

# CYCLING.

CONDUCTED BY  
EDMUND DANGERFIELD & WALTER GROVES.



WATCHING A LAST LAP.

A2

Ayuntamiento de Madrid



## THE NEW CYCLIST AND THE OLD.

BY PERCY A. BIGGAR.

NATURALLY the new cyclist comes first, so let us take him as a start. There is hardly a novice either in the past, present, or future, but who thinks as he walks forth across the parental threshold by the side of his new machine that cycling is the very acme of pleasure. Let him, however, wait until he has had his first three or four punctures, and then, I think, the average beginner is not so sure about the acme. The generality of apprentices to the pastime seem to think it a good time making gyrations round and round a block of buildings, and as there are scores who do this, and never get farther away from home, it is to be presumed that species of rider does not look upon the pastime as a failure. The novice is

## A PECULIARLY INTERESTING INDIVIDUAL.

There is no mistaking him on the road, for there is originality in his get-up that signalises a fresh addition to the world of wheels. Were it not for his propensity for tinkering with his machine he would not be so easily identified, but that is a fault which is mostly inherent in all beginners, and languishes as soon as the machine is understood, and confidence is established in the rider. As he becomes a fairly strong pedaller he will consider the desirability of becoming a clubman, and, as such, he will presumably take a more or less active part in the club fixtures, such as Saturday runs, occasional ladies' days, smokers, and so forth. But being a new rider he has not tasted the sweets of a quiet run with a few club members all riding without apparent effort, and each engaging one another's interests, as was customary in days past. The present mute club scrambles which are misnamed "runs," are a source of pleasure to speed cyclists only, and in their company the novice will find himself quite out of his element unless he has some of that prevalent craving for fast travel which is the only object in view when the rising generation get on bicycles. Whatever may be the ultimate fate of the man who throws in his lot with others, the quiet, unattached, and often solivagant rider will find nothing provocative of peevishness surrounding his pet amusement. He indulges in it for pleasure alone, taking a wander among the most secluded parts, preferring lanes to main roads. As he gets more of an adept at his new accomplishment, he will realise the absurdity of

## REELING OFF MILE AFTER MILE,

as he, in his short experience has witnessed men doing, working hard, cutting horrid figures, trying to delude themselves into the belief that it is actual enjoyment to get over the ground in as short a time as possible, to leave friends

behind, and to arrive at the pre-arranged destination half-an-hour before the others. This kind of cycling is like some dangerous disease that has taken a favourable turn in the patient. It must run its course. As he gets older this specimen of cyclist sees the folly of the thing, and his ideas take a gradual change. Before the novice joins a club, however, it is advisable to ride with it on one or two occasions, to get a knowledge of the members, and the pace they habitually travel at. Nothing will sicken a man of club runs quicker, particularly a new member, than leaving him behind to pick his way alone, or to desert him when a mishap occurs, and which his all-too-short experience does not assist him to remedy. The novice has to pay for his experience. He will realise, as time goes on, what activity in club life means, the shifting of responsibility from shoulder to shoulder, the cares of office, and the kicks associated with it.

## THE OLD CYCLIST

has been through all the drudgery. Staid, experienced, free from any particular sporting association, great or small; possessing views valued and esteemed by a younger generation, and a guide-post in the path of the unwary. He has raced on the road, and on the track; ridden in road handicaps, 12 and 24 hours' races; he has toured, in the proper sense of the word, and he has scorched times without number; he has climbed hills, and he has smashed at the bottom of them. For all this exhibition of nerve, skill, and endurance, he has his gold and silver awards, highly cherished. Ask him to relate the doings of his last 10 years' acquaintance with the pastime? The first half of that period was a harassing, bewildering time, spent in finding "quiet corners," training for this event and for that, snatching every possible opportunity for making himself famous. And when you have heard the first five years' history and compared it with the second five years of quiet, frequent,

## MODERATE PACE RIDES

taken with a few friends, camera-armed at times, what do you think? Are you not inclined to agree with the writer, that in spite of the fascination of the track, the delights of a hurried mile, the flutterings downhill, and the seductive influences of scorching, that, after all, the general road rider, the steady goer, reaps the greatest pleasure and gets the most compensation out of his wheel? And if you reflect a moment you will find that all cyclists, however speedy, regenerate after a time. The passing of the age when manhood reigns, business, and matrimony, are all more or less concerned in the scorcher's regeneration. What does he tell you? If he be honest he must, forsooth, admit that the moderate side of cycling is the pleasurable side, and that no one who has had long experience in both phases of the sport can say otherwise.

## CYCLISTS' JOTTINGS.

AS FOUND IN THE VISITORS' BOOK.

BY HENRY A. JACKSON.



HE cyclist on tour runs across many experiences, which may or may not include a dog, a deaf farm labourer, or a steam roller. His mood varies under the influences of weather, roads, machine, or appetite or combinations thereof. As the sign post of his mood indicates he dashes down his entry in the visitors' book at the haven of rest, he honours with his presence. And

very curious, and yet very true to cycling humanity some of these entries are. At least that was my impression after glancing through the visitors' book at a well-known C.T.C. house on a frequented road from the Midlands to North Wales. Here is a jovial entry: "Good luck to the house and the man who brews, may he never die!" One can imagine the reality of a sentiment like that after a long ride on a day in July. Over leaf and there is another side to the picture: "Tyre burst, and had to walk four miles in a drenching rain." Another

## HALF-DROWNED CYCLIST

places on record, that "the boss" kindly lent him a coat, &c., for which he was very thankful. Nothing about the supply of inward liquid refreshment from this gentleman. A mishap of a different character is indicated in the entry: "Met with an accident on the road which was very happily put right after using one reel of cotton and one needle kindly supplied by the hostess."

It is noticeable that the unfortunate record their woes more freely than the fortunate express their joys. What cyclist is there, who cannot sympathise with the mournful tourist whose tale is that: "The balls have broken in the right hand cup, and got a gear case on, and can't get at 'em?" This rider, no doubt, became a convert to detachable gear cases. Another, whose machine has gone wrong, writes: "Having a nice time for the last 29 miles, one cone from bottom bracket broken, and balls, of course, gone. 'This sufferer has the philosophic vein, for he adds: 'Better luck next time!'"—a view of the circumstances that would not come readily to the majority of cycling tourists. A traction engine that perambulated the roads in the neighbourhood was the target for many an uncomplimentary remark.

## ONE CYCLIST WRITES:

"Pray for the death of the traction engine, and for the man who invented such infernal road destroyers." But another



is much more ferocious, he corroborates "everything said about the traction engine," and adds, "shoot the driver, it's justifiable." The afflicted ones may well be left at this stage.

Here is something brighter from the pen of a lady who has "enjoyed much rain, and the scenery which is charming, also the refreshments." A Dublin cyclist recounts having "a very good lunch with about 20 Welshmen on a fair day, sorry I couldn't tell what they were talking about; they seemed to be enjoying themselves heartily." Then there is a jolly ring about the description of the arrival of a party, "all from the abode of bliss, meaning Crewe." They would have the world know that their arrival "caused intense excitement, the inhabitants flocking in their thousands." The biggest crowd the present writer saw there was composed of a man and a dog.

But some of the visitors could not find sufficient expression in prose. They struggled into verse and wrote:

"Wert thou weary, wert thou thirsty;  
Wert thou feeling dry;  
Didst thou not feel deuced thankful;  
When this good hotel was nigh?"  
More trite and more to the point are the lines:

"Steam roller,  
Head wind;  
Tired cyclists  
Molars grind."

#### Of interest to black artists.

MR. HERBERT SMITH, of the Arcade Finsbury Pavement, is acting as manager of the E.C.U. Photographic Competition, and will forward published particulars on application. The competition is divided into six separate classes, medals being awarded for the best exhibits in each class.



"AUTUMN FLOWERS" next week.

ANOTHER Grand Supplement will be presented with our next issue.

DON'T fail to get CYCLING next week; it will contain a splendid art Supplement.

FEMALE cyclists in France are far more numerous than those of the other sex.

THE Stanley Show will again be held at the Agricultural Hall, from November 22nd to 30th.

ADVICES from Chicago prove that the story of the dress regulations is no joke, but a solemn fact.

HARDLY a passenger steamer now leaves Dover for the Continent without having a cycle, or cycles, on board.

WE regret to say, that circumstances prevent us announcing the result of our Frena Camera Competition till our issue of September 7th.

WHO said club runs were dead? We met club after club returning home along the Brighton Road on Saturday, each with good attendances.

THE Queen of Greece may be numbered amongst the growing body of royal cyclists; she has ordered a machine from the Rudge-Whitworth.

THE son of a Scotch peer entered the lobby of the House lately with his back splashed with mud. He rode to the House on his machine.

IT is exactly 445 feet from the sea level to the keyhole of the church door of Hadley Church. The great North Roads dry quickly thereabouts.

THE oldest bicycle rider in the world is said to be Amos Holmes, of Unadilla, New York. He is only 94 years of age. His mile time is not given.

IT is said that the first bicycle seen in Melbourne, 25 years ago, was the invention of an undertaker. Perhaps he thought it would work in well with his other business.

#### Moving!

REFERRING to our par. under this heading, last week, it appears that the performance of the engine was even more marvellous than stated, the distance between King's Cross and Peterboro' being 76½ miles. The engine was examined after, and found to be none the worse.

#### Granvilles this year.

WE have remarked upon the number of Granville cycles about this year more than once, not that the fact has surprised us, as we know the quality of the stuff turned out by the Granville Cycle Co., of 132, Clapham Road, and also their tempting prices. The list of wins this year on these machines, which we have lately seen, does, indeed, astonish us.

#### A nation on wheels.

AN English party, lately returned from an enjoyable cycling tour in France, report that practically the whole French nation are now cyclists. Although cyclists of both sexes are met everywhere, they do not go about the business of enjoying the pastime with the serious intensity of a true English enthusiast, but ride short distances, keep themselves and machines very smart, and the main idea appears to be to look pretty.

C

**BATH**

W.C.O. ELLIS  
TREAS.

REV. JAMES DUNN  
PRESIDENT

F.C. MILLS  
CAPTAIN

H.W. FRAMPTON  
HON. SEC.

LEADING CLUB OFFICIALS.—XI.



### A guide to cycling.

ERNEST M. BOWDEN, B.A., has brought out a little book, well entitled "The Pocket Guide to Cycling." It gives in a very concise and practical form an immense amount of information relative to machines and cycling, which would be particularly useful to the novice; a good index puts all the contents at command. It is published at a shilling by Hay, Nisbet & Co., 25 Bouverie Street, E.C., and 25 Jamaica Street, Glasgow.

### Welch covers on grease.

THE recent prolonged series of wet rides, after months of dry ones, has at length given us an opportunity of thoroughly testing the behaviour of Dunlop Welch covers over grease. The result has been eminently satisfactory, and a joy to us, who had quite the average dread of riding over greasy surfaces. We could not discover the slightest tendency to slip in the tightest places, and rode where, with plain covers, we should certainly have walked or fallen. The Welch non-slipper may be slower than the plain cover, which we doubt; may be more liable to puncture, which we believe, but, for all the year-round riding, to the average cyclist, it is far preferable, and is a boon and a blessing.

### Burning vapour.

WE have recently been trying a vapour-burning lamp made by the Moonlight Lamp Co., Fenwick Street, Liverpool. In these lamps the vapour of benzoline is the source of light, the benzoline being poured into the lamp, and, after it has soaked the material placed in the can for that purpose, being poured out again. There is, consequently, no liquid to leak, or be spilled. The lamp is much like Miller's in appearance, and lights quickly. We found, however, that when the wick was turned up at all, the heat in the lamp was too great for safety, whilst, when turned lower, the light was somewhat dim, and the liability to jolt out greater than in the case of an oil lamp. It is necessary to extinguish the lamp on alighting, and place a cap over the burner to prevent the vapour escaping in waste; if it is left burning for any time whilst the machine is not in motion, the heat will destroy the lamp. We should say it would be a good lamp for intensely cold weather.

