their action, and you have no legal claim on them whatever. You can have the letters any time you like to call or send for them.

"DEVONIAN" (Croydon).—It is a matter which we do not feel disposed to advise you upon. It is purely a matter of personal convenience and comfort, and, if we advise you to have what suits us, in all probability it would by no means suit you.

B. W. BLADES (W. Bromwich).—A. Impossible. Not one of those named is a bit superior to the other. Exercise your own judgment. B. The same applies. C. We do not recommend such a light machine as you name for road work, 30 lbs. should be the weight. Have Jointless Steel Rims. D. 63-inch gear.

W. B. GOODWIN (Birmingham) sends us a newspaper called "Saturday Night," in which appears a column headed "Olla Podrida," to which he directs our attention. On glancing through the column we find that every paragraph has been lifted without a single word of acknowledgment from "Cycling." We notice this precious "Saturday Night" is described as a "Journal of General Jottings!" A "Journal of General Thievings" would be more appropriate!

J. H. HARWOOD (Salop).—We are constantly having to instruct people like yourself, who are either woefully ignorant of, or else wilfully blind to, the events of the day. Had you read your "Cycling" properly you would have known that Huret, the French rider, covered 515 miles in 24 hours on a track. When referring to Holbein's ride which was performed on the road we were obviously alluding to a road record. Now you will see the absurdity of rushing to the opinion that one or other of the statements was "a barefaced lie."

P. COCKSHUT (London).—Seeing an inquiry in your paper respecting the roads to Llandudno via Birmingham. I have just returned from a tour through North Wales. I did not go through St. Alban's, however, but via King's Langley, and Stratford-on-Avon and Warwick, then on through Birmingham. I found the roads right away through in excellent condition. From Wolverhampton through Shrewsbury and Ruthin right through the Vale of Llangollen, and on to Bettws-y-Coed, the roads were in splendid condition, and one could not wish for better, and if he is favoured with as fine weather as we were, he will have a delightful trip, the scenery being magnificent.

E. ROBERTS (London).—We think not.

A.C.S. (Holloway).—It will not damage the chain in any way.

"NAT" (London).—1. Both equal in point of merit. 2. Plenty.

H. W. BRAY (Newent).—You need not bother about a license, if it is your first year of racing.

"HOU BON" (Fulham).—Will receive the information he desires on communicating with H. West, 12, Diggon Street, Stepney, E.

"A GRATEFUL CYCLIST" (London).—Really we cannot see our way to inserting such a lengthy letter on such an ordinary subject.

C. FENTON (London) would be pleased if through the columns of "Cycling" he could hear of a fellow-cyclist who would join him in an easy tour to North Wales, starting in about a fortnight's time.

R. R. WYLIE (London) asks:—1. Could anyone inform me what kind of road is there between Hereford and Ross (2) and between Hereford and Monmouth? In reply to Query 3, there are better in the market.

"PEREGRINE" Will any reader of "Cycling" kindly give me from his own experience, the best route from Leicester to Scarborough, or from Nottingham to Scarborough? By so doing he will greatly oblige "Peregrine" (Leicester).

W. H. NUTS (London).—We give some information in this column regarding Welsh touring, and there was also an answer in the last issue referring to the same subject. You will doubtless be able to ascertain what you desire to know from these replies.

A. P. (Balham).—Replying to the inquiry of A. P. (Balham) re road from Ostend to Brussels, I wish to inform him it is simply vile, being very bad *paré* nearly the whole way. I strongly advise him to take the train to Brussels, or as far as Namur if he intends touring in the Ardennes.—H. C. FARRANT.

ERNEST STOKES (Cape Town).—Following up our reply in a recent issue we forwarded your letter of complaint to the Pneumatic Tyre Co., and have just received their reply as follows:—"Your letter of the 10th duly to hand, and I beg to return you letter received from Stokes of Cape Town. If you could kindly furnish me with address that will find him, I shall have much pleasure in sending him at once a new outer cover free of charge to replace the one he complains of, and we wish for a chance of inspecting his cover. In every case our guarantee fully covers a tyre that is not perfect in material and workmanship. Will you kindly oblige us with the gentleman's full address?"—We cannot, of course, give them your full address but advise you to communicate with them direct.

W. F. L. (Bath).—In reply to W.F.L. (Bath), the best route from Bath to Bedford is as follows:—"I have just been over the ground. Leaving Bath by the London Road

to Chippenham, then leave the main road, turn up under the Railway Arches, and on the Swindon Road reaching Swindon via Sutton Benger and Dauntsey. From Swindon to Shrivenham, Faringdon, Fyfield, and Oxford, thence to Thame, Aylesbury, Leighton-Buzzard, and Woburn; and from Woburn to Bedford via Amptill. With the exception of part of the Oxford and Thame road, and a portion between Aylesbury and Thame, the roads are grand, especially between Oxford and Bath, that part of the journey being over roads free from dust and flints, and commanding fine views of a very pretty country.—F. C. DAWKINS."

D. EDWIN (London).—Quite reliable
A. BOOTH (Baldock).—Zoar Works, Wolverhampton.

J. CONWAY (London).—For touring have Clinchers.

HY. PLANT (Walsall).—We do not know where you can get one.

A.P. (Parkstone, Dorset).—It does not make any material difference.

"CONSTANT READER" (Bexley Heath).—The Rudge-Whitworth.

A. JONES (Wrexham).—You had better send the machine to the maker.

"NOVICE" (London).—We do not see how you are to remedy it at all.

H. POULTON (Hounslow).—We do not know where you could get it.

W. F. SANDERS (London).—New Bridge Chambers, St. Stephen's, Bristol.

TOTTENHAM (London).—We know nothing whatever about the firm named.

"INTERESTED READER" (London).—We think the machine will suit you to perfection.

H. G. C. W. (Edinburgh).—We are experimenting with it, and hope to give a report later on.

E. FOSTER (Kidderminster).—Thanks, very much, but our correspondent was answered last week.

A. G. MITCHELL (Penzance).—We cannot recommend it, never having heard of the make of machine or tyres.

J. M. WOOD (Barnsley).—We are not familiar enough with the firm's goods to recommend them. Tyres and gear-case named are right.

D.C.B. (London).—We do not know the make at all. We think you would do better by going to John Piggott, Cheapside. He would fit you out.

"CYCLIST" (Streatham) will be glad if any gentleman who has ridden to Lowestoft (via Ipswich) within the last fortnight will kindly state if the road is in fair condition for riding?

"CRATER" (London) kindly gives the following information:—"Having just returned from a tour to

Edinboro' and back, may I warn any of your readers who may be thinking of touring in the Lake District that the road between Penrith and Kendal via Shap, is for five miles absolutely unrideable. My friend and I walked this part which is covered with loose macadam and flint, and when within $\frac{1}{2}$ mile of the end we found two men employed in raking the metal over, presumably to keep the sharp edges upward.—CRATER."

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

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

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

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