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# CYCLING.

CONDUCTED BY  
EDMUND DANGERFIELD & WALTER GROVES.

J. H. B. M. P.



THE OLD, OLD STORY.

"Your name and address, sir, if you please?"

Ayuntamiento de Madrid

## TAXATION FROM A FEMININE STANDPOINT.



HE "bogieman" of cycling—the cycle tax—which has so long and so often been trotted out to frighten naughty scorchers and reckless riders, has been creeping stealthily nearer, and is now beginning to assume definite

shape. Whether from a belief that he was exempt from the ills of ordinary mortals, and bore a charmed life as far as the rate-collector was concerned, or perhaps from a naturally sanguine temperament, the average cyclist listened to these prognostications of coming evil much as the *fin-de-siècle* child hears the tale of the "old man who is coming to catch him if he is not good." Modern childhood has imbibed the scepticism of the age, and refuses to believe where reason and logic do not point the way; though to be sure, when the "old man tale" is realistically told in shadowy rooms, with Morpheus in the near foreground, it will allow its fancy to indulge in the fascinating fear "that freezes the young blood," and rather enjoy it—with the background of confidence "that it is all nonsense—Pa says so." It was much the same with the cyclist. It was all very well to try and scare him with tales of the tax that was to be. It moved him not. He accepted it as the "bogiem" tale of cyclopedom—quite outside the reach of practical politics—and even liked, when in a passive, slippish mood, to hear the changes rung upon it in humorous skit or witty verse. But those days of easy incredulity are past, or almost so. It has been the cry of "Wolf! Wolf!" over again, but

### THE WOLF IS REALLY COMING.

Those, who should know, tell us a cycle tax of some sort is within measurable distance. That, whether he will or not, the knight of the wheel will be levelled to the rank of those solid financiers who bowl along in carriages. The cyclist's merry childhood of irresponsibility, when, like a gay butterfly, he flitted here, there, and everywhere, with no thought save his own enjoyment, is deemed at an end; he is accounted to have reached years of discretion, when he is liable to lose in pocket, and—as it is affirmed—gain in self respect. Doubtless the new order is right and just, viewed from a certain altitude; possibly a tax is needful to prevent the abuses of too much liberty, and to act as an educative factor, making for the extinction of the genus "cad-on-castors."

Doubtless the cyclist of the future will be a person of grave deportment, and steady pace, who, though he may sigh in secret over the old untaxed freedom, will smile a superior smile reflecting upon his assured status as a contributor to State revenues,—much in the way that experienced age smiles upon careless youth.

Assuming, however, that cycles will be taxed in the near future, let us consider the effect upon women-riders and potential riders. It almost goes without saying, that

a tax will be a distinct deterrent to the pastime among women. It may give a temporary lull to masculine cycling, it will be a permanent bar to feminine. Men usually appreciate more what they cannot get without paying, and it's not improbable taxation will give, in the long run, a fresh filip to their cycling zeal. With women the reverse holds good. Either by temperament or training,

### THE AVERAGE WOMAN

is economically-minded, and takes her pleasures more pleasantly when they don't break upon her (perhaps slender) allowance of pocket-money. The women, from whom the larger proportion of riders is drawn, are of the middle and lower-middle classes, and their pockets will be most susceptible to the innovation, for the simple reason that they are seldom well-filled. The wife, or daughter, may pass considerable "monies" through her hands weekly, but only in her capacity of bursar to the household, who must give an account of her expenditure. When it comes to wanting money for definite personal amusements, there is—even in well-to-do families—a good deal of difficulty, manoeuvring, and persuasion.

Jack's new road racer is paid promptly, his golfing, football, and other expenses, ditto; but Paterfamilias pooh-poohs the idea when Mary ventures to think she would like to ride a bicycle, and declares his family have most expensive tastes. Now-a-days, by dint of coaxing the bicycle may ultimately be bought. But once the tax is established, there will be a longer pause over the purchase and more grumbling.

Small as the tax may be, it will come round with an irritating regularity, and will prove the fly in the ointment of many a cycling maid's delight. Besides, we should not forget that bicycling for women is still in a shaky condition, as regards public favour. Despite the number of women awheel during the past season, they are, more or less, taken on sufferance, and, in many quarters, there is a strong hope that it may be a passing craze. It is

### UNFORTUNATE IF TAXATION SHOULD COME

at this inopportune moment, when it will turn the balance against the pastime among those who were only waiting an excuse, and give a sufficient reason to many fathers and husbands why that lady's safety should not be bought—just yet!

While taxation will thus affect stay-at-home women, it will really prove hard lines on the noble army of their working sisters—teachers, shop assistants, clerks, typewriters, &c., &c.—to whom the exercise and recreation afforded by bicycling are so beneficial and healthful. These so-called "independent" women, who work for their livelihood, have generally a small salary, and a good many ways for it to go, and every additional item to their expenditure, however small, is of serious consideration. If they can afford the price of the machine, you say, a few shillings yearly of a tax means nothing. But a few shillings means something when every penny of theirs is the result of long hours of hard work and close application. The bicycles may be bought by them on the instalment system by a good deal of self-denial and economy. The monthly or quarterly payments—as the case may be—come to an end sometimes, and there is a certain pleasure in looking forward to that, with the use of the bicycle meantime. But the tax will be

### A PERMANENT EXPENSE

which, added to the initial expense of purchase, and the occasional outlay in keeping the machine in order would dishearten many a would-be-rider, and prevent her making the attempt. There are many working girls, too, who are in the habit of frequently taking a machine on hire for an evening spin, and find after their long day of perhaps sedentary occupation, the exercise of the wheel the change of scene and fresh country air, an incalculable boon and delight. This they can have now for about a shilling the hour. But by-and-bye the taxation will come heavily upon agents, and agents will retaliate upon the public. The spin that costs a shilling now will doubtlessly cost double then, and women cyclists of limited means, will, perforce, curtail—albeit to their own detriment and that of the Trade—their now frequent outlay in that direction.

Moreover, most women, whether rich or poor, have a natural objection to the petty worry and officialism of rates and rate-collecting. The mere fact that such will be connected with bicycling will take away somewhat from the charm of the pastime in feminine eyes. To have the blue paper left in reminding her that her

### BICYCLE TAX HAS FALLEN DUE,

at a time when rain and cold, and the general atmospheric conditions make riding impossible, and the bicycle a sort of white elephant, would be a distinct trial to the normally-minded woman who with the poet finds it difficult "to forecast the years and find in loss a gain to snatch."

A popular novelist tells us in a vein of sarcasm "that a strong government may survive a year of commercial depression, but the strongest totters after a wet Summer, and none has ever been known to survive a frost that bursts the water-pipes." In the same way, without the sarcasm, we might venture to affirm that a woman's cycling enthusiasm would survive a wet season, nay, even a series of punctures, but who could expect it to outlast a wet season, a series of punctures and—the unfailing attentions of the tax-collector, a conjunction by no means improbable!

In short, let the tax come, sooner or later, let it be small or great, necessary or unnecessary, it will find no welcome among women-riders, because women at heart are strongly conservative. That the wheel has not been taxed is sufficient to them why it should not be taxed. They have but recently been wooed and won by the charms of bicycling; all their first love and fresh enthusiasm were given to it as an untaxed pastime, and they will resent the interposition of a tax, as a pair of young lovers do the interference of a well-meaning busy-body.

L.A.M.P.

### A dreary round.

AMERICAN racing cracks are feeling the strain and monotony of the severe training the modern high pitch of speed work requires. No dances, receptions, and recreation now when they go the circuit of country meetings; directly they reach their destination, off to the track for a spin, a rub-down, dinner, another spin, and then to bed. Change a race for a spin at times, and you have the whole life's daily history of an American cycling crack, as repeated *ad nauseam* for weeks together.

OUR SCIENTIFIC FADDIST.



OUR Scientific Faddist is a tricyclist. He weighs only 9 stone, but he always orders his cycle as for a 16 stone man, because he carries so many extras; also to have a good margin for safety. He loads his three-wheeler with multifarious *impedimenta* with every conceivable "absolutely indispensable adjunct" in the market. Cyclometer, velocimeter, barometer, theodolite,

hygrometer, and rain gauge; with puncture outfits, bags, and tools, rolls of copper wire, spare nuts and bolts, files, wrenches, and pumps; with an extra lamp, saddle, spare tyres, for, "you never know what may

happen." In this treacherous climate it is not safe to travel without mackintosh, umbrella and wraps; with a coat for the sun, a coat for the dust, and a coat for the moon—or, at least, for the night. A Brobdingnagian meat-safe-looking gauze eyeshade for the flies, and

SPECTACLES FOR WINDY WEATHER,

are really most important. And for repairing *en route* the magnet is useful for rescuing from a dusty grave steel balls or other small parts. To start on a day's ride without taking with you either food or drink, to say nothing of medicines and surgical bandages, would be the height of daring folly! "Does the camel cross the desert unprovided with water? Does the Alpine traveller venture without his alpenstock? Does the mariner embark upon the ocean without a compass? Why then should the cyclist go out into the world unprepared for possible contingencies? Why? I say, Why?"

With our Scientific Faddist the adjustment of the bearings and the lubrication of frictional parts is a work of love. He almost courts a puncture because of its resulting surgical-like operation, and the

neatness and care with which it is to be performed. He is fond of discussing the points of a cycle, and he is also quite at home in theoretical mechanical problems, logarithms, conic sections, and in dissertations on mechanical equivalents, &c.

What the Mayor saw.

THE Mayor of Boston informed his Town Council that he had seen several cyclists pass through the town at the rate of 14 miles an hour, and amongst them he noticed three men on a tandem. And now the local riders are asking where the other man was put, whether hung on the handlebar, or stuck in the frame?

No light or no bell.

QUITE a number of cases have come before the magisterial benches lately of cyclists having no lights or not using their bells. Surely, if riding is to hold its great sway, the simple bye-laws of our country, must be observed. Berkshire, we hear, is responsible for several offenders, and there the authorities are severe.



ON YOUR LEFT, PLEASE!—THANK YOU!

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Ayuntamiento de Madrid



NEXT WEEK a Champion Number.  
LOOK OUT for our Supplement next week.  
THERE are 47 cycling papers in the United States.

MEAT was strictly barred from the menu of the ancient Greek athlete.

A MOTOR-DRIVEN tandem bicycle, by Pennington, has been timed to do a mile in 1.30, and, it is said, can do even better.

"WITH Yacht, Camera, and Cycle in the Mediterranean," by the Earl of Cavan, has just been issued by a London publisher.