### Cyclists in trouble.

LONDON cyclists, of either sex, do not appear to be exactly hitting it off with the authorities just now, and, on one day last week, no less than four were awarded serious punishment for furious, or careless, cycling in the streets. A lady was fined 20s. and costs for colliding with a lady who was crossing Ludgate Hill; Alderman Davies remarking, that "it was, no doubt, very amusing for ladies to ride on bicycles, but the public must be protected." The lady's husband said, "Shame!" The next case was a Salvation Army officer, accused of charging a girl in Bishopsgate Within, and knocking her down. He had good evidence for defence, but was fined 40s. and costs. A Bethnal Green lad, also charged with colliding with a lady, making her nose bleed and blackening her eye, did not come off so lightly, and, for want of cash to pay the 40s. fine and costs, he was sent to prison for a month; a sentence out of all proportion to the crime, it seems to us. For riding amongst some passengers in Moor-gate, another cyclist had to hand over 20s. and costs. Cycling in the city is becoming expensive, and, to the impecunious, decidedly unpleasant.



### AT A TWENTY-FOUR.—I.

OFFICIAL.—"Oh dear no! sir, we couldn't allow you to start like that, the public would not be able to distinguish you,—marker, just label this gentleman, please."

### Rationals as an aid to study.

"THE DAILY TELEGRAPH" of last Friday came out with an extraordinary story from Paris, for the accuracy of which our contemporary must take all the responsibility. It appears that a rumour was spread recently that the Prefect of Police intended to issue an order prohibiting women from wearing masculine attire within the fortifications. Hearing of this, the professors of the great teaching institutions have presented a petition to M. Lepine praying him not to make his order operative in the Latin Quarter. The reason they assign is, that since the ladies of that district took to wearing knickerbockers, whether cycling or not, they had lost all charm for the students, who were now attending to their classes and their duties with an assiduity hitherto

unknown. The professors fear that if "Rational dress" be Prefectorially repressed and the young women compelled to resume their former coquettish costumes, their old ascendancy over the students will be renewed, with a corresponding decrease of study.

### To hold the machine.

ONE of those little things, that all help to make a cycling life run smoothly, is the bicycle holder just brought out by the Cycle Components. It is simply a strong spring steel two-pronged fork bolted to a flat plate with four screw holes, enabling it to be fixed to the wall or floor. The bolt of the fork allows it to be adjusted to right or left; the article is strong and well-plated. For holding up a machine in a room or a stable its use is unquestionable.



**Touring round the lamp-posts.**

THE lamp-lighter who goes his rounds in the Waddon district on a tricycle, pulling up at each lamp-post, and lighting without dismounting, is pretty well up to date, although he uses solids. Of course he carries no lamp, his lighting apparatus being enough to swear by.

**A hint to scorchers.**

It is not always safe for a cyclist to return and apologise for knocking anyone down, unless the victim be a young and attractive lady. If a man, he may be bigger, stronger, and hit harder than yourself, or, at least, unreasonable and impertinent. You might be, yourself, if in his place.

**Guide to Temperance Hotels.**

THOSE who favour temperance hotels when on tour will find "Hawes' Hand Book to Temperance Hotels" very useful. The towns are alphabetically arranged, and there are besides several cycling routes given. It can be had, post-free, for 3d from C. W. Hawes, Uxbridge, or Iliffe & Sons, St. Bride Street, E.C.

**The one hundredth club.**

THE Essex Cycling Union has just completed its first "century," the hundredth club to enter the fold being the Gamage C. & A.C., recently formed. Each year of its existence has seen a relatively large increase in the ranks of the E.C.U. It was formed by four clubs, which number in 1892 had increased to 11. In 1893 the number had risen to 44, in 1894 to 72, and up to the present date to 100.

**What they say of us.**

THE correspondent of a New York paper writes home to say that English and French bicycles are "heavier and more clumsy than the American vehicles. A first-class wheel, such as Americans use, is not to be had in Europe." And yet such specimens of American cycles, as we have seen, have not convulsed Coventry, nor have they bewildered Birmingham, in fact, we consider them behind our own. A matter of taste, perhaps.

**Liverpool Parade accounts.**

THE accounts in connection with the big carnival and gala recently held in Liverpool, on behalf of the Lifeboat Institution, are now being got into something like shape, and it is satisfactory to note that the result will come out better than was at first expected. The cycle carnival produced a profit of about £207, but the gala held afterwards cost something like £420, whilst the receipts amount to about £360, so that the profits on the carnival are reduced by some £60 odd. Many good judges consider that the gala was a mistake, and we are inclined to share this opinion.

**Ball head adjustment.**

WE recently mentioned the fact that a much-desired improvement, the adjusting of the ball head without loosening the handlebar, has already been done. The invention, which is exploited by the Cycle Components, appears just right on paper, but we have not had an opportunity of putting it to actual test. The adjustment is effected by undoing a set screw, raising a bolt which is engaged with one of the several notches cut on the adjusting cone, and when adjusted as desired, re-engaging with a notch to hold the cone, and tightening up the set-screw. Meanwhile, the handlebar is being firmly held in position by the usual bolt and nut above the adjusting cone mentioned.

**Inclusive!**

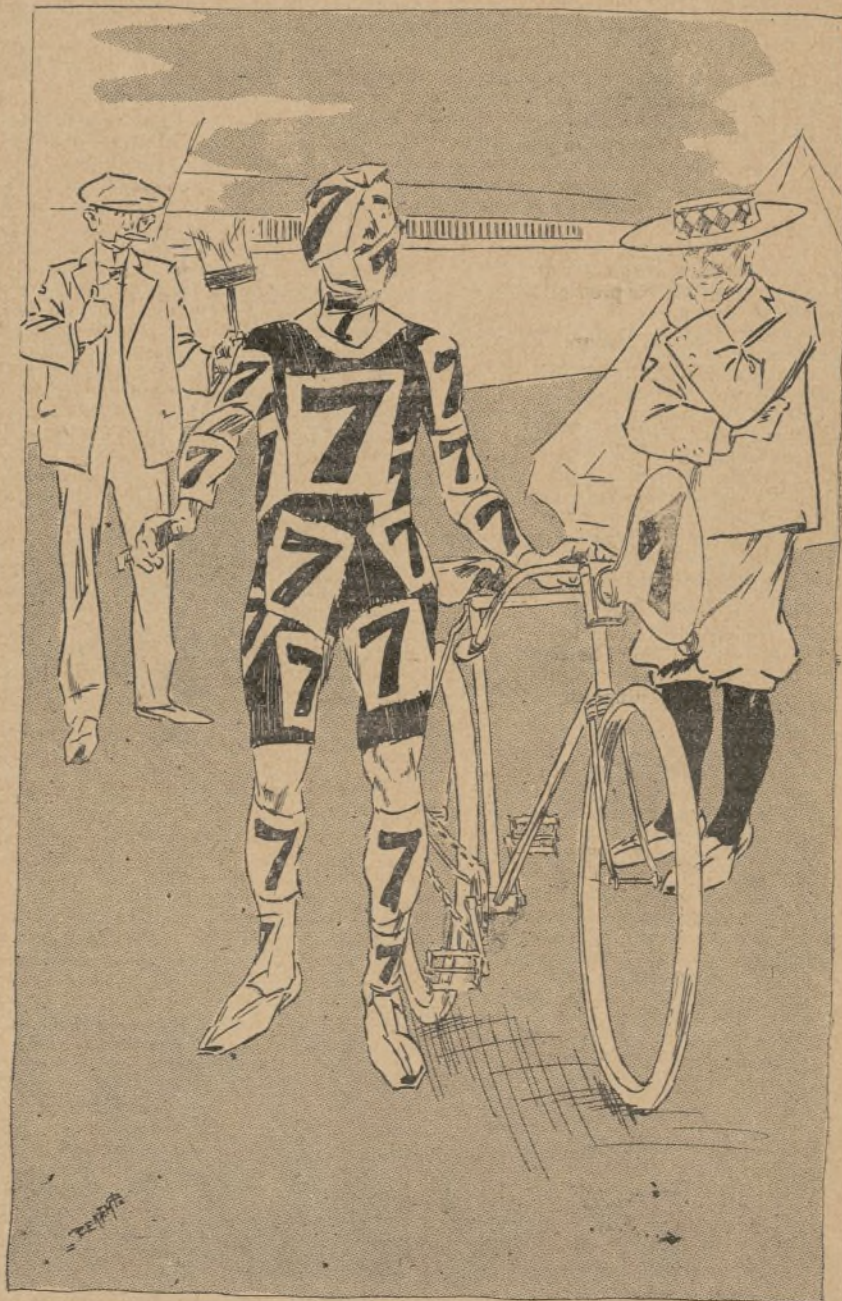
THE Walthamstow Town C.C., in sending out invitations to their special ladies' day, request their members and supporters not only to come themselves but bring *all* their lady friends. If this sweeping invitation was literally carried out, we should say the function would fulfil the hopes of the sub-committee, and indeed be "a red-letter day in the annals of the W.T.C.C." "Rigg's Retreat," Theydon Bois, will be the place, and August 24th the date, of this wholesale festivity.

**Oil-driven cycles.**

SOME time ago an inventive enthusiast wanted to dispense with the chain and drive bicycles by means of pumping oil through a continuous tubing by the action of the pedals.

**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*.



AT A TWENTY-FOUR—II.

OFFICIAL.—"That's better, sir, the public will be able to identify you now."



### The saddle Riviere used.

THE Sâr saddle, which is just being introduced into this country, seems on the face of it to be a good thing, and we hope to give our personal experiences of the saddle shortly. The makers claim that it had something to do with Riviere's marvellous 24 hours' record, as he rode with a Sâr saddle, and was not troubled in the least. Illustrations of the invention appear in our advertisement pages, and full particulars.

### A perfect day.

LAST Sunday was a perfect day for cycling, and, after the wet spell of week-ends, was most thoroughly appreciated. The country is looking perfection, the orchards full, the corn standing cut in golden luxuriance, the meadows as freshly green as Spring time, and the roads excellent, if dusty. In the trees, though, the golden patches amongst the green wave a warning of the coming end, and the cool mists of evening tell that Autumn is very near.

### Cyclist shot at.

AN Irish Bench of magistrates has caused no little consternation by a rather lenient fine inflicted upon a man who fired upon a wheelman recently. The man was a gamekeeper, and he amused himself one evening by discharging his gun at a Dublin cyclist, named Evans. Evans was not wounded, but his cap and clothes were punctured by pellets, and it is evident that he had a miraculous escape from being severely hurt. Evans followed the matter up, and the festive gamekeeper was only charged the trifling sum of ten shillings for his outrageous conduct. The leniency of the fine has quite staggered the general public, and it is apparently quite inadequate punishment.

### The Dibble Memorial.

WILL those gentlemen who have been good enough to express a desire to collect subscriptions for this most excellent object, kindly drop a line to *CYCLING*, and a collecting sheet will be forwarded to them. If Club Secretaries would hand these lists to an energetic member of their club to take the matter in hand, we feel sure a good amount would soon be received. Since last week the following amounts have been received, previously acknowledged, £5 9s. G. R. Oxx, 5s.; G. L. Hillier, 10s. 6d.; W. Monday, 3s.; G. L. Morris, 2s. 6d.; C. E. Liles, 5s.; and per *CYCLING*; Balam, 1s.; W. G., 2s. Subscriptions may be sent to *CYCLING*, or to H. North, 18, Albert Square, Clapham Road, S.W.

