

CYCLING.

CONDUCTED BY
EDMUND DANGERFIELD & WALTER GROVES.



A FAIR CONVERT.—II.

THE LESSON.

(To be continued.)

Ayuntamiento de Madrid

THE LEVELLING OF THE INFLUENCE OF THE WHEEL.

BY WALTER GROVES

THE Hon. Algernon Duncan was pedalling along majestically down a famous highway. His bicycle was the acme of perfection—so was his attire. He wore a neat and becoming suit of striped flannels, his trousers neatly clipped at the ends with the latest and most approved trouser clips. His collar was a high one of snowy whiteness, and with a gloss like polished marble. He rode along serenely, ignoring disdainfully the scores of knickerbockered "scorchers" that quickly passed him by. He was a Superior Person, and his deportment was superlative.

'Arry 'Awkins ambled along, with many a lurch, over the same classic highway. His machine was of ancient pattern, with solid tyres. His bell-bottomed trousers were gathered in at the ends with common string; a red "choker" adorned his thick-set neck, and his coat swung open displaying an array of "pearlies" and fantastic velvet facings that must have been the envy of the "lads" around "Whit-chapel," when 'Awkins first ventured forth in his dazzling raiment. 'Arry was not by any means the master of the fearful and wonderful machine he rode; the amount of sag on the chain bespoke an absolute disregard of comfort and ease in pedalling, and the fact that the rear wheel, instead of trailing behind the front one, wobbled along erratically half-a-foot at the side of its leader, proclaimed that 'Arry 'Awkins was no stickler for strict mechanical accuracy of detail, or perfection in adjustment.

'Arry was a strange mixture of good humour and bad breeding. In the ordinary walk of life he held in religious hatred the genus "toff," but as a cyclist a good many seasons out of date, he believed in the freemasonry of the wheel; and as he careered along with spasmodic jerks at the pedals, his shoulders elevated, his arms protruding angularly, and his head down, he imagined himself as good a brother of the wheel as any of them that flitted fearfully around him.

After he had toiled along painfully over some miles of highway, and after surmounting two or three of the smallest hills by dint of frantic efforts, 'Arry 'Awkins summed up his condition in his own choice phraseology, as being "bloomin' well knocked."

Like many others who find themselves in like condition, he therefore concluded there must be something wrong with his machine, and, dismounting, discovered that the back wheel was looser than it was wont to be.

He appealed to several "flyers" for the loan of a "screw-'ammer," but they sped past him with looks of scorn, and

'Arry proceeded to walk the hill, leading his sorry Pegasus by his side.

At the top of the hill the Hon. Algernon Duncan was indulging in a siesta; he lolled at ease on the grassy bank, a fragrant cigarette between his perfect teeth, his glittering machine by his side.

"Ah," said 'Arry to himself, as he pushed along, "I'll jest arst this 'ere cove for the loan of a screw 'ammer. I'll lay a dollar he's got one—looks the right sort, he do."

Hearing the rattle of what he thought must be a traction engine, the Hon. Algernon elevated his dreamy eyes and stretched his aristocratic chin over his high glazed collar, in the direction of the noise.

"Bloomin' ot, aint it, guv'ner?" was 'Arry's opening salutation.

"It is deucedly sultry," remarked the Hon. Duncan, expecting the "howbly low fellow" in front of him to move on.

"D'yer'appen to 'ave a screw 'ammer, cocky?" was 'Arry's next venture, and the Hon. Algernon was horror-stricken.



"THE HON. ALGERNON WAS HANDING HIS SILVER CIGARETTE CASE TO THE GRIMY 'ARRY 'AWKINS."

Familiarity might breed contempt, but 'Arry 'Awkins didn't know it.

The Hon. Algernon was about to answer angrily in the negative, but there was a bellicose gleam in the eye of 'Arry 'Awkins, and something, if not that, prompted him to oblige the man. He produced a nickel-plated wrench, and tossed it to him.

"Fanks, ole pal," said 'Arry, fervently.

The other was silent.

"Blimey!" 'Awkins ejaculated presently, after he had undergone a fearful struggle with a refractory nut, "I lay this ere crock 'll corpse me one o' these dyes. It's a good job I come acrost a pal like you. I arst eny amant o' blokes flyin' apast, for a screw 'ammer, but ne'er a one on 'em 'ud stop for the likes o' me. Arter all, we're all on the same lay, and we're all bruvvers of the wheel, aint we, mate?"

The Hon. Algernon winced, but essayed no answer.

"I shall be awfully glad," he drawled out, "when you've finished with my wrench, because I wish to resume my journey."

"Orright, Captin," said 'Arry, "don't set yerself afire, I shan't be long."

There was a lull in the conversation whilst 'Arry lunged about with the wrench, missed biting the nut, and accompanied the clashing of metal and flesh with deep drawn and unrepresentable expletives.

"I lay," he said presently, mopping the perspiration from his forehead with a greasy rag, "I lay that there crock o' yourn corst a quid or two."

"Thirty sovereigns," remarked the Hon. Algernon, indifferently.

"Firty quid!" exclaimed 'Arry; "I reckon I wants a new 'un, but I aint so bloomin' likely to give no firty quid fer it."

He commenced to struggle again with the wrench and the nut, remarking, as he did so:—

"I give firty 'ogg, I did, fer this 'ere crock, two year ago, and paid two-and-a-tanner a munt. I reckon I aint 'arf 'ad my firty 'ogg's wuth art on it yet."

"I really do wish you would let me have my wrench," said the Hon. Algernon, impatiently.

"Or right, cocky; or right," said 'Arry, then, with a portentous wink, "we'll 'ave a drink up the road. Aint no false pride abart me, matey; I aint like some o' dem 'umpty backed blokes as won't oblige a feller cyciclist. I can't abide 'em—straight, I can't."

The Hon. Algernon got up and insisted, in his blandest tones, upon his wrench being returned.

"'Ere y'are," said 'Arry, "but 'er yer got a screw a' bacca abart yer?" he added, withholding for a moment the proffered wrench.

"No; but you can have a cigarette," said the Hon. Algernon.

"Carn't abear 'em."

"Well, I've no tobacco, really. Do give me that wrench?"

"Give us free o' dem cigarettes. I'll

unscrew 'em and smoke the bacca in my pipe. Swelp me Bob! 'ere's my pal lke comin' up de 'ill."

The Hon. Algernon Duncan looked in the direction indicated, and became violently agitated. It was not the wabbling and perspiring lke that arrested the aristocrat's attention, but a smart tandem team, driven by an elegantly dressed lady. At the very same moment, the dogcart and the scarlet-faced lke arrived on the spot, and it was at the very moment that the Hon. Algernon was handing his silver cigarette case to the grimy 'Arry 'Awkins in exchange for the plated spanner.

"Good Heavens! Algernon," said the Hon. Lady de Vere, "whatever odious creature was that you were apparently so familiar with?"

"Some plebeian fellow asked me for a wrench, don't you know, and I foolishly lent it. It's one of the penalties of bicycle riding, you know; these fellows think there is a levelling influence in the wheel, don't you know."

"Who was that there bloomin' toff as was 'anding you dem smokes?" queried lke of 'Arry 'Awkins, as they wriggled down the hill.

"On'y a pal o' mine as rides a bike," loftily replied 'Arry.

THE NOVICE WITH A NEW MACHINE.



PICTURE of pride and anxiety mixed is the novice with a new machine. Pride in the glitter of his new bicycle, in his capacity to ride it, and in the general imposing effect he believes he is making,

and fearful, gnawing anxiety, lest he should fall, or something go wrong with the machine, or even that it become bemired. With what intense caution he rides it over a stretch of rough surface, dismounts to walk over a small patch of stones, or to overhaul the machine and try every nut with the spanner, to their destruction and his fingers' injury. If by ill-luck and over care,

HE DOES HAVE A FALL,

with what an agony of mind he views the bent crank, the handlebar twisted in its socket, the lamp bracket slung round, giving the lamp a shocking drunk-and-incapable appearance; or if, worse still, the front wheel be buckled, his only notion is to charter a cart and drive to the nearest repairer's, himself becoming a passenger in the vehicle, with a face that would suggest he was attending the

obsequies of his nearest and dearest, as perhaps it is.

WHEN, IN HAPPIER FLIGHT,

he returns safely home from his spin, but not, we may be sure, without experiencing many and strange, and alarming adventures, such as novices, from their own reports, invariably meet with; how carefully he removes every speck of dirt, polishes up the bright parts, spoils his new suit cleaning the lamp, takes the gear case off to see if he can do it, succeeds admirably, to his great delight, and fails miserably in his attempts to put it on again; but why continue, have we not all been through it all? The novice, however, scores this way; he gets

ONE PLEASURE MORE OUT OF CYCLING

than most of his elder brothers, and that is the fascinating pastime of adjusting—wrongly, of course—the machine, and generally polishing it up and messing it about. The amount of rapturous delight a novice can extract from merely adjusting the back wheel out of track, making the chain too tight, screwing up hard all the bearings, and placing the saddle in an impossible position, is

SIMPLY MARVELLOUS.

Why should he not? It pleases him and hurts nobody, and then, look at the exercise he gets out of his cycling afterwards. But this, too, passes away, and the days come when even the pleasures of wrongly adjusting a bicycle begin to pall as an evening amusement; and our novice, now a member of a club, picks up a thing or two, is a novice no longer, and when he buys his next machine, bothers himself only on one point, "*will it go faster than the old mount?*"





TYPES OF CYCLISTS.—V.

Ayuntamiento de Madrid

MURMURINGS OF A CYCLIST'S MOTHER.

By F. T. BIDLAKE.



