

# CYCLING.

CONDUCTED BY  
EDMUND DANGERFIELD & WALTER GROVES.



GEO. GATEHOUSE.

ONE MILE AMATEUR TRICYCLE CHAMPION.

Ayuntamiento de Madrid



## CYCLING IN JUTLAND.

## A RUN TO THE SKAW.



DENMARK is singularly fresh ground for the tourist from Great Britain; and for the man with a cycle, a better country cannot well be imagined. They assured me on this latter point, on board the Danish steamer from Harwich to Esbjerg, when I had duly seen my machine safely braced to the iron bars in the somewhat empty hold. But only upon certain conditions. I

was, for instance, to give the West coast of Jutland the cold shoulder; and of course the interior of that large bold headland also, since it consists mainly of bleak, uninteresting moorland, and boasts neither of good roads nor picturesque scenery. Otherwise, if I confined myself to East Jutland, Fyen, and Zealand, I might, they said, expect the best of good times.

This, however, did not suit my programme. I wished to see something of the rough of Danish life, as well as enjoy the ecstasies of brisk movement in the best parts of Denmark. And so I persisted in my determination to start on my machine from Esbjerg itself, and go as far due North as the roads and the land would allow.

The Esbjerg boats favoured this plan. Apart from it, they cannot be recommended, especially to the tourist apt to be sea-sick. Even the best of them, the "Koldinghuus," is a poor concern compared to the other steamers that connect us with the Continent. They all, moreover, have a way of going from England so nearly empty, that they reel about on the least provocation, and of returning to England so heavy laden with butter and pork that they can

## SCARCELY MOVE THROUGH THE WATER

at even ten knots an hour. Their ménage is of course Danish. That means jam to your meat, and other eccentricities; though to be sure you need not have the jam if you do not like it. The conversation on board is almost strictly Danish; the average Briton bound for Denmark contemning this slow cargo line. Even the steward and stewardess understand only just enough English to muddle themselves with, if they understand any at all, and the men smoke at pleasure in the dining saloon or on deck. In short, it is not a luxurious route, though it has the merit of cheapness.

But it suited me and my cycle, and so to Esbjerg I sailed, on a fair June day. Leaving Harwich at one o'clock in the afternoon, we were at the rising little Western port by six the following evening. That was good enough. The weather, moreover, seemed so promising, that I was fain to set off there and then for the next town-village. There is nothing to see in Esbjerg, unless you like to behold women bathing nude from the waist upwards. Fano, the island that makes the Esbjerg roadstead, is better worth a visit. They wear odd funnel-shaped caps in that flat sandy little land, and have two or three much-frequented hotels, from the windows of which you look upon nothing but sand and water. And these hotels are as costly as life in general in Denmark is cheap.

To Varde, therefore, I went forthwith, sending my portmanteau right off to Skagen, which shows the audacity of my schemes. I would not for much have suffered the railway journey that poor portmanteau went through. The distance is over two hundred miles by rail, and on the rails you may spend a dismal day and a half, or two full days in covering it.

## THE WIND WAS WESTERLY,

and my course North. So far well! But hardly had I got out of Esbjerg's bounds, than I saw I was in for a bad thing in roads. The country here is not strictly flat; it is rather a series of broad undulations—capital for the cycle if the roads also are good. There is no cover in wet or windy

weather. What few trees there are hug the trim farmsteads which dot the land; hug them tightly too. My road grew narrower and narrower, and more and more rutty and stony. My first spill in Denmark was not long in coming. It lowered me to a ditch on the margin of a clover-sweet meadow, in which the cows were tethered, so that they could eat their way through the field in mathematically precise circles. It also disturbed the wheels of my machine seriously. However, I made shift to continue, even with a worsening of the way. Added to this, was the very aggravating conduct of the Danish dogs; each farmstead here keeps one or two of them, and the watchful brutes seldom let me go by without rushing full pelt either before or behind the machine, with very vicious barks and snaps. At least these seemed vicious, and as the dogs were of all sizes, up to that of the mastiff, and the stockings to my knickerbockers were not tooth-proof, I began to think cycling in Jutland might turn out rather

## MORE DANGEROUS THAN PLEASURABLE;

and the road got so bad at length that I had to get off and trundle, in the hope of better things.

This went on for an hour-and-a-half. It is only eleven miles to Varde; which says much. Perhaps I made the acquaintance of fifty excited curs in that short distance. At this rate, methought, how many thousand should I have had at my calves ere I found my way back to Esbjerg—if that ever came to pass? The spire of Varde church came as a profound relief, and so did the main road between Ribe and Varde, upon which I soon afterwards sped gaily. The last mile of the way was downhill, and delightful. I entered Varde by the wooden bridge over the Varde River, consoled at length, and sanguine, and made my way speedily to the Hotel Dania.

A diverting evening ensued. My landlord had no other guests, and he seemed absurdly elated to have an Englishman in his house. He sat by me ceremoniously, in his best clothes, while I ate of the multitudinous cold slices of meats and fish, which constitute the Danish supper. We drank to each other in gin. We took coffee together in a plaintive little patch of potatoes and other vegetables, which he called his garden: I was more interested in the family of storks on his roof than aught else, I am ashamed to say; and afterwards the good fellow guided me to and fro in his native town to show me in what it excelled. He introduced me to a number of wondering tradesmen blankly as "an Englishman." These all bowed their best, ejaculated, paid me compliments, squeezed my hand, and bowed again. They are fearfully polite in Denmark, or seem so. I was bored exceedingly, yet unwilling to hurt my landlord's feelings. "As a finish, he walked me off to the finest thing of all in Varde—its "skov," or wood. Every Danish town tries to have a little or a big wood, thickly planted with elms, beeches, or oaks. The plantation serves many purposes. It is a shelter from the West wind. It is a pleasant aid to courtships. It may hold a café, and a band-stand, and have a cleared space in its very midst for dancing under romantic conditions. And much else. This Varde wood was just the stereotyped, pretty wood of other Danish towns. In England we have parks to our towns; in Denmark they favour woods. My landlord and I saw the

## SUN SET FROM THE MIDST OF THE TREES.

That indicated ten o'clock or so. Then I pleaded for bedtime and we made our way ceremoniously homeward. The storks, sensible fellows, were fast asleep, on one leg each, when we got back to the hotel.

This little sketch of manners is worth giving, since it shows what the stranger may expect in the out-of-the-way parts of Denmark. The Dane is a good honest fellow, and it is just as well to know something of his ways of life.

The next morning opened with rain and a strong West-wind. The latter seemed bound to rule the former, and so I had no hesitation about starting. I proposed to get to Ringkjøbing by easy stages; a thirty-seven miles run. My landlord civilly walked with me to the end of the vile stones with which Varde town, like all Danish towns, was paved, and gave me cordial "God-speed!"



It was Sunday. That doesn't mean much in Denmark, except perhaps more passenger traffic than usual for the trains. It gave me an unusual number of lumbering carts to pass for the first Danish mile ( $\frac{1}{2}$  English), out of Varde. The Jutland horses do not take kindly to cycles. They start and caper and toss the occupants of the carts about rather madly. But the Jutlander is a phlegmatic fellow. He does not swear at the cyclist. More wisely, he laughs at the excitement of the women in the cart, and gives his attention otherwise exclusively to his steeds.

But after the first four miles I had the country strangely to myself. The road was good at first, and very bad afterwards. It traverses heath for a score of miles, with infrequent farmsteads (and therefore few dogs). I had

THE MOAN OF THE TELEGRAPH WIRES in my ears for an hour, and no other sound. Now and then a sharp shower broke from the West. Now and then I rested from the road, prone on the heather, and smoked a pipe. In twenty-two miles I only passed one village, and that a meagre little concern. They were going into the white saddle-back church at the time—at least the women were. Just outside the church gate four or five shameless men were playing croquet on common ground, with the long pipes in their mouths so loved of the Jutlander, from Skagen to Schleswig.

(To be continued.)

#### Skates v. Bicycles.

At Johannesburg, Africa, on July 20th, a three miles race took place on the Wanderers' rink between three skaters, who did a mile each, against one bicyclist. The latter won easily.

#### Will cycle no more.

SHEFFIELD cyclists who were riding in the old ordinary days, will be sorry to hear that C. McDermot died last Saturday. He rode for pleasure, and could be regularly seen spending his week's end riding through the Dukeries, or in Derbyshire, being a great lover of Nature.

#### The Stanley Show.

SECRETARY LAMB is now booking space for the Stanley Show; he informs us that prospects, even at this early date, are distinctly favourable. There is no ballot, space being allotted strictly according to priority of application. The address of the Show offices remain as hitherto, 57 Chancery Lane, W.C.

#### The great silver meeting.

EVERYTHING is progressing favourably for the great silver meeting of the Anglo-Irish C.C., at Coventry, on September 7th. Most of the best-known speed men have entered for the various events, and the 6 hours' contest promises to be full of excitement. The hon. sec., Mr. G. W. Booker, and his committee, are leaving no stone unturned to make this great cycle meeting the most successful ever held in the city of Coventry. All the prizes are solid silver, chosen in excellent taste, and guaranteed to be right up to value. All particulars and entry-forms can be obtained from the hon. sec., 28, Fleet Street, Coventry; also at CYCLING'S London Office.



#### "AUTUMN FLOWERS."

Is the artistic Supplement in this issue?

TAKE particular care that you get it.

A BEAUTIFUL harbinger of a beautiful season.

LENZ's body is to be brought home from Erzeroum.

A CYCLIST struck and killed an old man at Naas, immediately decamping.

THE paternal looking F. P. Wood has excited the ire of his fellow clubmen by growing a copious beard. It is in peril.

LORD HENRY BENTINCK and Lady Ashbrook, are amongst recent aristocratic purchasers of Rudge-Whitworth safeties.

A LEADING ecclesiastic of Paris has determined to refuse admittance to any sacrament whatever, ladies attired in Rationals.

A GOOD many Belgians still adopt, when road-riding, the extreme leaning position, which is, fortunately, now out of fashion in this country.

ACCORDING to a published interview with the president of the Dutch club the Stanley men entertained, one of the things that struck him was—"that they were eating so colossal much here."

#### The Afas on wheels.

A FEATURE of this year's meeting of the French Association for the Advancement of Science, which is generally termed the Afas, just held at Bordeaux, was an excursion of the members, mounted on cycles, to Cubzac. A year ago Doctor Championviere read a paper on the subject of cycling at this Association, which has evidently borne good fruit.

#### A tour on the Eiffel.

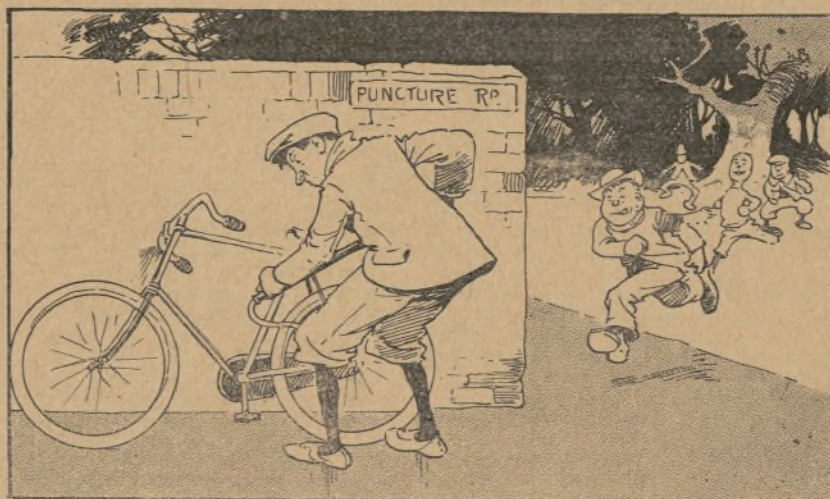
THIS Wednesday, Sam Brown, of the Humber C.C., is to commence a cycling tour of a somewhat sensational character. He will ride his gigantic Eiffel bicycle, and during the tour, which will extend over some eight weeks, proposes to visit upwards of 70 towns in the neighbourhood of the South Coast.

#### The last straw.

It is curious how machines sometimes collapse, after long and faithful services without any very good explanation for their sudden divergence from the paths of virtue. We were out with a party last week, when one of the riders, to get a little more run on his machine down-hill, leant forward. Immediately his front wheel buckled badly, throwing him full length on the ground, not, fortunately, to his very serious hurt. Yet that rim had stood months of hard work and never before shown the slightest signs of weakness, nor had it received any injury meanwhile. The few pounds of extra weight, consequent on the rider's change of position, had proved the last straw for that rim however.