### Comfortable Silix glasses.

CYCLISTS, or other folk, unfortunate enough to suffer from short or failing sight, will find the Silix glasses cool and comforting to the eyes. The writer has used them, in preference to pebble or other varieties, for several years, and can therefore speak with the certainty and knowledge born of experience. The Silix are made up in all forms of *pince-nez*, spectacles, &c., from 1s. 6d. a pair, and they have not only the advantage of sticking well on the nose, but in case of accidents, they are remarkably tough. Time after time have we dropped our pair on pavements, roads, &c., without damage, where others would have been shattered. The Silix Company have various branches, but their head-quarters are exactly opposite the Gaiety, 161, Strand, where visitors are sure to receive the utmost courtesy and attention to their exact requirements. We can strongly recommend the Silix.

### Continental touring.

THE number of English cyclists now touring on the Continent, and specially in France, is simply enormous. Every day some are seen in Paris. Last week R. L. Jefferson and his wife, who are going round France and Germany on a tandem, were amongst the visitors to the gay capital.

### What a Jointless stands.

A HANLEY cyclist had a narrow escape when riding along the other day. By some means his handlebar was caught by a waggone containing 25 women, and the conveyance went over his front wheel twice. The remarkable part was, that the rim, a jointless, was dented only, and not broken.

### How a famous road was made.

PERHAPS few British cyclists have wheeled over the, even now, splendid stretch of road which connects Florence with the beautiful little town, or to give it its full dignity, City of Fresole, and few of those who have know how the road came to be constructed. Recognising the importance of a better communication with its big neighbour, the authorities—in the days that are long gone—wished for a good road, but had no money to construct one. At last they hit upon the expedient of selling "Patents of Nobility" which were inscribed in a "Book of Gold"—the degrees varied in price from £60 for a "Count" upwards. There was a rush—a young bank clerk, with his own (or someone else's) money became a "Duke" and a dancing master in England was henceforth a "Count." Anyhow a good road was made, and there it is to-day.

### The Pedestrian Step v. the Cycle "Stride"

SOME scientists have lately been going into the question of the natural step of the walker v. the artificial stride of the cyclist. Of course, there is but one side to the argument, but those who "state the case" in a contemporary have overlooked the most important point of all, and the strongest of all, in favour of the cycle—that of the weight. On the foot, running, or walking, the pedestrian has to lift his entire weight at each stride, and then bear the shock of its fall. Thus if we take the average step at 2 feet, near enough for all ordinary purposes of discussion, the walker has in one mile to take 1,320 strides—with each foot—say 2,640 for both—each time lifting say 140 lbs., making 82½ tons to be lifted by, and received on each foot, 165 tons in all. Now take the cyclist, even with a low-gear machine—say to 61 in.—each pedal pressure will advance the rider, say, 96 inches, or for the double step—i.e., one push down with each foot—16 ft., against 4 ft. by the walker—four times the distance at the expenditure of far less labour. With a 70-in. gear the rider would advance, to the double footfall, 220 inches, or a bit over 4½ times the walker's stride, and without the weight being carried. True, it is propelled, but in the most frictionless form, or rather with the least possible amount of friction or force. Thus the cyclist has the energy of a walker, say, 30 to 40 ft. high, who could stride 16 or 18 ft. Another method of comparison is by record. At the mile and hour the rider is a little over three faster, and the day's journeys are—walker (nearly), 127½ miles, multiplied by 4=511 miles, which, until the Huret (515 m.) and Riviere (523 m.) records, was far ahead of the rider; but, then, the walking record was made by W. Howes at Manchester, February 23rd, 1878.

### Explained.

"Mary had a little calf,  
And that—so went the rumour—  
Explained why she would never don  
The blooming cycle bloomer." Ex.

### Unconscious for a week.

A POOR fellow has been lying at the "Half Moon," Crawley, unconscious for a week. He was found by his bicycle on Peas Potage, and there is some mystery about the affair.

### Postmen on cycles.

THE French Minister of Post and Telegraph has just decided to allow the telegraph boys to use cycles for the delivery of their messages. As nearly all of them are cyclists, the fashion is likely to become general.

### Running-down case won.

MR. N. E. RICKETTS, a solicitor, of Gloucester, has recovered £3 10s in the County Court there, from G. Durnett, a Cirencester wheelwright, who rode him down, and damaged his bicycle, in Gloucester town.

### Joy to the rider.

THE Palmer Tyre Ltd., are doing great business in the new Self-Sealing Air Chambers which they fit to suit any make of tyre as requested. The way the Palmer people fit their valves is a great advance on any other method, and a joy to the rider.

### An apology.

IN our issue of July 13th last, we published an article entitled, "A Day in the Lake Country," accompanied by two photographs, one of Rydal Water, the other of Thirlmere and Helvellyn. These photographs were supplied to us by the contributor of the article, but it has been brought to our notice that they are copyrighted by Messrs. F. Frith & Co., of Reigate, Surrey. We beg to tender our apologies to Messrs. Frith & Co. for having, in ignorance, infringed their copyright.

### A fatal smash.

AN accident, unfortunately attended with fatal results, occurred in Newcastle on Friday. J. Guy, a young member of the Derwent C.C., was riding down Mosley Street, when he shouted to some men who were crossing the road at the foot of the slight incline. They ran to the pavement, but one of them was caught by the machine, with the result that the rider was thrown heavily. He was taken to the Infirmary in an unconscious state, where he died a couple of hours after admission without having regained consciousness. The doctors were surprised at him living so long, the frontal bone being completely smashed.

### Wins on Bradburys.

THE success of Bradbury cycles on the path this season has been truly remarkable, especially when it is remembered that there has been practically no effort to push the machines upon recognised cracks. This week we have received a list of wins scored upon Bradbury cycles in '95. The list of firsts alone numbers ninety, including 14 championships, challenge trophy races, &c., whilst last week's list of firsts, seconds, and thirds amounts to no less than 38, the most important being first place in the Scottish C.U. Championship. We were particularly struck with these racers when we saw them at the Manchester Exhibition, and events seem to have amply justified us in our good opinion.



## Cycles and excursion trains.

MR. C. H. TROTMAN, of Holloway, has been sounding the leading railway companies as to what views they take regarding the carrying of cycles by excursion trains, and has sent us copies of replies received. From these we gather that the L.B. & S.C.R. convey cycles by all trains at usual rates; likewise the Midland and G.E.R. The L. & S.W. and the G.W.R. will also convey by excursion trains, provided there is room for them in the guard's van; but the L. & N.W. will not allow cycles in excursion trains.

## Petroleum carriages.

THE greatest surprise is being evinced over the Channel that so little has been done in England in the construction of self-moving vehicles for private parties. The roads in many parts of England are excellent, although, as a rule, they are not so well kept as those in France, where everything possible is being done to encourage the use of mechanically-propelled road vehicles. Should these increase to any extent, quite a new industry will be opened up in France. The petroleum carriages travel at about nine miles an hour.

## Cyclist Volunteers complimented.

THE smart cyclist section, attached to the Bristol Engineers, had recently an opportunity of distinguishing themselves before the C.R.E., of their district, on the occasion of the annual inspection, which was this year held on the Recreation Grounds, Weston-super-Mare, and after the regiment had been formed up in line, the inspecting officer sent for the N.C.O. in command, and ordered him to bring his men to the front, and put them through a few evolutions. On the conclusion the C. R. E. expressed his pleasure at what he had seen the men do, and congratulated Sergt.-Major Whetter on the state of efficiency to which he had got them.

## Mistaken for a murderer.

THE execution last Tuesday of Hudson for the murder of his wife and child on Helmsley Moor was of more than passing interest to one of our staff, who believes he was mistaken for Hudson, or, at least, regarded with some suspicion. It may be remembered that Hudson was a cyclist, and was known to be one at Helmsley, where he was staying at the time of the crime. Our man was on a cycle tour in the neighbourhood at the time, and rode into Helmsley the day after the discovery of the bodies, being ignorant, up till then, of the tragedy. Just before entering the village he met a police inspector in a gig, and he noticed that this official eyed him over with peculiar intensity. Wondering why, he rode on and put up at the picturesque little inn for tea, and here again he was conscious of exciting an unusual and a suspicious interest, both in the stable yard and in the house, which was not decreased when he was discovered reading the story of the crime in the local paper, this being the first intimation he had of it. However, he was not arrested on suspicion, and he left the quiet little village without opposition, and rode over a wild and uninhabited country through the dusk of the evening to the next town, where he put up at an hotel for the night; and the commercials informed him, over their whiskey-and-water, that he had ridden past the very spot where the bodies of the unfortunate woman and her child were discovered.

## WORDS ABOUT WHEELMEN.

HARRY  
REYNOLDS

is showing the most brilliant form on the Irish path at present. He will be a certain starter in the English Fifty miles championship, and it is expected that he will give a good account of himself. He is regarded as the best of Ireland's racing men at present.

A. S.  
ROBINSON.

ALBERT S. ROBINSON, of Oldham, holder of the mile championship of the Manchester Centre, is one of the fastest men in Lancashire, from a lap up to a mile. During the past two or three



A. S. ROBINSON, OF OLDHAM.

seasons he has won numerous scratch and handicap races; he is a prominent member of the Oldham Racing C.C., and rides a local machine, the Rothwell.



MATT DUNN, DERWENT C.C.

was always recognised as a sterling rider, but his sensational victories at the North Durham Carnival, brought him suddenly into prominence. His principal previous victory was in the six hours race promoted by the Northumberland County Club, since when he has managed to win over £100 worth of prizes. He is remarkable for coolness and judgment in riding, and his future racing career is full of promise. A member of the rising Derwent C.C., and the Northumberland County C.C., he carries his victories and 21 years under a modest exterior.

J. G. H.  
BROWNE.

ANYONE, who moves in Trade circles, must have heard of the subject of this sketch. About eight years ago he frequented the Great North Road a great deal, mounted on a Whippet safety, at that time the victorious machine of Chatter-Lea and others. Browne was then a consistent road rider, riding every week-end almost without exception, and, like all the members of the old school, he shared in the fun and revelry at the "Two Brewers," Hadley, where pugilistic feats, home-trainer handicaps, and tugs-of-war, were held every Winter's Saturday evening. Browne is not now so frequent a visitor up North, as the Surrey roads seem to have won his heart completely, and increasing business demands closer supervision, which in some way accounts for his absence from the dear old road. As a rider, however, he is by no means forgotten by his old colleagues, for Browne has a brilliant way of conversing, a graphic way of describing things, an aptitude for reciting yarns as they were originally produced, all of which has caused much fun at dreary times, when rain and sleet have damped the spirits of those who faced the elements.

THERE are not many men R. J. ILSLEY, who are happy possessors of such an even temperament as Providence has bestowed upon Robert Ilsley. He beams his sweet smile on the unknown, quite as much as on the known men connected with cycling. He is as ready to give his assistance to a stranger, as to a friend. Quiet, good-natured, obliging, pleasant, charitable, broad-minded and true. If these are not all the qualities of a gentleman, they go a long way towards making one. The writer has known Bob Ilsley for years. He raced with him in the North Road handicaps, when Bernhard captained the club, and when Furnival, Belding, Tubbs, and others, used to congregate in the snug parlour of the "Two Brewers," Hadley, nearly every Winter week-end. Things have changed since then. Some men have strayed into foreign lands, some have thrown off the frankness of youth and grown uppish and proud, and some have died. The men who have filled up the gaps in this ancient order of wheelmen, have peculiar ways of their own. Robert Ilsley has always been popular, not because he has any exceptional talents, but because he is a genuine fellow. As a racer, he has been fairly successful, but like all the old brigade, he clings to the road like one drowning man does to another. What is London's loss is Birmingham's gain, for as most people know Robert Ilsley is now with the Palmer Tyre Co., under the care of his mutual friend, J. H. Price. Everyone likes Ilsley. We have met him hundreds of times, and ridden with him a lot. He has always a smile to greet you with, and a firm grip of the hand which indicates something more than acquaintanceship, something deep and unexplainable.



# CYCLING

OFFICES.

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

LONDON, AUGUST 24, 1895.