AM the mother of a cyclist, and well I know it. I do not ride myself, but I know the ways of cyclists, and think I might have a hearing on the subject from an outsider's point of view. I have come to the conclusion that there is nothing certain about a cyclist's movements except that he is sure to do exactly what you

don't expect. He has not the slightest regard for family plans, or the details of domestic economy. When my boy goes for a ride and I say, "When shall we expect you back, dear," there is usually only one answer, "Don't know!" or he says "Not before to-morrow night, certainly," and I arrange accordingly, and as likely as not a telegram comes at midday saying "Back at 1.30 with two friends," and of course there's nothing in the house. Sometimes very late at night, in one of those dreadful Stanley Show weeks, he will bring friends home to supper, just as he did once when there were only scraps in the house and surprised me with a couple of strangers-one, I believe,

A VERY CELEBRATED CYCLIST

(I think he was by his hungry looks), and the other an editor of a cycling paper. The scraps which might have fed one looked miserable eked out for three, and I had to appease the hunger of the editor man with biscuits crammed into his pockets as he left for the mid-night train to Coventry. Or it may be I am asked for stewed fruit or meat tea for a ride next day, after all the shops are closed. I know what these things mean now, some senseless record or trial or something. I shan't forget coming home one night when not expecting my son back and finding a light in his room, and entering discovered him asleep with little heaps of filthy clothes about the room—no pillow to his head, blind not down, and an aspect of general misery, while downstairs was an utter stranger drying himself at the fire, explaining that he had paced in the last bit from York, and that they had had an awful lot of mud to go through. I should think so! And then there are those silly track businesses. The dishes and jars

LOST AT HERNE HILL

have quite spoiled my sets at home, and a tin-box full of special food came back a week afterwards from one of these affairs, crammed with fat and flourishing maggots crawling over remains of grape

skins, rice puddings, and beef extract bottles. I had to have a hole dug in the garden to bury the whole affair. I don't like these races and long distances, but I do like, if there is no chance of preventing them, that everything should be properly and nicely got up, and I am always thankful when they're over, as I expect to be called to the mortuary, or open the door to sad-faced men carrying a stretcher, or have a summons to my boy's bedside at some country inn; you never know when the machines will break or an accident happen. Hippocase, lint, plaister are indispensable requisites, and knees, elbows, shoulders and knuckles are in pretty constant need of repair. I believe nothing can equal the unreliableness of makers. The disappointments they cause by breaking promises of machines on loan, for trial, or after repairs, are simply countless. Never, if I suggest that

A LITTLE RIDE TO CALL ON A RELATIVE would be the best thing to do, is there any chance of its being done. "Can't ride a racer across London!" "Why not go on your tricycle?" "Punctured both wheels." It seems to me the machines never are right when wanted, and I can never keep a screwdriver for the sewing machine, or an oil can, or a tape measure, they are all seized for cycling purposes, and the hall and box-room are for ever being lumbered up with saddles and new tyres, wheels, screws, chains, and funny-looking things I don't know the names of. Or it may be like this: "Mater, these shoes want soleing, must have them to-night as I have to start at five in the morning," or "These knickers are through and want a new seat for a ride this afternoon." I do my best, and I try to be interested, but I really don't know the niceties of cycling figures and facts. I did once



THE WRONG WAY ROUND.—I.

"Here, boy," said the stall chief, "put 'Take One' on the pile of catalogues, and 'See our Tyres' on the pile of tyres there." Then the manager departed to book a 20,000 pair order at the bar.

Ayuntamiento de Madrid

ask after a twenty-four what the boy had done when he got home, and when he told me I shall never forget his amused look at my next question,

"IS THAT A LOT?"

I am chaffed about that to this day, but I don't know now, whether three or four or five hundred is a good day's ride. I know I didn't get much satisfaction out of a promise I once got that that bad boy of mine would not go for any more twenty-four hours' rides *that week*. I had almost forgotten the worry of the people who want timing. There's all through the Summer a constant succession of telegrams. "Going to-morrow, be at Hyde Park at three," and an hour later "Not going, wind East, be ready for Thursday," and then after all the man doesn't go at all, and the early rising, which I always also get up for, is thrown away. Three mornings running I have had to get breakfast at 4 a.m. in order that somebody or other might be seen off from the Post Office in the small hours, and all day long cycling papers fill the letter box, or circulars from Morgan and Wright, and the parcel postman never brings me anything; it is always a new lamp, or a cyclometer, or a gear case, or a pump, or a mud guard or something. Yet I don't really mind it all, because I believe cycling is a splendid thing, and I need not dilate on that here, but I do also believe in just a little moderation of it occasionally.

CYCLISTS IN THE FRENCH ARMY.



THE French correspondent of the "Army and Navy Gazette" has sent over some very interesting particulars of the successful work carried out by the cyclists in the French grand manoeuvres of this year. A detachment of twenty-five picked men, good cyclists and good shots, were under the command of a lieutenant of the 1st Battalion of *Chasseurs-à-Pied*. Most of his men rode their own machines, the rest were supplied by Government. As far as regards reconnoitring, General Hervé was extremely satisfied with their performances, and they gave him

MUCH VALUABLE INFORMATION.

as to the position and movements of the enemy. The distances the cyclists covered were far greater than cavalry could do, many riding 80 miles a day. The correspondent was invited to join the detachment at their camp supper. Many amusing stories came out in the course of conversation. One man had concealed his message in the pump of his bicycle; another, pursued by cavalry, had hidden himself in a mill, and hauled his bicycle up with him to the second floor; another, interrogated by one of the enemy's officers, and asked, where he was going, had played the part of injured innocence and pretended that he was going to see a sick comrade in a neighbouring village. Cavalry had often

tried to pursue them, but never with the slightest success. Lying down under cover of the crests of hills they would pour in stinging volleys, and as soon as the cavalry approached they would mount and be a mile away by the time the horsemen appeared over the crest. They seemed none the worse for the day's work, and though, naturally enough, very tired and quite ready to turn in when "lights out" were sounded, were, with few exceptions, as merry as crickets. When on the march, as is customary at all field manoeuvres in the French Army, words of command were very sparingly used, a whistle carried by the lieutenant, doing all that was necessary, "mount," "dismount," "halt," &c., being signified simply by a short blast on the whistle. The correspondent concludes, from all he heard and saw, that for reconnoitring and scouting in country, where good roads exist, bicyclists are invaluable.

Shades of Rip Van Winkle!

Is it possible to ride a considerable distance on one's machine when asleep? Opinions differ on the subject: but the following tale, although vouched for by several cyclists, ranges, we think, on the heavy side. It appears that the relater of the tale, in company with several others, was riding home one night, after a long and tiring run, when he noticed one of the group hanging a bit in the rear, as though a trifle "baked." When spoken to he did not answer, but, in flying a hill a little later, he came down with an awful crash. On going back to collect the pieces they found him where he had fallen—fast asleep.



THE WRONG WAY ROUND.—II.

But that intelligent youth reversed those placards—and an enterprising public grabbed up that pile of tyres in less than three seconds—and there will be more trouble, and a vacancy, in that firm.

Ayuntamiento de Madrid



CYCLING

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



CYCLING has won its first libel action. The gentlemen who told us how to write "vigorous" articles without running the risk of litigation, have lost, and have to pay £50 damages and costs to the tune of something like four hundred pounds. The action to which we refer was decided before the Lord Chief Justice on Thursday last, and as almost every "daily" has given lengthy reports, we do not intend to do so. The plaintiff was Edmund Dangerfield, the defendants, Messrs. Akerman, Barrow and Herbert Standring, Ltd., these being editor, manager, printers and publishers of a publication styled "The Cycle Trader." Dr. Blake Odgers, Q.C., and Mr. Hugh Fraser, appeared for the plaintiff, and Mr. Bucknill Q.C., and Mr. Chapman for the defendants. The libel was contained in a page article headed "Dangerfield's Colossal Impudence," which appeared in their issue of January 15th, and which consisted of a series of false and damaging statements, one, in particular, being to the effect that Mr. Dangerfield had approached "Bill" Iliffe with a view to securing his co-operation in running a paper to boycott that issued by the defendants. They assured their readers that they knew exactly where the conversation took place, what was said, intended, and every other particular. It was proved in evidence that no such overtures were made, nor any suggestion

of such, and that the date of the supposed conversation was long before either "Bill" Iliffe or plaintiff had any knowledge whatever of their production. A more pronounced fabrication never appeared in print, and this, together with other statements, all of which they attempted to justify, has cost these enterprising, "vigorous," gentlemen a sum that will take some making up. The conclusion of his Lordship's address to the jury was something that should damp the spirits of a good many editors.

The result of the action has given surprising satisfaction, particularly to those firms who have suffered annoyance at the hands of these smart penmen, and the proprietor of the publication left in their hands, must surely ponder, and ask himself, whether such a production can afford to pay at the rate of £450 a page, for its "literary" matter. We would remark that, in the statement of claim, no particulars of damages were specified, our object was to teach a lesson, and to somewhat emphasize what we remarked at the commencement of this journal—five years ago—that the abusive style of wheel journalism should be put an end to, that we ourselves should set an example, by making no reference whatever to our contemporaries, a maxim we have adhered to all along, even to the publication which we are now compelled to refer to, but whose very existence will come as a surprise to our readers.

CYCLING insults none, and has now proved its strength to resent insult.

WITH the advent of the dinner season, we notice with some satisfaction that there is a disposition amongst the leading clubs to place the words "morning dress" on the tickets. From a purely personal point of view no doubt many of our readers, like ourselves, rather enjoy an occasional dinner in full war paint, provided everything is in keeping, the apartment bright and handsome, the dinner and wine excellent, the waiters anticipating every wish, the company brilliant, and the speeches good. But this question here has to be regarded from the club point of view, and it must be remembered that practically every cycling club has members in it, who, either from their youth, or other causes, do not possess dress suits, and, therefore, a dress club dinner bars them from participating in one of the most important fixtures of their club. It has often been attempted to meet this difficulty by the "dress optional" plan, with always more or less disastrous results, neither the dress-suit division, nor the morning clothes contingent, feeling quite comfortable, whilst the effect of the mixture from a spectacular point of view, is simply painful. But having advanced so far towards commonsense as regards club dinners, why stop at the morning dress reform, why not bring the dinner itself into line?

PERHAPS they would not like to be told so, but it is nevertheless a fact, that a very great number of cycling clubs make a great mistake in going to some fashionable and swell restaurant for their club dinner, places that frighten away a portion of the possible attendance at the function, and overawe the rest. They eat things they never heard of before, drink wines for which they can ill afford to pay, and generally make believe they are enjoying themselves, whereas the coldness, want of go, and irksome restraint of the whole proceedings are only too obvious. When such affairs are carried through in morning dress, the incongruity of it all is almost laughable. How much better it would be, not only to dine in morning dress, but less expensively and pretentiously; with a more homely, but thoroughly good meal, served well amongst less glitter and ceremony, we have no hesitation in saying, the average club dinner would receive much better support than it does, and the enjoyment of those participating in it a reality.

The Amateur Question.

MR. LEWIS STROUD writes as follows:—"I stand corrected, in a certain degree, by Mr. Blair's letter hereon, in your issue of last week; but I think that gentleman goes a little too far in the impression his letter appears to leave, that the Two-Class Scheme was not only not the creature of, but was not even supported by, the Racing Cyclists' League. As a fact, the Two-Class Scheme was the result of the steps taken by the R.C.L., and was adopted, and its details threshed out by the Committee of the R.C.L., simultaneously with the proceedings of the Joint Committee. I entirely agree with Mr. Blair in his remarks concerning the secretary of the R.C.L., but the action taken by the latter, which Mr. Blair presumably refers to, was the irresponsible individual effort of himself, and, as he subsequently explained, not intended for publication. However, I await the development of Mr. Blair's Scheme with the greatest interest, and trust that, in his able hands, a system will be formulated which will prove the solution of this hitherto insoluble problem."