#### A delicate accuracy.

MR. E. OLDENBOURG, of 1, Dowgate Hill, E.C., the agent for the Howigoe speed register and automatic pacemaker, writes us as follows, regarding this ingenious article, which we recently described. He says:—"I think it will be interesting to all cyclists, and I think it is necessary, in the interest of this pretty little invention, to call your attention to the fact that the principles upon which the instrument is made do not allow the same to be gauged and marked in quantity, and, so to say, by machinery, as the glass tube and liquid in the same, although made all alike, do vary very slightly in size and quantity, and it is necessary that each apparatus shall be separately tested and marked, as the invention is based on mathematically correct and exact equal proportions. It therefore arises that some instruments are marked up to 25 miles, some to 27, 28, and up to 30 miles. This should be sufficient to guarantee to all my clients that each apparatus is mathematically correct."



#### A TALE OF A TYRE.—I.

FLIPPS' tyre had gone down, so he was pumping it up a bit, when the usual cheeky kids came up.

B



### Payne at Margate.

ONE of ours came across the clever Gaiety actor and enthusiastic cyclist, Edmund Payne, one day last week at Margate. Though looking well, he still has to travel per Bath-chair, and is looking forward to the time when he can once more mount his cycle, which time, we sincerely trust, is not now far distant.

### C.T.C. activity.

It has been decided to hold the next meeting of the Liverpool District Section of the C.T.C. on the second Saturday in September. All who intend touring, or who have toured, should attend the meetings of this club, as useful experiences are exchanged, and old tales of the "Sport," not only of kings, but of all men, are re-told.

### Lights on Surrey vehicles.

ALTHOUGH by no means general as yet, it is satisfactory to note when night riding in Surrey, that the County Council law as to universal lights is not being ignored, but that there is a very marked increase in the number of vehicles carrying lights. We believe the police, for the present, are contenting themselves with simply warning those drivers who have not obeyed the new law.

### Scathing.

ADDRESSING his neighbours who had kindly walked puppies for the Bramham Moor pack of hounds the other day, Mr. Lane Fox remarked:—"There is one thing we are frightened of. I am told that the ladies—that is, ladies who have ceased to be ladies, but have not quite become gentlemen—come out on bicycles and ride bang over hounds. Let us hope that they will learn to stop at home and attend to their household concerns!"

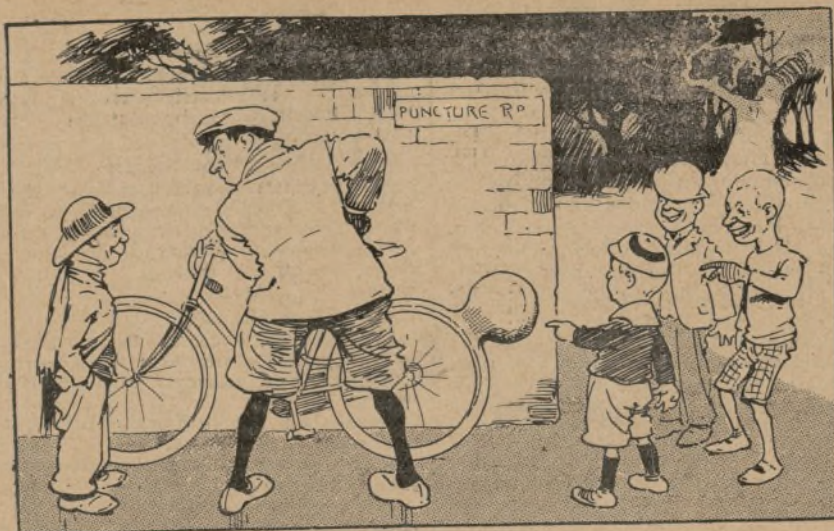
### The "Unexpecteds."

THE Unexpected C.C. is a North country club, which, from all accounts, is run on very unconventional lines. They have neither captain, secretary, treasurer, nor fixture cards, but they own to a club badge. The subscription is *nil*, and the runs start from a point where five roads meet, the destination being fixed on the spot. There are rules, but only two members know them, including the man who wrote them out. The Unexpecteds may not be expected to last long on these happy-go-lucky lines.

### The tension of saddles.

MAY not some of the saddle soreness, complained of so much just now, be due not so much to the shape, as to the hardness of the saddle, caused by the leather being overstretched? There is some truth in this we believe, for we recently took the spring of one saddle, and the leathers of another, built up the saddle, and tried it, but the combination was not a pleasant one. The spring was a trifle too long for the saddle hook, and consequently the leather had to be overstretched; the result was a very hard seat, though supported by a pliable spring, which, in former conditions had answered well. We do not recommend riders to try the experiment of a combination of saddle fitments, for they rarely tally, but circumstances compelled us to do something, and where there's a will there will always be found a way out of a difficulty. But when we refer to overstretched saddles we mean, of course, that the hook is often screwed too far into the lug in the peak of the saddle, and if this is released a few threads, and afterwards re-attached to the spring, the seat will be much more comfortable to sit upon.

B2



A TALE OF A TYRE.—II.

—And helped him with sundry remarks and suggestions. But he didn't notice the big blister rising where his tyre was weak.

### A curious regulation.

No cycle will be carried on a Russian railway unless the tool-bag is removed. This is due, it is said, to the fact that on one occasion a cyclist left a revolver in his tool-bag, which went off, owing to shock, and injured a railway employé.

### The Prince of Wales and the Humber Eiffel.

THE Prince of Wales took such an interest in the Eiffel bicycle, ridden by Sam. Brown, when he met the club run of the Humber C.C., near Warwick, that the committee of the club sent his Royal Highness a photo. of the machine, for which the Prince has sent them his best thanks.

### Not J. E.

THE Sovereign affair dies hard. Mr. J. E. Ridout, the well-known tandem record holder, writes us that he is not the Ridout mentioned in connection with the case, but that this Ridout has different initials to his name. We are sorry that Mr. J. E. R. has been subjected to annoyance owing to this similarity of names.

### The Ideal Road.

AN interesting work, entitled "The Management of Highways," has just been published. It is from the pen of Mr. Purnell Hooley, the County Surveyor of Nottinghamshire. In the work Mr. Hooley describes the ideal road of the future as one along, which, if road racing were legal, the cyclist might travel as fast as on a racing track, a road without ruts or holes, or loose stones, or dust to mar its perfectly level surface.

### The advantages of a cycle lock.

THE advantages of a secret cycle lock were well illustrated the other day, when a resident of Giffnock found, in the morning, that his cycle had been stolen during the night. Driving to Pollockshaws Police Station, he found his property there awaiting an owner. It appears a man had found it in a quarry, with the steering gear locked, and the supposition is, that the thief, unable to undo the lock, had grown tired of attempting to steal such an awkward article, and discarded it in the quarry.

### Loaded up.

RECENT famous road rides have proved the staunch constitution of the new Raleigh tandem, and at Skegness the other day a striking object lesson to the same end was afforded by the spectacle of a Raleigh tandem going along all right under the combined weight of four Nottingham cyclists, the third and fourth men being poised pyramid fashion on the shoulders of the rear-driver. The front man was sufficiently occupied with the task of steering his omnibus, but he was quite equal to the occasion.

### Cause and effect.

THE falling off in the number of mid-week evening riders, as compared with former years, becomes more noticeable every time we are out on the road on these occasions. We attribute this lethargy almost entirely to the decay of road racing. Club men, no longer having any inducement to train and keep fit, as a rule do not exert themselves to go out for a spin after business, but confine their wheeling to the club run, or Sunday party jaunt. It was the training for the club road races that brought men out more than anything.

### A new toe-clip.

THE Cycle Components Co., who seem to be for ever bringing out some taking novelty, send us their latest in toe-clips. The advantages accruing from this clip are such, as we feel sure, will recommend it to popular use. In the first place, screws are not employed to fasten it to the pedal, and, consequently, vibration is not likely to effect the liability of loosening the clip. The automatic grip of the clip upon the pedal barrel renders it advantageous in being easily detached from, or attached to, the pedal. Furthermore, its lightness renders it specially applicable to racing machines, where a consideration of weight is taken into account. The lengthened surface occasioned by it gripping the pedal barrel, instead of it depending for its grip upon one of the plates, gives the foot a firmer hold, and the clawing motion in pedalling has not thus a tendency to strain the clip.



## An "Eiffel" tandem.

At the grand parade of the Humber C.C., at Coventry, last week, an "Eiffel" tandem, ridden by Brown and Oxborrow, was the chief sensation. It is 16 ft. high, and weighs about 150 lbs, and carries an electric plant for illuminating purposes, weighing another 50 lbs. The wheels are 32 and 36.

## The raging "Ad."

A WOMAN in Paris has found a new way of doing some advertising for cycle firms. Mounted on a cycle and dressed in Rationals, she goes about with a small poster on her back and another on her chest, "X cycles are the best." "Use only Z tyres." Of course this sandwich-woman is creating no small amount of attention.

## Exonerated.

AN inquest was held last week on a woman who was knocked down in the Oldham Road, Manchester, in June, by a cyclist, her leg being fractured as a result of the collision. She lived some time, but eventually died from the injury and shock. Evidence was given on behalf of the cyclist by a police sergeant, who said he did all he could to avoid the accident, and was not riding recklessly. The jury gave a verdict of accidental death.

## Petroleum cycles in England.

THE president of the Tunbridge Wells C.C., Sir David Salomons (who is also Mayor of the town) has recently been over to France and purchased a petroleum cycle, and has promised that he will have it running on the Tunbridge Wells roads in from 6 to 8 weeks time, and has also very kindly extended an invitation to the members of the club, who may feel interested in the same, to view the trial. Sir D. Salomons was one of the first, if not the first, to apply electricity (on which he is a great authority) as a motive power to cycles, but the local by-laws were so very stringent that he soon gave up the attempt.

## Cleared.

As was fully expected by everybody with the least knowledge of the subject, the directors of the Essex Cycling Union, had no difficulty in refuting the scandalous charge of mercenariness laid against them. In fact at the general meeting of the delegates to the Union held last week, their traducers, thinking discretion the better part of valour, refrained from meeting in public the men whose honour and integrity they had so grossly maligned. Mr. W. C. Russell, vigorously defended the directors in a speech, lasting fifty minutes, and after all the misunderstandings had been explained away, a vote of complete confidence was passed without a dissentient voice.

## A cyclists' Billiard League.

BILLIARD playing amongst cyclists, and inter-club matches have attained to such a degree of popularity in Liverpool and district, that it has been decided to take steps for the formation of a billiard league to promote championships on the lines of the Football League, &c. At a preliminary meeting held a short time ago, Mr. R. W. Cornish was appointed hon. sec. pro. tem., and we learn from this gentleman that a meeting of secretaries and club officials will be held in the Victoria Hotel, Liverpool, on Tuesday, September 3rd, for the purpose of going fully into the matter. Secretaries of clubs in the district are particularly invited to attend. Mr. Cornish, whose address is 128 Bold Street, will supply those interested with any further particulars.

## Fame!

A PORTRAIT of Wridgway, with his machine, adorns the walls of the New Gallery. Holbein should, by rights, be in the next Academy!

## A marriage at Wootton.

MANY cyclists have met and known Miss Gertrude E. Dibble, of Wootton Hatch, and will heartily wish the fair member of the Dibble family all good things on the occasion of her marriage on the 21st with Mr. T. Hayes, of the Pioneer C.C.

## A real good thing.

MILLER'S new Duplex Lito lamp is a real good thing, and a credit to this well-known firm's ingenuity for sound improvements in lamp construction. One of ours is now giving the lamp a good testing, and will report upon it fully in a later issue.

## The Dibble Memorial.

PREVIOUSLY acknowledged, £5 5s. 6d. R. G. Oxx, 5s.; W. Monday, 3s.; G. L. Morris, 2s. 6d.; C. E. Liles, 5s.; W. G., 2s.; Balian, 1s.; S. Camelare, 1s.; W. Dalton Smith, 5s.; W. Crichton Saunders, 5s.; P. A. Ransom, 2s. 6d.; P. T. Letchford, 1s.; S. B. Noakes, 2s. 6d.; Toby and Harry, 10s.; Miss E. Richards, per CYCLING, 5s. Subscription collecting cards are now printed, and those willing to further the interests of the Dibble Fund, can obtain same from H. North, 18, Albert Square, S.W., or our office.