CONDUCTED BY  
**EDMUND DANGERFIELD**

AND WALTER GROVES,  
ASSISTED BY G. H. SMITH

Assistant Manager:  
**ERNEST PERMAN.**

Proprietors:  
TEMPLE PRESS LIMITED.

Sole Director:  
**EDMUND DANGERFIELD.**

## FOREIGN REPRESENTATIVES:

UNITED STATES	...	...	The Bearings.
FRANCE	...	...	Le Veloce Sport.
HOLLAND	...	...	De Kampioen.
DENMARK	...	...	Cyclus.
BELGIUM	...	...	La Rev. Vel. Belg.



THE proceedings of the Licensing Committee of the London Centre at its recent meetings have been sufficiently absurd to bring upon that body ridicule if not contempt. One section of the committee has pronounced against the Licensing Scheme, declaring it to be unworkable, and the other section takes the opposite view. The partisans of either side are so evenly balanced, that the resolutions one section passes at one meeting are overruled by the adroitness of the rival section at the next meeting. Three of these meetings have now been held, the party advocating reform having scored at two of them, and the advocates of the Licensing Scheme, as at present administered, at one. The position of the committee in these circumstances is anything but dignified, and we should like to know when the curtain is likely to be rung down on the farce. This shilly-shallying is really unworthy of those whose duty it is to carry out the rules of the Union in an impartial and dispassionate manner.

THE position of affairs at the present juncture is this. In the first place it was unanimously agreed upon by the London Centre Licensing Committee that the Scheme should, this year, be administered in a thoroughly fearless manner. This has been done from the first, and no London racing man has

received a license unless he could give absolute proof of his *bona fides* as a pure amateur according to the Union's definition of that *rara avis*; the result, as everyone knows, has been the establishment of a class known as the "Un-licensed." The local Centres have not, however, acted so courageous'y as the London Committee, and, whilst London men have been refused their licenses, racing men in the country, notorious makers' amateurs, have been hall-marked as pure by their local Centres. It is not unnatural, therefore, that a section of the London Committee, broad-minded and unprejudiced men of the world that they are, should admit that their attempt to carry out the Scheme with thoroughness has been a failure. They see the gross injustice of refusing licenses to the Londoners, whilst all their efforts to have the Scheme administered with equal firmness in the provinces are of no avail. It is absurd to say that these men are attempting to wreck the Licensing Scheme; their own action proves that this is a fallacy, for they have made a most sensible proposal, namely, that one special committee, elected from the whole of the Centres, should alone grant or refuse licenses. The mal-administration of the Scheme by the local Centres is notorious, and the responsibility should be taken out of their hands.

It is to be deeply regretted that a committee, having such administrative power, is not able to carry out the business of the Union without allowing party strife to interfere with the conduct of affairs. That a strong partisan spirit does pervade them is only too apparent in the fact that whilst one side is bent upon bringing about a reform, the other side is determined upon obstruction, the result being a lamentable waste of time. The partisan feeling also ran pretty freely through the paragraph supplied to us by Mr. Burley which was printed in our issue of August 10th. Mr. Burley was particularly precise. He gave not only the result of the voting, but the names of those who voted for, and against; and curiously enough—though we do not say intentionally—his paragraph was worded in such a manner as to lead the reader to suppose that the chairman, after finding that there were three against a resolution condemning the Licensing Scheme, and only two in favour, first gave his vote for the proposition, and then declaring the voting equal, gave his casting vote, and declared the resolution carried. We are assured by Mr. Owen, who occupied the chair, that the whole proceeding was in order. He put the proposition to the vote and three voted for it including himself; three voted against it, and he gave a casting vote in its favour. Whilst on this subject we might ask how it is that we do not receive reports of these meetings, whilst they are supplied officially to at least one other cycling paper?

THE introduction of every new Budget invariably creates some curiosity, and now that Parliament has re-assembled we are having many and varied speculations as to the prospects of a tax on wheelmen. Probably the operations of the French tax are largely responsible for this, but, after the declarations of recent Chancellors of the Exchequer, we are at a loss to understand why the general Press should again be giving prominence to the subject, when the probability, or even possibility, of such an impost is beyond all reconciliation. Many wild statements, by persons of all shades of political opinion, are, as is usual, now being made, but what is most evident is, that there will be no great deficit to make up, and that the financial advisers of the Government will not be under the necessity of searching for additional sources of revenue. At present we do not think that there is any likelihood of the new Chancellor of the Exchequer proposing to make cyclists pay for their recreation. This opinion has frequently been expressed by people holding "semi-official" appointments, and, as this opinion is once more reiterated, all doubts about the matter should be set at rest. There also comes the question, whether the tax would realise anything worth the trouble? Taking a very exaggerated view of the matter, we calculate that a tax would realise something like £200,000, if the tax were imposed on the French basis. From this has to be deducted the cost of collection, leaving a sum, which, to the national revenue of nearly a hundred millions, is a mere trifle. Until the pastime has increased the number of its votaries enormously, we doubt if a tax will ever be considered from a purely monetary point of view.

### The pluck of ignorance.

THE nerve shown by pedestrians, particularly provincial ones, in walking all over the road at night, and not attempting to retreat to the path when they see the lamps of the cyclists approaching, would be admirable if exercised in a better cause. The fact is, that these rash ones have but the most remote conception of what it would mean to them to be struck by even a single safety at a 12 to 16 miles an hour bat; theirs is the valour of ignorance.

## ANOTHER SUPPLEMENT.

With the next issue of "Cycling" will be presented another splendid artistic Supplement entitled:—

### "AUTUMN FLOWERS".

This is a charming double page picture executed in Mr. J. A. Walton's best style, and will be particularly appreciated by our lady readers.





The following Race Meeting Announcements will be found on page 7 of our Supplement:—Anerley B.C. Meeting; Great Eastern Railway Meeting; Eastleigh Athletic Club; Stafford C.C.; Lincoln Bicycle Sports; N.C.U. 10 miles Championship.

FOLLOW the crowd this Saturday!

THE 3 miles' champion of Queensland is J. A. Smith, who rode a James.

TOFT, on his Rover, won the Anfield 12 hours, with a score of 197 miles.

H. SANDY, Watford Wheelers, is the 10 miles champion of Hertfordshire.

WRIDGWAY did over 27 miles in the hour one evening last week whilst training at Herne Hill.

A. MACFERSON added another to his numerous list of firsts, at Douglas, Isle of Man, last week.

THE Birmingham Centre 25 is to be run off this Wednesday at Birmingham, at the Speedwell meeting.

PERMIT has been granted by the N.C.U. for unlicensed men to pace in the S.R.R.A. Roberts' Shield 50.

MARTIN, of the Bath Road Club, has planned a little expedition this week—details in our next!

THE track at Columbus, Ohio, is 90 feet wide. There is never any necessity to split events into heats there.

A 12 hours' path race is to be held at Glasgow, on Saturday 24th inst. It is open to A. and B. Class riders.

A. H. DUNCAN has won the road championship of Scotland. He is the third of the Duncan brothers to do so.

ALTHOUGH not employing any amateurs, Gamage gets there all the same on the path. The Boro. Poly. 100 was won on a Gamage.

A TROUPE of lady bicycle racers has invaded Scotland, but Scotland quite failed to appreciate them, at least not in current coin.

CLOSE watching of the starts of short distance races will soon reveal the fact that most men might train on at getting away with advantage.

THE Southport Athletic Society have secured the 5 miles Liverpool Centre championship, and the event will be run off at their big meeting next month.

THE 50 miles championship of the Liverpool Centre will be run off on the 31st inst., at Liverpool. Two open wheel events are included in the programme.

It is proposed to hold a race meeting at the Ashton track, to assist the family of the late James Heywood, who was killed there whilst training a few weeks ago.

TO-DAY, Saturday, the Bath Road Club make their initial attempt at path racing. We wish them success, and can confidently recommend anyone to go to Herne Hill for a good afternoon's sport.

THE annual race from Nottingham to Skegness (78½ miles) in connection with the Corinthian Club, took place on Saturday. There was a considerable head wind, and the winner, G. McNish, who rode a Raleigh, made just the same time as he won in last year, 3.42.

WE learn, for the first time, through the medium of an American contemporary, that for a few hours in the Cuca 24, won by Hunt, Shorland kept somewhat in the lead.

THE assistance of licensed and unlicensed riders as pacemakers will be welcomed during the progress of the Catford gold vase race. Passes can be obtained from Jas. Blair, Catford Sports Ground, S E.

THE Palmer Tyre Ltd., beg to intimate that, during a part of the Stanley 6 hours race the winner rode other tyres for a small part of the journey, consequently it should not have been included in their long list of wins.

THE Jarrow B.C., acting upon an intimation from the hon. sec. to the A.A.A., very wisely decided to drop the wrestling competition for money prizes, which had previously appeared on their advance programmes on Saturday.

28 miles 1025 yards in one hour.

THUS stands the World's record for one hour now, for all types of machines. It was made last week on the Est track by Baras and Ruinard on a tandem.

Zimmerman.

THE great A. A. Z. is still in Paris, and training daily on the Buffalo track, in view of his engagements for Australia. He has announced his decision not to ride anywhere in Europethis year.

Rosser in Paris.

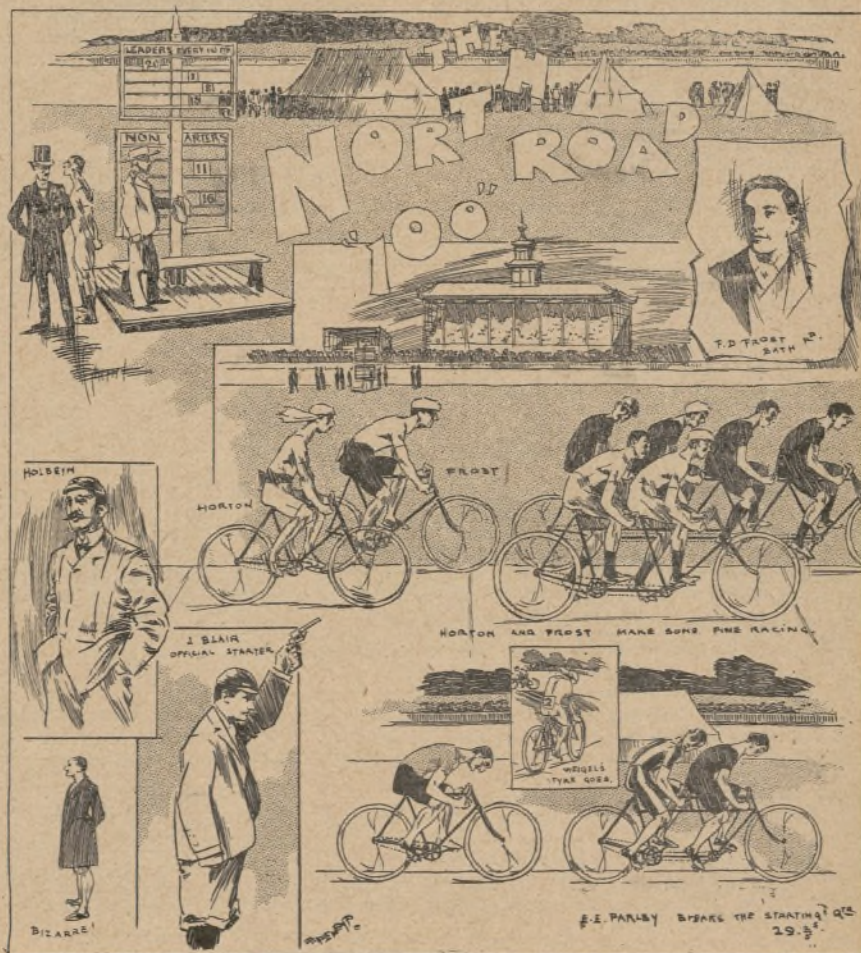
W. ROSSER, the Swansea long distance man, who rode in the North Road and Cuca 24's, has turned pro, and gone over to Paris. He rode there a week ago in a six hours' race, but could only get fifth, being beaten by Lena, Thé, Linton, and Garin.