THE treasurer of the Exeter Cyclists' Carnival has been sorely puzzled how to be rid of the farthings,—close on 10,000,—collected.

THE Paddington Vestry Legal Committee, not only want cycles to be taxed, but that also it be made illegal to use brakeless cycles on the road.

OCULISTS are recommending cycling for defective eyesight. It will be difficult to discover a disease soon, in which the wheel is non-effective!

BATTERSEA leads the way. The Vestry has decided to purchase a bicycle for the Clerk of the Works, in order to facilitate the discharge of his duties.

MRS. WACKERBARTH has informed the Court that she does not intend to prosecute her appeal against the conviction, and has paid the fine and costs.

MR. C. VERNON PUGH, managing director of the Rudge-Whitworth, has been elected an Associate member of the Institution of Mechanical Engineers.

HUTSON'S indoor trainer appears to be catching on well, as we hear they have been sending machines to Trinidad, Australia, Switzerland, Spain, Russia, Italy, Bohemia, and France.

TEN Shillings fine and four shillings costs, was the sentence of the Blofield Bench on E. Phillips, for running down a lady cyclist, and cutting her cheek open. Cheap at the price!

THE Anerley closed their Summer season and opened the Winter campaign at Riddlesdown on Saturday, when a "classy" concert, arranged by P. Litchfield, was given. Captain Baily in the chair.

#### Stanley Show.

MR. E. A. LAMB, the secretary, informs us that he hopes to be in a position to place before the public, at the coming Stanley Show, an important exhibition of horseless carriages. He has every reason to believe that several vehicles will be on view, and, as this will practically be the first opportunity that London people have had of viewing what may become the means of street locomotion in the future, this should add very materially to the importance of the Exhibition. He also expects that there will be two or three motor tricycles on view. Another great attraction will be an exhibition of bicycle costumes in all styles, by Viola, of Albemarle Street, W. Also, during the past two or three days, a large space has been taken to exhibit the latest invention, which is now the chief topic in cycling circles, viz., the Simpson Lever Chain.



THE ONE EXCEPTION.—I.

SPORTSMAN.—"I'm passionately fond of every branch of sport under the sun——"

#### An exhibition of costumes

WE attended an exhibition of ladies bicycling costumes, on Thursday last, at Viola's, Albemarle Street, and were shown, by far, the best designs that have yet been prepared in this direction. "The Viola Combination" is a charming costume in fawn covert coating, divided both back and front, but so neatly is it contrived that, when off the machine, it appears to be entire. When riding, however, perfect freedom is given to the rider. "The London" is an extremely neat costume in plain brown cloth. It is so neatly arranged that no lady, however strict, could possibly object to it, as it is not only practical, with the fulness at back arranged in two distinct sides, which really form knickerbockers in front, which are entirely hidden by an apron coming from the waist and falling into the skirt, but is also so well contrived, that the whole costume is most becoming, and is quite elegant for walking in, if required. These struck us as being the best of those on view, but other excellent costumes were "The Paris," "The Brighton," "The Russian Bloomer," and the inevitable "Rational

Dress." We hope to give illustrations of the two first-named costumes in our next.

#### The Dibble Memorial.

WE have to acknowledge, with thanks, receipt of the following donations to this fund:—Alma B.C., per H. J. Shurlock, 10s. 6d.; P. Litchfield, 5s.

#### Next Week. A Champion Number.

NEXT WEEK we shall present our readers with a splendid Supplement photograph of the one and five miles Amateur Champion, A. J. Watson. Our next issue will also contain a splendid full page portrait of A. F. Ilsley, ten miles amateur tricycle champion. In fact our next will be a "Champion Number."

#### The Stanley secretary resigns.

IN consequence of pressure of business Mr. S. C. Ratty has resigned his office as honorary secretary of the Stanley Cycling Club. The club has been fortunate enough to secure the services of Mr. W. G. Teed to fill this important post, and all communications should be addressed to him at the Stanley Club House, 261, Seven Sisters Road, N.

**Good.**

THE Chief Policemaster in Brussels has just issued regulations to the effect that, every cyclist riding in town with "hands off" his handlebar will be fined.

**Gone astray.**

THE following appeared in a Swiss newspaper, "My bicycle has gone astray. The honourable finder can keep it if he will send on the sum of £10 conscience-money to the manufacturer."

**Brighton off colour.**

IN spite of the excellent condition of the Brighton Road, bar a few patches near Povey Cross, and half-a-mile of metal North of the Downs, very few riders were about it last Sunday, and we had the beauties of the Autumn foliage along Peas Pottage, all to ourselves. Brighton itself was right off colour; the afternoon came over gloomy, and we have never seen the sea-front look so dead-alive. The only approach to frivolity was a Salvation Army band, and the only faint suggestion of naughtiness a cycling girl in a Rational costume of the "risky" order.

**Manchester getting tired.**

THE fact of the Manchester Centre voting its full strength in favour of the sweeping propositions, as proposed by F. Percy Low, at the Council Meeting last Saturday, no doubt, caused considerable surprise, seeing that, in the past, the Centre has been a most ardent supporter of the A.A.A. True, the pedestrian element of athletics is particularly well represented on the Committee of the Manchester Centre, and the absence of this section at the last Committee Meeting, no doubt, in a great measure, accounts for the decision of the Centre on so radical a move; but the fact also remains, that the cycling members are getting weary of the autocratic demeanour of the A.A.A. towards the N.C.U., as regards reform, and it is felt that, if a struggle is to come on the amateur question, the sooner it is started the better for the Sport.

**Quadrant, Ltd.**

As will be perceived, by a glance at the prospectus accompanying this issue, the old Quadrant Cycle Company, at last, comes to the public, at least, to a considerable extent. This business is one of the oldest and most respectable concerns in the Trade. Mr. William Priest has been, for years, a prominent citizen of Birmingham, being closely associated with its civic and political affairs. In the Cycle Trade he is regarded as a pillar of this now enormous industry; and, so far as we are aware, there has never been a word uttered against him. In these days, it seems to us, that nothing greater can be said of any one. In conducting his business he hopes, by the introduction of outside capital, to increase its scope, and such are its prospects, that the vendors take the whole of the ordinary shares themselves. The prospectus certainly reads most peculiarly, and it may seem strange that profits are declared after the deduction of certain losses. We think, however, that, under the circumstances, and the facts being so clearly stated, it is not unreasonable; for the losses, referred to, were isolated cases, and not an accumulation of accounts. We believe, in fact, that one big failure accounted for nearly the whole amount. One fact is emphasised, not more than £1,800 is retained to pay the dividends promised. And, we think, there is little doubt as to that amount being easily earned.

**"Cycling" at the Shows.**

At the Stanley Show, CYCLING will occupy an office in its usual spot—Stand, No. 92—and also a stall in the Arcade, for the sale of all our publications—No. 1A. (Very appropriately numbered, Mr. Lamb.)

**For the Fifth.**

CLUBS who keep up the Fifth might note that Gamage, as usual, is equal to the occasion, and is supplying Pain's fireworks. They cannot be sent by post, nor can small parcels go by rail, the charges being too high.

**How they watch the Ads. I**

As evidence of how closely our advertisement pages are watched by our readers, and the consequent value of them to advertisers, we may mention that we have received quite a number of letters congratulating us upon the return of Messrs. Gormully and Jeffry's advertisement.

**Author.**

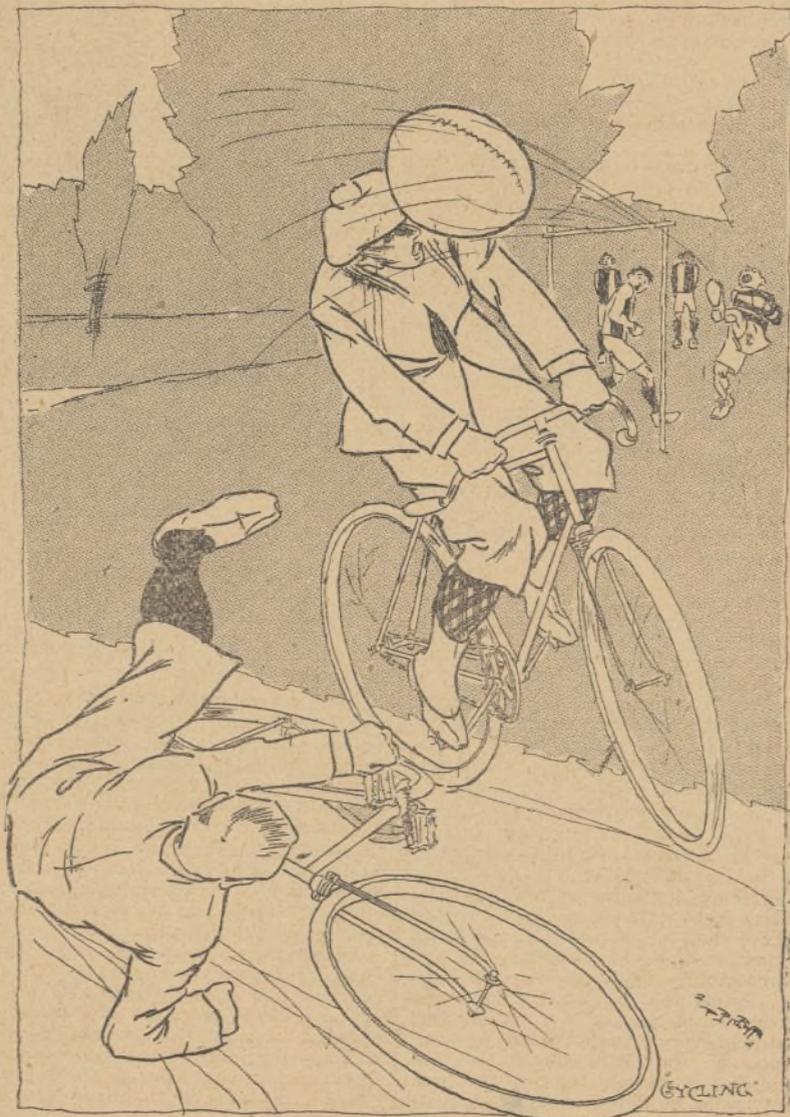
THE photograph of the "White Horse" Hockcliffe, near Dunstable, which we reproduced last week, was taken by Mr. A. C. Downing.

**The Duke of Marlborough's mount.**

THE Duke of Marlborough rides a Birmingham made machine, made by a little known maker of the name of Binks. He is said to turn out a good machine; anyway the Duke likes them, and has ordered several for his friends.