OUR THIRD SHOW NUMBER

Will contain an unlimited number of attractive features. A Grand Double Page Art Supplement, "Cycling by the Sea," drawn by J. Ambrose Walton, will be given away with each copy. Other illustrations will appear drawn by George Moore, Percy Kemp, T. M. R. Whitwell, and others. Stories and Articles by Edmund Payne, H. H. Griffin, G. H. Smith, etc., etc. It will be a Grand Number.

THE STANLEY SHOW

OUR REPORT OF THE EXHIBITS

ARCHIE WATKINS DEL. 95.



E.A. LAMB, SECY.
STANLEY SHOW



ROYAL AGRICULTURAL HALL

THE Agricultural Hall, on Friday morning, presented the usual picture of seemingly hopeless confusion, that we have learnt to associate with the opening hours of the Stanley Show. Horses hauling big waggons piled up with machines were in the heart of the Hall; few Stands were anything like ready, and in many cases Offices and Stands were still receiving their finishing touches. But every man in the place put his shoulder to the wheel, and within a few hours, order and beauty were evolved out of chaos, and the Stanley Show of 1895 was ready to receive her many guests. Sir Albert K. Rollit, M.P., declared the Show open soon after 1 o'clock, and afterwards presided at the inaugural luncheon. In proposing the toast of "The Stanley Show," the Chairman stated that something like ten or eleven millions of capital were invested in the Trade which had secured employment for some hundreds of thousands of people—a fact which we hope the Chancellor of the Exchequer will well consider before suggesting the imposition of a tax on bicycles.

Other after-dinner orators touched upon the adoption of cycles for military purposes, and pointed out that it might reasonably be supposed that this would have an important and beneficial effect upon the Cycle Trade.

VISITORS began to arrive at an unusually early hour, and by noon, when the place was still full of waste-paper, noise, and confusion, the gangways were, at times, almost inconveniently filled with visitors, many being ladies of obviously good social position, a class of visitor we have never had the pleasure of seeing before in such numbers at a Stanley Show. What they thought of the mess the place was in, or of the lively young ladies parading the premises in various eccentric, and so-called cycling costumes, we cannot say; it is to be hoped, however, they will repeat their visit now that all is in order, and in its place, including the costume models aforementioned. On the whole, we think it may fairly be described as a good Show; the machines exhibited are mostly sound stuff, and the cheaper

models, especially, are wonderful value in many instances. The taste exhibited in displaying them is almost uniformly good, a lapse into mere gaudiness only here and there being evident, and the Stands are not so crowded as they have been on previous occasions. As usual with the Stanley, the display of outfitting, accessories, and cycle sundries generally, is particularly exhaustive, and especially interesting to most cyclists, particularly country visitors. As to the novelties and improvements, our readers will learn all that is essential from the following report, which has been written by our special staff of experts after actual inspection, at the Stands, of all the various things named.

The W. & A. Safe Tyre.

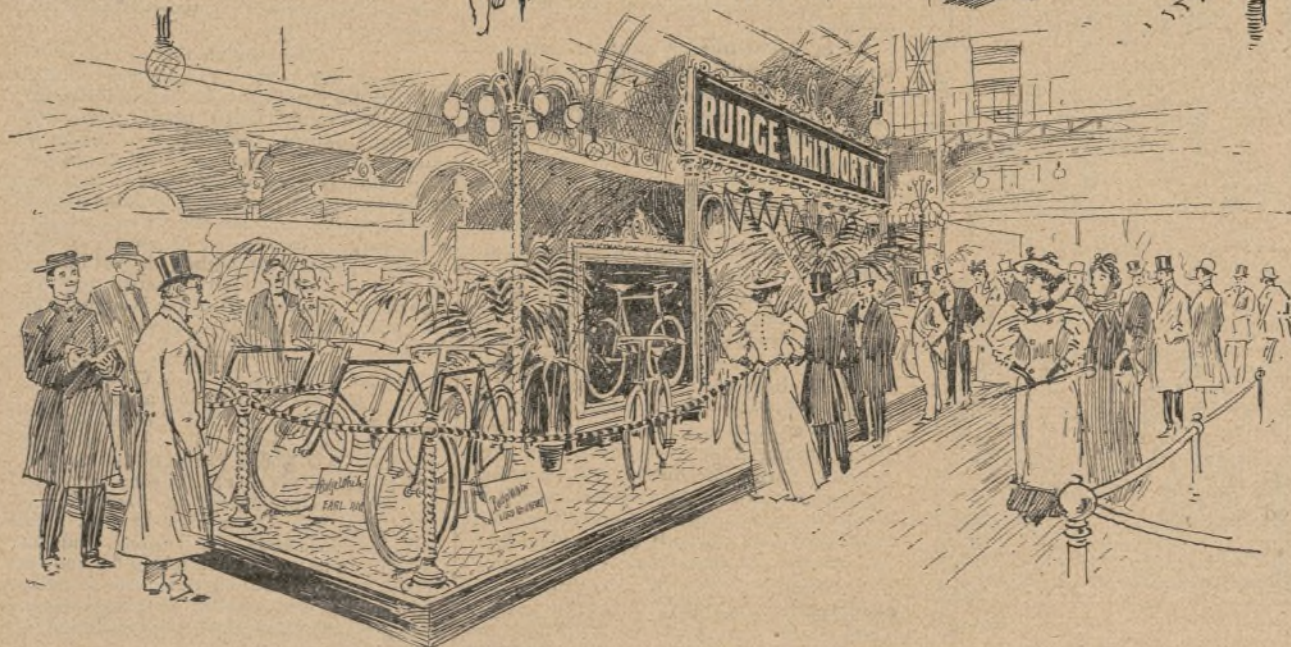
STAND 227. The leading feature in connection with this tyre is that inflation is unnecessary. The inner tube of the ordinary tyre is here replaced by a series of rubber rings, which, for racing purposes, are fitted with a number of corks wired together. Considering the absence of air compression, the resiliency contained is certainly surprising.

The Scottish Tyre.

STAND 222. Mr. G. Langlois, 5, Rue D'Armaillé, Paris, manufactures the Scottish Tyre in France, under license from the English Company, and samples of these, as made in that country, are here displayed. This tyre is now so well-known, and has made for itself a place, both at home and on the Continent, that any lengthy notice is unnecessary. The tyre is, of course, of the wired-on variety, the method adopted having been found to be entirely satisfactory in practice. The same principle is adopted in the Scottish carriage tyre shown.

"S. F."

STANLEY FEAST & CO., 118, Great Saffro Hill, E.C., are to be found at Stand 156 with their celebrated "S. F." repair outfits and their new cycling oils. The good old original "S. F." outfit is still on the market, and as popular as ever; and then there are two new ones introduced, the "Dwarf S. F." at 6d., and the "Giant S. F." at 1s. The oils are lubricating and burning, and are done up in neat tins, and sold at 6d. and 1s. These may be expected to become popular this coming year. Other lines are enamel, tubes of solution, and the "Edward's" cover.



Well up-to-date.

STAND 67. The British Cycle Manufacturing Co., High Street, Camden Town, show altogether 18 machines, including five ladies', three racers, one tricycle. One racer on view weighs only 17 lbs. The machines appear to be well up to-date. The ladies' machines are shown in three models, one being arranged with a detachable top-stay, this plan being also adopted in the tricycle.

Kitchen Goods.

STAND 145. The Kitchen Pneumatic Tyre, Ltd. The Kitchen tyre remains unaltered, no necessity for alteration having arisen: our readers are doubtless familiar with the patent "eccentric" system, so we need not describe it here. In addition is shown a new tyre which is fastened with a wire encircling the cover twice, the two ends being connected by a light chain. This chain is very easily drawn over the edges of the rim, the ends of the wire are then pushed back along the edges of the cover, which leaves it free to be withdrawn from the rim. This tyre is provided with a special fabric of a new and good kind.

A class exhibit.

WHEN firms like Marriott & Cooper, of 1, Holborn Viaduct, are found at the Stanley Show, it is idle for people to say, as some do, that class is absent from the Agricultural Hall. At Stand 42, we found 27 of the machines made by Marriott & Cooper, and we can truly say we want to see no better anywhere. The Model A. light roadster, with its large tubes, oval bottom stays, and perfect finish, is a gem, and turns the scales, without its guards, at 30 lbs. Models 1, 2, and 3, are much after the same pattern, simply representing degrees of increase in weight, and decrease in price. A very pretty machine, indeed, is the lady's M. & C., with a detachable top tube, that permits the fair rider to use her mount in either "Rational" or skirt costume. The one shown is enamelled in blue and silver, and we must confess we like these colours for ladies' machines, rather than the usual and too sober black. The juvenile lady's machine is a perfect model of her elder sister, and is a dainty little bit of work. So many fine rides have been done this year on the M. & C. racer, notably Wridgway's performances, that the firm have wisely refrained from altering the design in any material particular. It is a little lighter perhaps, and the tread is a shade narrower; for the rest it retains all its well-proved excellencies. Three patterns in safety tandems are shown, the racer, which remains the same as heretofore, an open-fronted tandem with a detachable stay in front, and a quite new pattern for the firm, an open-backed tandem for lady in skirts to take the rear saddle. This machine should be seen, and we fancy will become very popular. It has two brakes, one acting on each wheel, and controlled by each rider respectively. Two single tricycles are shown, one for gentleman and one for lady; they are of the now well-known "Ripley" pattern. In tandem tricycles the firm have always held the lead, and it is not surprising to find four of this type on the Stand. One of these "Olympia" tandems can be ridden by two ladies in skirts, by removing a neat top-stay. Another has a basket-carriage in front for an invalid, or the aged. Needless to say, every machine bears that air of "class," and refinement of finish, that everybody has learnt to associate with the stuff turned out by Marriott & Cooper.

Not to be missed.

STAND 146. The Pneumatic Cycle Brake Co., Manchester, show brakes for singles, with various methods of fitting to the back frame and to the front forks, if required. We have often had occasion to speak in praise of this brake; and we are pleased to see a model of the new tandem brake, to which the pneumatic principle is supplied in a new manner. We have not space to describe it here; but it is decidedly one of the things that should not be missed.

Casswell's Show.

STAND 122. H. Casswell & Co., Great Eastern Street, exhibit specimens of fittings and machinery. The new pattern Guthrie and Hall air saddle, Middlemore improved lady's saddle, and Lycett's very latest pneumatics are amongst the good things on view. The Casswell lamp seems a really good article, and retails about five shillings. The flange detachable chain wheel and fittings, $4\frac{1}{2}$ -in. tread, with D. tubes; in bells the Bush-lever bell $2\frac{1}{2}$ -in. diameter is extremely simple, and very easily adjusted.

Dan's Show.