## Sheffield charity.

THE Sheffield Cyclists' Charity Tournament Committee held a meeting on Thursday night, to hear the Hon. Sec.'s report of the late sports. It was found that there was a profit of about £75, and it was recommended that this sum be divided as follows:—Infirmary and Royal Hospital, £25 each; Jessop's Hospital, £15; and the Children's Hospital, £10. This makes about £1,100 that the cyclists of Sheffield have raised for the medical charities. The meeting was adjourned until September 10th, as many of the delegates are away on their holidays.

## 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.

## Sunderland Dispensary Carnival.

A LARGE number of wheelmen took part in connection with this event. The cyclist costume parade attracting a large number of sightseers, and no doubt a substantial sum will be handed over to the institution, over £40 being collected en route.

## Police raid at Horley.

THE police made a raid on the wicked scorchers at Horley last Sunday. Just before the "Chequers," coming from London, an obviously plain-clothes constable, disguised in a straw hat, was stationed to give the signal, and two other members of the force were hidden by the garden hedge a little farther up, in all the majesty of their uniforms. Cyclists all along the road were kindly giving the tip to each other, and sport was poor. He of the straw hat was quite taken off his guard when a damaged cyclist from Cologne said, "Good morning, constable!" in passing.

## The cycling fatality at Newcastle.

AN inquest was held on the body of the young man Guy, who was thrown from his machine, and who died without recovering consciousness. A cyclist, who was a witness of the accident, in giving evidence, said he noticed Guy riding fast when he was 50 yards away from where the accident occurred, and, as a practical rider, he thought it was very foolish to ride at such a rate. The deceased was riding a 24 lbs. racer, and if he had been riding with a brake the collision might have been avoided. The coroner made some very strong remarks in a similar strain, and hoped the authorities would take steps to prevent the fast riding which took place in the crowded streets of the city. A verdict of accidental death was returned.



A TALE OF A TYRE.—III.

Bang!!! Flippo thought someone had thrown an infernal machine over the wall.



## WORDS ABOUT WHEELMEN.

**H. L. CLARK.** H. L. CLARK was up from Norwich, on Saturday, to judge the Bath Road 100; he is looking fit and fat, and tells us that down his way the pastime is going ahead tremendously amongst the "classes." He agrees with us that path racing is at present suffering from over-doneness.

**A SPEEDY POLICEMAN.** H. B. MONCK of the Liverpool Police A. S., is a very promising man on the path. He has won several races this season, and appears to improve every time he turns out. The Liverpool police hope in the person of Monck to have a man fit to hold his own with all comers next season.

**SCHRADER AND HANSEND.** THESE two Danish riders have been carrying all before them in the recent International races at Copenhagen. The races were continued over three days, and on each day the former rider was successful in beating the English one mile champion. He also defeated the English '94 champion on two occasions. Both ride Rudge-Whitworths.

**A GROUP OF STAYERS.** MEN who have ridden a great deal on the road, seem to have a far greater chance of scoring in events on the track, than those who have done comparatively little road work. It is also a striking coincidence that nearly all the best road men have shown their extraordinary staying powers when over 25 years of age. G. P. Mills's and Edge's ride to Groat's is a case in point, and the former's previous trip over the End-to-end course is another. Fontaine is nearly thirty; G. Hunt is in his thirties, and the father of a family. Holbein is much over 25 years of age, and Ilsley, J. Green, and Bidlake are all on the far side of the quarter century.

**A. F. ILSLEY.** It is not always that two brothers select the same pursuits, have similar ideas and similar dispositions. Members of a family so often hold diversified views that, when two brothers, or two sisters, are found with the same likes and dislikes, it is all the more noticeable. This is much the case with the brothers Ilsley. A. F. Ilsley rarely allows himself to get entangled in the various controversies which surround the sport, and in assuming, as he nearly always does, a neutral position, he is thus able to make himself popular with all. His racing career, so far, has been a brilliant one, and his recent successes are too well known to need recapitulation. It is only necessary to allude to his greatly increased speed soon after he took to riding a tricycle. His wins on the track have been largely due to experiences gained in races on the road, where many good track riders first learnt to stay; and the more road riding a man has put in, the more likely is he to score in long distance events on the track. Ilsley has done some creditable performances on the road. He is one of the early members of the North Road Club, and, as a consequence, he has been used to downright hard riding in all weathers. This, no doubt, has served him well on the track. He is never depressed by defeat, and never lifted up by success.

## THE GUERNSEY Channel Isles championship this year after 7 consecutive annual wins is regrettable, but is not owing to the degeneracy of her racing men.

**CRACKS.** Alf Duquemin, Guernsey's famous scratch man, had made 4 consecutive wins, 3 making one cup his own; but neither he, nor T. Pike, champion of Guernsey, and then holder of the Channel Isles championship cup, travelled to Jersey to contest for supremacy with the Jersey speed-merchants. G. Froome, G.C.C., who did, and was on scratch in the open handicaps, returned to Guernsey when the sports were postponed on August 5th, leaving the representation of Guernsey to two novices. Since the days of J. Le Tocq, who once made 10 miles track record for the ordinary type in a Channel Isles championship race, and won the first cup outright, Guernsey's speed men have been invincible in the Islands, and have occasionally shown their quality on the mainland.

**H. T. WHORLOW.** WHEN Whorlow is an old man, we venture to say that he will still be captain of a cycling club, and that club will be the North London. Anyone who has had much to do with club life, must have exceptional admiration for him who has pioneered the old tricycling club for so many years, with only a temporary break, occasioned by the anticipation of an appointment in the provinces, which, however, did not come off. Whorlow is a model club captain. We do not speak from hearsay evidence, because we were once a member of the North London Club, and an active supervisor of its affairs, and, as such, we came in constant contact with its captain. It is true that in club life much depends upon the secretary, but it is equally true that the success or otherwise of the club outings rests principally with the captain. To this, the chief feature of club life, Whorlow gives his most careful and full attention, in fact, the consideration of the season's runs takes precedence to everything, which accounts for the interest which usually centres round the Summer and Winter runs of the N.L.C.C. To dip more into the personality of the subject of this sketch, he may be said to be a genial, unassuming man, with a good supply of wit, a rider of the broad gauge machine, and a good rider of it too. There is no doubt that Whorlow dearly loves his club, and that his heart is fairly in it. For a man to captain a club for 12 years or more, with only one brief rent in the period of officialdom, certainly represents an admirable and appreciable term of work, which has been done for the benefit of others. This long period of fatherly guidance is, we believe, without parallel, if we except Mr. Luther Adams, of the Eastbourne C.C., who has been captain of that club for something like 20 years. There are not, however, many counter attractions in a comparatively small town as there are in London, and Whorlow has more than once deplored the non-attendance of members on club runs when some counter attraction has made them play the truant. Much credit is, therefore, due to Whorlow for the manner in which he has kept the old club together. For the club's sake, we hope he will long remain captain, and that he may find continued joy and pleasure in the pursuit of his favourite hobby.

BILLS are out for the Surrey Autumn Meeting, September 14th, at the Oval as usual.



## RIDING IN A STORM.

**SIR,**—The temporary blindness and subsequent inconvenience to the eyes were the result of the instantaneous alternations of intensely white light and comparative darkness, aided probably by the reflections from the bright parts of the machine. The tired feeling was caused by the clouds having absorbed all the positive electricity from the earth and things thereon, leaving them in a negative or minus condition; the flashes were Nature's efforts to recombine the two electricities again. The bicycle was not struck because the lightning was too far away; Mr. Couzens says it did not thunder until he reached home, and thunder can be heard about 15 miles. Had the clouds been just above him he would very probably have been struck, as his machine would have offered a flash a readier passage into the earth than the surroundings. A par. has been going about lately to the effect that a cyclist would be perfectly safe in a thunderstorm as his rubber tyre is a non-conductor;—so it is to the spark of an electrical machine, but not to the tremendous energy of a lightning flash that will split a church steeple from top to bottom, because the lightning wants to go that way and the stonework is a non-conductor.

Yours faithfully, "H."

## COMPETITORS AND THEIR GRIEVANCES.

**SIR,**—I hope you will be able to find space in your paper to air what I call a public grievance in reference to Mason's Cycling Tournament at Herne Hill on the 17th inst. Can any one tell me whether attendants are allowed or not? I went to the trouble to take an attendant with me, but when I arrived he was not allowed to enter, although it clearly stated over the door, "Competitors and attendants only". Of course I naturally thought as I was debarred this privilege all others would be the same, but I found that one at least was allowed two attendants.

In reference to the half-mile bicycle handicap, I find it clearly states in the programme, that in the second round, the first two in each heat, and the fastest loser to ride in the final; on the face of this, why should the third in each heat ride in final? This scarcely seems a fair proceeding, taken in conjunction with the fact that the favoured one in this instance was the favoured in the former.

I will not enter into any discussion upon the fairness, or otherwise, of the handicapping; I will leave that for others to query.

I hope Mr. Mason will see this letter, and also that he will give some small explanation, as such things as these cause a great deal of annoyance, and considerable more conjecture and suspicion.

I remain,  
Yours faithfully,  
A COMPETITOR.



## IN HIGH PLACES.

INTIMATE acquaintance with the retired village of Findon is limited to horsemen and cyclists. The former know it from its training wires; the latter as being the only collection of houses that calls for a slow-down on the long run from the top of Bottle, down to Offington Lodge, on the twelve hours' course of classic memory. Few cyclists ever dismount at Findon, and fewer still ever explore the swelling South Downs, that crush the little village in on either side, and through which the whole road from Washington to Offington is but a natural pass. Yet, for all who can appreciate fresh air and pretty country, and who like to get off the beaten track, there is

## AMPLE MATERIAL FOR A DAY'S ENJOYMENT

at Findon, and the Worthing and back tourist, who makes Findon, instead of the seaside resort, his turning point for one occasion, will hardly be likely to regret it. A good plan is to arrive at the village about noon, and order dinner for later at the "Gun Inn." This gives time for a stroll on the Downs to the West of the village before the important meal. Go up the steep lane by the side of the inn, and the road that strikes off for Arundel before the entrance to Findon, coming from London, will soon be reached. This is the barred short cut in the 12 hours' course, which made Offington such an important checking point. Follow the road along till the fine track-like sweep round the natural basin in the Downs is seen, when leave the machine by the roadside, it will be quite safe in these retired and unsophisticated parts, and climb up to the top of the grassy slope on your left. The actual height above the sea cannot be anything very great, but there is all the feeling and sense of being on a mountain, and all the fresh air, that is to be had in Sussex, makes a call here. The view is more charming than extensive, although, with tolerable clearness of atmosphere, Chichester spire can be distinguished, and

## THE LONG BILL OF SELSEY,

with Littlehampton and Worthing below, and the sail-dotted blue sea beyond. The eye rests with more pleasure on the immediate scene; the rolling hills that rise and fall with soft, fat undulations, of smooth prosperity; on the brood mares loving their foals in the sheltered homestead below; on the grandee sheep, proud descendants of forefathers, that came over with the Romans, moving slowly over the ground; on the corn, like gold crowns on the hill-tops that have been cultivated, and the solemn grandeur of the solitary wood, conspicuous in such open country. But, even with such delightful surroundings, and in such an out-of-the-world corner, pleasure is not dependent on sight; enough to live, and breathe the fresh, pure air,

## FRISKING OVER THE HILLS

from the sea, which, if it does nothing else, creates a most wholesome appetite for the simple fare of the "Gun." This being partaken of, and duly digested, the true tourist should have a look at the hills on the other side of the village. Immediately opposite the "Gun" there is a lane; ride a few yards up this and turn to the left, and ride up, or walk up, a steep hill, passing a house with extensive stabling. From here it is hardly

possible to give definite instructions as to the route to be followed, there being no road for the greater part of the way. A large clump of trees will be seen on the top of an otherwise bare hill; this is Chanctonbury Ring, a landmark to be seen for miles in all directions, and the hill is the