The long and short of it.

THE "Catford" gold vase, and the prizes for the races at the Catford track this week, are now on view at the Coventry Machinists' depot, Holborn Viaduct. The Carwardine cup ought to be exhibited by the side of the Catford gold vase, and then one could see the two extremes of trophies for big events.

Policeman disqualified.

A SAMPLE of police evidence came before the Manchester Centre last week, when a protest, lodged by one officer against another, was considered. It appears the officer objected to ride a racing machine, in place of a roadster, as specified on the entry form, hence the objection, and, whilst under examination at the hands of Mr. G. H. Green, who occupied the chair, the rider who objected contradicted himself in a most barefaced manner, with a result that he was finally disqualified. A feature of the inquiry was brother officers giving evidence before the Centre Committee in full uniform, in proper police-court style.



SKETCHED AT THE NORTH ROAD HUNDRED.



## 101 firsts in a week.

THE Rudge-Whitworth's advertisement this week is worthy of the study of racing-men. It contains particulars of some of the 101 first prizes won on the firm's machines in one week.

## Racing and dining.

THE Edward Alleyn had a very smartly-contested combined 50 miles' championship and sealed handicap at Herne Hill on Friday, F. Clarke proving the champion in 2.54½. E. R. Polden, 15 mins., won the handicap in 2.44½; W. Hanson, second; W. Baker, third. The race was followed by a dinner at head-quarters, G. H. Smith (CYCLING) in the chair.

## The S.R.R.A. race.

No less than 16 Southern clubs have nominated their champions for the S.R.R.A. 50 miles' scratch race for the Roberts' Shield, to be run off at the Anerley meeting at Herne Hill on August 31st. Amongst the entries appear such class names as C. G. Wridgway, Anerley; R. Palmer, Silverdale; F. P. Betts, South Roads; W. L. Duck, Brighton C.C.; T. W. Liddicoat, Daneville; W. H. Webb, Portsmouth Road, A. W. Horton, Catford, &c., &c.

## Out for road medals.

NOTTINGHAM cyclists, mounted, as is their wont, almost all of them on Raleighs, Humbers, and other machines made in the town and neighbourhood, are going hot and strong for the time medals offered by the Catford and Corinthian Clubs. Notwithstanding all that may be urged against road-scorching generally, it is fair to say that Nottingham speedmen are mostly skilful steerers, and the number of mishaps is wonderfully small. Anyway, the immense popularity of cycling at Nottingham, assisted by the excellent roads in the district, is to the interests of local industry, which has sorely languished since the palmy days of the lace trade passed away.

## Strange goings on.

A SCENE, which might almost be termed disgraceful, took place on the Liverpool Athletic Grounds last week. A couple of local men were training on the grounds in the evening, when a man was allowed to walk into the enclosure with two dogs. The dogs were free to roam about, and finally one got upon the track, and the riders escaping a most terrible smash up was miraculous. A few minutes afterwards, the owner of the dogs, accompanied by a friend with a gun, a trap, and a basket of pigeons, came on the track and started pigeon-shooting. The cyclists had to leave the track and retire to the pavilion, where the pellets actually struck the windows several times.

## The Sheffield Team.

THE Sheffield Cycling League team races were brought to a close on Friday night, when it was found that the Grosvenor team had won the gold medals offered to the winners, whilst the Uppertorpe are second, and will receive silver medals. F. W. Bates (Uppertorpe) wins the special gold medal offered for the rider scoring the least number of points during the competition. He having won three times, one second, and one third. The last race on Friday night was between the Grosvenor and Globe, when some splendid racing was seen. Each club has had to race five times, and the following is the result: Grosvenor 98 points, Uppertorpe 110, Sharrow 119, Crown 141, Globe 176, Sheffield 181.



THE CATFORD GOLD VASE.

Solid Gold 15 carat. Value 130 Guineas.

TO BE COMPETED FOR IN THE GREAT LONG DISTANCE RACES, AT THE CATFORD TRACK, ON THURSDAY, FRIDAY, AND SATURDAY EVENINGS OF THIS WEEK.

## Winchester.

THEY had a grand day for the Winchester sports on the 15th. S. Burge won the open half from 25 yds. in 1.11½; L. Ainsworth, Coventry Humber, second, from 55 yds.; and S. Ward, Devizes, 60 yds., third. The mile was won by Ainsworth, 100 yds.; Loader, of Poole, 160 yds., being second; Pearson, Portsmouth Road C.C., 90 yds., third; time 2.30½. The three miles scratch was just won from S. Burge by W. H. Webb, Portsmouth Road; Richardson third.

## Charged by a Quad.

DURING the last lap of the 10 miles at Herne Hill, on Saturday, an alarming accident took place. R. L. L. Beer, of the West Roads, who had been pacing, strolled down the banking at the tree corner, and was charged into by a pacing quad, which was brought over. Beer appeared pretty bad and was carried off the ground.

## Tandem trike records.

DE WAARDT & Jochoms, during the past week, on a Whitworth tandem tricycle, were successful in breaking the following records for that type of machine:—European records 1 to 5 kilometres; time for last distance, 7.48½. World's record starting ¼ mile; time 34½, previous time, 39½. World's record flying ¼ mile; time 30½, previous best 33½.

## E.C.U. 100.

THE century race at Wood Green on Saturday was almost devoid of sensation from start to finish, and what excitement there was was caused by the falls in the early part of the contest, and by F. W. Chase's gallery spurts in the last half hour. Thirty entries had been received for this, the third in the series of contests for the Armour Vigorall Shield, of which 26 started. Horswill, Granville C.C., soon showed in front, and at 12 miles led by a lap from Gidney, Essex Wheelers, Yates, South-West Ham Rovers, Harris, Polytechnic, and Bush, Crusaders. Then came a spill, which brought down the leader and three others, and after that Horswill, for 20 miles, rode on his pluck, and finally retired at about 35 miles. Gidney, who had been riding in his quiet, inconspicuous way, stepped into first place in the 27th mile, and thenceforward the result was never in doubt. He rode right through without a dismount, being excellently paced and looked after by his own clubmen, and his pace hardly varied 5 seconds in each lap, each mile clocking about 2.40. He won by 2 miles from Harris, 4.32.47½, which is but a minute and a half faster than his time in the Century Cup race. Harris rode with splendid judgment, as also did Van Hooydonk and Ashton, who finished fourth and sixth respectively. F. W. Chase (brother to A. A. of that ilk) and H. W. Standish regained some of their lost ground in the last hour, and finished third and fifth respectively. Gidney's success has raised the Essex Wheelers from sixth place to second place in the contest for the Shield. The Polytechnic stand at the head of the contest with 6 points against them, Essex Wheelers are second with 18 points, Tottenham third with 21 points, and Shaftesbury fourth with 22 points.

## 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. 28	Plymouth	Plymouth A.S.	R. B. Delafield, 33 Frankfort St., Plymouth.	Events not advertised.
" 29	Bridgwater	Bridgwater Sports	W. J. Paine, Wembdon, Bridgwater.	Do. do.
" 31	Catford	Blackheath Harriers	A. V. Morris, Catford Sports Ground, S.E.	½ m. H. ¼ m. scr. 10 m. L. C. C'ship.
" 31	Hinckley	Hinckley A.S.	R. Ryley, Castle St., Hinckley.	½, 1 & 2 m. H.
" 31	Lincoln	Lincoln B.S.	T. Chambers, West Parade, Lincoln.	1 & 2 m. H. ½ m. (N.) H. 1 m. scr.

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



## MASON'S MEETING.

A RECORD entry, good racing, grand weather, a comparatively poor attendance, and a dearth of working officials, characterised Mason's meeting, at Herne Hill, on Saturday, in aid of Pearson's Fresh Air Fund. Even after taking into consideration the really superb prizes offered, the entry for the time of year was remarkable, and somebody must have worked well to obtain it. The monotonous heats, however, were wearisome to the spectators. For the half-mile there was an entry of 105; Brown's handicapping making a good finish in nearly all of the 15 preliminary heats and the final, which was won by T. Sealey, Ilford C.C., 40 yds.; E. G. Munro, Hampstead C.C., 30 yds., second; J. Biss, Sovereign, 75 yds., third; the fourth prize going to C. R. Owen, Poly., 20 yds.; the time was 1.48. The lap scratch, for unlicensed, brought out

## A LOT OF CLASS.

J. Platt-Betts, Catford, being a popular winner in 40 secs.; T. Gibbons-Brooks, Poly., second; J. W. Stocks, Anerley, third; R. G. Merry, Catford, fourth. The 2 miles for multicycles had an entry of 11 machines of all three types, which it was proposed to start together, but, on protest, the tandems started separately. There were prizes for the crews of each type, the respective winners being, triplet, P. Wheelock, C. Jacobs, Silverdale, and R. S. Harding, Tooting, scratch, who beat the prize-taking quad, which was the only machine of its class to start, and had a Mid-Surrey crew on board, W. Taylor, R. Shuttleworth, W. H. Blanch, and J. Whiting. The run between the tandems was good. W. J. Wilson, Surrey Wheelers, and F. Burnand, Catford, 60 yds., winning cleverly from a field of six machines. The mile entry was 120, and the race was marked by

## A LOT OF FALLS

from the crowded heats and careless—to use no stronger word—riding. The final was won in 2.10½, by A. F. Millar, Tooting, 45 yds.; C. E. Newton, Poly., 135 yds., second; H. J. Williams, Queen's Park, 120 yds., third; A. F. Sadler, Amia, 70 yds., fourth. A military cyclist competition was smartly won by Lance-Sergt. J. W. A. Rule, 2nd South Middlesex V.R. The race of the day was the 10 miles' scratch for unlicensed, for which 14 started. Chase led for some way, when Stocks made a dash and got behind the tandem rather easily. At 12 laps to go the order was, Stocks, Chase, and Green, of the Comet; and at the entrance to next lap, Chase pushed Stocks on to the grass in full view of the Press pen, Stocks losing some yards. Six laps from home four only of the 14 starters were left, Stocks, Chase, Betts, and Green. At the bell the above first three were together, when a triplet got in the way and spoilt any chance Betts might have had, J. W. Stocks, Catford and Anerley, winning somewhat easily in 22.5½, which cuts the licensed record by 5½ secs.; A. A. Chase, North Road, second; J. Platt-Betts, Catford, bad third; J. Green, Comet, worse fourth. Stocks rode a Trent, with Dunlops.

## South Yorks. 25.

THE Sharrow C.C. have purchased the right to run the South Yorkshire Centre 25 miles' championship, and are arranging to run it at Bramall Lane Grounds, Sheffield, on Monday, the 26th inst.

## Two century giants in it.

THE Bath Road 100 next Saturday should be an exciting contest. If Wridgway starts, which is very likely, the race between him and Frost will be a very keen one, and will, no doubt, be a terrific struggle all the way. The Bath Roaders are very sanguine about Frost, and look forward to his making the 40 guinea cup his own property.

## The Championship of France.

THE annual Championship of France, 2 kilometres (1¼ miles) took place on Thursday last, at the Seine track, Paris, before an immense crowd of people. All the best men rode, and 22 started. After several exciting heats, the final brought together Gougoltz, Antony, Bourrillon, and Morin, who was thought to be a certain winner. The finish was a sensational one; Gougoltz made a quarter-mile sprint, and so warm was it that he took the dash out of Morin, who, despite a bold challenge, failed to get up, and was even beaten for second place. The order was: Gougoltz, first; Bourrillon, second; Morin, third.