**A wise order.**

THE following notice has been officially issued.—"The First Commissioner of Works hopes that persons bicycling in Hyde Park will not permit dogs to run with their bicycles, as it is a practice highly dangerous to riders, and, if continued, will lead to the rescinding of the rule permitting bicycling in the Park."



THE ONE EXCEPTION.—II.

"—except—except, football. I reckon the doddering idiot who's allowed to risk his own life, and those of other people, should be fried in boiling oil, or cremated alive."

**Cycling] Maps.**

E. W. SAVORY, of Cirencester, publishes some useful cycling maps for cyclists, the main roads being very clearly marked. Those already in print are, Gloucester, Somerset, Stafford, Shropshire, Derbyshire, and Warwickshire.

**To keep skirts in] position.**

J. W. WHITE, Farnworth, Widnes, sends us a neat little device to keep ladies' skirts in position when cycling, which, it is said, has been tried and found effectual. A short piece of strap is sewn to the inside of the skirt, and another strap buckles round the rider's foot. The two straps are joined by an elastic band, the requisite play being secured.

**Hung up.**

At a cycle riding school at St. Louis, a curious means is resorted to, to hold the pupils up. All round the school there is a double row of overhead iron girders. A frame-work built up from the back of a safety engages with one of these, and the rider safely proceeds, supported for the whole circuit by the girder, on which the support runs.

**Why] not?**

THE ease and nicety with which machines fitted with the new Lindley gear are controlled, suggests to us, that perhaps, even without the gear changes, a return to the clutch action would be an advantage for safeties, provided, of course, a thoroughly good brake was fitted. The way the Lindley machines sail down hills, even when in a most greasy state, has only to be seen to be admired and envied.

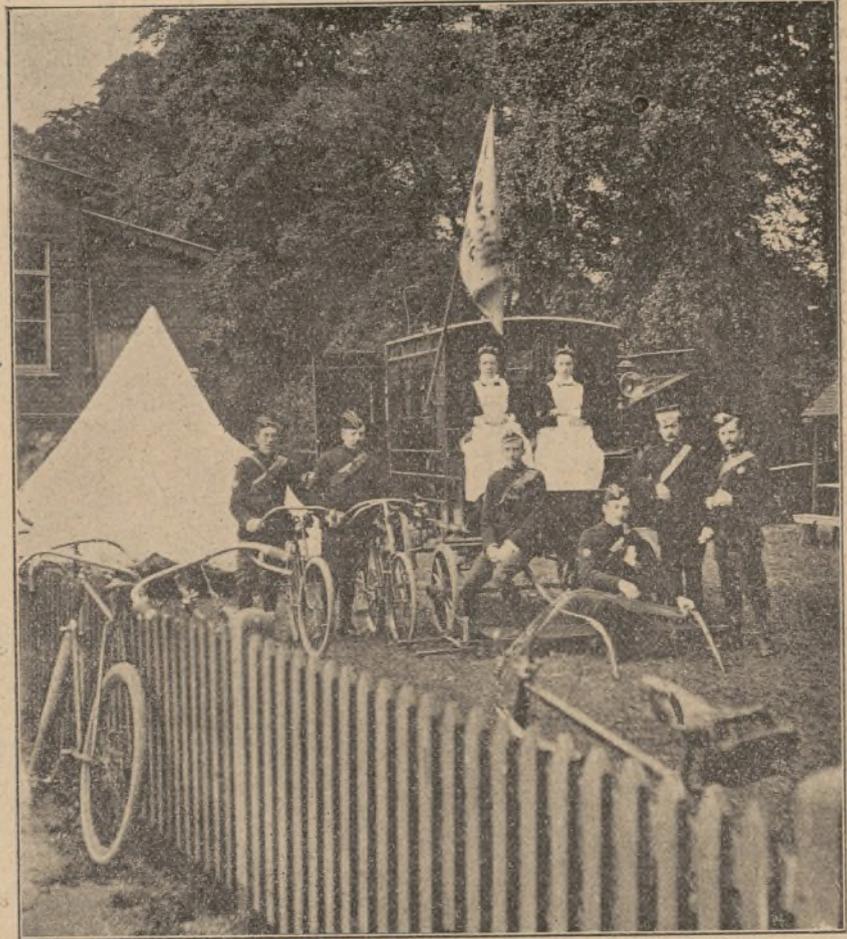
**Cyclist Ambulance Corps on duty.**

OUR illustration shows some members of the Cyclist Division, Metropolitan Corps, of the St. John's Ambulance Brigade on duty at Herne Hill, during the Hospital Sports. From the nurses down to the stretcher it all looks like real business, and such indeed it is, the staff and their repair outfit in the van, being quite equal to any contingency, as far as immediate attention is concerned. The appearance of this excellent corps at race meetings may have a slightly lugubrious effect on racing men and spectators alike, but in these days of terrible speed, crowded tracks, and incompetent riders of safety bicycles with weak forks, and wabbling course, they are becoming more and more a painful necessity.

**The London Centre meeting.**

THE London Centre meeting, at the "London Tavern" last Wednesday, was fairly well attended, and Mr. Todd was in the chair. Beyond giving instructions to the Centre's Councillors how to vote on certain points at the Council meeting, no business was practically done. The Centre was dead against Mr. Low's proposed alterations of the amateur definition, and supported Mr. Britten's propositions, including the appointing of a committee to go into the pacing question. A spirit of lifeless apathy appeared to be abroad; and, even Mr. Turner's usual and prolix denunciations of the directors and officer of a tyre company, failed to excite the least interest, or the slightest sound of approval, or dissent; whilst even Hillier spoke on the amateur question as if weary of it. Some sport was expected, recent paragraphs in a contemporary suggesting that an attack would be made on some members of the Centre's Licensing Committee, but it never came off.

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CYCLIST AMBULANCE CORPS ON DUTY.

**The horse as a cyclist.**

PROFESSOR ALEXANDER GRAHAM BELL suggests a motor-vehicle, or cycle, the motive-power to be a horse, who will drive the gear by pedalling, on the same principle as the man-propelled cycle of to-day.

**What we may come to.**

THE Municipal Authorities of Brussels, are, at present, inviting tenders for the supply of 16,000 enamelled plates, bearing the license number, to be affixed to bicycles. This will give some idea as to the number of cyclists there are in the Belgian capital.

**Up-to-date, forsooth!**

A CONTEMPORARY remarks that it hardly redounds to the credit of CYCLING as an up-to-date paper, to state, that "The fashionable Lady Norreys is recounted a very expert wheelwoman," when the veriest tyro in cycle journalism knows that Lady Norreys led the van in connection with cycling throughout the whole of last season. What has that to do with our statement that Lady Norreys is recounted *very expert*? A good many of those of high degree, who are leading the van in connection with cycling this season, are, by no means, expert wheelwomen, and it will be news to our readers when they are. Besides, what manner of paper is this that lectures us for not being up-to-date? A few weeks ago it told its readers that Harry Payne, the well-known member of the Polytechnic C.C., was dead!

**Disaster swift and dire.**

ACCORDING] to a Russian journal, the lady, who was recently granted a permit to cycle in the streets of St. Petersburg, has had a nasty fall from her machine, and now lies badly injured in hospital. It is thought, that this will revive the antipathy against lady cyclists in Russia, and that no more police permits will be issued to the sex.

**A curate on the bust.**

A CURATE had an alarming adventure recently, when cycling near Newbury. By the corner of a wood, which he had to pass, he saw three men talking together. Just as he got opposite them he was very much startled by a loud report, and instantly found himself sprawling on the ground. The three men ran to his aid, but the curate, jumping up, shouted "Stand off, you villains! one of you has shot me!" This they denied, and one suggested his tyre had burst, but the reverend gentleman still maintained he had been shot at, and that the bullet had penetrated his tyre, as he felt something strike the machine at the instant of the report. Another man now appeared, and he was sent off for a policeman, two miles away. Meanwhile, the curate trudged home, where he examined his tyre, and, by the time the policeman arrived, had concluded that the tyre had burst, and that he had been making rather a fool of himself.

**Gold hunting wheel.**

A Lot of gold prospecting in Australia is being done per bicycle, owing to the high price of the imported camels, and the extra rapidity with which cyclists can get over the ground, even in that rough land. The Coolgardie Cycle Express Co. keep a staff of expert riders, who will go anywhere, at any time, on any secret or confidential business. It is rough, hard work though, and only the most hardy can stand it.

**An error of taste.**

THE Cuckoo C.C., of Newcastle-on-Tyne, intend holding their first Cinderella with a

*proviso*—cycling costumes only to be worn. It is argued that many ladies are not so nervous in a ball-room as on the Queen's highway, and the Cuckoo Cinder. will give such an opportunity of discarding the outer skirt, and appearing in all the glory and freedom of Rationals. We think the Cuckoo men are making a great mistake; if they wish to further the cause of Rationalism, they will think again before forcing the costume into such an incongruous situation. There is a time and place for all things, and a ball dress at a funeral would hardly be in worst taste than a Rational costume at a Cinderella.

**A rubber chain.**

OUR Midland representative has inspected a curious novelty, a rubber chain for cycle-driving, provided, of course, with a non-stretching insertion. The band is slightly wider than an ordinary chain, and about 1-in in thickness, and it runs upon plain pulley wheels, which are provided with a nearly vertical flange, about equal in depth to the thickness of the band. The band has to be tight, but it seems to drive very smoothly in actual riding, and only has a tendency to slip when drenched with water. It would be cheaper than an ordinary chain.



SNAP-SHOTS TAKEN ON A CYCLE TOUR IN NORMANDY.

Photos by A. Hyde-Parker.

# CYCLING

OFFICES.

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

LONDON, NOVEMBER 2, 1895.

CONDUCTED BY  
**EDMUND DANGERFIELD**

AND WALTER GROVES,  
ASSISTED BY G. H. SMITH.

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ERNEST PERMAN.

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TEMPLE PRESS LIMITED.

Sole Director:  
EDMUND DANGERFIELD.

## FOREIGN REPRESENTATIVES:

UNITED STATES ... ..	The Earrings.
FRANCE ... ..	Le Veloce Sport.
HOLLAND ... ..	De Kampioen.
DENMARK ... ..	Cyclus.
BELGIUM ... ..	Lu veu. Vel. Belg.