STAND 73. Smiling Dan Albone, of Biggleswade, is here to be found, with ten machines, including three ladies'. Mr. Albone is making a speciality of this class of machine, with (judging from his exhibit) excellent results. Both his gents' and ladies' types are finding a ready sale among some of the "Society" riders. He also shows his ball bearings for ordinary vehicle wheels. Since last year he has arranged these to work with wooden wheels, with either rubber or pneumatic tyres.

For Trade, chiefly.

BESIDES their impressive display of machines belowstairs, "Cycledom," of Blackfriars Road, S.E., have, at Stand 211, in the gallery, an extensive assortment of parts for the Trade, besides saddles, bells, lamps, and other accessories. Nor do they stop there, for several machines used in cycle construction are also exhibited, such as lathes, forges, drills, grind-stones, &c., and there is every sign that "Cycledom" intends to boom the wholesale department of their big business, which they have recently re-taken up with marked success.

Temptation Warehouse.

SUCH might be truly described Stand 118, in the gallery, where D. G. Collins, of Newgate Street, E.C., has a collection of medals, prizes, &c., of such beauty and value, that actually no insurance company will take the risk, and Mr. Collins has to have a detective on duty night and day. The medals displayed are dazzling in their brightness and variety, and give obvious proof of the immense amount of art and care expended on their production. In prizes, we saw some truly beautiful things, such as a large case of knives and forks, all solid silver except, of course, the blades; a Gladstone bag with silver fittings; shields specially designed; a very pretty thing in plate, a "Smoker's Companion" set, a spirit lamp, ash tray, and receptacles for cigars and cigarettes, all on a handsome tray, hand chased. This sells for 35s., and, indeed, the prices of all the things shown by Collins are astonishingly low. A tantalus, of registered design, "The Newgate," is a handsome thing, with secret drawers, &c., that goes at £6, and is well worth it; and there are others of various patterns and prices. The stock in hand is enormous in its variety; and no club man should miss Stand 118.

Arabs.

STAND 63. Arab Cycle Co., Birmingham. This firm shows 20 machines of all types, the speciality being a popular machine of excellent design and finish, listed at £20. The Arab racer, with $4\frac{1}{2}$ -in. tread, D. tubes, $1\frac{1}{2}$ -in. top tube, weighs 20 lbs. The tandems are characterised by detachable swinging front brackets and triple plate crowns. The lady's safety has a specially-designed frame, with straight tubes and ample front clearance for the dress.

The Bi-Tri-Cycle.

STAND 25. The firm rejoicing in the highly original title of the Bi-Tri-Cycle Engineering Co., Ltd., exhibits something very attractive. Whether it will prove a boon and a blessing, is another question. The bi-tri-cycle is a rather ungainly-looking affair, two steering-wheels being fixed. It is claimed for this machine that it has the advantages of the bicycle, in the shape of space-saving, combined with the ease and non-slipping capacity of the tricycle. We are inclined to disagree with the latter view, at any rate in turning corners.

Royal Ormondes.

THE New Ormonde Cycle Co., Ltd., of Wells Street, W., have, at Stand 64—which, by the way, is most tastefully arranged, a feature being two comely maidens on a pedestal, holding the banner "Ormonde" triumphantly aloft—about 20 of their popular machines. The first machine, obliging Mr. Ede showed us, was the Model F. roadster safety, one of their most popular mounts. The improvements to be noted on this well-known machine for 1896 are, straighter tubes, new dust-proof ball-head, very neat detachable clip for brake lever, a neat cone clip for the brake plunger, and a detachable chain wheel, held on by the cotter pin. This thoroughly up-to-date machine lists at £18 10s. only, with Dunlops or Palmers. The Model H. lady's safety has much in common with the machine just mentioned; it is undoubtedly a good-looking machine. As a typical New Ormonde racer, we critically examined Model C., a machine with no useless fakedments about it, but simple and practical. Returning to the ladies' machines, the best, Model A., is much the same, as far as general design goes, as Model H. The bracket, however, is different, and barrel hubs are used, whilst the machine is turned out very light, with guards, brake and gear-case, weighing only 27 lbs. This machine is also made in two sizes, as necessary a thing for the ladies as the gentlemen. The best quality in ordinary roadster machines is Model C., the machine shown having two 28-in. wheels. The tread, which takes a gear-case, is $4\frac{1}{2}$ in., and otherwise is on just the same lines as the racer. It is a smart and classy-looking machine, made in two sizes, and weighs 25 lbs. Model B. roadster has a $4\frac{1}{2}$ -in. tread, and is rather heavier than Model C. Two tandems are shown, both having equal size wheels (28-in.), and triple-plate crown. The frame adopted for 1896 is after the Humber model, whilst the tandem for a lady in front is a combination of the New Ormonde lady's safety pattern and the gentleman's tandem. They are made in three types, roadster, road racer, and path racer, the latter weighing 41 lbs. All the machines look thoroughly serviceable. All this Company's best models will be called "Royal Ormonde" for the future.

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Sliding Seats.

STAND 31. The Cycle Patents Company exhibit sliding seat cycles. By riding one of these machines, it is claimed that the rider gains force, and consequently speed. The principle of the invention is, that the tube between the crank bracket and the saddle is so suspended as to allow a backward and forward movement in an almost horizontal line.

The Valkyre Saddle.

STAND 202. Mr. E. Lycett, Western Works, Birmingham, makes a display of pneumatic saddles, including both the Lycett and Guthrie Hall types. A new saddle is to be seen in the Valkyre, which has been specially designed for ladies. This saddle has no peak and is very wide and deep at the back. Saddles of ordinary construction are also displayed, as also tool-bags and gear cases. A new pump clump is also shown, a rubber block fitting between the frame tube and the pump.

A Baker's Dozen.

STAND 41. The Central Engineering Works of York are showing 13 safeties of various descriptions. The principal features of the Engineer safeties are, that in every tube-joint a serrated ferrule is inserted, and consequently it is almost impossible for a tube, so treated, to break, that a coiled plug is inserted inside the front forks, which reduces the breaking of the forks to a minimum, and that the bearings of the machines can be adjusted without interfering with the nuts holding the wheels in position.

The largest show.

At Stands 1, 2, 8, and 9, Cycledom, of Blackfriars Road, S.E., occupy a very large portion of the Agricultural Hall for the display of their popular and well-known machines; indeed they are the largest exhibitors at the Stanley, we believe, bar none. Amongst such a multitude we can, of course, only deal with some of the leading models, and the first of these that caught our eye was a very handsome lady's safety, with two straight tubes forming the front part of the frame. The bracket is quite narrow enough, and the finish is, the colouring, a sage green, with gold lines, not looking at all out of place in the case of a lady's mount. This especial machine, The Queen, weighs 28 lbs. all on, but we were shown another, without brake, guards, &c., and with oval tubes, a veritable lady racer, that came out at 25 lbs. The best Cycledom roadsters are the Kings, made with oval or D. back stays, as desired, and with $4\frac{1}{2}$ -in. tread, and neat little double crowns. They look machines that any gentleman might ride with safety, pleasure, and pride. The second grade lady's safety is well worth the price it lists at, £12 12s. It is distinguishable from Cycledom's best by only minor details, different bracket, &c., which only the eye of an expert would detect. A thoroughly sound and well-designed-looking mount is the special Cycledom (£13 13s.), only one degree lower than The King. Both wheels are 28-in., which is Cycledom's standard for '96. The racer looks smart, is on the same lines as the best roadster, and is made with either round, oval, or D. back stays. With Fairbanks wood rims it weighs 20½ lbs. The tandem safety has a single top tube, with two tubes between the brackets, one over the other. Juvenile machines are a feature of Cycledom's display, which, in every particular, is eminently creditable to the firm.

Laminated Rims.

STAND 129. Shakespeare & Kirkland, Birmingham. The Boston laminated wood rim is the leading feature of this Stand; they are shown in all sections for wired tyres, and for the single tube variety. Visitors will be puzzled by a long chain of rims stretching the length of the Stand, the rims are jointless, and the question is how they were interlocked? Two Shakespeare cycles are also shown. The design is, in all respects, to the popular fancy, D. tubes being used, and a $4\frac{1}{2}$ -in. tread obtained.

American Machines.

STAND 81. The Pope Manufacturing Co. invade England with 9 machines, 4 Hartford and 5 Columbias. The heaviest machines exhibited weigh 22½ lbs. These, of course, are not fitted with brake and guards, but otherwise are of the usual Pope roadster type. The brackets are rather higher from the ground than the average English cycle, and the chain stays are perfectly straight in all cases. All the Columbias are fitted with barrel hubs. They differ in many points from the English ideas of an up-to-date mount, but there is no denying that the designs are, on the whole, decidedly good.

Amongst the serpents.

POOLE & Co., 200, Blackstock Road, Highbury, N., show, at Stand 59, a troupe of their "Ibex" quads, which have become so familiar to the public eye in the London district, through their frequent appearance on the path as speed-pacing instruments. The newest pattern in quads, here shown, varies chiefly from the old in having the bottom back stays bridged, after the Referee pattern. This machine is geared to 124, and is built to the order of the Hon. S. C. Rolls, of Cambridge University. The interchangeable "Ibex" tandem, which can be altered to a single machine at will, is also shown, the lady being accommodated on the back seat. Another good thing here is a pretty little tandem with $4\frac{1}{2}$ -in. front tread, and an inch more on the back. It has a triple crown.

From the other side.

For the first time, we believe, the American firm, the Yost Manufacturing Co. exhibit their bicycles at an English Cycle Show, through their agent, R. M. Marples, of 7, Cripplegate Buildings, Wood Street, E.C., at Stand 34. These machines, known as Falcons, vary considerably in details from the accepted English patterns. The handlebars are adjustable to any position, by simply manipulating one nut, and the cross-piece in the seat-pillar is also adjustable, which, together with the usual adjustable saddle fittings, would enable the rider to adjust his position to a nicety, whatever his ideas on the matter might be. Barrel hubs and bottom brackets are features in these machines, as, also, are the large balls used in the bearings. Another point that strikes an English eye is the extremely light pedal used, much lighter than those adopted on English machines. The shape of the frames, both ladies' and gentlemen's, is "Quite English, you know," and it is in details that one discovers striking departures from English models. A very good little idea is the lubricator, a ball on a spring, doing away with all cap removing, or sliding. The mudguards fitted to the ladies' cycles would be practically useless in this country. The finish is first-class, and weights vary from 24½ lbs. to 26½ lbs. The machines should certainly be seen.

Everything.

STAND 141. Messrs. Coops & Co., the India-Rubber Manufacturers, of Liverpool, supply everything in the way of rubber goods required by the Cycle Trade from solution and perambulator tyres to anything one can imagine.

Lake's Goods.

STAND 154. W. B. Lake, Albion Works, Braintree, exhibits two or three novelties, including a new and simple nipple key for building up wheels. Mr. Lake has lately used a cork plug for plugging up the nipple hole in hollow rims instead of using tape. Another new article is an adjustable screw die for screwing the spoke ends. They also show the ball-bearing screwing machine, they have lately introduced, as also their well known spoke and frame drill. In addition there are also several other little appliances which will be found useful by cycle-makers.