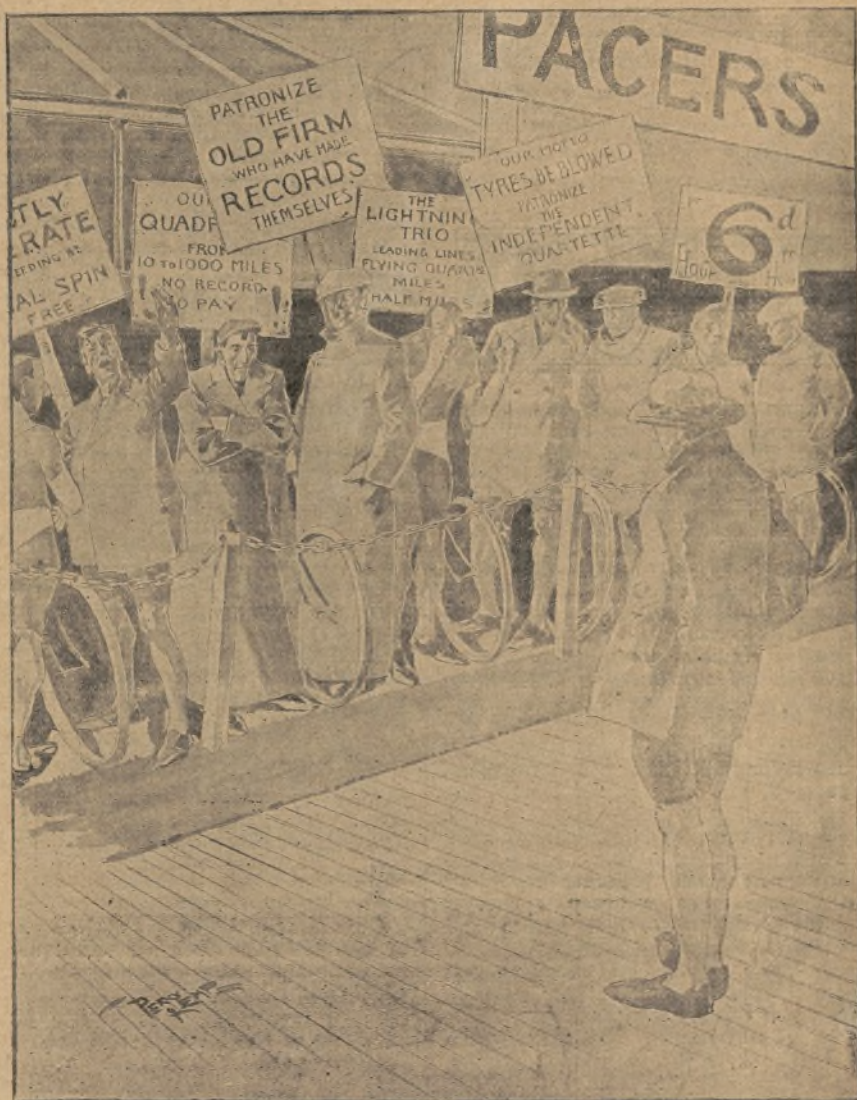
## HIGHEST POINT OF THE SOUTH DOWNS,

This is the place to steer for; it will be found rough travelling, and necessary to walk a great portion of the way, with a wire fence or two to get over thrown in. If ample time has been allowed, and there is no hurry, the novelty and sense of freedom, in riding or walking over the open Downs, will compensate for the labour involved, and, when once the Ring is fairly reached, the extent and beauty of the view sends to oblivion the after-dinner exertions. The sea view is similar to that of the morning, only far more extensive. Down below, looking seaward, the beautiful home of that old Sussex family, the Gorings, stands

out boldly, and beyond, the picturesque village of Bramber, with its castle, the walls of which were

## ONCE WASHED BY THE SEA

at high tide, now miles away, although it is easy to trace from this vantage point the course by which it came. Eastward the Weald, deceptively appearing as flat as a prairie, but richly wooded to its farthest confines, spreads itself towards the Surrey hills, where Leith Hill tower can be distinguished keeping watch, and the white cliffs of Reigate flash a greeting; and East and West the everlasting hills, with verdure clad, wait through the ages in their unchanging beauty, the sun and sky almost all that look upon them. South-East of the Ring, Washington Village will be recognised by those who know the Worthing Road, and if cycling back to town, this is the best point to make for, when descending from these high places to the more lowly and more beaten tracks.



## WHAT IT MAY COME TO!

COMPETITION IN THE PACERS' PEN, HERNE HILL.



# CYCLING

## OFFICES.

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AMONGST the many things to be placed to the credit side of the sport and pastime of cycling, there is one not to be lightly valued, but which is very generally overlooked, and that is the technical education which indulgence in it unconsciously gives. Reading and talking about cycles, handling them, and adjusting them, has given thousands of people a knowledge of the rudiments of mechanics, and an acquaintance with technical terms, which they would never have otherwise possessed. This is very easily tested by attempting to carry on a purely cycling conversation with any man who is not a cyclist, nor an engineer, but who may be otherwise a travelled, educated, and experienced man of the world. Speak to him of cranks, ball bearings, gears, spindles, lugs, &c., and he is quickly reduced to a comic state of bewilderment, and yet these are things with which nearly every cyclist is familiar, both with their names and with their nature, and not a few know their whole history, and could suggest genuine improvements in them. Before cycling became so general, the whole world of engineering mechanics was a sealed book to the multitude; cycling, more than anything else, has opened the door to this new popular knowledge, at once so useful and fascinating. The knowledge, thus gained by reading, conversation, and experience, cannot but be useful to all concerned; certain

it is, that the more a cyclist knows about that wonderful thing that carries him—a modern bicycle—the more he admires and appreciates it.

At the Oxford County Court recently, His Honour, Judge Snagge, gave a judgment which is of more than passing interest to cyclists. The case was a not uncommon one, a cyclist attempting to recover damages from an innkeeper, for the loss of his bicycle, which was stolen from the inn premises. The case was tried so long ago as June last, judgment being deferred, and it therefore may be taken, that after having been given such lengthy consideration, the judgment carries more than ordinary weight. It appeared that the cyclist, with two others, attempted to place their machines in the passage of the inn, on their arrival there, but the innkeeper objected, and showed them to the yard, where he said the bicycles might be put. Twenty-five minutes later, on going for the machines, the one, the subject of the action, was found to have disappeared. In giving his lengthy and learned judgment in favour of the cyclist, with costs, the Judge made a great point of the difference between a wayfaring guest at an inn, and an ordinary guest. He said that the keeper of an inn which was open for the common entertainment of wayfarers, journeying through the district, was held bounden by the common law to keep safely, night and day, from loss and damage, the goods brought on the premises by his wayfaring guests, and by premises, the yard, &c., must be understood, as well as the actual house. If it was a native of the village who had left his bicycle on the premises, and it was injured, or lost, the case would probably be different, because he would be a guest, and not a wayfaring guest, or traveller. It might seem a hard law, but it was the law as it had existed for centuries; the consolation to landlords was, that they had a lien on the goods of their guests. Leave to appeal was granted, but whatever the result, supposing the appeal is proceeded with, the law affecting the property of wayfaring guests, under which heading cyclists can nearly always be placed, as opposed to ordinary guests, has been so carefully and clearly laid down by Judge Snagge, that, on that point, at any rate, we fancy, there will hardly be a reversal of the verdict.

COLLISIONS between cyclists and pedestrians have always been frequent, but until lately have rarely been attended with fatal results. Unhappily, within the last few weeks, at least two fatal accidents of this nature have been reported, in one case the pedestrian, and in the other the cyclist, being the victim; whilst several narrow escapes from fatal results have also been recorded within the same period. There is no doubt that the all round increase in the speed of cyclists is to be credited with this regrettable

state of things; the collisions probably do not take place more frequently, in proportion to the increase in the number of cyclists, but from their violence are more serious in their results when they do occur. In many cases, we are afraid, the cyclists themselves are chiefly to be blamed, youthful rashness, or the incompetency of novicehood, being the chief causes. But, without attempting to shield those cyclists who are in fault, it must be confessed, that the public are remarkably slow in learning the fact that it is injudicious to step suddenly in the track of a cycle going at the rate of 15 miles an hour, and that a man on a machine cannot cry a sudden halt, and dodge about with the same agility, as the pedestrian who has only his own legs to control. The public, in fact, are remarkably stupid and inconsiderate as a body on this subject, and, if the truth was known, quite half the street accidents, serious and otherwise, are their fault, and theirs alone. It may sound a little brutal to say so, but, on the principle of the greatest good for the greatest number, perhaps it will not be such an unmitigated misfortune if one or two obviously careless pedestrians are killed by cyclists; the public will then awake to the fact that, for their own persons sakes, it will be well to give the cyclist on the road some thought and consideration, and fewer mishaps will occur, to the great gain alike of pedestrians and riders.

WHETHER the Catford Club will cover their expenses in their enterprising and costly venture of running three evening meetings consecutively, with valuable prizes for each night, and a still more valuable cup for the grand final total of mileage accomplished, remains to be seen, and may, for the present, be considered doubtful. But, although the gates on no occasion were such as the novelty of the event, or events, and the class of the racing warranted, yet, we still believe that these illuminated evening meetings will eventually prove trump cards to financial hon. secs. It must be remembered that August is notoriously a bad month for gates in the London district, although it is possible to get decent crowds a week or two later, when the public have returned from the provinces. Again, the public have not yet been educated up to the novelty and excitement of these illuminated meetings, but it is being talked about, and future efforts will prove more fertile.

It must not be overlooked either, that such gates as the Catford had, only put in an appearance with the flare of the Harden-Stars; on Saturday, darkness turned an attendance of a few hundreds into thousands.

ENTRIES for the Putney Athletic Club's open 12 hours' at Putney on Saturday, September 7th, include George Hunt, E. Buckley, Rudham, Chapple, and Sultzberger.





The following Race Meeting Announcements will be found on page 2 of our Supplement:—Anerley B.C. Meeting; Great Eastern Railway Meeting; Stafford C.C.; Surrey B.C.; Yorkshire Road Club; Jersey Cycling Club.

W. J. HARVEY deserves every credit for the manner in which he handled the Bath Road Meeting.

M. CORDANG was on a Rudge-Whitworth when he won the 100 kilometres world's championship.

ILSLEY used Palmers in the North Road 100, and therefore Palmers were first and third in that event.

THE telegraph board at Wood Green has, by reason of its design, come to be known as the "Lighthouse."

FOWLER and Steer, of Macclesfield, brought the Northern road tandem 50 down to 2.25.24 on Wednesday.

JUDGING by the smallness of Saturday's "gates," it is evident that the London race path is very much overdone.

AND. HEPBURN, Perth, broke the Scottish 50 miles road record last Tuesday by about 3 mins. The new record is 2.30.9.

DURING 1895, Pasta Narciso, who rides a Humber, has won 10 firsts, 3 seconds, and a third prize out of a total of 14 races.

A. C. EDWARDS has left France, and his happy hunting ground is now Italy, where he has been racing with some success for two weeks.

THE admission to the Catford Track, on the occasion of the Poly. Century will be 6d., or return by the S. E. Ry., including admission, 1s.

THE gold medal Mr. T. H. Roberts will present to the winner of the S.R.R.A., 50, is a very handsome one, made by Collins, of Newgate Street.

E. DANCE made an attempt on the Brighton and back record last Wednesday, but a puncture and change on to an unsuitable machine spoilt any chance he might have had.

GASTON CAEN, whose sensational defeat of Houben and Lehr at Brussels is fresh to memory, has won, on the Raleigh, two scratch races, 3,000 and 10,000 metres at Kain les Tournai.

BEER wishes to thank those that assisted him after his accident at Herne Hill. He is recovering as well as can be expected, after being cannoned by over 48 stone dead weight on the quad.

THOSE who like seeing real good speed distance work should keep their eyes on September 14th, when the North Road have a members' 12 hours for all types, at Wood Green, of which more anon.

BOTH Mr. Walter Phillips, and the Humber C.C., are to be congratulated on the gigantic success of their road race and parade on Saturday last. Everything this club takes in hand is always well done.

THE second championship meeting of the Liverpool Centre takes place to-day on the Liverpool Athletic Grounds. Considerable interest attaches to the 50 miles championship, from the fact that the starters will include several cracks.

### Poly. Century.

THE Poly. 100 miles' championship at Catford, on the 7th prox., should be very thick with such men as A. E. Walters (holder), Fontaine, T. G. Brookes, H. R. Carter, A. H. Harris, E. Leitch, and others, riding. Walters is training hard for the event, and is determined to defend his title to the very last breath.



C. W. SCHAFER.

CHAMPION OF THE M.A.C.