## At Balls Bridge.

THE Dublin Metropolitan Police were fortunate in getting fair weather, and a 10,000 gate, for their sports at Balls Bridge on Saturday. The wheel events provided capital sport, and really spirited racing. The 3 miles' scratch produced a most exciting finish. At the bell Harry Reynolds went out, hotly pursued by O'Neill and Meredith. The latter succeeded in overhauling and passing the five miles' champion upon the back stretch. Reynolds was equal to the challenge, however, and a splendid struggle ensued right up to the tape, resulting in favour of Reynolds by a foot; O'Neill about a yard off. The mile handicap fell to a much-improved rider in R. White, 95 yds.; J. Whiting, 115 yds., second; and J. Campbell, 130 yds., third. Harry Reynolds rode a most plucky race in the 5 miles' handicap, which he won from scratch, giving away long starts; Ennis, 350 yds., was second; and Whitney, 400 yds., third.

## Huret will try again.

THE fierce fight for the 24 hours' record in France is not finished yet. On September 7th Huret means to have a determined try to take back from Rivierre his lost laurels, and something bigger still may be expected. The race will take place on the Bordeaux track.

## Class.

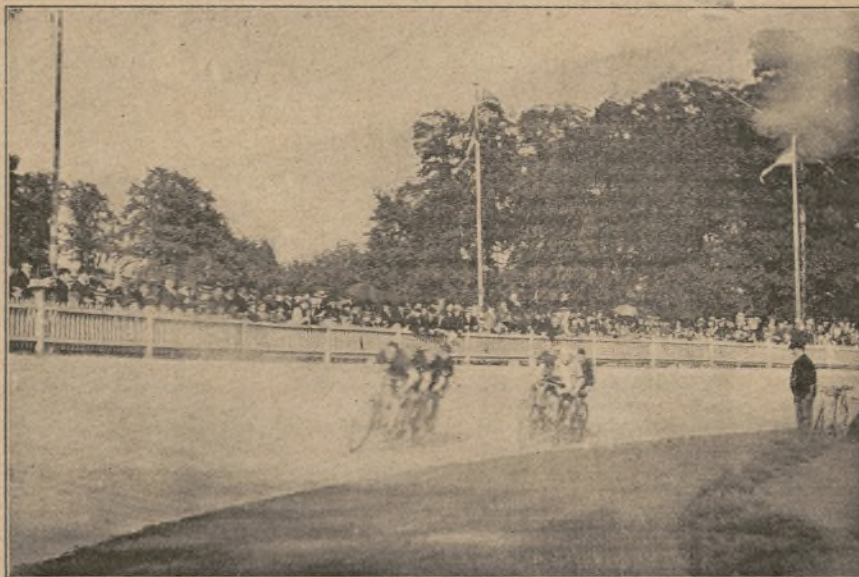
WALTERS, Stocks, Chase, Platt-Betts, Lambley, Gibbons-Brooks, G. R. Martin, E. Dance, and H. B. Hoch, are amongst the most notable entrants for the Catford gold vase race, commencing Thursday evening this week. The first-named two are said to have covered 27 miles 2 laps, in an hour, whilst training at Catford last week.

## Northumberland 100.

THE Northumberland County Club will close their racing season on August 31st, with a 100 miles race. Amongst those already entered will be found the names of Geo. Hunt and Elijah Scott. For the benefit of those competitors who use the County track for training purposes, the committee are putting up a one hour's race, with a view to assist the local riders in making as good a show as possible against the visitors.

## Catford Gold Vase Race.

A NEW departure in long-distance racing is to be tried at the Catford Track on Thursday, Friday and Saturday evenings of this week, when a 12 hours race open to unlicensed riders, will be split up into 3 stretches of 2, 4 and 6 hours racing on the respective evenings. Whether a success will be scored remains to be seen, but the Catford Club, by offering a set of prizes for each evening's race, as well as for the total 12 hours, has secured practically all the best riders in the class, both sprint and distance. Thus 13 prizes, exclusive of the 130 Guinea Gold Vase, will be put up which should produce some spirited racing. The track will be specially illuminated each evening and the races are timed to finish at 9 p.m., so that the commencements will be, Thursday 7 p.m., Friday 5 p.m., Saturday 3 p.m.



PEARSON'S FRESH AIR MEETING.

THE MULTICYCLE HANDICAP.



## THE NORTH ROAD 100.

UNFORTUNATELY a plethora of fixtures in the London district had a marked effect upon the "gate," at Catford on Saturday, only about 1000 persons witnessing the start of the North Road 100, although the gaps were considerably lessened as the hours wore on. Previous to the start of the "century," E. E. Parlbay (Surrey B.C.) made a couple of attempts on the quarter-mile record (standing start), doing 29 $\frac{3}{4}$  at the second trial, and breaking F. W. Chinn's record of 30 $\frac{1}{2}$  by 1 $\frac{3}{4}$ . A good entry of 25 had been obtained for the classic event, and of these 23 got safely away, after a false start, to Blair's pistol. The starters were:—F. D. Frost, A. W. Horton, W. C. Watson, D. M. Weigell, A. F. Ilsley, E. Gould, J. M. Dawnay, M. Balian, H. Feltham, T. R. Goodwin, H. Gough, J. P. K. Clark, J. McLaren, R. P. Clark, W. Ward, J. F. Rudham, H. Grayston, A. R. Pearson, W. S. Yeoman, E. S. Dowding, W. H. Knight, H. Lock, and R. Palmer. Five miles were covered in 11.20 $\frac{3}{4}$ , and ten in 22.35 $\frac{1}{2}$ , Frost leading at the latter stage with Rudham and Goodwin in close attendance. Horton then began

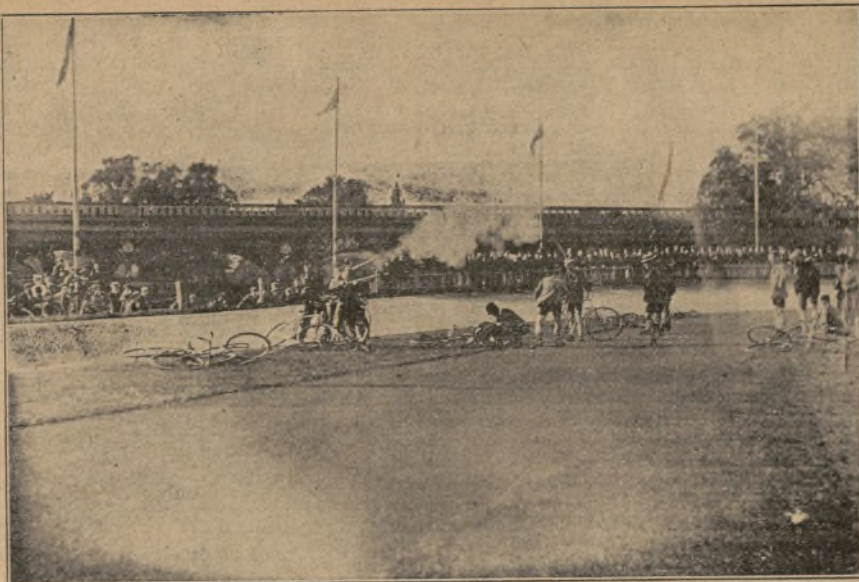
RAPIDLY OVERHAULING THE LEADERS, and, at 17 miles, led Frost by a wheel. At 20 miles (time, 45.47 $\frac{1}{2}$ ), Frost made a game effort to get away, but Horton was not to be denied. Rudham had now slipped into third place, and Pearson had retired. At 27 miles (time, 1.2.10 $\frac{3}{4}$ ), record was clipped by Horton by 19 secs. At 37 miles Horton had slipped outside record, and it was not approached again till the 54th mile. Fifty miles were reeled off in 1.56.30 $\frac{1}{2}$ , Frost soon after slipping Horton, and establishing a half-lap lead. At 54 miles Frost,

## AMIDST DEAFENING CHEERS,

eclipsed Wridgway's record by 12 $\frac{1}{2}$  secs., and at 60 miles (time, 2.20.12 $\frac{1}{2}$ ), Horton was a lap-and-a-half to the bad, with Goodwin lying third. Horton, shortly after half distance, was seized with a bad time, from which he never recovered, and he fell back to fifth position towards the finish. Ninety miles were covered by Frost in 3.33.17 $\frac{3}{4}$ , Goodwin lying second. From then to the finish Frost kept going at a terrific pace, passing his opponents with a meteoric flash, and reeling off miles at a 2.10 bat, and finally crossing the tape in 3.55.47, beating Wridgway's British record by 9.43 $\frac{1}{2}$ , and only 3.37 $\frac{3}{4}$  outside Lesna's world's record. Goodwin was second with 4.5.26 $\frac{1}{2}$ ; and Ilsley third with 4.5.54 $\frac{1}{2}$ . Frost was mounted on a Humber with Palmers; Goodwin, Swift, Dunlops; and Ilsley, Humber, Dunlops. The times were taken by G. P. Coleman, and T. G. King judged.

## The Cycle Components 20 miles scratch.

THIS event was held on Saturday, the competition being for the Warwick Shield (presented by Messrs. Thos., Fred., and Ed. Warwick, of the late firm of Thos. Warwick & Sons Ltd., now the Alma Street Depot of the Cycle Components Co). The course was from Castle Bromwich to Kenilworth and back to Stonebridge. Nearly 500 cyclists assembled at Stonebridge to witness the competitors pass. Despite the wind, and a roughish road, the time was 1 hr 7 mins. F. Waters was first; E. Griffiths, second; and A. Cumberland, third.



## PEARSON'S FRESH AIR MEETING.

MILITARY CYCLISTS FIRING IN THE COMPETITION.

## Pacers for High Beech.

HELP in the pacemaking line will be heartily welcomed at High Beech on the 31st inst., and pacemakers may rely upon being well looked after by the E. R. A. Tickets will be sent, on application, by G. F. Sharp, 25, Sach Road, Upper Clapton, N.E.

## The London Centre 10 miles.

THE open cycling events at the Blackheath Harriers meeting at Catford, on August 31st, are half-mile handicap and quarter-mile scratch, with 10-guinea firsts. Blair is the handicapper, and entries close to-day (Saturday) to A. V. Morris, hon. sec., at the Catford Sports Ground. The 10 miles' London Centre championship will also be run off at this meeting.

## A bad smash up.

J. J. CURRIE, of the Grappler Tyre Co., was the victim of a rather serious accident on Saturday last. Whilst pacing one of the competitors in the North Liverpool B.C. championship, the latter seemed to swerve suddenly and colliding with Currie's machine brought him down very heavily on his head, two very bad wounds being inflicted on his face, whilst his legs and arms were also terribly scratched and bruised.

## Jarrow B.C. Sports.

AT these sports on Saturday, the principal event set down for decision was the Palmer Challenge Cup, presented by Sir C. M. Palmer, Bart. (holder, Arthur Greaves), which carries with it the 4 miles' championship of Northumberland and Durham. All the principal riders in the district were entered, but only 12 started. The men kept well together until the bell rang, when Arthur Greaves, of the Northumberland County, came out with a five yards' lead, and never afterwards being headed, won by that distance; Matt. Dunn, of the Northumberland County, who made up a lot of ground in the last lap, second; J. Chalmers, N.C.C., third; time, 11.1. H. B. Hunter, Northumberland County, 140 yds., won the mile.

## Scratch half at Douglas.

THE scratch half-mile at the Douglas Tournament last week, was won in easy fashion, by A. Macferson, S. Downing, of Northampton, finished second.

## Follow the crowd!

BOOK to Herne Hill for the Bath Road "100," and see the champions in all their glory. Follow the crowd when you get out at the station. Hillier has charge of the pacing, and we know how the Bath Road Club cater, so be early!