Vant's Rational Dress.

STAND 165. Mr. F. J. Vant, of Chancery Lane, W.C., the cyclists' tailor, once more demonstrates his capabilities in this direction. To cyclists of the male persuasion he is already well known, and also now, to a no less extent, by the ladies. In a special retiring room he exhibits his Rational costume, and also his new "En avant" lady's skirt costume, which should appeal to a large section. It is made up in any material, and is so arranged beneath that it retains its proper position when riding. A little novelty is to be found in a new lady's cycling hat, made in different colours, of soft felt. The trimming consists of a couple of feathers and a small tyred bicycle wheel.

Bewitching Witches.

At Stand 21, the old-established firm of Goy & Co., Praed Street, W., have a fine collection of their Witches. As usual with them, ladies receive much of their attention, and the proportion of ladies' safeties is very large. For short ladies they make a machine with two 26-in. wheels, and for the taller, two 28-in. wheels. The frame in this machine has been altered for 1896, and we think altered decidedly for the better. Instead of the top tube following the curve of the bottom one, all the way round, the top tube shoots upwards from the half-way brace, and joining the head at the top, makes a far more rigid frame, and must give better steering. With a gear case the width of tread is $5\frac{1}{2}$ -in., and the machine, fully equipped, weighs 31½ lbs. A new pattern in ladies' safeties is the Royal Witch, which avoids curves in its tubes, and has good dress clearance. All these machines have a neat arrangement whereby the back wheel can be taken out of the frame without interfering with the cord dress guard. The lady's No. 2 Witch has a somewhat similar frame to the Special Witch, but is rather heavier, and is listed at £13 13s., with Presto gear case. The Girl Witch is a miniature edition of the Special with 24-in. wheels. A Special Witch road racer shown, has $4\frac{1}{2}$ -in. tread, inch D. tubes, back stays, and $\frac{7}{8}$ -in. top stay. Two 28-in. wheels are fitted, and the machine weighs under 28 lbs. Two sizes of frames are made, and the D. stays are optional. The Special Witch light roadster, a fine looking machine, with guards, brake, and Carter gear case, weighs 32 lbs. The Popular Witch is a really very good looking machine, and guaranteed by Goy's, lists with Dunlops, at £12 12. Goy's telescopic tricycle is also shown. The machines are just those to take the public taste, and we know are thoroughly reliable.

Well named for a "24."

STAND 88. Knight & Day, of Queen's Road, Battersea Park, have a nice little collection of machines, which are certainly up-to-date. A road racer we inspected weighs 20 lbs., whilst the path racer comes out 1 lb. less. The Knight full roadster is a smart-looking machine weighing 27 lbs. all on, and is well designed. A neat lady's safety, with semi-curved top tube is also on view.

North Road Cycles.

STAND 61. The London Cycle Manufacturing Co., of Goswell Road, makers of the North Road cycles, show a collection of various types of machines. This firm pins its faith to the round tube, the D., and oval patterns, being conspicuous by their absence. A tandem safety, to suit a lady at back, is of new design, the rear upper tube running to about the centre of the down tube, which, it is claimed, gives ample clearance for skirts. It is certainly a strong frame, and will probably prove satisfactory for skirt-wearers.

Selvyt.

STAND 209. "Selvty" is exhibited at the Stand of Jones Bros. & Co. This cleaning cloth has now become so well-known that its use is almost universal in connection with cycles. It is undoubtedly a splendid thing, as we can testify personally, bright parts, through its use, being made to look like new. It wears wonderfully too, and Mr. Knobb, who is, by-the-way, a well-known "Manchester Wheelers" man, showed us a piece of the cloth which had been in use for two years, and yet looked quite fresh!

Referee Novelties.

THE Referee Cycle Co., London, have an attractive Stand in No. 32, the models of ladies dressed in riding skirts, both mounted and standing, attracting a good deal of attention. The chief alteration in Referee Model C. for '96 is in the chain stays, that on the side other than the chain wheel running direct to the extreme end of the hub, whilst on the chain side it is recessed, to permit of the chain-wheel being in line with the tube. Another novelty is the chain adjustment, which stands out clear of the gear-case, a great convenience. On this Model C., it should be mentioned, the chain stays are round tubes pressed flat on either side. It has the usual and well-known Referee triple head. The firm are making a similar machine with the plain, or, rather single head, and call it Model B. The cheaper grades (Model A.), are shown in their roadster, light roadster, and road racer forms, the latter weighing 28 lbs., and listing at £18. These have the ordinary heads. The same are to be seen for ladies, the standard frame being a combination of the curved and straight tubes. The Referee racer has long enjoyed an exceptional reputation on the path. For '96 this machine will have the new chain stays, as already described. The tread is 43-in., and the weight, with the triple head, 20 lbs. Two tandems are shown, one being a new frame, an extra stay running through all the diamonds, in their lower sections, with an additional one from the front saddle, to the junction of the back saddle tube with this extra stay. It must be a stiff frame, and could be easily adapted to accommodate a skirted rider, either on the front saddle or the rear. The tricycle shown has a Starley axle. The machines look very well, and it is evident that Referees will keep up to their high watermark during '96.

Hutson's Home-racer.

J. HUTSON & Co., 55, Holborn Viaduct, E.C., are showing their excellent home-trainer and indoor racing machine at Stand 133, which is large enough to permit the public to experiment with the ingenious contrivance. We have so often described this machine in these columns, that further repetition is needless.

Motors.

STAND 27. The Gladiator Cycle Co. attract a good deal of attention here with a model of the Gladiator petroleum-driven tricycle; it is of the Olympia type, the engine being placed between the two front wheels. An average speed of 17 miles per hour is claimed for this machine, which has an ordinary driving gear also. Gladiator singles, tandems, triplets, and a quad. complete the exhibit. Gladiators have an excellent reputation in France.

Rubber Goods.

STAND 155. Capon, Heaton & Co., Ltd., Birmingham. Here are the Boothroyd new pattern tyres, and also tyres on the original single tube principle. The Boothroyd tyre was, as doubtless our readers remember, the first single tube tyre made, and it is still selling in enormous quantities. Heaton's non-slipping band is also shown, together with the well-known repair outfit. This firm is not pushing any kind of detachable tyre, but a leading feature is the manufacture of covers and tubes for the Trade. Pedal rubbers, cushion tyres, &c., &c., of the finest quality may also be seen.

Bransom and his novelties.

AT Stands 203 and 204, W. Bransom and Co., 332, Goswell Road, E.C. (mark the new address), have a very extensive display of their gear-cases, which, together with their mudguards, have so long enjoyed the best of reputations in cycling circles. The greatest novelty about the gear-cases is the celluloid side. These cases are now made to fit three different sized chain wheels, eight different lengths, and are stocked to fit the different varieties of shapes and sizes in tubes. The mudguard remains unaltered, its present popularity quite satisfying the makers. In carriers there are some good things on this Stand, a very good one being designed to fit a machine with a horizontal top tube. It is strong, light, and would carry a good lot of stuff. A new line also, is a leather telescopic tool bag. All Bransom's goods are good goods.

Aluminium Jointless Frames.

STANDS 29 & 117. The Aluminium Jointless Cycle Frame Syndicate, Ltd., St. Mary's Gate Manchester, and 75, Queen Victoriz Street, London, provide one of the novelties of the Show in their Lu-mi-num Jointless Cycle Frames. Lu-mi-num is an aluminium alloy, and has already been extensively used in cycle construction in America. The frame is cast—hollow and solid parts—in one piece, and consequently there are no brazed joints whatever. The fork and head stem are also in one piece, likewise the handlebar stem. The metal is non-corrodible, and a special point is that the frame is absolutely mechanically true. Although the Company only intend to make frames, a number of complete machines are displayed in the body of the Hall, where they are the centre of attraction. Machines built up with frames of Lu-mi-num will weigh only 23 lbs. for roadsters, and racing machines can be turned out at a weight not exceeding 15 lbs.

Bown's Good Goods.

STAND 127. William Bown, Ltd. This firm has two Stands, upon one of which are the new pattern Æolus hubs, oil-retaining and dust-proof; 2.50 heads and Humber pattern brackets, with new detachable chain wheel, Æolus pedals, &c. Nine cycles are shown, the new lady's safety frame being an exceedingly good design.

Advance.

STAND 66. The Advance Cycle Corporation. This Company has an exceedingly tastefully fitted Stand, upon which there are a large number of Advance cycles of all the popular designs. The racer has many neat little points of design to recommend it; oval tubes are fitted to the back frame; the fork ends are exceedingly neat. Its average weight is 20 lbs., though some specimens are even lighter. The tandem with coupled steering is particularly attractive, the open frame in front being obtained with very little sacrifice of rigidity. It was on an Advance that Fontaine won the Carwardine Cup.

Woodcock's first show.

STAND 28. The Woodcock Cycle Company, Coventry, have a nice exhibit of 12 machines. This is the first time this concern has exhibited. Roadsters, ladies' light roadsters, and racers, are all displayed. The special racer, weighing 20 lbs., especially attracted our attention, as also the lady's swan-neck machine. The latter is exceedingly neat, and deserves a visit from our lady friends. The Woodcock Co. also make a special line of juvenile cycles, one each being shown for a youth and a young girl. These machines appear to have been constructed with the same care as the larger machines, and are equally well finished.

Damage's.

DISCARDING the usual red cloth, the smart little cycles turned out by Damage, of High Holborn, and world-wide fame, are effectually exhibited on a carpet of well-chosen design, on Stand 49. A new departure is the Damage Midget, a little safety for youths, with 22-in. wheels, and weighing 18 lbs. Every part is finished with the same nicety as the best machines. It has a double plate crown, detachable brake work, and chain wheel. Another new line is the lady's Gampede, which sells at £10 17s. 6d. Its appearance gives no idea of the lowness of its price. The tread of the lady's Damage is 5-in., and the weight has been brought down to 30 lbs., including gear case. It has larger tubes than in 1895, square cranks, and other improvements, but nevertheless, the price has been brought down to £12 17s. 6d., truly marvellous. The highest grade lady's is the Special Damage; this has a new lock head, and a brush rubber brake. The Damage full roadster is very little altered for 1896; the tread is 5½ in., and the weight has been reduced to 32 lbs., without gear-case. The road racer is well called the Special Damage, as certainly it has a very special appearance, whilst it weighs only 26 lbs., pretty fairy-like for a £16 16s. machine. A lighter one still, with a racing frame, weighs 24 lbs. In the racer, which weighs 20½ lbs., there is a novelty in the bracket. This is made extra large, and the whole hollowed out, including the cranks, so that there is a ¾-in. hole right through, this saves weight. A tandem is shown, with big tubes, and a good strong crown. All the wheels on the Stand are 28-in., and they make a thoroughly fine show.