### Schafer scores again.

ON Saturday last C. W. Schafer placed to his credit the 25 miles championship of the Manchester Athletic Club, an honour previously held by F. H. Koenen (1.12.32½). Out of an entry of 21, 12 riders started, but the field was rapidly reduced to 5, and of these Koenen was a lap to the bad. At about half distance Stevenson fell and Koenen retired, leaving Spreckley, Schafer, and Parry. At 20 miles Parry gave up, and Schafer shortly after went away with a fast tandem, which Spreckley failed to hold, and Schafer, riding fast to the end, finished alone in the excellent time of 1.3.28, considering the high wind and indifferent pacing.

### A challenge.

IN the team race in Cologne, Denmark lost every chance, because one of its best riders punctured, and had to retire. The Danish Bicycle Club has now challenged the Dutch Union to a match (four a-side) over 10 kilometres, to be raced in Copenhagen within a fortnight, when there are other races, in which some Dutch riders are expected to compete.

### True sportsmanship.

J. BISS, of the Sovereign C.C., is a thorough sportsman; although, in the half-mile at Mason's meeting, the judge gave him third place, yet Biss, who saw that C. R. Owen, of the Poly., had beaten him by about a wheel's length, gave up his prize to Owen without any protest having been made by the Polyman. This is the feeling we like to see amongst racing men.

### Macpherson at Liverpool.

ALF. MACPHERSON turned out in the half-mile handicap at Liverpool, on Saturday last, and though giving away starts to the extent of 75 yds., he got through his field against a terrible strong wind, and won his heat in 1.7½ from scratch. This is by a big margin the fastest half-mile ever ridden in Liverpool. He could only get fourth in the final which was ridden two-fifths of a second faster.

### Michael beats Barden.

MICHAEL made quite an example of Barden on Sunday, in their 50 kilometres (31¼ miles) in Paris. After going a few miles at a tremendous pace, Michael left his opponent, and Barden could not get in his action again afterwards. Michael eventually won by 11 laps. In 1 hour he covered 28 miles 360 yards, which is only 400 yards outside Lesna's world's record, and the full distance was covered in 1.6.19.

### Folkestone.

AIDED by suitable weather the Folkestone meeting at Ashley Park was the most successful event yet held, 1,000 spectators being present. In the race for the Rev. E. Husband's challenge cup, a terrific struggle ensued between A. E. Payer and W. J. George, the latter gaining the cup for the second time by something less than an inch. P. W. Morgan (the hill-climber), won the mile open handicap from 175 yds., A. R. Evans, 115, second, and H. Masters, Dover C.C., 175, third. The two miles went to A. R. Evans, 190, J. Stokes, Canterbury, 190, second, A. G. Woodward, Dover, 140, third. The three miles was won at leisure by A. E. Payer, 140, who should have been at scratch with George, second, and F. W. Wakefield, Maidstone, 240, was third; time, 8.5.

### Grand racing at Barnsley.

THE Barnsley Cricket Club scored a big success with their annual sports last Monday, between 7,000 and 8,000 spectators being present. There was a very good entry, and some splendid racing was seen. J. Hall, Pottern Newton C.C., 180 yds., won the 2 miles after a good race with R. Hepplewhite, Dearne C.C., 155 yds.; B. Major, Hoyland Star, 245 yds., third; time, 4.20½. R. H. Hepplewhite, Rotherham, 85 yds., won the ½-mile by a wheel from C. Parker, Worksop, 65 yds.; H. Asher, Rotherham, 70 yds., third. Seventeen competitors turned out for the 5 miles' scratch race. T. Summersgill was the most fancied, but, a pedal coming loose, put him out of the race. In the last lap a grand struggle was seen between H. Brown, Leigh, and R. Hepplewhite, Dearne, Brown winning by 3 yds.; J. Whetman, Oldham, third; time, 13.8½.



## 50 Miles Northern Tandem Record.

ON Wednesday last, J. Fowler and T. G. Steer, of the Manchester B.C., beat the 50 Northern tandem record of 2.27.13, standing to the credit of themselves by 1.49, doing 2.25.24 for the full journey. R. H. Carlisle, N.R.R.A., took the time.

## Bath and back record.

ON Friday last the Bath Road veteran, F. Martin, relieved C. A. Smith of his last record. Martin pushed his three-wheeler to Bath and back in 16.1.35, beating Smith's figures by 11.43. Some of the route was heavy, and the wind squally.

## Permanently suspended.

THE Newcaſtle Centre is not afraid to use drastic measures when necessary. For assaulting the N.C.U. Secretary, at a recent race meeting, a Tyneside racing man, has been permanently suspended from all amateur or professional events held under N.C.U. rules.

## An expensive luxury.

It is hard lines on the Bath Roaders that their first attempt on the path should have proved such an expensive luxury. What with their small gate, and Frost marching off with their beloved cup at the second attempt, the club's coffers will have a dreadful time.

## History repeats itself.

FROST has repeated Dangerfield's performance of 1890, by winning both the North and Bath Road hundreds, the difference, however, being that this year both events were decided upon the track. There is no chance of the event being repeated on the road.

## The lost chain.

AN amusing incident took place near the tents on the second night of the Catford 12. A quad, lost a chain, which some stranger, evidently not a cyclist, picked up. He was most anxious to find the owner of this chain, and as every tandem, single, and quad, dashed past, he held up the find, and shouted, "Have you lost your chain sir?"

## From Paris to Royan.

THE great road race organised by the French daily "Le Vélo," from Paris to Royan took place Saturday and Sunday, and being favoured by fine weather, scored a big success. 38 men started. The distance 348 miles was covered by the winner, Meyer, in 22.4, and 14 other men completed the course. The event was also noticeable for the fine performance accomplished by a tandem team who finished second, only 10 minutes behind the winner. This team was made up of an old-time London rider, Delancey Dods, and a Frenchman named Dompnet.

## Northumbrian 100 miles record again beaten.

THE Northumberland 100 miles road record seems to possess a fatal fascination for Northern roadmen. On Thursday, when Alec. Hogg, of Morpeth, made an attempt to regain the record, recently taken from him by J. Hunter, of the Kensington C.C., the atmospheric conditions were all that could be desired. The route was over the usual course, and, going in great form, Hogg managed to do the distance in 5 hrs. 36 mins, beating the record by 13 mins. The arrangements were carried out without a hitch, though the appearance of a couple of rakish-looking tandems caused rather a crowd to gather at Morpeth. J. Hunter, of the Kensington C.C., the holder, helped to pace. Hogg rode a Humber with Dunlop tyres.

## The E.R.A. 100.

THE entry for the E.R.A. 100, which will be contested at High Beech on Saturday, includes such names as H. C. Horswill, who won the event last year, R. P. Clark, R. C. Knight, C. R. Foskett, F. A. Bourke, D. Oppenheim, E. Edgar, H. O. Wells, V. Dawson, and others, all of whom may be expected to do good performances. The race starts at 2.30, and any help from licensed and unlicensed men in the matter of pacing will be welcomed.

## A Scotch 12 hours.

OF the many 12 hours' path races contemplated in Scotland, this year, the second, and probably last, of the season, took place at Hampden Park, Glasgow, on Saturday. Fifteen men came to the post. The high wind was an important feature of the earlier proceedings. An unfortunate number of spills occurred throughout the day, some of the competitors being considerably knocked about, and a pacing triplet also subsided during the afternoon. After about 3 hours Crawford went steadily away from the others, and established a good lead at half time, H. T. Crosbie being second, and N. Black third. Their positions remained unchanged during the afternoon, Crawford improving his position in relation to the others till he led by 15 miles, and, at call of time, had ridden over 222 miles, 11 miles outside of Scottish record. Crosbie was second with 207 miles, and Black third with 204.

## A nasty paragraph.

F. D. FROST was last week treated, by a contemporary, to a very nasty par., because he had the audacity to hang on to another man in the North Road Hundred. It seems to us that, according to popular opinion, Frost himself is undoubtedly the aggrieved person. He, or anyone else, has every right to hang on to whoever he chose, and if a man is being paced and has fifty hanging on to him, we quite fail to see what he had to complain of, and no sportsman would do so. Frost tells us he was subjected to considerable abuse, and a number of racing men agree with us that "pacing arrangements" on this occasion were a bit "thick." Frank Shorland describes them as being disgraceful, and should any repetition of a similar affair come before our notice we shall deal with it promptly, and quite irrespective of what a man rides. We trust, however, that raceholding clubs will have sufficient pluck to immediately order off the ground anyone concerned in such doings, whether he be competitor, pacemaker, or anyone else. The sport is surely reaching a climax if, to compete in a race, a man must go to the enormous expense of engaging several teams of pacers, or be blackguarded off the track.

## Dalglish wins the cup.

At the Sunderland Dispensary Sports, held on the 24th, the £50 for 3 miles' scratch was won by Dalglish. T. Pearson won the mile handicap, with G. Swinhoe second.

## The Comets and the Clevelands.

AN excellent meeting; well-managed and full of interest. Grand afternoon and little or no wind, hence the fast times recorded. The one mile handicap was won by C. J. Minors, in 2.8½, nearly handicap record. A. J. Cherry, with a 10 yds. start, won the half-mile handicap sitting up in 1.1½. Parlbay on scratch looked the winner all over, but, as usual, missed his pedal forty yards from the bell; even then his first quarter only occupied 32 secs. Comet Green scored a popular win in the five miles scratch race for the licenseless ones in the excellent time of 11.8½. Hoch, second; Brooks, a bad third. The Clevelands won the team race by 15 points to 21.

## Reading's annual.

THE thirteenth annual meeting of this great Southern club, met with much success on Saturday, when upwards of 5,000 people were present. Good racing, enjoyable music, and excellent management were special features of the day, the weather being in its best humour; while some capital sport was witnessed. In the ½-mile J. F. Reading, R.A.C., 50 yds., won; W. Holton, Putney A.C., 25 yds., second; and H. Moore, Sovereign C.C., 40 yds., third. A good race. The open mile was won by H. Daves, Poly. C.C., 160 yds.; while L. Stroud, Bath Road, 80, came second; and J. Biss, Sovereign C.C., 130, third; time, 2.12½ (fastest time made on this path). J. Biss won the 2 miles open from 220 yds.; F. C. Rivers, R.A.C., 400, second; E. May, Westminster St. George's, 180, third.

## Volunteer challenge cup race.

THE annual competition for the Volunteer cyclists' challenge cup, took place in Dumfriesshire, on Saturday. Nine teams, six from England, and three from Scotland, and each consisting of four men and one officer, all in marching order dress, took part in the competition; the course centred at the Drill Hall, Maxwelltown, and was just over 100 miles. The roads were in good order, though the weather was showery, and great public interest was evinced in the proceedings. The winning team turned up in one of those entered by the 1st V.B. Royal Fusiliers, London, whose time of 6.35.21, is very creditable. The Northumberland Fusiliers took little more than a minute longer to the journey, and were second; the Galloway Rifles, last year's holders, being third. The second team of the Royal Fusiliers finished. The winning team used two Mohawk tandems and single, with Dunlops.

## 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.
Sept. 7	Herne Hill	N. C. U.	G. L. Hillier, 75, Old Broad St., E.C.	50 m. C'ship.
" 7	West Silvertown	West Silvertown C.C.	H. E. Cobb, Primrose Hall, West Silvertown.	1 & 2 m. H.
" 7	Romford	Essex B.	H. Johnson, 106, Hampton Rd., Forest Gate, E.	1 & 2 m. H.
" 7	Putney	Putney A.C.	G. Jamieson, 36, Dalby Rd., Wandsworth.	12 hours.
" 7	Catford	Polytechnic C.C.	C. G. Vallancey, 309, Regent St., W.	100 miles C'ship.