## World's championships at Cologne.

CABLES from Cologne give the following particulars of the first two days' racing in the world's championships at Cologne:—On Saturday the 1 mile professional race for the championship of the world was run in heats, the first two in the preliminary heats to run in the final. The first heat, in which four started, was won by Banker, of New York, Huet, of Brussels, being second, and Protin, of Liège, a good third. Only three men ran in the second heat, and Protin, on the strength of his good performance, claimed to run in the final. This was allowed, and he succeeded in winning the championship in 2.31, after a close race with Banker, who was only beaten by a few inches. The amateur team race of 10 kilometres was run in four heats, five men in each. The Dutch team won with 9 points; England and Belgium tied for second place with 11 points; Germany fourth; Denmark fifth. The 1 kilometre amateur tandem race resulted in a win for Hoffman and Eisenrickter, of Munich; Bautvast and Borisowski, Brussels, second. No Englishmen ran. On Sunday the mile for amateurs was run, Jaap Eden winning by a length; Petersen, second; Schaefer, third. No Englishman got into the final. It was a slow race, 2.38 $\frac{1}{2}$ . Michael won the 100 kilometres professional by 12 laps, in 2.24.58 $\frac{1}{2}$ ; Luyton, second; Hoffman, third. Illustrations, and further details of the racing, will appear in our next issue.



**One enough.**

REGARDING the performance of Winchurch in the Birmingham 24, a contemporary remarks "That his ride was better than it looks was shown by the way he beat Patereson, the runner-up of Fontaine in the Anerley 24." Patereson rode a punishing race in the Anerley 24, and no reasonable critic could be surprised that he was beaten at Birmingham. One 24 hours' race a year is as much as the most hardened stayer racer can stand.

**Second day at the Copenhagen Meeting.**

AGAIN have the Danes been victorious in the principal events for single machines, whenever they rode. On tandems the Danes have still a good deal to learn from the Englishmen. The final of the 1,000 metres race was funny enough. Thiselton shot away in the start, and got a quarter of a lap ahead before the others commenced to go. Then began a wild run; Schrader (Denmark) overhauled Thiselton at the bell, Watson some lengths behind, and C. I. Petersen far away. On the last corner Watson caught Schrader, three lengths ahead of C. I. Petersen, but in the home stretch Petersen came down with a formidable rush, passed Watson like a flash, a winner by a yard; Watson second, Schrader third. The 2,000 metres race, for foreign riders, was won by Watson by half a length; Salmson (Sweden) second. The championship of Scandinavia, 1 mile, was won by C. I. Petersen. The 5 miles was won in grand style by Schrader (Denmark), with two-third length, in 12.2 $\frac{1}{2}$ ; Henie second, one clear length ahead of Watson. C. I. Petersen did not start. 2 miles' tandem was won by Watson and Thiselton, by a yard over E. and H. Payne; Svend Hansen and Lawerentz two lengths behind. The 3,500 metres' handicap was won by Svend Hansen (Denmark), from scratch.

**Palmer's good hour.**

AT the joint Blackheath Harriers and Catford C.C. meeting at Catford last Wednesday evening, some good riding was to be seen in the open quarter handicap, all the heats being ridden very fast in spite of the breeze. A. E. J. Steele, Putney A.C., 35 yds., won in 30 $\frac{1}{2}$  secs.; F. L. W. Knight, Catford, 18 yds., second; J. B. Myring, Putney A.C., 50 yds., fastest loser, third. Parlbay after went for the starting quarter, practically unpaced, and tied Chinn's 30 $\frac{1}{2}$ . Eighteen started in the hour scratch paced race, the most notable absentee being Wridway, who was unable to get down in time. R. Palmer, Silverdale, early went away, F. D. Frost, Bath Road, hanging on. At 3 miles record was touched, Palmer covering that distance in 6.34 $\frac{1}{2}$ , 3 secs. inside. From thence it was touch and go with records for several miles, Palmer being sometimes inside and sometimes outside, up to 18 miles, when he was 3 $\frac{1}{2}$  secs. inside. He was 3 $\frac{1}{2}$  secs. inside at 9 miles, but  $\frac{3}{4}$  outside at Henie's 10 miles, which takes a long time moving. Long before the race was over it was quite dark, and this and the wind, and the inadequate pacing, undoubtedly lost Palmer the hour's record, he covering 432 yards short of 27 miles, as against Robertson's 190 yds. short. Frost, who rode well, was second, over two laps behind the winner. The third man was not announced, there being only two prizes, and doubtless it was difficult to determine who he was in the complete darkness. E. A. Powell timed. Palmer rode a Langton with Dunlops.

**A sweet thing in tracks.**

THE head chemist of a great sugar factory has recently discovered a new kind of cement made from what had hitherto been a waste product of molasses. By mixing this with sand, and possibly other similar material, the mixture quickly dries hard, forming a smooth cement. No, the sun does not soften it—it dries it harder and firmer. The new material is, when there is a sugar refinery in the neighbourhood, cheap and will stand very severe tests. We do not think it has yet been tested as to its "falling upon" capacities.

**Greater nicety wanted.**

THE attempt on the starting quarter record, by Parlbay, at Catford, last Wednesday, again accentuates the growing necessity for greater minuteness in the clocking of cycling records. This record stood to the credit of Chinn as 30 $\frac{1}{2}$  secs. We saw Powell's watch after he had stopped it on Parlbay, and it was only the veriest shade over the  $\frac{3}{4}$ , requiring very careful reading not to be taken as dead on. Of course, as only fifths are recognised, the time had to be given as 30 $\frac{3}{4}$ , which tied existing record; but, as a matter of fact, Parlbay must have been 2 yds. or so better.

**Startling!**

A. F. SADLER, of the Amia presented a rather startling appearance at Catford in the open quarter last week, when seen at a little distance. He was arrayed in a racing costume of almost flesh colour, and an impression got about in the neighbourhood of the grand-stand, when he was observed mounting on the other side of the track, after taking his trousers off, that he had absently-mindedly left the dressing-room without dressing. Relief was felt when he flashed past to the tape, and it was seen that he was simply strikingly attired out of compliment to the programme, whose colour he matched.

**What to do with our girls?**

WHAT to do with our girls at race-meetings is a problem that many fellows have had to face. We cannot suggest a better solution than the plan adopted by the Edward Alleyn boys at their 50—make the girls lap-scorers.

**Catford finished.**

CATFORD track may now be said to be finished, and well finished. The stand is well painted, and looks very smart; the dressing-room accommodation is good, the baths excellent; the Press stand is the best one going outside the Oval. The Catford Club have now a billiard table in their own club-room, and, with a little new furniture, which is coming along, will be very cosy.

**The Warwick Vase.**

A RACE for Essex men only, on an Essex path, and for a trophy presented by one of the foremost men in Essex, is being rightly claimed as an appropriate fixture for the Essex Cycling Union, the trophy in question being the reproduction of the celebrated Warwick Vase, presented to the Union by the Earl of Warwick. The contest is to be run at High Beech, on October 5th, the distance being 50 miles.

**Danish and German champions.**

AT the championship of the Deutscher Radfahrer Bund, Schluter, from Flensburg, won the 1 and 10 kilometres championship for Germany, but had to give the last title to Meives (Hamburg), who rode second, but made a successful protest. Meives was easily beaten in June last by the Dane, Koch, from scratch, and Schluter, who rode in July in Denmark, was in the  $\frac{1}{4}$ -mile knocked out in his heat by the Swede, Salmson, who came in, in the final, 6 or 7 lengths behind C. I. Petersen. He was also easily beaten in the 7,500 metres race by Salmson and Henie (no Danish crack starting), and was allowed 30 metres in the handicap.



ELIJAH SCOTT, (DEARNE C.C.)

25 MILES AMATEUR CHAMPION.



### Rough on the clubs.

THE fact that the last Bank Holiday was generally such a thoroughly wet day was very unfortunate to many provincial clubs, who reckon on their meetings on that day to provide the sinews of war for the greater part of the year. The Portsmouth Road Club lost £120 owing to the wet.

### Affiliated clubs note!

THE Liverpool Centre of the N.C.U., owing to the loss resulting on their last championship meeting, have resolved to hold another championship meeting on Saturday, the 31st inst. The wheel events are made up of quarter and half-mile handicaps, for which excellent prizes will be given, and the 50 miles Centre championship. Secretaries of affiliated clubs are earnestly requested to make a special effort to induce their members to attend, and so help to make the meeting a financial success.

### A very good rule.

WITH a view to reducing the risk of accident caused by overcrowding in heats on bad tracks, and to ensure better racing and less roping, the Liverpool Centre last week passed a resolution to the following effect: "That it be a recommendation from this Centre to handicappers and sports' secretaries that, instead of first and second in trial heats riding in finals of handicaps, firsts in each heat and second in fastest heat only qualify." By adopting this rule the number of competitors in each heat can be reduced, the number of heats increased, and better racing will be provided.

### Newcastle Medical Charities' Sports.

THE third meeting of the Medical Charities' Sports was held at the North Durham Enclosure, which had been generously placed at the disposal of the committee. Despite the favourable conditions of the weather there was only a meagre attendance. The mile bicycle handicap was won by W. Summers, Pelton Fell, 150 yds.; H. B. Hunter, Northumberland County, 140 yds., second; and R. Parker, Gateshead, 135 yds., third; time, 2 23. The event of the evening was the 2 miles team race for the 30 guineas Challenge Cup, presented by the Newcastle cycle agents; holders, Northumberland County. Four teams of three riders each entered, and the somewhat dangerous experiment was tried of running the race off in one heat. After a caution from the judge, the twelve riders were safely started. From the spectators point of view the race was a very pretty one, the different club colours showing well. At five to go finessing for positions began, and, as each rider's desire appeared to be to get in the front, clear of any possible spills, the last three laps were run at a terrific pace, and, in momentary expectation of a terrible smash-up, the spectators had certainly plenty of excitement for their money. When the bell rang the crowd of riders were all together. T. Graham, Derwent C.C., A. team, was in first by a length; H. B. Hunter, Derwent, B. team, who came with a long sprint, wide on the outside, ran into second place very cleverly; J. Chalmers, Northumberland County, third. The rest were all in a cluster, and the judges had all their work set to place the men. After adding up the scores, it was found that Derwent, A. team, had won with 11 points; Kensington C.C., second, 20 points; Derwent, B. team, third; and Northumberland County fourth; time, 5 35.



### RIDING IN A STORM.

SIR,—Whilst I was returning alone from Epping to Bishop's Stortford on Saturday, the 10th inst., I was caught, soon after starting, in the storm which was pretty general all over England. Although it did not rain or thunder, until after I had reached my journey's end, yet the lightning was terrific and incessant. At times myself, machine and surroundings seemed to be one mass of flame, and several times it seemed as if I had entirely lost my sight, for I could not see the machine I was riding, until some moments after the flashes had disappeared, and I did not get over the effects for two days afterwards. I felt as if I was bruised all over and unusually tired.

The strangest thing of all, to me, was that, for the distance of 10 miles, exactly above me the stars were shining brilliantly, yet the lightning was flashing from North, South, East, and West. I have been riding a cycle for more than 15 years and I have never been out riding in such weather before, nor have I ever seen lightning like it.

Can any of your readers account for the way in which the lightning had such an effect upon me, yet not to have struck the machine, which, I have been given to understand, facts as a kind of magnet to the lightning?

H. C. COUZENS, N.R.C.C.

### THE TAXATION OF CYCLISTS.

SIR,—Now that there is a prevailing tendency towards taxation on cycles, and as the evil day cannot be put off much longer, it behoves all cyclists and tourists in particular, to see that they get something for their money, and not to let this golden opportunity pass. The following are the most important necessities for all wheelmen:—

- (1.) Improvement in many road surfaces, especially of the North Road.
- (2.) Universal Lights' Bill.
- (3.) One month's allowance, at the outside, for metalling and rolling in of all highways that can obtain the use of a roller.

Yours &c.,

"WHEELER."