Balls of Fire.

STAND 184. Geo. Polkey, Birmingham, shows here a number of his patent "Little Fireball" lamps. These are of special design, being quite unlike the ordinary style of lamp. Instead of the usual lens, it has a hollow glass reflector, its convexity being calculated with a view to throwing the light a greater distance than ordinarily. In his advertisement, Mr. Polkey claims that his lamp produces 150 per cent. more light than the ordinary pattern, and experiments with a photometer actually show a better result even than this. It is very attractive in appearance, and may be lighted, fed, and wound from the outside.

Beeston Tyres.

STAND 139. The Beeston Tyre Co., Ltd., are to be found in the gallery with a large exhibit of their tyres in several varieties. The fabric of the racing tyre is a specially prepared one, and should be found to give satisfaction. The outer cover of the roadster tyre is canvas-backed with three thicknesses on the tread. This latter is shown with the Oat non-slipping arrangement, as also with an outer cover having longitudinal grooves to prevent slipping. They also make a special point of their pneumatic carriage tyre, in which the inner tubes is completely wrapped round with canvas preventing any danger of blowing off.

Smith's o' Saltley.

STAND 136. Smith and Sons, Saltley, Birmingham. Here are cycles and cycle frames and fittings. The latter comprise the very latest designs: the bracket gives a 4½-in. tread, and is fitted with Smith's patent chain wheel attachment, which is entirely new and decidedly good. All the patterns very closely resemble the B.S.A. models, and the machining and workmanship are above reproach. A speciality worth asking to see is Lovelace's patent saddle clip. A new pedal combining a toe-clip with the pedal plate is also shown. The Saltley cycles which are exhibited here are, we need hardly say, made from the Saltley Mills stampings, and have been thoroughly well designed throughout. A speciality is made of the No. 1 machine, both for ladies and gentlemen; these are the second grade machines but their finish is remarkably good, notwithstanding their low price. A novelty in handles is a really unbreakable cork end.

Brown Bros.

STANDS 124-6. Brown Bros., the well-known parts makers, have a fine show in the gallery. Their machinery department is most interesting to riders as well as makers, every branch of cycle making being represented. This firm has secured the sole rights of the Henson saddle. The Pathlight lamp for paraffin oil is a novelty, while the Midget pocket oil-can is certainly the neatest thing in the line we have seen. The new cork handle is decidedly handsome in appearance, and large orders have already been received. The Holborn brake (Kay's Patent) is, we understand, to be largely used for all prominent tyres next season. Perry's and B.S.A. fittings are shown at this Stand. La Metropole is a French novelty in chainless safeties, the power being conveyed to the driving-wheel by means of a hollow rod, which turns over one of the bottom forks. The stands of Messrs. Brown Bros. cover a lot of space, and, taken altogether, they contain as interesting a selection of exhibits, appealing, perhaps, more particularly to the Trade, as are to be found in the whole of the Show.

Silvia Lamps.

STAND 189. G. H. W. Davis & Co. This is a comparatively new name to the Cycle Trade; but the Silvia lamps, which we find here exhibited, give evidence of careful thought in design, and are worthy of more than passing notice. Their most novel feature is a silvered glass body lining; this takes the place of the usual plated reflectors, and, as the silver is on the back of the glass, it may be cleaned by merely wiping it. Various new oil-cans are also shown; one, for factory use, being strikingly good.

A changeable costume.

STAND 176. Madame Bygrave, 13, Canterbury Road, Brixton, has an exhibit, which should attract the attention of the lady section of cyclists. It takes the form of a special skirt, which is so arranged, that it can be immediately converted into a Rational costume by drawing up two cords. By a special clip the cords are firmly gripped, so that there is no danger of the skirt falling while riding. By releasing the cords, the skirt falls instantly into its normal position, so that a lady Rational rider can convert her dress into the normal style the moment she dismounts.

New vehicle tyre.

STAND 191. The Drayton Vehicle Tyre Syndicate, Ltd., 15, Walbrook, London, E.C., introduce, for the first time, a new pneumatic vehicle tyre, which, for simplicity, should, we think, be hard to beat. The air tube is simply laid in a square-shaped rim, on it resting a solid tyre of rubber. On each side of this rubber is a groove ¾ in. long, into which the turned ends of the rim fit. When the air tube is fully inflated the tyre is forced up, there being, in practice, this "play" of ¾ in. between the air pressure and the resistance of the road. There is thus no liability of the inner tube to become punctured, and, even if anything should go wrong with it, the tyre can be used as an ordinary rubber tyre.

"Built for Speed."

"Built for Speed" is the keynote on Stand 72, where Thomson & James, of Chalk Farm Road, N.W., have, as usual, a large and fine display of their world-famed Mohawk cycles. They have reduced the tread on their best light roadster to 5 inches, but otherwise the machine remains the same, experience not suggesting any improvements in the '95 pattern. The Mohawk Special is a machine adapted for use on either road or path, and so intended. It is a handsome little mount, with 4½-in. tread, and weighs 22 lbs. with the road racing cover. The road racer is practically identical, but has 4½-in. tread to take the gear case. The Popular Mohawk must be well named, seeing it is a thoroughly good wheel, listed at £13 10s. The lady Mohawk has a nice narrow tread, and a very rigid frame. For tandems the firm have a very high reputation, and no less than seven are shown. Half-an-inch has been taken off the treads, otherwise the tandems are still of the same familiar pattern as hitherto. A new departure, however, is a tandem with an open back, for a lady in skirts to take the back seat. A detachable bar permits of the tandem being made as rigid as any ordinary machine, when required for severe speed work. A triplet shown on this Stand is on the same lines as the tandems, but the head is extra strong, being triple. "Built for Speed" the Mohawks certainly are, but they are also, we observed, built for pleasure, use, and beauty.

New Tyres.

STAND 201. The Bolton Patent Pneumatic Tyre Company's invention has a new method of attachment facilitating the removing and the replacing of the cover without damaging the fabric. The wires are inserted in pockets, and have on each end a hook which fastens to blocks in bed of rim, which prevents all tendency to creeping.

Base Decoivers.

STAND 56. Messrs. Crisp Brothers, of 5, John Street, Edgware Road, deceive the public, to a certain extent, with a bamboo frame safety. On examination, the bamboo frame turns out to be, not bamboo, but the usual steel frame, cunningly painted. The painting alone is a work of art—so are all the machines shown on this Stand.

All wool.

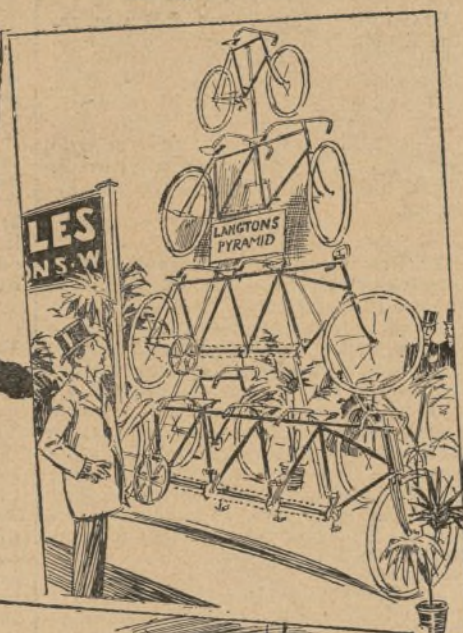
STAND 177. Dr. Jaeger's Sanitary Woollen System Co., Ltd., 95, Milton Street, London, E.C., make a display of their fine woollen material, made up into every kind of article for cyclists' (both for ladies and gentlemen) use, including knickers, sweaters, stockings, shoes, caps, &c. They also show a woollen cycle saddle cover. The cycling shoes shown are exceedingly well worthy of inspection. At a corner of the Stand are exhibited samples of Frame Food Stamina Tablets, which will be found handy when out riding, and no convenient house of call is at hand. Cyclists should make a point of getting a sample of these tablets.

Tickers.

STAND 160. S. Smith & Son, watch-makers, 9, Strand, W.C., again make a display of their "clocking" instruments. We inspected one with "A." certificate, which is only valued at £105! They also cater for ladies with a neat little corsage or pocket watch; and also a little watch fitted in an expanding bracelet. They have also a well-made watch, suitable for the knocking about usually given to watches by cyclists. Its price is very low. The leading watch shown, however, is the four-dial split seconds "clocker," with sixty-minute recorder. This watch is being extensively used, both in this country and France, for time-checking purposes.

Honest Cheetas.

At Stand 40, the Cushion Hub Syndicate, Ltd., 149, New Kent Road, S.E., have a well-displayed selection of their Cheeta cycles, which have decided characteristics of their own, notably the triple head. Their light roadster, a specially big-framed specimen of which is shown, built to order, has, of course, this triple head, as have all the machines, a 4½ in. tread, bottom stays in direct line with the chain, and the firm's patent bottom bracket adjustment, one screw tightening the cones on either side of the bracket. This, and all the machines, are fitted with interchangeable gear-wheels. The road-racing Cheeta has oval chain-stays, the tread thus being got down to 4½ in.; it weighs 24 lbs. The path-racer is on just the same lines, and weighs 21 lbs. The lady's safety has two straight front tubes, two 26-in. wheels, handlebar well raised, and weighs, all on, 26 lbs. The tandem is a smart machine, with an extra tube in the front diamond, running from the seat pillar to the bottom of the head. The racing tandem weighs 35 lbs. In all, there are 14 machines, each doing credit to manager Turner.



A Motor Tricycle.

STAND 107. Messrs. Dion & Bouton, 12, Rue Ernest, Priteaux, France, are here exhibiting one of the self-moving tricycles which were recently exhibited in operation at Tunbridge Wells. The tricycle is propelled by a petroleum vapour-engine. Unfortunately, the machine was still covered up at the time of our representative's visit. When uncovered, it should attract attention.

Viscoleum.

AT STAND 123, Samuel Ward & Co., Great Guildford Street, S.E., have an extensive exhibit of their cycle oils, which have received so much attention, and so many flattering notices, during the past few months. Viscoleum is the chief new line, and we can honestly say we know no better oil for cycle lubrication. It is packed in sixpenny bottles and shilling tins. Then there is the Ruby oil for lubricating, and the same named oil for burning, together with wicks, enamels, sewing machine oils, &c. The Trade can rest assured in dealing with this very old-established firm that they are getting thoroughly good stuff.

Clothe you throughout.