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



## THE BATH ROAD 100.

THIS famous club made their initial attempt at path-racing last Saturday at Herne Hill, the occasion being the running-off of their "invitation" 100. The attendance was somewhat microscopic, only about 500 spectators lining the palings. A splendid entry of 18 had been secured; of these 16 got safely away to the pistol, the absentees being C. Chapple and Wridgway, the latter of whom was suffering from the effects of a bad smash "made in Germany." The race was the more interesting, as being likely to settle the question of "battens versus cement," most of the riders having competed the previous Saturday at Catford. The wind, however, was much more on evidence. The starters were:—F. D. Frost, A. F. Ilsley, J. F. Rudham, A. W. Horton, J. P. Clark, C. E. J. Hutton, W. H. Knight, P. W. Gidney, S. A. Fairweather, S. J. Prevost, R. J. Atkinson, S. Hunt, E. Gould, F. R. Goodwin, T. E. Newman, and H. Lock. A fast pace was set at the start, and a triplet laid on at the end of the first lap speedily drew Frost and Hunt away from the crowd. Frost, settling down to his work, reeled off the first 5 miles in 11.23 $\frac{3}{4}$ , shaking off Hunt, and soon after

## LAPPING THE FIELD.

10 miles were covered in 22.40 (4 $\frac{1}{2}$  secs. outside his Catford time), and 13 $\frac{3}{4}$  miles in the  $\frac{1}{2}$ -hour, Rudham and Newman a lap behind. 20 miles occupied 45.43 $\frac{1}{2}$ , and 30 1.8.59 $\frac{3}{4}$ , record being cut at 27 miles by 15 secs. He was outside at 32 miles, in at 35, and out again at 54, after which record was never approached. 40 miles were covered in 1.32.25 $\frac{3}{4}$ , and 50 in 1.56.27 $\frac{3}{4}$ ; Ilsley taking 1.57.50 $\frac{3}{4}$ , and Hunt 1.59 dead. The 2 hours' mileage was 51 $\frac{1}{2}$ , the string tailing off several miles astern of the leaders. Frost had clipped 2 $\frac{3}{4}$  secs. off the 50 miles' record, but at 55 was 13 secs. outside. Ilsley and Horton were now second and third; and Rudham, Hunt, Gidney, and Clark had retired. 60 miles registered 2.20.20 $\frac{3}{4}$ , and 70 miles 2.46.2 $\frac{3}{4}$ . Frost covering in 3 hours 75 $\frac{3}{4}$  miles, and Ilsley 73 $\frac{1}{4}$ . Frost, steadily increasing his lead, reeled off 80 miles in 3.11.0 $\frac{3}{4}$ , 90 miles in 3.36.41 $\frac{3}{4}$ , and, finishing with a meteoric sprint, completed the century in 4.1.54, winning the 40 guineas challenge cup outright. Ilsley, second, 4.7.22 $\frac{3}{4}$ ; W. H. Knight, third, 4.14.8 $\frac{3}{4}$ ; and Horton, fourth, 4.17.22 $\frac{3}{4}$ . Frost was on Humber-Palmers, and Ilsley Humber Dunlops. Frost's time was 3.36 $\frac{1}{2}$  better than Wridgway's, but 6.7 slower than his Catford performance. H. L. Clark judged, Dring and Swindley timed, and W. J. Harvey was the ubiquitous and courteous hon. sec.

## Cannot do right.

THE question of reporting previous wins, and accepting the penalty, was brought before the notice of the Manchester Centre recently, when a rider sought the advice of the committee in what appeared a very hard case. It seems the rider won an open event on the Saturday, and, previous to competing on the Monday, reported his win to the judges, and was penalised in the first event. The second race being a local one, he was informed the penalty was not applicable, and, in a further race, on asking what his penalty was, could get no information from the marksman to whom he applied, but was told to mount, which he did, and won the race, only to be disqualified by the judges.

## Big sport promoters.

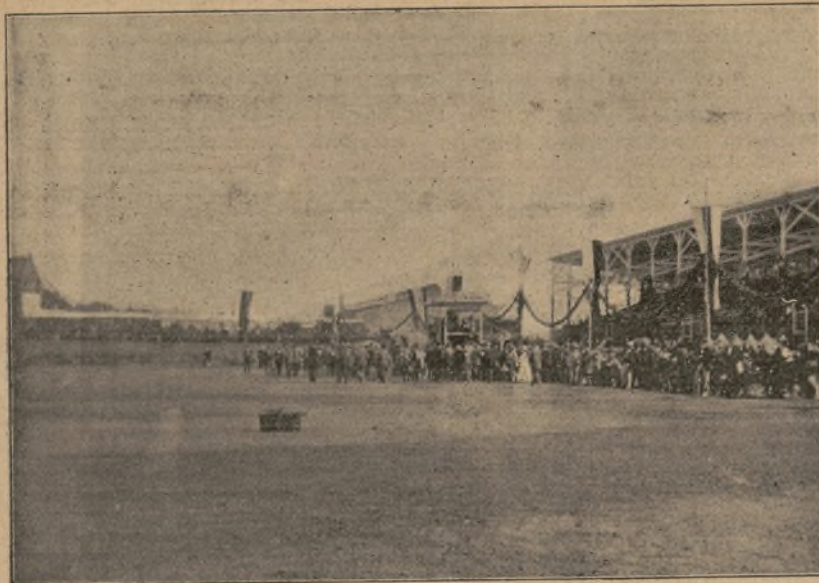
THE E.C.U. has, so far this season, dealt with nine race meetings, and 1,080 entries. We also understand—and congratulate the Union on the fact—that each venture has resulted in a financial success.

## Watson in Paris.

A. J. WATSON was racing in Paris last Sunday at Buffalo, but, despite a game race, he was beaten by Dunwody, and could only finish second in the final. F.W. Weatherley rode also, but he was unplaced in his heat.







GENERAL VIEW OF THE TRACK AT COLOGNE.

## WORLD'S CHAMPIONSHIPS AT COLOGNE.

(BY OUR SPECIAL CORRESPONDENT.)

THE track at Cologne is, as near as possible, four laps to the mile, is well banked, but the surface did not strike the English party as being particularly fast. The curves are good, and the finishing straight widens out to a trifle over 25 feet. Altogether, the track, though much inferior to our best English resorts, was quite good enough. At the same time, had the British representatives secured three or four days' previous training on the track, they would have done better in the championships. The grand-stand is an unusually large one, and very nearly covers the entire finishing straight. All round the inside and outside of the track is a strong wire fencing; but what struck me most was that, not only were the public admitted to the centre of the track, but it was a sort of extra. That is, it was slightly dearer than the ordinary positions round the rails, but not quite so much as the main grand-stand. The result of this public admission was most grotesque. On the Sunday, for instance, there could not have been less than 3,000 people in the centre, and this, taken in conjunction with the huge permanent officials' box at the winning-post, a large stand for the band, another for refreshments, and a mass of people all round the rails standing on barrels, tables, and chairs—and whatever else they could capture—made it an absolute impossibility for the spectators on the other side of the ground to see anything of the finish. I stood in the centre of the ground during two heats, and I can confidently assert that I never saw a cycle or a rider. It was utterly impossible to do so. Here it was that the telegraph-board proved its usefulness, for that was all I could see of the race. The band was not reliable in its National Anthems it played "God save the Queen," but the board gave a Dutchman as the winner, so I pinned my faith on the board after that.

Beyond this, perhaps, there was not much to grumble at, though the rolling down the track of empty glasses, and beer barrels, struck me as certainly quaint, if not dangerous. Things improved gradually. A muddle was made at the commencement by the method of starting adopted. This led to the fiercest controversy of the meeting, with which, however, I shall deal later on. It is whispered that the English officials, and others, asserted themselves, and, even on the first day, half-way through, everything began to work smoothly.

In the mile professional championship, G. A. Banker (America) won the first heat; E. Huet (Belgium) second; R. Protin (Belgium) third. Won by 3 yards; third man not a yard behind; time, 2.46 $\frac{2}{3}$ . Weeck (Germany) won the second heat; Rosens-

tangel (Germany) second; F. Gerger (Germany) third. Won by half-a-yard; third man some distance behind; time, 2.47 $\frac{2}{3}$ . R. Protin (Belgium) first; G. A. Banker (America) second; E. Huet (Belgium) third. Protin beat Banker by barely 3 inches; Huet close up; time, 2.30 $\frac{2}{3}$ . The first heat was started German fashion, by the fall of a flag, and after being beaten

### PROTIN PROTESTED.

He was then allowed to run in the final, at which Banker protested in turn, on the very natural ground, that as only first and second men qualified for the final, Protin, as third, could not ride. The matter was argued at the time, all the rest of the meeting, and at the cafés afterwards, and was finally settled, I believe, a day or two after, the race being declared void, and ordered to be run over again at Paris in September. One of the Belgian officials was the *bête noir* of this discussion. In the 10 kilometres team championship for amateurs, the positions in the first heat were:—Bolle (Belgium) first; Watson (England) second; Rademacher (Holland) third; Schrader (Denmark) fourth; Becker (Germany) fifth. Won by a yard; time, 18.23 $\frac{2}{3}$ . In the second heat:—Petersen (Denmark) first; Scheltema-Beduin (Holland) second; Marples (England) third; Schluter (Germany) fourth; Lura (Belgium) fifth. Won by 18 inches; time, 18.26 $\frac{2}{3}$ . In the third heat:—Podevyn (Belgium) first; Schaaf (Germany) second; Witteveen (Holland) third; Weatherley (England) fourth; Hansen (Denmark) fifth. Won by about 4 inches; time, 18.13 $\frac{1}{2}$ . And in the fourth heat:—Eden (Holland) first; Scott (England) second; Meives (Germany) third; Verspreenwen (Belgium) fourth; Dahl (Denmark) fifth. Won by a good 10 yards; time, 17.57 $\frac{1}{2}$ . This race was carried out rather differently to ordinary team events, but the effect was none the less good, and, although the shield has not come to England, a very little would have turned the tables.

### HAD SCOTT BEATEN EDEN

there would have been a tie, and if Weatherley had won his heat which, but for the shutting out, I think he would have done,



THE CORSO, COLOGNE.



we should still be in possession of the shield. The actual result was Holland 9 points, England and Belgium 11 points each, Germany 14 points, and Denmark 15 points.

The one kilometre professional tandem race, resulted: Hoffmann and Slsenrichler, first; Hautvast and Borrisowski, second; Schrodtt and Rosenstanger, third. Won by a yard; time 1.32 $\frac{3}{4}$ . The men to qualify for the second round of the one mile amateur championship, were—Eden, Weatherley, Petersen, Cherry, Schrader, Schaaf, Scott, Gorter, Podelvyn, Scheltema-Beduin, Watson, Henie, Beisenherly, and Langeweldt. For the final, Eden, Henie, Petersen, Cherry, Schaaf and Watson. The final resulted: Eden (Holland) first; Petersen (Denmark) second; Schaaf (Germany) third; Henie (Norway) fourth; won by 2 yards; time 2.28 $\frac{1}{2}$ . A fine race and great enthusiasm at the finish. The 100 kilometres professional was an

#### EYE-OPENER TO THE COLOGNE PUBLIC,

as the frequent and hearty applause to Michael testified. They were accustomed to crawls and desperate finishes—which, by-the-bye, half the crowd could not see—but the tremendous pace kept up by Michael was something quite new. Well paced by a triplet, and a quad., he rolled off the laps at a most uniform pace. He never had a bad time, and only once allowed anybody to regain a lap, which he recovered the next round. The result was: Michael (England) first; Luyton (Holland) second; Hoffman (Germany) third; Gerger (Germany) fourth. Won by 12 laps; time, 2.24.58 $\frac{1}{2}$ . Luyton finished in 2 hrs. 33 mins., and when the English party started home the other two were still at it in the darkness.

England, up to this time, with the exception of Michael's brilliant riding, had done but little, and great hopes were centred on Scott and Wridgway for the amateur 100 kilometres, although there were rumours of danger from Cordang, of Holland. Unfortunately, however, both Scott and Wridgway fell, and the race was over for England. About these two falls there are the curious points, that they were the only falls, or accidents, during the three days' racing, and that they both fell about the same spot, though at different times. Wridgway continued, but gave up at about eight laps from the finish, and poor Scott had to be carried off to the hospital with a dislocated collar bone. Cordang won easily in 2.23.48 $\frac{1}{2}$ , followed home by Witteveen (Holland); and Henie (Norway).

Two minor events closed the meeting; a 1 kilometre tandem race being won by Petersen and Watson; and a 1 kilometre handicap by Langeweldt, Watson running second, and Cherry third.

Next week I will deal with the more social side, and the Internationality of the gathering, the trip up the Drackenfels, and other incidents.

#### To finish the season.

THE Surrey B.C. Autumn meeting will take place at Kennington Oval, Saturday, September 14th. There will be a half-mile scratch race for unlicensed riders in addition to the 10 miles for the 50 guinea cup, 1 mile handicap, half-mile scratch for Sydney trophy, and 1 mile tandem race. Entry forms may be obtained at this Office or at the Club-Rooms, 57-8, Chancery Lane. The prizes will be shortly on view at Marriott & Cooper's, 1, Holborn Viaduct, E.C.