A LETTER that came under our ken the other day threw a curious light on the habits and peculiarities of certain varieties of the genus, cycling clubs. In it the writer sought election into the membership of a club, because he understood that the club in question was wont to ride direct to its club-run destination, without making frequent halts at roadside houses *en route*, to lubricate the parched throats of the party, as was the practice of the club to which he then owned allegiance. We do not for one moment believe that the habit of halting at inviting hostleries, when on a club-run, is followed to any extent in the wholesale way that the letter we saw would suggest was done in this particular case; but, whilst sobriety is one of the leading characteristics of the typical wheelman, and clubman, there is no doubt about it that many have a habit of swallowing more liquid than is good for them when riding. We use the word "liquid," advisedly; alcoholic drinks, when consumed at all by cyclists, being taken in such diluted forms that they lose all those characteristics that the temperance lecturer knows so well how to enlarge upon. The swallowing of inordinate quantities of liquids, however innocent and harmless in themselves, is a mistaken practice that does no good to

the rider, and robs him, if he only knew it, of the full pleasure and benefit of his ride.

MANY cyclists partake to excess of these mild concoctions, under the genuine, but most mistaken, impression, that they cannot possibly ride far without having something to drink. An old cyclist confessed to us, the other day, that he long cherished such a deep-rooted conviction, and used to pull up at nearly every country inn for a drink; and he never discovered, nor would have believed the possibility of his getting along the road without it, until he joined a club that went straight through on their runs without a halt for refreshments, and he thus became educated out of what was but a habit, although he had regarded it as a physical necessity to himself. Needless to say, he now rides farther, with less fatigue, and more benefit, and never experiences the everlasting thirst craving when cycling. Every cycling beginner has a thirst on him, and it would appear that this unnatural thirst continues to latter cycling days, and can even be cultivated, unless the rider takes the little necessary trouble to train himself out of it. This is well worth doing, both on the score of economy, health, and real enjoyment.

WHEN the lay Press attempts sage remarks on cycling records the result is usually humorous. The Athletic Noter in a recent "Graphic" essays a criticism on road speeds; he tells us that he has, of late, set his face against going into paroxysms of wonder at new cycling records, and very properly quotes, as a reason for his aversion to paroxysms, the fact that there can be no finality in cycling records so long as extra speed depends upon the ingenuity of inventors in overcoming existing failings in machines. But, proceeding to details, he remarks that on the road, with slopes and wind favouring, wonderful times have been accomplished, "one mile having been covered by a tandem in the reputed short time of 36<sup>2</sup> secs. See how cautious is this "Graphic" gentleman; he will not be certain that 36 secs. for the mile—a mere speed of 100 and odd miles per hour—is really fast; in his view it is merely a "reputed short time." "These great speeds," he says, "are of no use whatever to the road rider, since he very properly may not adopt them in daily practice." Here our views are decidedly at variance; we ourselves, would very much like to have some of these great speeds; though probably we should seldom adopt them in daily practice—especially if the vehicular traffic were congested to any extent. A mile or so at a 36 secs. clip might prove useful now and then on a club-run, though; we should like to know who rode that tandem!

"CYCLING" was completely sold out before publication day was over, last week.

## OUR NEW OFFICES.

In a few weeks' time we shall be fairly settled in our new and commodious Editorial and Publishing Offices in Rosebery Avenue. The Temple Press Limited have acquired large and extensive premises at the Holborn End of the Avenue, and there, in future, will be the home of "Cycling." In order to give our readers some idea of the new place, we may state that, up to the present, the sum of

**£5,000 HAS BEEN SPENT**

on Plant, Fixtures, and Fittings, and, it is no idle boast, when we say that the future prospects of "Cycling" are entirely beyond the scope of any other publication issued in the interests of the Sport and Pastime. The programme of the future, which we intend negotiating as soon as we are settled in our new abode, is altogether unique. Those of our friends who care to call upon us at Rosebery Avenue will find "Cycling" occupying a home in every way worthy of the leading paper devoted to the Sport.

Bear in mind, the Address, to which all Communications, Editorial or Business, should be addressed after November 1st—

"CYCLING,"

ROSEBERY AVENUE,  
LONDON, E.C.

## GOOD BUSINESS.

25% and 50% of Inquiries traced to  
"Cycling."

E. Dangerfield, Esq.,  
"Cycling" Office.

Oct. 15th, 1895.

Dear Sir,

Perhaps it would interest you to know the result of our Advertisement in your Paper. On the 11th inst., we had 16 inquiries, seven of which referred to "Cycling," and hailed from Peckham, Enfield, Hanley, London City, Tadcaster, Ramsgate, and Bristol. On the following day, the 12th, we had ten inquiries, three mentioning "Cycling," the Towns written from being Banstead (Surrey), Ware, and Rotherhithe. This proportion of inquiries is sometimes still more in your favour and we cannot but therefore express our satisfaction thereat.

Yours faithfully,

THE FAIRBANKS WOOD RIM  
CO.

(Signed) T. T. M.

THE COUNCIL MEETING.

ALL through last Saturday's bright afternoon, and far into the evening, 5½ hours in all, did the Union Councillors wrestle with a lengthy agenda at the "London Tavern" Fenchurch Street, and, at the end of it all, things were practically in the same condition as when they started. W. B. Tanner, who is not a doctor of anything, by-the-way, but a highly respected legal gentleman, was in the chair, and acted as peacemaker, if not a pacemaker, to the meeting which was well attended. The chief business of general interest and importance were the propositions standing in Mr. F. P. Low's name, which sought to permit of real amateurs and declared professionals riding with each other, and the abolition of the present "unlicensed" class. Mr. Low, in a very good speech, well relieved with humorous sallies, said he knew, if his propositions were passed, it would mean a big fight with the A.A.A., but they had met before and beaten them, and could do so again. He characterised the objections to his propositions as most.

SENTIMENTAL AND OUT OF DATE,

and declared no man was more in favour of pure amateurism than he was. Burman for Birmingham, Green for Manchester, Halliwell for Sussex, Maguire for Newcastle, Atkey for Nottingham, G. H. Smith, London, and the West Riding representative, all spoke strongly in favour of Low's scheme, and it looked like a win. The chief speakers against were H. L. Clark, London, H. H. Griffin, London, H. Sturmev, vice president, and G. L. Hillier, London, who gave the scheme three years, when it was to be swallowed up in professionalism, a gruesome picture of which he painted for the terrorising of the assembly. When it came to the vote 22 were for, 25 against; Low, under instructions from his own Centre (London), having to vote against his own measure. He announced he would bring it forward again. Britten's motion for a committee on the pacemaking question was then carried, as were some good proposals of S. T. Brown's affecting handicappers, and tracks, as regards overcrowding. Hillier fathered the proposal that the Union adopt a badge, which, after

A FRIGHTFUL WASTE OF WORDS

was agreed to. Sturmev's long-winded proposals about what he rather well-termed, "the Union's foreign policy," received rough treatment. Instead of closing the championships to Englishmen, or residents in England, as he desired, the meeting adopted an amendment of Griffin's that foreign entries to the championships must be made a month in advance from Europe, and three months for other parts of the world. By one vote, Sturmev's proposal of a mile championship, at which the winners of the mile amateur, and mile professional world's championships could meet, was carried, a London Councillor supporting contrary to his instructions. The West Riding Centre had their wish, as far as the Council deciding that a cyclist does not professionalise himself by playing with a Northern Rugby Union team, provided he does not himself receive compensation for broken time.

A CYCLE lawn-mower is the latest invention, according to a hardware journal.

WORDS ABOUT WHEELMEN.

THE portrait below was H. H. GRIFFIN, taken on H. H. Griffin's 21st birthday, October 18th, 1875, when he was hon. sec. of the Belfast Bicycle Club. The machine was an early specimen of the splendid work, even in those days, turned out by Singer & Co., Coventry; a 54-in. Challenge, weighing just



H. H. GRIFFIN IN 1875.

58 lbs. Carter's trailing brake - all the rage at that period—is shown on the back wheel. It nearly led to a serious accident as, a few days before, when Griffin and a couple of friends were riding from Bangor (Co. Down) to



J. PARSLEY,

HOLDER OF THE BRIGHTON AND BACK TRICYCLE RECORD.

Killelagh Regatta (where he won the medal shown, in a swimming race—beating the locals by nearly a third of the distance) the brake-cord snapped, and the machine ran away, down a long slope near Newtownards. It was exactly 20 years ago, last Thursday, that Griffin arrived in London, to take up his permanent residence here, in connection with a newspaper appointment.

VEGETARIAN OR CARNIVOROUS?

JAMES PARSLEY, the hill-climber, and present holder of the Brighton and back tricycle record, is generally credited with being a vegetarian, and the "Vegetarian" still booms him as a noble example of what can be done on cabbage, &c. Yet, one who was there, tells us that, after his Brighton ride, Parsley made a good square meal off the beef of Old England. Perhaps the popular Peckham Wheeler feels justified in letting himself loose on such a special occasion. Vegetarian, or not, his recent Brighton ride was a fine three-wheeler performance. When he reached Brighton he was 26 mins. inside time, but he lost nearly 23 mins. of this, returning to Coulsdon, on account of the head wind, an always trying thing to a tricyclist.

HUNT IN PARIS.

GEORGE HUNT went to Paris on Saturday. It is stated, he proposes to turn professional there, but we publish this latter rumour under all reserve.

YOUR VOTE SOLICITED.

MR. GENT (the well-known Sheffield cycle auctioneer) is putting up for a seat in the City Council. He has done a great deal of work on the Committee of the Charity Tournament Association, and also for the Hallam C.C. Cyclists, living in the District, should give him their support, as, if he gets in, they will always have a friend who they can go to in case of any grievance.

JOSEPH KENNEDY

HAS been a well-known figure in Dublin cycling circles for some years past, but he has only become a really prominent figure amongst Irish cyclists quite recently. When he was elected to the chairmanship of the I.C.A., a few short months ago, everybody regarded the election in the light of a good joke. Kennedy has shown, however, how little inclined he is to see the jocular side of the matter. He has thrown himself into the I.C.A. work in a most whole-hearted manner. He is earnest, anxious, and pains-taking; and what he lacks in brilliancy he reckons to gain by sheer, plodding, hard work. He is most stern and severe, as a chairman, conducting a debate. When the Council Meeting is over, he is a genial, honest, gossipy soul. He strives hard to be impartial, and succeeds admirably. A great lover of true sport, with a terrible yearning to rid the race-path of all impurities, his personal leaning has always been towards road-racing, in which he takes a keen interest.

Hutson's to be a Company.

SINCE Hutson has recommenced advertising his excellent Home-trainer and indoor racing machine with us, the demand for machines has become so great that he feels bound to seek more capital to work the business, and is forming a small Company with the very modest capital of £15,000 in £5 shares. Half this is about to be offered for subscription, and full particulars can be obtained of the Solicitors, Messrs. Warburton & De Paula, 16, Finsbury Circus, E.C.