GEO. NORRIS, 8 & 9, Holborn Viaduct, at Stand 163, shows a variety of clothing for cyclists, both under and over wear. A leading line with him is a combination vest and drawers in wool, for cycling wear, made in both Summer and Winter weights. A feather-weight sweater, weighing 6 ozs. only, but made of all wool, and in three colours, will appeal to the speed brigade. A cellular shirt, double-breasted, is another good line. Of sweaters there are a great variety. Made-up cycle suitings are shown at all prices; the 15s. 6d. suit would pass for a £2 2s. one. Racing costumes, accessories, and cycling shoes, also help to fill an interesting Stand.

For the Victors.

FULL of pretty and handsome things is the be-curtained Stand 107, where S. T. Brown, of 15, Farringdon Avenue, E.C., of hand-capping fame, displays his stock of medals and prizes. Nearly all the many pretty things in medals shown are Brown's own design. Amongst the handsome prizes, we noticed several specially designed, and specially applicable, for cyclists, machines and cyclists appearing in the design. In cruets, inkstands, cigar cabinets, dishes, &c., Brown has a wonderful variety, and the prices he mentioned to us made us wonder where he came in. Visitors to the Show—particularly those who have anything to do with buying club prizes—should not miss visiting Brown's Stand, in the Western Gallery.

The Clincher.

STAND 109. This is an office occupied by the North British Rubber Company, and here Mr. Floyd described to us the improvements that have been made in the Clincher Tyre for 1896. A far narrower rim is used, and the outer cover is moulded flat, instead of on the arch, as heretofore. The new fabric, just adopted, consists of separate fibres lying in two layers diagonally across the cover; the fibres are not in any way woven or intermeshed. The non-slipping device, which has proved so successful, remains unaltered, and the Lucas valve is now adopted. Weights are very considerably reduced all round, and appearance greatly improved. It was on this new type that Fontaine accomplished all his recent records.

Costumes.

STAND 223. "Viola," Ladies' Tailor, 27, Albemarle Street, W., are attracting great attention at their Stand by the fact that several ladies are present dressed in the new types of ladies' cycling costumes, the firm has recently introduced. A few weeks ago, we gave a description of a number of these dresses; but, since that time, a new costume has been introduced, which can either be worn as a Rational or skirt costume. It is known as the "Paris," from the fact, that it was introduced in the Gay City, where several lady riders have already adopted the costume.

The Time-Saver.

ROSS, COURTNEY & Co., Upper Holloway, N., have, at Stand 153, something novel and useful in pumps, particularly for the workshop. To describe it roughly, it is a pump with two cylinders, a larger and a smaller. These are fixed to the floor, or a table, and the pumping is done by means of a long iron lever. When the tyre is first inflated, both cylinders are put into action, quickly filling the tyre with air. After about a 20 lb. pressure has been reached, the larger cylinder is put out of action by a turn of a screw, and any pressure can then be obtained without exertion. It is well called the Time-Saver. Of the usual sorts of pumps a great variety is shown. In the Ross Courtney valve there is a little improvement to be noted, the liability to screw the inner portion of the valve round, and destroy the rubber washer, being prevented by the fitment being made square. This valve is now amongst the best.

A Practicable Aluminium Frame.

THE Shark Manufacturing Co., Croydon and Birmingham, the now well-known makers of parts and fittings to the Trade, have, at their Stand 221, something which they rightly give great prominence to, almost to the exclusion of their other lines. It is an aluminium bicycle, and aluminium parts. Mr. Taylor, the head of the concern, thoroughly believes in the practicability of an aluminium bicycle, if made on the plan that he has invented, and used with success. He uses, first of all, aluminium with an alloy of 2 to 4 per cent. of another metal. This not only increases its strength, but entirely prevents that shrinkage in cooling which is one of the difficulties of aluminium. Then, next, as to joining up the frame. The aluminium tubes are corrugated on thin steel liners, which fulfil a double purpose: first, the strengthening of the tube ends against crushing strains, and secondly, by forming a girder-like structure, which stiffens the tube itself against bending strains. These corrugated ends are then mechanically joined to the lugs, a suitable joining metal being used to fill in the holes, should any exist in the mechanical joint. The machine, made up with steel lugs, weighs 24 lbs.; with aluminium lugs, 18 lbs. To turn to the good old steel lines, the new Shark brake looks a good thing. It is a plunger, that acts down the stem of the head, and is put into action by grasping a short, light handle that rests inconspicuously on the handlebar. A new safety frame has the back stay oval right through, without any cranking. They can be obtained, however, with either D-shape or round tubes. Amongst other good things from the Shark Works, must be mentioned a very clean tandem frame, and a new hub. There are heaps of other things, but we must perforce hold over further mention of them to a later issue.

The cycle's rival.

A CENTRE of much attraction in the Machinery Section was a rubber-tyred motor-carriage, built to the order of the Hon. Evelyn H. Ellis. The carriage is calculated to travel at a speed of 13 miles per hour, at a cost of one penny per mile. The motor was constructed by the Daimler Motor Syndicate, of Leadenhall Street, E.C. The engines are in front of the carriage, and are fed with petroleum.

The Swift Tyre.

STAND 219. Messrs. Powell & Barstow, 58, Blackfriars Road, S.E., show their new pneumatic tyre, which has been named the Swift. It is a wired-on tyre, and appears to be capable of being detached very easily. The tyre has a neat-looking and apparently effective non-slipping cover. Samples of the inner tube and outer cover are also shown, as also pumps, &c. Specimens of gas tubing and speaking tubes are also to be seen at this Stand.

A Brixton Four.

STAND 23. Langton & Co., Brixton, have a good show of machines in various types, from the quadruplet down to the single. The rear pedals are fixed into the quad and triplet chain wheel direct. The head is strengthened very effectively. Racers and light roadsters are fitted with D. tubes. Treads are narrow, being as low as $4\frac{1}{2}$ in. in the racers, to $4\frac{3}{4}$ in. in the roadsters. The Langton tricycle weighs only 30 lbs., fitted with Starley's gear and axle. The Brixton firm has, altogether, a very nice show.

Interesting to the ladies.

IN these days of wheels it is only right that even the infants should be catered for at the Stanley Show, and this is very thoroughly done at Stand 15 by the Star Manufacturing Co., Gooding Road, N., with their long lines of baby carriages. A car fit for a baby prince is the Oroza, with its lace canopy and smart colouring, not to mention moderate price, £3 15s. The Trilby carriage, on cushion tyres and landau springs, will carry two, if desired, and is a very handsome turn-out. In fact, all are very handsome, and the aim of the Company, to turn out a first-class article at a moderate price, has certainly been accomplished. Cycle agents are now stocking Star goods considerably, and are doing a good trade with them.

Good Tyres.

STAND 142. Morgan & Wright here show the quick repair double tube tyres, which are of comparatively recent introduction to the English market. The system of this tyre is doubtless well-known; the outer cover resembles a single tube tyre, except that at the valve it is provided with a laced-up slot, from which the inner tube may be easily withdrawn when occasion requires. Tyres of all kinds are shown, from racers at 22 ozs. per pair to quad. and triplet tyres. This Stand was the centre of considerable attraction, cyclists being particularly anxious to take advantage of the exhibition of this well-known and most successful American tyre, of which they have heard and read so much lately. That Morgan & Wright appropriately designate their tyres "good tyres" is a fact, and we expect that they will be largely used, both on road and path, during next season. "Quick repair" is a catchy line, and that Morgan & Wright's "Good Tyres" are quickly repaired is plainly shown at the firm's Stand in the gallery.

Vaughtons' Treasure Mine.

STAND 172. An interesting display is made by Messrs. Vaughton & Son, Gothic Works, Birmingham, which should be an attraction to race-meeting organisers, as here are to be found all kinds of presentation cups, statuettes, challenge shields, &c. Badges and medals in endless varieties are, also, to be seen. An article, which appeals to the Trade, is this firm's name plate, which can be attached to the machine without the necessity of drilling any hole in the frame.

Down Islington way.

STAND 205. The Stand occupied by the St. George's Cycle Co. was conspicuous, to the eye of the ordinary observer, for the many good things displayed thereon. Accessories of every description were displayed, a large assortment of high-class lamps and comfortable-looking saddles being especially attractive. Cycle frames, constructed on most approved mechanical designs, and several varieties of tyres also came in for much approval. A new spoke-screwing machine, by Lake, was also shown.

All Good Birds.

STAND 54. The Peregrine cycles are too well-known to need much push. They always have a fine show on their Stand, and this year is no exception to the rule, for 24 machines of the best workmanship are exhibited. The Peregrine roadster weighs but 24 lbs., has detachable mudguards and brake, and is fitted with a patent detachable chain-wheel, which can be altered as desired. The firm have made a new departure by introducing the British Peregrine, which, as a matter of fact, is similar in design to the firm's highest class mount, but lower in price. Tandems and tricycles complete an excellent show.

All sorts of sundries.

At Stand 170, A. W. Gamage, of High Holborn, has located his shoe department. Here are several new designs in shoes, intended for those who want a cycling and walking shoe in one, as it is found many of the higher class do. Other novelties are a white buck-skin shoe for hot climates, and a black canvas shoe with leather fittings. Another thing is an Indian sandal, made in India, and sold at 3s. 6d. It can be used for cycling and kindred pastimes. Of course, the famous Gamage horse-skin, and Gamsoo shoes are on view, and countless others. On the same Stand Mr. Vincent is in charge of a large assortment of cycling accessories, nearly every lamp of repute being shown. Here, too, is the promised exhibition of cycle saddles, and very interesting it is. The best of the novelties in this direction, as far as we could judge by looking, is Lycett's new pneumatic, the Valkyrie. There is a very good show of carriers; leather gear cases, pedals, with all fittings to renew; handles, outfits, chains, and a thousand things required by cyclists. Further down this most lengthy Stand, we come to the outfitting department, where there is a big show of new suitings for next season. Suits are shown ranging from 10s. 6d. to 60s., all being wool lined. Then there is the waistcoat sweater, which has all the advantages of a sweater with the neatness of a fancy waistcoat. The racing costumes shown are in glorious profusion of design and colour, and include practically all of the leading London racing clubs. Stockings, gloves, scarves, &c., &c., enough to meet every want, and please every taste, are massed on these crowded and wonderful Stands of Gamage's.

An automatic saddle.

THE Automatic Cycle Saddle Co., Ltd. of Chapel Lane, Hull, show at Stand 218, their saddle which has been shown before, but is now placed on the market in its perfected form. Briefly the saddle might be described as a sliding seat, which automatically keeps the rider in a proper position, whatever gradient he may be riding up or down, or jar he may receive. The price is cheap for a patent article, 12s. 6d.

Westminsters.

STAND 60, where James Rickard, of Doris Street, Kennington, S.E., staged his Westminsters, was hardly complete when we visited it, the Westminster quad., amongst others, not having arrived. The sensation of the Stand, at the time of our visit, was undoubtedly a little wonder in tricycles, which weighed only 26 lbs. The lady Westminster is a very handsome machine, fit for a queen. It has a 5½-in. tread, with gear case, and all on weighs 27 lbs. The triplet on view is the same pattern that has been successfully running all the past season, and, although light in appearance, and in fact, has stood well. A new pattern was hourly expected to arrive, which is, we understand, much after the Humber pattern, this weighs 58 to 60 lbs. The single machines are little beauties.