## THE CATFORD 12 HOURS. IN THREE INSTALMENTS.

### FIRST INSTALMENT.

BEFORE a gate quite inadequate for the importance of the event, the Catford ran off their first instalment of 2 hours of the total 12, for the Catford Gold Vase, at Catford on Thursday evening. Parlbly and Millar previously making futile attempts on the half and the mile respectively. There started in the race, G. A. Paterson, C. L. Newland, B. Fisher, H. B. Hoch, J. W. Stocks, A. A. Chase, J. Platt-Betts, T. Gibbons-Brooks, J. Bowie, and A. E. Walters.

Stocks shot to the front, with Betts and Chase on him, Walters next, soon half a lap to the bad, and appearing to be breathing hard. At 5 miles Stocks was still leading, and was 2 $\frac{3}{4}$  secs. inside record, the time being 10 mins. 54 $\frac{1}{2}$  secs. This tremendous pace was maintained, Chase being dropped by Stocks and Betts, and Walters going very fast and making game efforts to overhaul them. He was lapped though at 10 miles, when Betts was leading, Stocks hanging on; time 21.21 $\frac{1}{2}$  record. Soon after Betts left Stocks and shot away at a rare bat, but Stocks wore him down, and at the end of the first half-hour was ahead again, having covered the remarkable distance of 14 miles 1,670 yards. Walters and Chase were then third and fourth with 13 miles, 1 lap. The pacing of the leaders was grand; quads, triplets, and tandems

#### CAME OUT IN REGIMENTS,

and the changing was done in a masterly manner. At 15 miles Stocks was 2 mins. 9 secs. inside amateur record. Betts and Stocks tore on; it was like a series of lap races between them. Frequently would they be seen side by side, coming up the straight, each behind a pacing instrument, sprinting for all they were worth, one trying to pass, the other striving to avoid the indignity. Sometimes one would lead and sometimes the other. Meanwhile, Chase and Walters were having a little battle royal "on their own." Ten minutes before the first hour was up Betts got a commanding lead from Stocks, who had been messed by a quad., and it looked as if the little sprinter would get away, when he punctured, and lost some three laps changing, which gave Stocks a good lead. At the hour Stocks scored 28 miles 95 yds., beating Robertson's amateur record of 26 miles 1,670 yds., but missing Lesna's world's record of 28 miles 720 yds.; Betts next, 26 miles 2 laps;

Walters third, 26 miles 1 lap; Chase fourth, 25 miles 2 laps. The scene now was exciting, and unusual in the extreme.

#### A TERRIFIC THUNDERSTORM

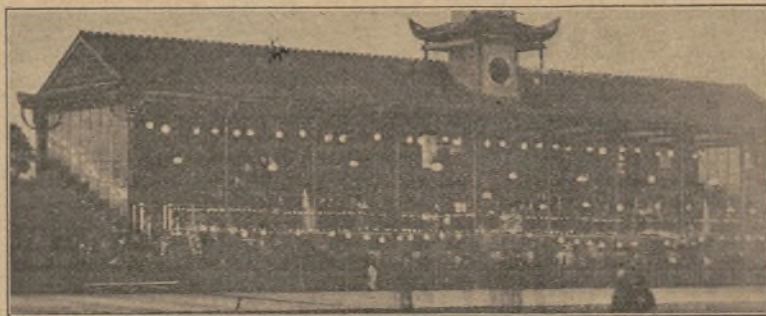
was raging, the lightning flashed with a vividness that put the Harden-Star lights, and the fireworks at the Crystal Palace quite out of court; the rain came down a perfect deluge, clearing the enclosure, and the water rose from the track as the wheels swished through; add to this the thunder, the shouts of the people in the prettily illuminated grand-stand, the brass band there, and the cries of the pacers, and some idea may possibly be formed of the conditions under which this grand race was run. With 40 mins. to go, the rain ceased; there had been no slipping, and the track dried very quickly. At 1 $\frac{1}{2}$  hrs., when eight were still riding, Stocks had done 20 yds. short of 41 miles, and was 6 mins. inside Frost's time in the N.R. 100. Walters had by now, by dint of grand riding, run into second place, 39 miles 2 laps; Betts a lap behind. It looked as if Stocks would beat

#### THE 50 WORLD'S RECORD,

but he tired a lot towards the end. His 50 was 1.51.28 $\frac{1}{2}$ , 4 mins. 50 secs. inside British. The finish was most exciting; 5 mins. to go. Stocks had half a lap lead of Walters; 3 mins. to go, Walters was leading. The Poly. man won with the grand score of 53 miles 805 yds., against Wridgway's 51 miles 1,190 yds. J. W. Stocks, Catford, second, 53 miles 30 yds.; A. A. Chase, North Road, third, 51 miles 1,390 yds.; Platt-Betts, fourth, 51 miles 865 yds.; the others to finish being Paterson, Bowie, Newland, and Fisher, in order given.

#### SECOND INSTALMENT.

THE story of the four hours on the Friday evening is far easier to tell, incident and excitement being markedly lacking, as compared to the two hours. G. A. Paterson, Newland, Hoch, Stocks, Chase, Bowie, and Walters, were the only starters, being got away at 5.30, before a small gate, which at no time reached conspicuous proportions. Walters was first on the quad. At 4 miles he and Stocks were together with half a lap lead of the next man, Chase; the latter being lapped by them at 9 miles, when he hung on for a bit. Just on the tape at 10 miles (22 mins. 33 $\frac{1}{2}$  secs.), Stocks was in the front for the first time. Hoch, who had no pace, retired. Walters was first over the 20 miles mark in 45.30 $\frac{1}{2}$ , and a mile and a half after, Stocks punctured and lost a lap. At



RACE FOR THE CATFORD VASE.

THE GRAND-STAND AT NIGHT.



1 hour, Walters had covered 26 miles 300 yds., Stocks was a lap behind him, Chase then laying a good third. Shortly after Stocks again changed his mount, and was in consequence 2 laps behind Walters at 30 miles. Chase also made two changes. Bowie retired at 7.10 p.m., and this, with Hoch's retirement, and also Newland's, who fell in the first mile through touching a wheel, reduced the field to four. At 54 miles, Walters was inside Frost's record by 44 secs, and continued inside record for the next 3 miles. At 2½ hours, Walters was going fast, Stocks, 2 laps to the bad hanging on, Chase third, 10 laps in the rear, Chase after putting in some very fast laps, but failed to improve his position much. At 70 miles, Stocks left Walters and began to get back his 2 laps. Walters seemed a bit off colour. Just after the third hour, he had got 1 lap back, and was hanging on to Walters. With only 10 mins. to go, Stocks went for the remaining lap, and riding splendidly, passed Walters midst great enthusiasm, 4 mins. before the finish. The 4 hours scores were: Stocks, 98 miles 229 yds.; Walters, 97 miles 1,621 yds.; Chase, 95 miles 467 yds.; Paterson, 87 miles 740 yds. This left, however, Walters still leading on the total for the two days, by 407 yds. from Stocks.

#### THE LAST INSTALMENT.

THE six hours on the Saturday was another fine race, sparsely attended, until after darkness set in, and the track was effectively lit up, when a good crowd of some 5,000 lined the ground. Paterson declined to ride 6 hours for a fourth prize, but Newland, in spite of his previous night's wounds, pluckily came out, and G. R. Martin made his first appearance; Bowie rode for the fourth place in the 12 hours' final, and the other starters were the three rivals, Walters, Chase, and Stocks.

There was a white glare on the track as they slowly got away at about 5.23, and a stiff breeze was blowing. Before 2 miles Newland and Bowie were lapped, and at 7 miles, Chase got away from the first string. Walters, Stocks, and Martin, went in pursuit, but Walters could not stick the pace, and Stocks and Martin only, caught Chase at 14 miles 2 laps, Walters then being half a lap to the bad, to be increased very soon to a lap. At 21 miles Walters was again dropped by Stocks, Chase, and Martin. At the hour these three had covered 25 miles 1 lap. Then Stocks went away from everybody, and Martin, feeling solitary, retired. At 2 hours (50 miles) Stocks was half a lap ahead of the next man, Chase, Walters, a lap farther, and within the next half-hour Stocks increased his clear lead by another 1½ laps. The pace, however, was not excessive; the work of the two previous evenings seemed to tell on the men, they had

#### NO FEVERISH DESIRE TO SPRINT.

Newland retired at 69 miles. Chase was slowing, and by 3 hours had dropped into third place, 2 laps behind Walters, who, in turn, was 2 laps behind Stocks. The Herne Hill pacers re-enforcing the staff on the ground about the 4th hour, the pace improved. Stocks covered the 100 in 4.6.33½, as against Frost's 100, same day, at Herne Hill, of 4.1.54; not bad for a man who had been racing two days, and was going 6 hours. At 101 miles Stocks was inside record; at 102 miles, time, 4.11.54½, he was 9.9½ inside, and continued to increase

this time to the end. At 107 miles Stocks shot away again and got another lap, but, at his next attempt, made at 4½ hours, Walters would not let him, and there was some fine racing each man paced by a quad. Between 5 and 5½ hours there was a lot of

#### GRAND SPEED STRUGGLES

between these two. At 23 minutes to go, Stocks once more left Walters, and 8 mins. after was doing laps at 2.18 bat. He got the lap, and, at 15 mins. to go, left Walters for the last time, putting in a very fast lap timed as 40½ secs. The scores of the four finishers for the 6 hours were:—Stocks, 145 miles 1,456 yds., beating all British records by 1 mile 866 yds.; Walters, second, 143 miles 1,654 yds.; Chase, third, 140 miles 1,702 yds.; Bowie, fourth, 131 miles 1,289 yds. The grand total for the three races, and the final positions in the competition for the Catford Gold Vase, come out thus:—Stocks, 296 miles, 1,715 yds.; Walters, 295 miles 600 yds.; Chase, 288 miles 79 yds. Stocks rode a Trent with Dunlops; Walters, a Swift, with Dunlops; Chase, a Swift, with Palmers; and Platt-Betts, a Rover, with Palmers. E. A. Powell timed, and the Catford men worked splendidly, notably J. Blair, J. B. Slimon, C. G. Sayer, E. Periman, and F. E. Annison. The series of races were great sporting successes.

#### London championship.

THE Blackheath Harriers' annual meeting at Catford, on Saturday, should be of interest to cyclists. All the best riders have entered, and something smart is expected in the quarter-mile dash, half-mile handicap, and 10 miles championship of London.

#### The Guernsey Cups.

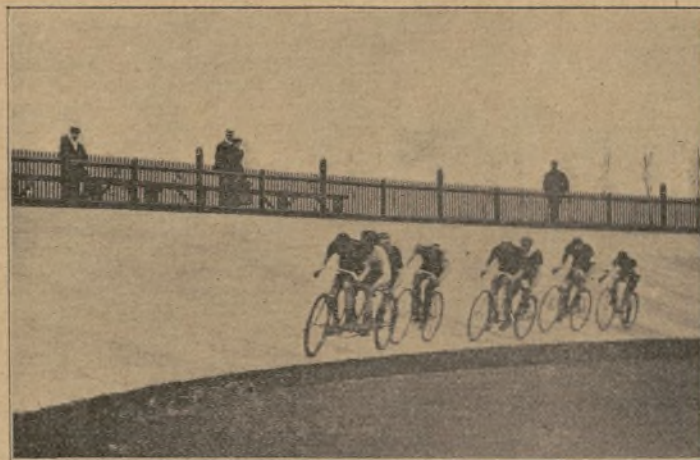
THE Guernsey C.C. are making arrangements to procure two cups, at £50 each, to replace the challenge cup won outright by Alf. Duquemin, on June 24th last. One cup is to be named the "Island's Cup;" the other the "G.C.C.'s Challenge Cup." The "Island's Cup" will be raced for, for the first time, at the sports to be held during September next; the other will be contested for at the June sports, next year. Each one will thus be raced for once a year, three wins making a cup the property of the winner.

#### Record will be gone for.

HERNE HILL will be the scene of some fierce speed cycling this Saturday afternoon, when the Anerley hold their annual meeting, and, in addition to the usual club events, always worth seeing, there will be a multi-cycle race, with tandems, triplets, and quads, up, and the great 50 miles scratch race for the Roberts Shield. For this event 16 clubs affiliated to the Southern Road Riding Association have nominated their champions, including Wridgway, the present holder, R. Palmer, A. W. Horton, F. P. Betts, &c., &c. Record will be gone for, and probably shifted. The admission will be 6d., payable at the gates.