### A WAIL FROM PLYMOUTH!

SIR.—I have read with great pleasure your article on p. 210 "Not all Beer and Skittles," and whilst thoroughly agreeing with the difficulties encountered in town riding in London, my experience is that riding in London is highly preferable compared to riding in provincial towns; I have ridden in nearly all the towns in the United Kingdom, and can fairly give the cake for dis-comfort to Plymouth.

Here at any time you like to ride in the town itself, you find the streets not watered but deluged, the road being literally covered with puddles.

Again, in London there is a rule of the road to keep to the left, but in this place if such a rule is in existence, it is more honoured in the neglect than in the observance.

Ring the bell as you will whilst riding, no notice is taken by pedestrians of it, and the n after dodging round people at the risk of a broken neck, they simply turn round and laugh at you.

Now allow me to relate an experience of mine of last week. My wife having just learnt to ride, we thought we should like to venture a little farther than the roads in the immediate vicinity of the house, so rode into the town. After the usual staring (which is as often met with in walking, and which seems to be a great trait of the Plymouthian character) our first experience was that of a lady who exclaimed "A woman riding on a bicycle! Shame on you!!"

Proceeding farther we were shouted after and shrieked at with remarks of such a nature, that only Plymouth cads could imagine; having got into the principal thoroughfare, Union Street, our misfortunes were culminated by three stokers of the British Navy, one of whom stepped off the path and caught hold of the wife's machine by the saddle with the object of throwing her off; luckily she was able to keep her balance sufficiently long to allow her to dismount. A policeman being by, he was made to apologise.

I write you these details in the hope that you will be able to publish part for the benefit of other lady cyclists, of whom there are a good few in the town.

Yours truly,

"DISGUSTED,"

### SHALL CYCLISTS BE TAXED?

SIR.—I hope you will use your greatest influence to oust out the prospective cycle tax. My reason for writing you, is this: Why should the poor be excluded joining in this very healthy sport of cycling? (And, to a large extent, it would mean this, if a tax was imposed.)

I maintain it should be encouraged amongst the poor rather than amongst the rich, because the latter have an endless list of various pleasures provided for them, but with the poor they are very few and far between.

Yours, &c.

J. COWEN.

SIR.—I am pleased to notice that you have taken up in earnest the question of taxation of cycles.

In my opinion the proposed tax is a grossly unjust one. Unfortunately I am afraid it is inevitable, and the fault lies with cyclists themselves. If they were united in resisting this tax, it need not be. Other taxes have been proposed and abandoned, owing to determined resistance on the part of those concerned. But there are, unfortunately, among cyclists, a large proportion of prigs. These individuals—usually of the class who require a brake on each wheel, and another on the axle—have a smug belief in their own intense respectability, and proudly proclaim themselves "the backbone of the sport."

The trifling fact that cycle-riding, as such, is not a "sport" troubles them not at all. Nevertheless it is no more a sport than is an evening stroll, or dumb-bell exercise, or turning a mangle.

These snobs are not only willing, but anxious to be taxed; because they think it would add to their importance, and perhaps prevent others with less money than themselves from cycling. How would they like it, if other men with more money than themselves, caused such a crushing tax to be placed upon cycles as would prevent them (the snobs) from cycling? Yet this is exactly what they wish to do to others.

I by no means wish to assert that all cyclists who favour a tax are of this self-righteous class; but I consider that the others must have taken up their attitude without really considering the matter. I maintain that there is absolutely no sound reason whatever for taxing cyclists, but there are many arguments against such a tax.

The second kind of tax-favouring cyclists are like Mr. Dethridge, who first thinks that the taxation of cyclists is inevitable, and then racks his brains to find out why? Of course Mr. Dethridge is not an enemy of cyclists. Of course not! On the contrary, he loves them dearly, but evidently thinks that, like babies, they do not know what is good for them. Who ever admitted that he was prejudiced against cyclists?

The chairman of the Holywell Rural District Council recently said, "I think we should tax cyclists. It is nothing but a luxury." The latter sentence analysed means "Cyclists is nothing but a luxury." Thus we find that "it" is a common pronoun, standing for "cyclists," that "cyclists" is a singular noun, and that a body of men can be a luxury. Putting aside the remarkable English (?) cycling is not a luxury to the majority of its votaries, but an absolute necessity; if the physical standard of the nation is to be maintained.

Gymnasiums produce muscle at the expense of the general health, as there are often fifty or more persons in one room with many gas-jets burning; for gymnasiums are mostly used at night.

Yet many gymnasiums are partly supported by public funds, while cycling, which is essentially an open-air exercise, is to be taxed.

Another member of the H.R.D.C. said, with persistent iteration, "They are a great nuisance on the roads. They are a perfect nuisance, knocking people down all over the road. They are all young people, and don't pay any portion of the rates." These statements are obvious and silly lies. Cyclists pay the same rates as others in the same station of life.

Another reason (?) often "trotted out" is that cycles wear out the roads. I notice that taxation was strongly advocated at a recent meeting of a Yorkshire local body. Considering that the roads of Yorkshire are some of the vilest in the kingdom, and a disgrace to a civilised community, the suggestion comes particularly *mal apropos* from such a quarter.

If those using the roads are to be taxed proportionately, then people who wear hob-nailed boots should pay at least double as much as a cyclist; while the owner of a horse would have to pay the value of the animal every year. Anybody who has cycled on country roads must know that it is the irregular wear of the horses' hoofs which destroys the roads.

That it is the poorer cyclist who is the most ill-behaved I entirely deny; and therefore I consider a tax would be of no use by itself.

Have any of the "Pharisees" ever considered the annoyance that a licensing system would entail? A cyclist could be stopped at any minute and forced to show his license; perhaps toward lighting-up time; and so delayed that he had to finish his journey on foot. A friend of mine, living in the suburbs, who goes in for shooting assures me that he has been stopped four times within a mile to show his gun license. Considering the grossly impertinent treatment one often meets with from policemen for not having a light some ten minutes before statute time, it is certain "the Force" would make cyclists feel their new authority over them. A servant has been fined, before now, for carrying his master's gun to a railway station, through not possessing a license. Can cyclists hope for more leniency? No! One could not have a cycle brought or sent anywhere by a relation, friend, or servant. Meantime, the blackguardly section (an extremely small one) would soon adopt the plan of having a fictitious number-plate. This would give the police an excuse to haul off respectable cyclists to the police station, and keep them there till their licenses were verified. If it is desired to tax the people's amusements, why begin on a healthy pastime? Why not tax theatre and music hall tickets, as in France? I can spend double the price of a bicycle on billiards, or triple the amount on a piano to annoy my neighbours, and yet have no tax to pay. There are dozens of similar arguments to me, but my letter is already too long. The tax proposed—8s.—is a monstrous one in the opinion of

Yours faithfully,

XATON

SIR.—I am very pleased, as are all the cyclists near Stamford Hill, that you have, at last, broached the subject of taxation on cycles, and put it before your readers in a practical manner. We all regard you as the champion of cyclists; and you have always put your articles in a very fair manner. If it is even against cyclists you speak your mind, or write your mind, in a blameless manner; and no one can accuse you of one-sidedness.

We are all in favour of taxation, because it will rid the "noble army of cyclists" of "cads on castors," and will obliterate all the *canaille*, which will be a great relief, and one will be able to ride about without having oaths and execrations, objectionable to all, poured into one's ears; and cyclists will be treated with more consideration.

A VERY OLD READER.

SIR,—As we are only desirous of seeing those people taxed to whom cycling is a luxury, why not tax the pneumatic tyre? This arrangement would spare the mechanic and the less well-to-do cyclist.

Your obedient servant,  
C. E. B.

SIR,—I enclose a form filled up *No*, because I think that there is a great deal of force in G. Hardy's plea (in his letter of October 26th), that any taxation would press hardly on many who just manage to sport a bicycle.

If, however, I felt quite sure that the money would be applied to road-mending, I should have little objection, myself, to pay a 5s., or 7s. 6d., annual tax

But I am a ratepayer myself, and I do not see why I should pay twice for roads, which (in Oxford City) are made vilely, and kept badly.

Therefore, I vote *No* on the whole.

Yours truly,  
HENRY UNDERHILL.

SIR,—Replying to your query "Should Cycles be Taxed?" may I be permitted to answer most emphatically, "No!" It would, in my opinion, be an unjust tax, seeing that even now the cyclists pay for their share of the roads, but do not wear them out. Think of the hardships it would impose upon a poor man riding to and from his work on a machine, the market value of which would, in many cases, not exceed 10s. If cycles are taxed, why not perambulators and mail carts? Who has not had cause of complaint against the manner in which they obstruct the pavement, especially outside drapers' shops?