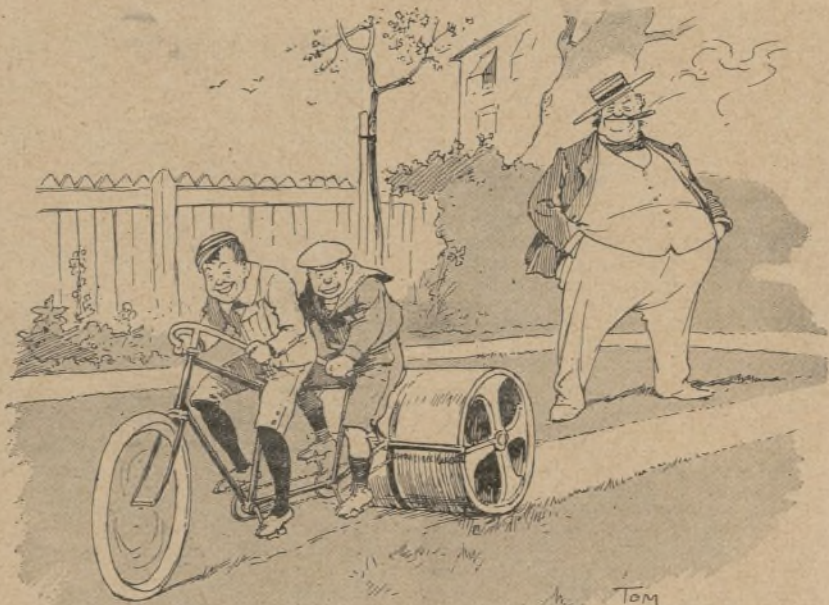
### LARGE CHAIN WHEELS.

SIR,—Having noticed the comment on the size of chain wheels, I perfectly agree that the large chain wheel is a great advantage, inasmuch as it gives a steadier pedalling action to the rider, and needs less adjustment from stretch, and adds life to the chain. I have an Imperial Rover with 8-tooth hub wheel, 20-crank, geared 70, also Champion Triumph, with 9-tooth hub wheel, 23 crank wheel. Of the two, geared 71, I prefer the 9-tooth. I think the 10 a little overdone. This is my conclusion after careful consideration, I have ridden all types of machines during this last 16 years, and not omitting the Boudard gear.

Yours &c.,

Y.R.C.

A. J. WATSON was defeated in his 1 and 5 miles matches with Ingemann Petersen, the other race consequently not being run.



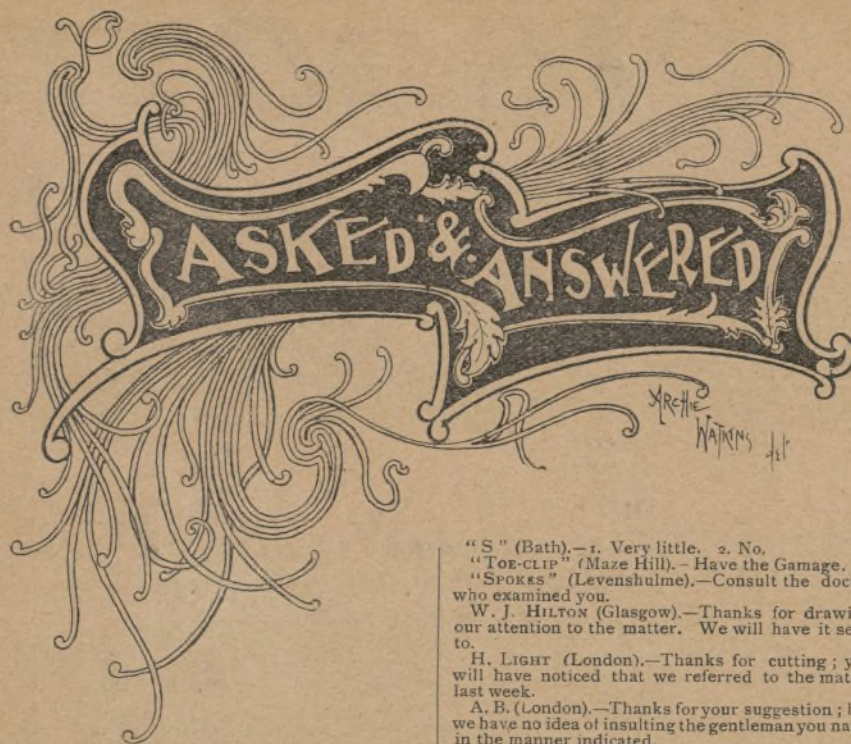
SMART MAN.

Ingenious Pater has contrived this machine for the youngsters. It amuses them, and rolls the garden at the same time.









A. G. TRYNEY (Fulham).—Quite reliable. The gear named is about right.

H. E. BRYNING (Croydon).—Thanks, but another correspondent fully answered the query.

R. H. GILLARD (The Castle, 8, Holloway Road) would like to hear from the secretary of the North London C.C.

"A CYCLIST" (London).—The roads are good, but the hills are steep and often dangerous. Great care will be necessary.

A. D. CUMMING (Birmingham).—The circulation of them has been stopped for some time, on account of the objection raised by the Post Office.

A. E. S.—Can any reader of "Cycling" give me the address of the inventor of the bicycle coupler, exhibited at the Stanley Show, 1894?

G. J. (London).—We can never reply in next issues. Our files of queries are always full, and replies are given in strict rotation. We fear the information is useless now.

"UNCLE TIPCAT" (West Bromich).—Messrs. Grey & Co., Keppel Street, South Shields, write as follows:—"The word 'Greyhound' cannot be registered as a trade-mark on account of prior registrations. We made two unsuccessful applications, and the Registrar will not give his consent unless three consents, from three different firms, are given. As we hold two transfers of these marks, under signed, stamped agreements, we are in a position to prevent any firm, excepting ourselves, registering the word 'Greyhound.' We may say we have used this word for the last four or five years, as a name for our machines."

#### Tips to Tourists.

A CORRESPONDENT sends the following useful information concerning the roads from London to Cornwall, via Dorset:—"The Ripley Road is now in excellent trim, and hardly inferior through Guildford, over the Hog's Back, to Farnham, Alton, and Alresford. To get to Winchester, one avoids big hills by turning off to the right one mile past Alresford, through Itchen Abbas. The riding is good again to Romsey, and through the Forest to Ringwood and Wimborne Minster. From the latter place to Dorchester is splendid, but afterwards the surface, through Bridport and Charmouth, is not so good as usual, as the dry weather has made the Dorset hills stony. It is not advisable to go to Lyme Regis en route to Exeter, except for the scenery, as the road is very hilly and stony in places. Better go through Axminster and Honiton, where it is good. The easiest road from Exeter to Launceston is through Okehampton, skirting Dartmoor on the North. It is a hard road, but the one through Moreton Hampstead to Tavistock runs through very hilly country, where a brake is a necessity; but the scenery is much finer by the Southern route. The forty miles through Okehampton are fairly free from stones, which cannot be said of the other route. Launceston to Camelford, for Tintagel, is good surface, but lonely, being hilly moorland."

"S" (Bath).—1. Very little. 2. No. "TOE-CLIP" (Maze Hill).—Have the Gamage. "SPOKES" (Levenshulme).—Consult the doctor who examined you.

W. J. HILTON (Glasgow).—Thanks for drawing our attention to the matter. We will have it seen to.

H. LIGHT (London).—Thanks for cutting; you will have noticed that we referred to the matter last week.

A. B. (London).—Thanks for your suggestion; but we have no idea of insulting the gentleman you name in the manner indicated.

S. BAULON (Radcliffe, near Manchester) will be glad if any reader can give him a good route from Radcliffe to Glasgow and Edinburgh.

G. J. BLANCHARD (Brighton).—We regret we cannot use the MS. submitted. If you will send stamps to cover postage we will return it.

## DEAR TOURIST,

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

*Yours truly,*

*THE EDITOR.*

W. SHEPPARD (Brentwood).—We communicated with the firm, and have since received their reply. No doubt you have heard from them by this time.

G. C. WOOD (London).—"I should be greatly obliged if any reader who knows, could inform me of the best route to take from Calais to Brussels?"

C. R. FREEMAN (Ipswich) would like to know whether it is a good road from Ipswich to Norwich, passing through Claydon, Earl Stonham, and going direct through Scole, Long Stratton, Swanshorpe, and into Norwich?

T. J. TIMMINS (S. Norwood) will be able to get his machine stored at 196, Queen Street, Hastings, Southern Engineering Co., 5, Pelham Arcade, or at 4, Union Street, Hastings; also at Smart & Co.'s, off Roberson Street, near Palace Hotel.

"ROVER" (London).—"Does any reader know a good route to Heideberg in Germany? Are the roads good and safe for travelling, and would machine be carried and admitted free?" Perhaps some kind reader will give our correspondent the information he desires regarding route and roads. As to duty, we gave the fullest details in our issue of August 10th, and must decline to repeat it.

H. GRAFTON (London).—We believe it is a reliable mount.

R. (London).—135, Great Colmore Street, Birmingham.

"BEGINNER" (Windermere).—Goy's, Praed Street, Paddington, W.

S. J. BLANCHARD (Brighton).—We do not publish indexes to "Cycling" Vols.

"HELEN" (Bournemouth).—You ask us to answer an impossible question.

"PUZZLED" (London).—It is really a little too late in the day to explain what a gear is.

C. PEMBERTON (London).—We regret we could not get your inquiry in the issue required.

BETA (Bexley Heath).—"Will a reader kindly state the best route from Bexley to Bognor?"

A BINNING (London) wishes to know, where he can safely store his bicycle near Goswell Road?

HAMMERCHWER (Lichfield).—Get a cover from the Smith's Patent's Co., 254, Borough High Street, S.E.

"RACER" (Barnet).—1. Yes. 2. On the race path, but too light for the road. 3. 65 for the road, 68 for the track.

"SWIFT" (Acton).—It is obvious that such a complaint as yours should be addressed to the tyre Company, and not to us.

T. S. R. (Cardiff).—Take away 7 and 8, and the others are all absolutely equal in point of merit, and you may choose for yourself.

P. WILLIAMS (Cardiff).—About half the time you took to cover the distance would not be considered extraordinary on the North road.

"NOVICE" (Windsor).—1. About 30 lbs would be a safe weight. 2. 2 is the better machine of the three named, we think. 3. Quite true.

T. L. (Kennington).—As you don't know how to get on the track, we strongly advise you to keep off it. It will land such a very simple young man as yourself into endless complications.

J. CAPON (London).—The machine, in our opinion, would be too light. The gear named is also high, but, in this direction, so much depends upon the individual capacity of the riders.

J. ONELL (London).—Would one of your readers kindly tell me, through your "Asked & Answered" columns the best route from Hertford to Chipping Norton, and about what distance it would be?

"AN ADMIRER" (Plymouth).—A. An excellent specification. B. We think not. C. The Grose is an excellent case. D. It is a myth; we do not advise you to join on that account. E. Quite right, 7s. 6d. is the price.

"OTTOCS" (London).—"Would any reader kindly let me know, through your 'Asked and Answered' page, the nearest and best way from Herne Bay to Deal, as the main roads, shown on maps, go such a long way round to get there?"

P. G. STOREY (London).—The road over such a distance is, of course, very varied, and in the course of the ride you will, no doubt, come across several unrideable hills. Still, on the whole, we should call it an interesting, if not an easy, touring ground.

"ADELPHI" (Kilburn).—You cannot do better than follow the Portsmouth Road. You do not need to touch Croydon at all. Go via Hammer-smith, Barnes, Richmond Park, Kingston, Thames Ditton, Ripley, and so on. We thought every cyclist who could wobble knew this route.

#### Duty in France.

A. W. H. BIRCH (London).—We have given the information almost weekly for the last month in this issue. If only our correspondents would read through this column before putting their queries they would save themselves and us a considerable amount of trouble. The duty, roughly, is about a franc for every pound weight of the machine. If a receipt is taken when paying, the money (less a trifling fee) is returned on leaving the country by any port. We know from experience that if the machine is muddy and dirty, and a club badge is shown, and it is stated that one is only bent on touring, the duty is not always demanded. Our Foreign Tourist has never paid duty, but he knows others who have had to. We trust you will not consider us discourteous, but we really cannot keep repeating the same replies week after week. Before putting their queries our readers should first consult this column.

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.