#### F. J. Osmond racing again.

THE 25 miles' Birmingham Centre championship was run off last Wednesday at the Aston Grounds, under the auspices of the Speedwell B.C. It was preceded by a mile members' handicap, in which the ex-champion, F. J. Osmond, rode from scratch. He started quickly, and went steadily up to his field, apparently riding quite in his old handicap form. In the last lap all the competitors were together, but Osmond, who appeared to be riding with an unusually high gear, failed to find his old dash at the finish. J. G. Newey, 40 yds., finishing first; V. A. Holroyd, 160 yds., second; and F. J. Osmond, scratch, third; time, 2.18½. One of the fastest miles ever ridden at Aston from a short mark. The 25 miles produced 11 starters, amongst who were A. Ford, Coventry, W. H. Ainsworth, L. Ainsworth, Leon Batthiat, F. G. Hale, J. G. Newey, and several other well-known Midlanders. From the start Ford and Batthiat showed to the front, and were the first to get up to the pacing tandem. Ford immediately demanded a big speed, which soon left all but Batthiat hopelessly behind. Ford lapped Batthiat at exactly 10 miles, and after that the only interest lay in the fight for second place, a very little distance separating H. Ainsworth and Batthiat; but at 24 miles, when they were riding together, Ainsworth fell, and, though he remounted immediately, he lost nearly a lap, and the order of the finish was: A. Ford, 58.48, first; L. Batthiat, 60.7, second; H. Ainsworth, 60.21, third; F. Hale, 63.20, fourth.



RACE FOR THE CATFORD VASE.

WALTERS, STOCKS, AND NEWLAND, ON THE SATURDAY.









**SIGNALMAN** (New Barnet).—Many thanks for information. As you say, we have a reputation for accuracy worth maintaining.

**J. SULLIVAN** (Abbeville Road).—We are sure we do not know what he means; on the face of it, it looks nothing more nor less than sorry clap trap.

**NEMO** (Aldershot).—1. Write to Sam Ward & Co., Great Guildford Street, Southwark Street, S.E. 2. Certainly, lubricate as Mr. Massey, advises. 3. Gamage's, Holborn.

**W. T. (Stonehouse)**.—You should put your ideas definitely on paper, with drawings if possible, and forward to the Patent Editor at our Office. We do not reply through the post.

**C. H. POPE** (South Hornsey).—Take the cover off and send it with a letter of explanation to the Pneumatic Tyre Co., Ltd., 160, Clerkenwell Road, E.C. They will repair it, and if the cover is defective, make no charge.

**CYMRU** (Cardiff Docks).—We have not heard that Meers has ceased to trade at St. Mary Axe, and have no doubt your goods will reach you in due course. If you do have any difficulty, write us again, and we will inquire into it.

**CYCLIST** (Streatham).—In reply to this correspondent's inquiry, a member of the Tottenham C.C., writes to say that he was quite recently riding over the roads to Lowestoft via Ipswich, and found them in splendid condition.

**C. M. KIRBY** (Chiswick) having learnt to ride a bicycle in three lessons at the Euston Road School, writes in praise of that institution, and to draw the attention of novices to it. He was particularly struck with the way the ladies were taught, a strap being fastened round their waists, to hold them up.

**C. ZINN** (Cape Colony).—1. "The Pocket Guide to Cycling," by E. M. Bowden, published at a shilling by Hay, Nisbet & Co., 25, Bouverie Street, London, E.C. 2. There is no best, but in purchasing either a Humber, Rudge-Whitworth, or a Marriott & Cooper, you would be quite safe. 3. Your hardest question; it is so much a matter of individual peculiarity; Brooks B 28 is a great favourite here.

**G. A. PRICE** (Birmingham).—The best way for you to go would be first to Nottingham, then Newark, and from thence along the Great North Road to Tuxford, Retford, Bawtry, and Doncaster. From thence via Selby to York, a trying bit of country with very rough roads. From York to Scarborough the surface is good, but the road is hilly approaching the coast. Walk the hill down to Scarborough. The distance would be about 150 miles, too far for a two days' journey, if you are such a novice as you state.

**R. R. WYLIE** (London).—In answer to the inquiry of Mr. Wylie, "Bike" of Ross has kindly forwarded the following exhaustive information:—"If R. R. Wylie (London), has not been answered re roads from Hereford to Ross, and Hereford to Monmouth, I beg to say that the former is considered a fairly good road. It is rather hilly, as all roads in this district are, and will now be found in a better condition than at any other time of the year. There is a long gradual ascent between Hereford and Birch (about 5 miles from Hereford), then with the exception of one or two short hills ("pitch" is the local term), the road is an easy one to Ross, distance 14 miles. With regard to the road from Hereford to Monmouth, the Ross Road is generally followed as far as Pengethy House in the parish of Hentland 6 miles from Ross, where the Monmouth Road diverges and joins the Ross and Monmouth Road between Goodrich and Whitchurch. I should recommend Mr. Wylie (without bias) to run from Hereford to Ross—where there are several interesting places to be seen, and good accommodation to be had if required, and from thence to run on to Monmouth, via Kerne Bridge. The road from Ross to Monmouth is a good one being a gradual descent all the way with the exception of two sharp "pitches." Distance 11 miles. Ross is termed "the Gate of the Wye," and the scenery is considered by tourists to be very fine. Goodrich Castle and Court are on the road, and Symonds Yat lies at a short distance to the left, by turning off at Whitchurch. There is another route to Monmouth from Hereford, via Michaelchurch and St. Weonards, but I believe that neither the road nor scenery are so good, and the distance would not be much less."

"INDIA" (Porchester Gardens).—The Moto Pedal Co., 59 & 60, Chancery Lane, W.C.

**G. SMITH** (Usk).—We believe patent troubles have stopped the manufacture of the tyre named.

"SCORCHER" (Gravesend).—Gamage, Holborn, can doubtless supply you. We do not feel at liberty to give the address you require. Your criticism is flattering, but fair.

**A. HYDE** (High Holborn).—We can recommend both the Goldsmiths' Burglary Insurance Co., Gresham Street, E.C., and the Cycle Insurance Corporation, Bristol.

**W. TROTTER** (Barnsbury).—You should have written us earlier; it is now too late for us to help you. We cannot undertake to answer correspondents in the following issue always.

**W. E. KAY** (Clarkston Busby).—Our maps of England and Wales, post free for 1s. 2d., would give you more information on the subject in a few glances, than we could if we devoted this whole page to you.

**T. G. PEARSON** (Saltburn-by-the-Sea) wishes to know if any reader of "Cycling" can tell him of the condition of the road between Barnard Castle and Keswick? We can tell him this much without delay, that it is a very hilly stretch, Shap being crossed.

**J. W. MILLIGAN** (Birmingham).—Have the peak of your saddle about 3-inches behind the crank-axle. The leg should not be fully extended, but the reach should be such, that when sitting at ease in the saddle, it is possible to place the foot under the pedal, whilst at its lowest point.

**ZONGOA** (Bermondsey).—Yours seems to be a very hard case, and to raise a nice point of law. We fancy that the original giver of the guarantee is still liable, and no one else, but this is only our opinion. We should say wait until action is taken against you, and then consult a solicitor.

## 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.**

**H. GREEN** (Upton Manor) desires a companion for a two or three weeks' tour in Normandy during September. He cannot speak French, and therefore a companion who can would be doubly welcome. H. G. says he is not a member of the C.T.C.; we advise him to become one at once if he is going in for Continental wheeling.

**IGNORANT** (Cheltenham).—The Silvertown Rubber Co., and the Drayton Rubber Co., West Drayton, both make cheap single tube tyres, such as you require, and they could, we believe, be stuck on to your rims. It would almost pay you better though to have the wheels re-made on to modern rims, and an up-to-date tyre fitted.

**H. W. LIGHTBURN** (Throgmorton Avenue).—Three ways of averting the catastrophe suggest themselves to us. Either ask the possible purchaser to leave a good substantial cash deposit, or ride with him on another machine, or blockade the road in which he makes his experiments, by standing at one end yourself, and inducing an active friend to do likewise at the other. It is, as you have discovered, extremely risky to allow a stranger to try your machine, unless some such precaution is taken.

**LONDON TO OXFORD** (—).—In reply to an inquiry lately made as to the best route to Oxford, the road through Uxbridge and High Wycombe is fairly good surface past Uxbridge, though the sand is rather loose in places. It is much better surface back through Aylesbury (60 miles as against 54), especially Thame to Aylesbury, which is a perfect surface. The alternative route through Henley on to the Bath Road was very good on two or three occasions when tried last year, but the Aylesbury route is preferable as avoiding West-end traffic.

**W. L. HOLT** (New Swindon).—Write to G. Lacy Hillier, Stockbroker, 75, Old Broad Street, London, E.C.

**CONSTANT READER** (Hackney).—Sorry your request could not be attended to last week; it is, of course, too late now.

**A. COUSINS** (Brighton).—Apply to the hon. sec. of the Sussex Centre N.C.U., who is, we believe, W. Nicol Humphreys, London Road, Brighton.

**WEAVER** (London).—Would be glad of hints for a two weeks' tour from London to North Devon and district, from any readers who have been over the ground.

**S. W. (Wandsworth Common)**.—The title mentioned is not to our knowledge used by any firm. It would be well, however, to consult a trade-mark agent before adopting it.

**O. W. (St. James's Park)**.—You are rather awkwardly situated. Kensal Rise would be about your nearest, or run across Westminster Bridge to Waterloo Station, and go to Putney.

**BOMBAY CYCLE AGENCY** (Bombay).—The Frena people in Cornhill, London, E.C., make a first-class camera suitable for cyclists, and we have friends using them with the most happy results.

**G. BROWN** (Wimbledon).—It would be a matter of arrangement between you, but if you insist, he would probably be made to supply you with an identical machine to the lost one. Do not be too hard on him.

"INTERESTED" (Paddington).—It is usual in clubs for tandems to pay double entry fees, and each member of the successful crews to take a prize or medal. The half-hour allowance given to the singles seems about right.

**TOMEY** (Wadlington).—Gear 60, Perry chain, a Grose gear case, Brook's lady's saddle, or Lycett's pneumatic, cork handles with Celluloid ends, Dunlop-Welch tyre. We know nothing of the machine you mention.

**A. E. OLIVER** (Hornsey).—There is happily no foundation to the strange rumour that has reached your ears. Carlisle is a journalist, the title "Doctor" has been thrust upon him by his friends, of whom he counts many.

**E. A. BARTLETS** (Bognor).—The address of the Self-Sealing Tube Co., Ltd., is 71, Temple Row, Birmingham. We consider the machine mentioned would serve your purpose, or, if not, a Gamage would prove equally good and moderate in price.

**A. L. FRUNGER** (Worcester).—You are right about the distance, and perhaps noticed that we corrected in last week's issue, having received other information. The train was made up, we believe, of one carriage and a guard's van, and we presume the engine was a G.N.R. express.

**OSWALD** (Stirlingshire).—No. 1. has a fair reputation as a second grade mount; as to all the others, their reputation, if any, is so local, that tidings of their good qualities, or otherwise, have not penetrated to London. The Palmer detachable, and the Dunlop-Welch are much on a par as regards their non-slipping qualities.

**C. HARDING** (Holloway Road).—All sorts of dodges are recommended, but our own experience is, that a thick pure lubricating oil answers as well as anything for chain purposes, and such an oil is already being sold by Avila Tringham, and another firm have one in preparation. In reply to your other letter, Lucas's are the best.

**F. STEERLE** (—).—By purchasing one of our maps, 50 miles round London, post free, 1s. 2d., the road to Chatham will be discovered without much difficulty. We do not think your amateur status would be jeopardized by accomplishing the journey; but perhaps you use the word in the sense of "novice," and in that case we should say it would be a suitable ride for you, provided you allowed yourself ample time.

"IGNORAMUS" (Ramsgate) confesses he is no "scorcher," and seeks comfort and ease in his cycling, which he indulges in for exercise; he is a man after our own heart. Both the machines you mention are of the highest class, and you can be guided by fancy in your choice between them. Make plain your requirements, and do not be induced to take a higher gear than 60, and insist on a brake. The machine, with accessories, all of the first-class required, would probably run into some £50 odd; but the two firms are respectable and will not swindle you.

**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.