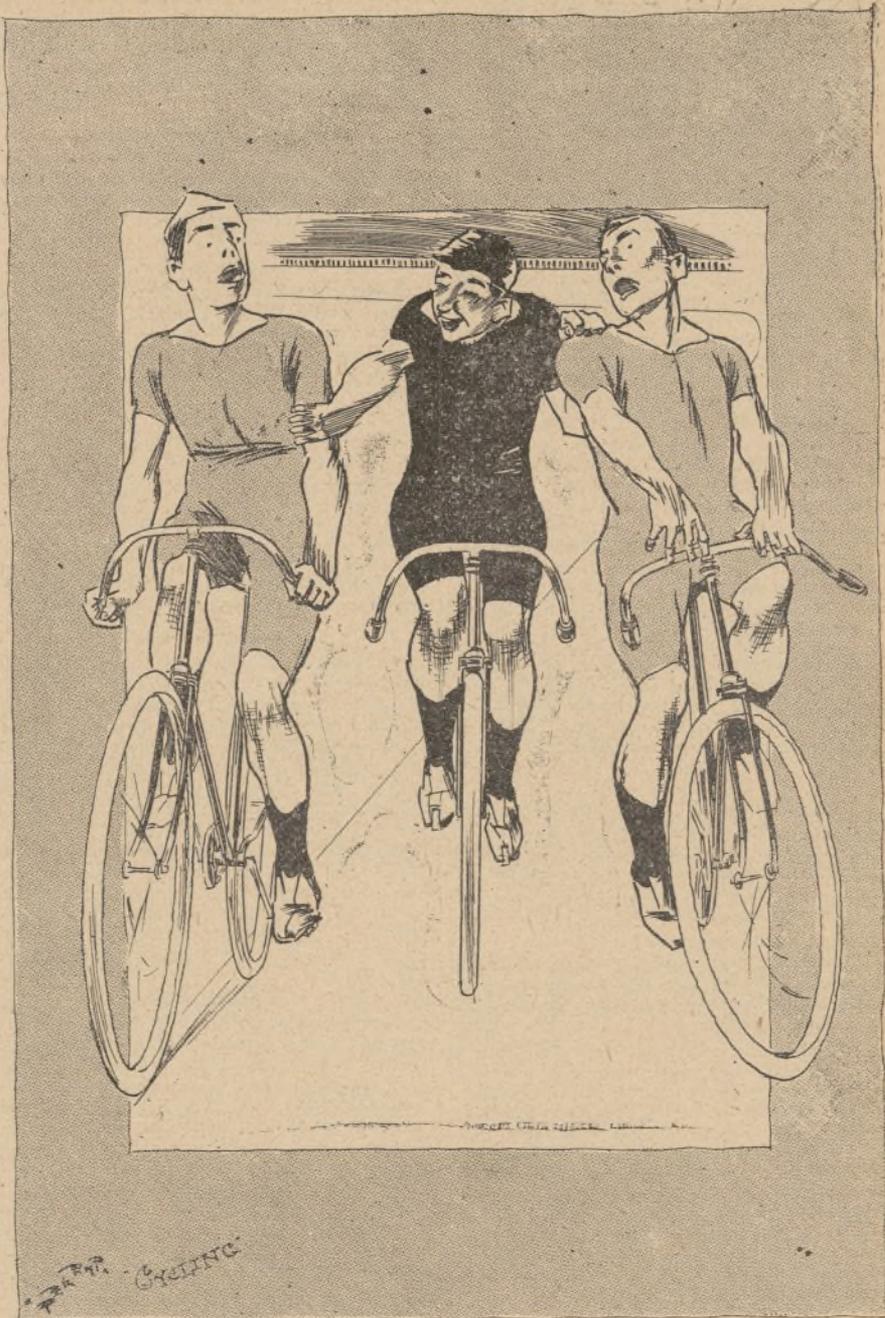
If cyclists are to be taxed, be consistent, and mete out the same favour to the owners of perambulators and mail carts.

Yours truly,  
W. C. GRACE.

SIR,—Taxation of cycles would very much injure the Trade by preventing the sale of old machines, which are mostly bought by working men, who ride miles to and from their work, especially those in the building trade, who cannot live near their job. Thirty years since the writer had to rise at 4.30 to get to his work at 6 a.m., and would have been glad of a cycle then, and save eighteen hours a week walking.

We also have other business men, who canvass for orders, and get enough riding, and seldom go out for pleasure. The public have a wrong impression when supposing that all cyclists are men of means, and ride only for pleasure, and can afford to pay a tax when their machines cost £20. The majority cost only half this, and mostly paid by instalments, at 2s. 6d. per week, and many old corks are bought for about £3 by poor men only getting £1 per week. A tax will come very hard on these, and stop them riding, and the publicans get the benefit, and the ratepayers the expense by providing for many in the workhouse when old age comes; 8s. per year is no joke. Those who would pay would be like first-class passengers, not worth their salt, and beggar the repairers.

E. M.



SPORTING PHRASES.

AS THEY ARE NOT GENERALLY UNDERSTOOD.

"Notwithstanding their efforts to get away, Pawkins held the leaders with the greatest of ease."

Cycling in Ceylon.

FOR some reason cycling has not caught on much in Ceylon, although the roads are splendid in, and around, both Colombo and Kandy, and even up-country, are very fair. If it were not for Pariah dogs and bullock-carts, the cyclist's life in Ceylon would be a happy one. Next year there is chance of a boom for the Sport in the Island, as the track just opened has excited interest, and men are talking about ordering machines.

The Dunlop-Welch.

ALL this past season the writer has been using Dunlop tyres with the Welch non-slipping covers, for his ordinary riding, and after this prolonged test of upwards of 4,500 miles of touring and speed cycling, thinks it is only fair to place on record that he never had a pneumatic tyre that gave him less trouble, nor one simpler, or easier to drive; as for the side-slip terror, it haunts him no more.



BARDEN, we hear, has decided to ride Morgan & Wright tyres next season.

J. S. JOHNSON has ridden a mile in the record time of 1.44 $\frac{1}{2}$ , on Morgan & Wright tyres.

ARTHUR REID, at Kilwinning, mounted on an Elswick, covered 24 $\frac{1}{2}$  miles on the road in one hour.

TWO 100 miles scratch races, and a 5 and 25 miles club championships are among the Dunlop wins for the past week.

IN a club race at Berlin, last week, Leinert beat J. H. Adams's 100 kilometres "Ordinary" bicycle record, doing 3:34.44 $\frac{1}{2}$ .

IT was cold at Wood Green on Saturday, and the "gate" huddled itself together under refreshment-tents and anything that kept the biting wind off.

RECENTLY at Buffalo, Michael easily defeated his French opponent, Lartique, who, although looked upon as a coming man, was no match for him.

#### £400 in prizes.

At the Austral race-meeting, to be held at Melbourne on Saturdays, November 30th and December 7th, the prizes amount to £300. The winners can take cash or trophies, according as their taste and finances dictate.

#### A Veteran's ride.

THE Brighton C.C. men are putting in some splendid 12 hours' rides this end of the season. Last week the "Veteran" Isaac Christmas rode 191 miles of Southern roads in 12 hours, this being only 3 miles behind Harrison's record distance.

#### A timekeeping scandal in France.

A SPORTING scandal has been creating excitement in France lately, and has concluded in the permanent disqualification as a timekeeper of Mons. E. Mousset, one of the best known of French sporting writers and officials. It appears that being engaged to time a road record as official timekeeper to the U.V.F., M. Mousset arrived too late, when the record-breaker had started, clocked by non-official watches. He nevertheless, put his watch right with these, and timed the finish, afterwards sending the record to the Sporting Committee, signed and certified by him, as if he had timed it. But the whole thing was discovered, and a lengthy inquiry has led to the properly severe sentence reported above.

#### Pantomime business in real life.

A SOUTHAMPTON authority tells a rather good story how a smart ground-man foiled a dressing-room thief, who was apparently acting in concert with a confederate. He was passing the dressing-room window when he heard a low whistle, and at once tumbled to the situation. Holding out his hand he received about a pound's worth of loose silver, and this was followed at intervals by a shower of coins, relieved occasionally by a ring or a watch. The thief finally attempted to pass out a small clock, and then he discovered to his consternation that the ground-man had taken the place of his confederate, and promptly bolted, the competitors owing the return of their valuables to the smartness of the ground-man.

#### Hon. Secs. note.

S. T. BROWN will be at the Stanley Show with some very smart cases of prizes and medals, and Hon. Secs., from the provinces, should take a note not to miss an inspection of same.

#### Birmingham path prospects.

THE Aston Villa Football Club have now decided to take the Aston Lower Grounds, so that the probabilities are that an up-to-date cement track will be put down in place of the present one.

#### Scottish 12 hours.

LASCELLES has broken the Scottish 12 hours' road record by 6 $\frac{1}{2}$  miles, putting it up to the very respectable figures of 207 $\frac{1}{2}$  miles, despite a rough finish of three hours' heavy rain. His mount was a Rudge-Whitworth safety.

#### Well-named.

A WITTY reply of a member of the Humber staff, when asked for the correct pronunciation of the name of the great French long-distance cyclist, is worth repeating. Said he, "Constante Huret must have been named by a clairvoyant—the name is pronounced Constant Hurry, and, as his competitors well know, is exceedingly appropriate to the strongest rider in the world."

#### A curious point.

A RATHER curious point was raised in connection with the recent Irish 100 miles' championship, which the Race Committee of the I.C.A. had to decide recently. Two lap prizes were offered. The first was won by J. Mackey, the winner of the race. The second was claimed by a competitor, who had a score of over 80 to his credit, but who did not complete the distance. His claim was disallowed upon the ground that he did not cover the complete journey; and the prize was awarded to a man who did finish, albeit, he had only a total of 5 laps to his credit. This decision is likely to provoke some more talk, and a good deal of heated discussion.

#### The frozen Comets.

THE racing season is dead at last, its final struggles for existence being witnessed at Wood Green on Saturday, when the Comet C.C. had arranged a programme including a half-mile open handicap, which secured 20 entries; a club handicap at the same distance, and sundry attempts to improve upon the times in the present record-table. Unfortunately a strong and cold wind was blowing from a Northerly direction, and this, combined with the scantiness of the pacing, will account for the almost total lack of success in the trials against the watch. The open handicap was productive of a grand finish betwixt A. S. Ingram and E. L. Winbolt, both of whom had won their respective heats from scratch. Winbolt hung on to Ingram the whole way, but was unable to squeeze out the extra ounce required to beat his opponent, Ingram securing the verdict by a few inches. T. S. Ludford won the club handicap from scratch, Regester, from the 10 yds. mark, making a good fight. W. H. Knight, Essex Wheelers, in an otherwise abortive attempt on the 10 miles tricycle record, lowered the 2 miles' time to 5.2 $\frac{1}{2}$ ; he was about 57 secs. outside the 10 miles' time. Yates & Horswill did a mile on a tandem in 2.8 $\frac{1}{2}$ , unpaced, except for a small portion of a lap; this was only the second time these riders had ridden a tandem together, and, had they gone on, they should have secured some of the longer distance records.

#### Hamilton's mile.

W. W. HAMILTON, in his unpaced mile at Denver on October 16th, rode the half in 58 secs., and the mile in 2.0 $\frac{1}{2}$ . He was on a machine geared to 84, weighing 18 lbs., and fitted with Morgan & Wright's tyres.

#### Two Winter tracks.

THE Parisian public is not tired of cycle racing yet, it seems. It is probable that a second Winter track will be made before long, quite near the present one. Mr. Baduel, manager of the Buffalo and Seine tracks, is at the head of this affair.

#### A club suspended.

At the last meeting of the Newcastle Centre of the N.C.U., a prominent sports promoting club, for not supporting a Centre official in the execution of his duty, was suspended until July 31st, 1896. The same club was also reported for arrears to the Centre for subscriptions and fees amounting to £18 11s. for season 1894. The Centre also unanimously agreed to support Mr. Low's motion, empowering amateurs and professionals to ride together.

#### Fast work in America.

At Louisville, Ky., U.S.A., October 14th, on the Fountain Ferry track, W. De Cardy started for the two miles world's record which he succeeded in breaking in 3.53 $\frac{1}{2}$ . A tandem, manned by Anderson and Van Herick, broke the mile world's tandem record in 1.51; two miles, 3.52 $\frac{1}{2}$ ; three miles, 6.1; four miles, 8.9., and five miles in 10.18. Arthur Gardiner broke the world's record for three miles in 5.55 $\frac{1}{2}$ ; four miles, 7.58 $\frac{1}{2}$ , and five miles in 9.58 $\frac{1}{2}$ . All used Morgan & Wright tyres.

#### The Brighton record.

TWO attempts were made on the Brighton record last week. Wridgway went on Monday, but the fog was so thick he frequently lost himself, and the attempt was a hopeless venture from the first. On Saturday, Ellis made a start, and set himself to do 20 mins. better than Chase. He rode from Merstham to London, and then to Brighton, when he was three mins. better than the time he had set himself. At Hickstead he was 17 mins. inside record, but here pacing and tyre troubles set in, and having no change of machine, and only three pacing machines for the whole record, he lost heart and gave up, although quite fit and strong.

#### OUR LOCAL SPORTS AT MUGWUMP.

(See illustrations on next page.)

- No. 10.—The proceedings were somewhat marred, by the village Sherlock recognising in the probable winner, an old poacher, who was wanted.
- No. 11.—The crowd cheered the winner of the cup, and bore him off to the pavilion (cowshed), where the said cup was to be presented to him.
- No. 12.—Arriving there, they found that the cup had disappeared.
- No. 13.—They put the village Sherlock on the track, vowing vengeance on the paltry thief.
- No. 14.—At last they discovered it three fields away. A tramp was cooking his simple meal in it.
- No. 15.—The whole ending up with a good old jollification at "The Green Turnip."



OUR LOCAL SPORTS AT MUGWUMP. (Concluded.) (See preceding page).

Ayuntamiento de Madrid

**He escaped.**

THE story goes that a visitor cornered the secretary of the Catford track, and impressively whispered to him—"Look here, you announce that no betting is allowed. Why, I've been watching bets all round for some time, I can tell you." "Where?" said the horrified secretary. "There, Platt-Betts, don't you see," said the wicked joker, as he made a sprint record for the ground in his efforts to escape just punishment.

**A good 12 hours'.**

E. H. STREVS and A. R. GARDNER, both of the Brighton C.C., have sent in to the S.R.R.A. a claim for the Southern 12 hours' tandem road record. Their claim is for 186½ miles, but, the course being somewhat intricate, these figures may undergo some alterations before being passed. The present record for the single safety, is Harrison's, 194 miles. Strevs and Gardner covered the 100 miles in 6 hrs. 1 min. W.

Nicol Humphreys, S.R.R.A., took the times.

**Bouhours failed.**

WITH commendable perseverance, Bouhours has had a try to get back the World's hour record just taken away from him by J. W. Stocks. The trial took place on Wednesday, at the new Municipal track in very cold weather. Bouhours failed to regain his laurels, and could not do more than 28½ miles.

**THE NEW WOMAN'S PROGRESS!**

A PARTY of gentlemen improvised a run recently to a popular haunt. Judge of their surprise, when, on precipitating themselves, pipes and all, into their favourite room, this picture greeted their entranced gaze. With humble apologies, the mere men "things" speedily withdrew, leaving the Rational-attired ladies to their harmonious evening!

Ayuntamiento de Madrid



**OUR MIDNIGHT RIDE TO BRIGHTON.**

THE "Boys of the Southwark" had made up their minds to have a midnight ride to Brighton. Although many of them had never been on an all-night ride, they had heard so much about the joys of such a function

that they anticipated having a rare old time. The Secretary waxed facetious over the preliminary arrangements, sending out a circular to the "Boys" calling upon them to meet shortly before 12 p.m., on Saturday night at Kennington Church; and stating that if anyone cared to turn his machine into a travelling refreshment bar there would be no objection, and it might not be a bad speculation on his part. The following rules were also laid down:—

"1. NO SCORCHING !! Pace ten miles per hour.

2. No member must pass the Captain

3. Should anyone puncture, the club must wait until it is repaired.

4. Should any miscreant commence scorching permission is hereby given to any of the other members to puncture both of his tyres, and the club shall not wait whilst he doth repair."

At length the Saturday on which this important event was to take place arrived. The writer who intended to make one of the party thought it advisable to obtain a few hours' sleep before the start, in order that the influence of Morpheus might not be unduly felt later on.

After a substantial supper, the nuts on the machine were given a final touch with the spanner to avert the possibility of anything coming loose on the journey; the touching-up of refractory nuts by the roadside in the silent hours of the night being by no means a desideratum to the enjoyment of a midnight run.

Before 12 o'clock a goodly muster of the club had congregated outside Kennington Church, their machines lining the kerb; the numerous red and white lights having a festive appearance, and dispelling some of the surrounding gloom. The clanging of the bell announcing the midnight hour is heard reverberating through the sultry June air; there is a general hand-shaking with those members who have only come to witness the start; and with a cheer from the crowd we are off up the Brixton Road, the Captain at the head, the two tandems riding close behind, and seeming through the dimness to possess sinuosity in a large degree. All the ordinary vehicular traffic has stopped, and there are only a few cabs to be seen darting here and there, some of whose occupants have evidently been "out on the randan" to judge by their voices.

**AT THE TOP OF BRIXTON HILL**

a stranger who was doing a midnight ride "on his own" chipped in. He began to perform such curious evolutions whilst riding in the centre of the party that it seemed likely he would ultimately cause a smash. Someone told him that if he wished to favour us with his company he had better ride behind where he could go through his zig-zag movements without incurring the risk of upsetting the club. He calmly replied that he knew how to ride, but the fact was "he had been boozing."

He would be all right presently. Nee! wasn't it? We managed to lose him, however, in the neighbourhood of Croydon, and quite forgot to institute a search party to look for him.

How silent the streets of Croydon were! A mighty contrast to the noise and bustle of a few hours previously, when the main streets were blocked and rendered impassable by a seething mass of people, the usual state of things on Saturday evening, as those who frequent the Brighton Road can testify.

The club had to wait near Purley whilst a tyre was being pumped. Just before remounting, a lot of lights were seen about half-a-mile off coming in our direction. It was the Boro' Poly.C.C., who, strange to say, were also having a midnight ride.

The "Jolliffe Arms," Merstham, had a weird, ghastly appearance viewed from the top of the hill. You could almost imagine that the spirits of those gallant members of the force, who had many a time and oft, risked their lives in stopping, and attempting to stop, the Merstham Hill scorchers, had for a time vacated the bodies of their sleeping possessors, and were revisiting at the dead of night the scenes of their historic captures.

"For things like these you know must be After a famous victory."

It was either a police Mahatma winging its eerie flight to regions unknown, or a large insect of the blue-bottle species that dashed itself recklessly against my face, and gave me a momentary fright.

**Through**

**THE SILENT STREETS OF REDHILL,**

round the backway, and then the cool morning air whistles in our ears as we are carried over the switchback with the mere impetus of our machines. At Povey Cross, Horley, a stoppage is made at the house of the genial veteran Sames, of Cuca and other fame, who knows we are coming, and who soon proceeds to get a very early breakfast for the hungry crowd. The dawn of day is witnessed from the parlour window, but it

is not by any means a brilliant dawn and does not cause us to enthuse over its glories.

It is broad daylight when we start again. Jimmy and Lancey, who are out for the first time on a tandem, are only prevented from indulging in a dust-up with the other tandemites who are old hands at the game, by loud remonstrances from "The Hyper," who tells them they are spoiling the run, and that if they really must scorch offering to take them on himself on the homeward journey. "Billyum," one of the best riders, drops in for some bad luck, touching another fellow's wheel and croppering, smashing his lamp and knocking the skin off his hands.

The road from Crawley is in a shocking state, and the puncture fiend makes his appearance; one of the young Sames' who now accompany us, puncturing half way down Bolney, and having to bang along on the rim for some distance before he can stop. Tyre troubles cause delays every mile or so, and things begin to get lively. One member rashly imbibes ginger-beer freely at a house he discovers open; but it is wretched stuff and gives him cause to remember it more than once later on.

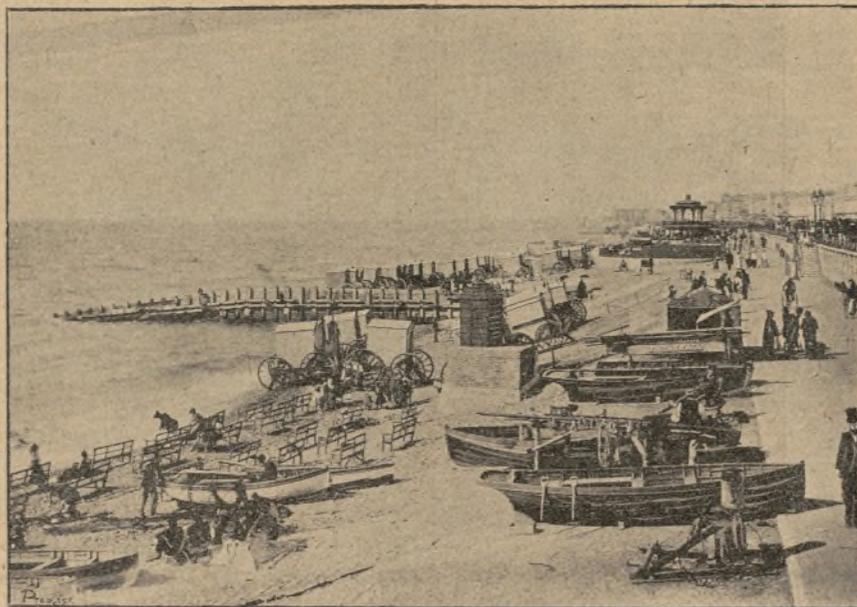
Whilst riding down the final five miles, the chain of a machine (a path racer) ridden by one of the party snaps, fortunately running off without getting jammed. "The Hyper" tows the chainless one into Brighton, where, after a good wash an onslaught is made on the second breakfast awaiting us, for the brisk morning air has made us feel hungry again.

Notwithstanding the slight mishaps which occurred on the journey, the ride is pronounced a success, and a resolution is carried to the effect that another midnight run shall be held before the end of the season.

E. G. R.

**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.



BRIGHTON BEACH.



E. M. B. (London).—If you are strong the gear named is not too high.

MACINTOSH (Clapton).—Yes, we believe they have the power to do so.

G. F. SCOTT (Lindfield).—Many thanks. We hope to use in an early issue.

W. DAY (London).—We regret to say we do not know of such an opening as you require.

F. STRICKLAND (Dartmouth).—Your letter is too lengthy, and reaches us too late for publication.

C. E. W. (Clapham).—1. The machine named is decidedly a serviceable and reliable mount. 2. Yes.

M. W. (Manchester).—Glad you noticed the triumph of independence, and thanks for your good wishes.

C. H. LLOYD (Milton near Lymington).—We have never heard of such a machine. Who are its makers?

E. CHAPPEL (Bexhill).—Thanks. Linley & Biggs, Clapham Road, S.W., are the makers of the gear you name.

C. W. BLAZDELL (London).—We cannot say anything against the machine referred to, as we do not know the makers.

K. GUTSMANN (London).—We regret we cannot give you hints how to keep clean the bicycle. After a time it will come natural to you.

BANTAM (Staff.).—Of the machines named, we certainly think the New Rapid would suit you best. Have it fitted with Gormully & Jeffery tyres.

F. A. BAGNALL (London).—We are glad to know that you are of opinion that we are ever-leading, and constantly improving. That is our aim.

WINTER RIDER (Kettering).—We advise you to go to the National Show at the Crystal Palace. Go in the middle of the week, say about December 11th or 12th.

CEE PEE JAY (London).—We shall be pleased to give you an introduction to a doctor if you will make personal application of the editor at the offices of the paper.

"SONSEA" (Southend-on-Sea).—Surely you can find a repairer in your town, who will do up the machine for you. The Company you name only repair their own tyres.

NOVICE (London).—We do not think the machine you name would be better for such a rider as you mention than the ordinary form of safety bicycle. We advise you to get a Humber.

A. N. BILLETT (London).—The wearing of knickerbockers in Chicago was prohibited some time ago, but whether the prohibition extended to the race path or not, we do not know. In all probability your friends have seen the humorous cartoon in "Cycling," about the time the news reached England, and have taken it seriously.

"COLONIAL SUBSCRIBER" (London).—Of the machines named, we recommend either 1, 2, 3, or 4. These are all mounts of the highest grade, and it is better that you should make your own choice. Both the gear case and saddle you name, we can recommend. As to gearing, as you intend using the machine over rough and hilly roads don't go higher than 63.

"STREBOR" (London) writes:—"Would you be so kind as to inform me through your columns "Cycling"; whether it is possible to obtain a list of cafes and temperance places in France, which are about equal to our coffee and temperance houses in the provinces. I find the C.T.C. only provide hotel lists." Can any reader kindly oblige our correspondent with the information he desires? We have never heard of such a book.

E. M. (Bromley).—We thank you for your observations. As regards "An Artist's Model," as you say it was a beautiful piece of work. The artist, undoubtedly, knew that there were such things as bicycle stands, but it would have detracted very much from the merit of the picture had he made it an advertisement of one of the many excellent devices on the market. As regards the ballad, surely you recognise it as a parody on Rudyard Kipling's work.

S. W. (—).—1. Whether the imposition of a tax would bring about such a desirable change is, of course, an open question. 2. We have consistently agitated for Universal Lights. 3. The machines you name are thoroughly reliable, and we can strongly recommend them. 4. Yes, we do. 5. We think it would be a good thing, and should be glad to see a sample. 6. No, there will be very little alteration in patents. 7. You will get an excellent oil called "Viscoleum" from Samuel Ward & Co., 32, Great Guildford Street, S.E. Miller & Co., Birmingham, will supply you with an excellent lamp.

### Taxation of Cyclists.

We have received a large number of letters on the subject of Taxation of Cyclists, but as we cannot find room for all these letters in our correspondence page we print a few opinions gathered from the letters in question in this column. The matter is of the greatest interest and importance at the present time.

A. BRETT (London) quite agrees to being taxed, providing that cyclists are protected against sundry things which trouble them now. Such for instance, as people being so independent as not to move out of the cyclist's way. He also thinks that universal lights should be urged forward, and insisted upon.

S. W. (—) fails to see any good result from tax on cycles, unless it would put down those who abuse the pastime and make themselves a nuisance by their neglect of consideration for others.

W. R. SYMON (Totnes) is in favour of cycles being taxed only upon the condition that the money received be spent in the making and improving of the roads. He also thinks a tax of five shillings per annum will be quite sufficient. If the tax is imposed, he thinks it should be made compulsory that all road makers and repairers should be compelled to use the steam-roller where practicable.

C. SHEARING (London) would like to know how many cyclists Mr. Dethridge spoke to on the question of taxation, and what class they mostly represent. Has he given a thought to the thousands of working men who, barely able to make ends meet, cycle to work on second-hand machines purchased by self denial? When the late Liberal Government were in power, Sir William Harcourt said that he would never tax cyclists, and our correspondent takes it to mean that he would not tax any sport or pastime. To many it would be impossible to pay a tax of eight-shillings, and the result would be the taking away from them of their healthy enjoyment, thus driving them to less healthy pursuits. To his thinking it is providing amusement for the better class at the expense of their poorer brethren.

CROSS-FRAME (Bristol) is a poor man and a rider of a solid tyred cross-framed machine. He has ten mouths to fill and backs to clothe and feet to cover, presumably twenty. He has had his machine for many years, and has derived great enjoyment from it. He has also assisted one of his sons to purchase a machine costing £13 second-hand, which he has used for the past two years on his rounds as a letter carrier. He thinks some of our readers will laugh when they read his remarks, but he feels sure he is stating what would apply in hundreds of cases. Thousands of riders could and would pay, but why try to crush out of the poor cross framed, solid-tyred riders the few shillings that they have so much trouble to save.

O. L. LEWIS (Cardiff) says "Decidedly, no." Cycles do not, like other vehicles, cause wear and tear to the roads, therefore there can be no just claim on cyclists for their maintenance.

C. TOOMBE (Mildenhall) is greatly in favour of taxation, provided it is used for road repair. He says the roads in his district are a disgrace to any country.

CYCLIST FOR BUSINESS ONLY (Peckham) says there are many tradesmen and travellers, and others, who only use their cycles for business purposes, and he thinks these should not be taxed. Decidedly they should not, and we have no doubt that if a tax is at any time imposed on cyclists, those who use their machines solely for business purposes would be exempt.

ARTHUR PRICE (Birmingham).—Writing from H. M. Prison, sends us what he calls a very imperfect scheme, and what strikes us as a very arbitrary one. He would tax cycles to the extent of ten or twenty-shillings, and would suggest that a number be attached to each cycle as an integral part of the machine, i.e. undetachable, which would be conspicuous to any person following the machine.

F. A. BAGNALL (London) votes entirely against the suggested tax, as it would certainly not stop fast riding, nor would it improve the revenue to any material extent. He remarks that considering the infinitesimal wear and tear of the roads by cycles, it appears not only unjust, but absurd to charge cyclists the cost of maintaining the roads. He points out that some few years ago, a proposal was made to tax the real wearers of the roads, but owing to the strong opposition the "Van and Wheel" tax was very quickly abandoned.

W. HUDSON (Kettering) agrees to a tax, but thinks it should not exceed 5s. a year, and in return for this he thinks that universal lights should be insisted upon.

ROBERT COOKE (London) undoubtedly thinks that taxation of cyclists would be beneficial both to riders generally and the public, as well, of course, as to the Exchequer.

PERCY LITCHFIELD (Anerley B.C.) writes, "While enclosing my vote in favour of the Taxation of Cycles, I can but add the words quoted in your issue of "Cycling," dated the 26th inst., which run as follows:—"Let us hail such a measure as an inestimable god-send to the pastime."

W. JARDINE (Bells Hill) thinks with Mr. Gladstone, that the Nation which does what it can to retard the physical development of its young men by taxing the finest athletic exercise in the world, is making the worst kind of a mistake. He thinks taxation will make no difference to the lower element in cycledom, the scorcher won't mind carrying a ticket, even were it the size of a dinner-plate.

H. G. (York).—We regret we have not the space to reply in full to your question.

J. W. W. (Farnworth).—A. W. Gamage, Holborn would be a good agent for you, if he cares to undertake it.

A LOVER OF THE FAIR SEX (St. Leonards-on-Sea).—The verse you quote appeared in "Cycling," at least twelve months' ago.

CYCLER (Tamworth).—You do not give your weight, but we should think a machine about 30lbs. would suit you, with 64 gear.

W. MURRAY (London).—We regret that your advertisement appeared where it did, we have put the coupon in another place this week.

O. P. S. (London).—You can get the machine named on the easy payment system, and we believe it to be a machine worth the money asked for it.

R. D. (Stamford Hill) would like to communicate with the hon. sec. of any cycling club in the North of London that has tricycle riding members in its ranks.

BANTAM (Weston-super-Mare).—Of the tyres named, we recommend No. 2. What you have been told about No. 1 tyre is not true, at least such is our experience.

PNEUMATIC (Ringwood).—If you write to the Pneumatic Tyre Co., they will send you the fullest directions for repairing. Keep the tyres fairly soft, not pumped too hard.

W. RICHARDSON (Enfield) informs readers that the roads through Enfield are in a delightful condition, Silver Street and Baker Street, which are the main roads to Theobald's Park and Old Temple Bar, having had tons of macadam sprinkled over them.

"VOLUNTEER" (Coupar Angus, N.B.) will be able to obtain a book entitled "Cyclist Infantry Drill," by S. G. Smith, Montague, Bournemouth, 9d. each. We use it in our local Volunteer Corps Cyclist Section, I shall be glad to supply any other information Volunteer is requiring.

B. THOMPSON (Hornsey) writes as follows:—"Several of your readers went to the Mohawk Minstrels last week, Harry Hunter's benefit. Coming home we noticed one of the Salvage Corps waggons, with the most beautiful light we ever saw; could you kindly through the medium of your valuable columns tell us how they get so brilliant a flame and oblige?" We do not know. Can any reader oblige our correspondent?

CALEDONIA (London) writes as follows:—"I am thinking of taking a tour next year to Scotland, and partly because I am inclined to the opinion that anticipation is equal, and sometimes even superior, to realization, and also because I am anxious to ascertain the best time of the year to go, I take this opportunity of writing so long in advance to inquire if you will be so kind as to ask in your valuable columns whether any good reader can recommend a good fortnight's tour in that county (starting from London) with places to stop at, and the best season of the year to go? I should wish to see as much as possible, compatible with enjoyment of the tour."

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.

## THIS COLUMN

will be suspended during the Stanley and National Shows, to make room for important special features.