A street of Stalls.

JOHN PIGGOTT, 117, Cheapside, and Milk Street, E.C., has a perfect street of Stands in the gallery. Starting at 117, we find every variety of photographic apparatus, suitable for cyclist. A bamboo tripod, light, and very rigid, to carry on the machine, is a good thing. A cheap lot is the Tourist camera, with leather bellows, and three dark slides, weighing, in all, 2½ lbs., at 47s. 6d. Then there are hand cameras, including the J. P., a very handy little affair, pocket opera glasses, to fold up, and all sorts of clever and useful things. We tore ourselves away, and had a look at the suits, &c., at the Stall next door. Here one could get a good suit for 9s. 6d., or made to measure 1s. extra; a racing suit for 3s. 9d.; and a cap, ventilated, and with horse-hair lining to prevent shrinking, for 1s. The newest thing in sweaters has a warm Winter colour, with stockings to match; the stockings, with checks and turn-over tops, are in great variety at 1s. 11d. each. In the rubber goods department, we noted a light poncho, 3s. 11d., and the Parkhurst lady's waterproof cycle cape, with silk-lined hood, a new thing, at 9s. 11d., or, with plain hood, 7s. 3d., tweed satchels at 3s., and a hold-all at 5s. 9d., are other conspicuously good lines amongst many here. Passing on to the next department we come to shoes. Here we find a very neat and new thing in cycling shoes for ladies, which has a new and pretty fastening, a combination of button and buckle; it sells at 6s. 6d. A similar thing, but without the button, and with a dust-shield in front is intended for gentlemen, and is priced at 8s. 6d. We were shown a cheap shoe, in brown leather, at 4s. 6d., and a stronger one at 6s. 6d. The older patterns are still retained, and, in this department, as in all of J. P.'s, variety is endless, quality first-class, and prices most moderate. Next door is devoted to J. P. cycle accessories, and every article, usually found under this heading, is here on view, from a double gong bell at 6½d. and upwards. Those, who cannot go and see the things themselves, should write to Milk Street for a list.

A rivetted rim.

THE Double Hollow Rim Co., Great Saffron Hill, E.C., have a novelty on Stand 132, in a rim of their usual section, but rivetted together, instead of soldered. The rivet holes also form the spoke holes, and thus save drilling, besides coming out a good deal lighter. Another line, besides the rims, is a cycle handle, composed of a mixture of cork and rubber. The handle has celluloid, aluminium, nickel, or German silver ends.

The Simpson Chain.

STAND 71. The Simpson Lever Chain Co., Ltd., have a very large and elegantly fitted Stand, upon which are exhibited machines of all types fitted with their much-discussed invention. The makers apparently have the courage of their convictions, for the machine which was used for creating their one mile road record is fitted with three chains, instead of the usual two; this, according to the Simpson theory, should be productive of increased speed. The chain is very nicely made, and is productive of much and varied comment.

American Wheels.

STAND 30. Western Wheel Works, Chicago, U.S.A. These are the famous American Crescent cycles. Roadsters are exhibited weighing 25 lbs., with high frames and very bold tubes. The front chain wheel is made in an entirely novel manner, out of sheet steel. Barrel hubs are fitted, and the machines have a much more English appearance than most American "wheels." The sheet steel pedals are well worth examination, and the general finish and workmanship appear to be really good. The ladies' safeties are made in two designs, one with curved, and the other with straight, front tubes. Juvenile safeties, for boys and girls, are also shown.

Honesty.

A VERY pretty little Stand is No. 18, where John Piggott, of Cheapside and Milk Street, shows his cycles. The lady's J.P., a strong little machine, with two 26-in. wheels, lists at £12 10s.; the well-named Honesty lady's, on similar lines lists at £10 10s. The gentleman's Honesty is a thoroughly serviceable machine, of good design and finish, and is one of the puzzles of the Show at £10. The J.P. path racer, on similar lines, weighs from 21 to 22 lbs., and lists at £16. All the machines look very well, and are well set off by the arrangement of the Stand; a lay figure of a woman, dressed in one of Piggott's costumes, on a lady's machine being particularly smart.

In Celluloidia.

C. W. BLUEMEL BROS., Globe Road, Whitechapel, E., have their various celluloid lines at Stand 121. First of all, the famous gear case, the Universal, remains unchanged, having been well tried and not found wanting in any particular. The firm have, however, introduced a new gear-case at the Show, all celluloid, back and front. It makes a handsome and light-looking case, but may not be so easy to fit as the old leather-backed Universal. Celluloid mud-guards are shown, and the handsome and light celluloid pumps—and an easier pump to use than this we have never met. Felt and cork handles with celluloid ends, are other lines, and also celluloid oil-cans with good long nozzles. This Stand is indeed full of good things for cyclists and traders; not the least is a little dust-shield for the eyes, to fix to the cap. This, too, is made of celluloid.

Inexpensive, but good.

STAND 82. Preston & Beck. This firm has been trading very unostentatiously for the past two years, and has built up a splendid trade, especially abroad. Fourteen distinct models are shown, none of them expensive machines, but all well designed. The juvenile is specially designed throughout, and compares well with any other that we have seen. The lady's safety is well worth seeing.

Down Clapham way.

STAND 78. The centre of attraction on Linley & Biggs's Stand was, of course, their three-speed gear. The gears are changed by simply back-peddalling, the bottom of the chain being kept taut by a small toothed wheel, which engages it. Some splendidly designed road racers were also on the red cloth, as also was a tandem, which, will, in all probability, excite a throb of envy in the breast of many a speedy pair.

Elswick's.

STAND 55. The Elswick Cycle Co., Ltd., of Newcastle, as usual, have an exceedingly tasteful Stand. The Elswick machines, though they never slavishly follow the fashionable patterns, are always above reproach in the matter of design. This time the chain stays will be found worth seeing, and, also, various other small, but important details of design. The lady's Elswick is entirely novel, and decidedly good.

Dunlops.

STAND 212A. La Compagnie Francaise de Pneumatiques Dunlops. This is a very large exhibit in the gallery near the Entertainment Hall. The latest designs in Dunlop tyres occupy the Stand; the valve is the chief novelty, and visitors will have an opportunity of examining the 1896 special path racer and the new roadster tyre with its novel fabric and Welch cover. All the Dunlop literature is given away freely, and every opportunity is given for examining the novelties. The sign Dunlop made up of repairing outfits is a smart idea as an "eye catcher."

A grand display.

STAND 43. Rudge-Whitworth Ltd. These machines show many new points of design, and cannot fail to attract their share of attention. The chief novelties consist in various new methods of adjustment. The handlebar clip and head adjustments are entirely novel, and unusually neat. The crank bracket shows a new method of locking and adjustment which, besides being very simple and neat, makes a really dust-proof bracket; the locking is perfectly accurate and concentric. Another novelty is the gear case which is divided round its edge in such a manner that the entire front may be lifted away from the machine after two screws have been removed. The racer is a gem which attracts many admirers; it is slightly longer of wheel base than the average racer, and the round back stays and chain stays gradually taper to an oval section at their rear ends. The detachable chain wheel remains practically unchanged, but the crank heads are lightened in a clever manner. New designs in tandems, triplets, and quads are attracting much attention, the front frame being quite unlike the usual pattern. The general design of the tricycle is little altered. So many excellent designs are shown here, that a visitor would indeed be hard to please who did not find a machine to his choice.

The Trilby.

STAND 33. John Hanman, Birmingham exhibits 18 Forward bicycles, on a very tastefully arranged Stand. The Trilby lady's safety shows an attractive novelty, in the form of a gear-cover, with a clever hand-painted floral design upon its front. All the machines are "eyeable," and well considered as to details of design.

Sustain their reputation.

STAND 39. No one who visited the Stanley Show, and saw the magnificent display of Perry, Richards & Co., of Wolverhampton, could fail to be impressed by the great care and skill bestowed in the manufacture of their Empire cycles. Every detail has been carefully thought out, and from the designs to the finish of the machines nothing but credit is due to the famous firm.

Boudard Cycles.

STAND 11A. The Boudard Cycles are chiefly turned out by the famous firm of Humber, so the quality and finish of those mounts bearing the Humber transfer may safely be reckoned high-class. The cheaper mounts bear evidence of careful workmanship. Ladies are specially catered for by the Boudard firm, the Model X., fitted with patent band brake, being an exceptionally fine sample of the work shown at this Stand.

Lloyd's Exhibit.

STANDS 115 and 116. W. A. Lloyd & Co. Birmingham, show their many designs in dust-proof hubs, pedals, brackets and heads; also the new triplet frame with a very special back frame. The racer frame has a 18-in. chain line, and weighs 9 lbs., fitted with handlebar, cranks, &c. The Lady's safety has a front tube entering below the bracket, and an attractively designed frame in all respects. The tandem has the same back frame as the triplet, and the same system of stays between the brackets. Oval and D-shape tubes are used on all the singles, and the detachable chain wheel is of the most approved type. Triplet and tandem hubs, and the new oil-retaining hubs, racing and roadster patterns of Lloyd's well-known workmanship and finish, spanner, lamps, saddles, &c., complete an important exhibit.

Marvels.

STAND 85. The Marvel Bicycle Syndicate. These are all Humber cycles, some fitted with the patent spring frame, and some of the usual Humber design. The '96 Humber safety of course attracts much attention; the racer is, for the first time, fitted with tangent wheels; the curve in the chain stays where they approach the bracket is dispensed with, and a bridge substituted. The diameter of the head is slightly increased; the pedals are now held with a clip in the crank end, instead of being merely screwed in, as formerly. The Marvel spring frame machine, which has had a considerable sale this year, is shown both as a lady's and a gentleman's machine. The main frame is made in two parts, hinged at the bracket, the spring being attached at one end to a lever extending from the bracket, and at the other end to a point on the bottom front tube. A separate spring arrangement is attached to the front forks. The Beeston light lady's safety weighs, complete with all road fittings and road racing tyres, 27 lbs. This is a new Model (No. 9A), and is sure to have a large sale. The No. 9 is of the same design, but heavier.

THINGS THAT CAUGHT OUR EYE.

STAND 166. The Auto Machine Manufacturing Co. (B. Turner & Co.), Birmingham. Fittings, spokes, special pedals, felt handles, &c., may be seen here.

E. OLDENBOURG, of 1, Dowgate Hill, E.C., at Stand 169, exhibits his Howigoe, the tubular liquid speed register, which we have more than once described in detail in these columns.

STAND 181. The Palatine Pneumatic Tyre is a tyre of the Clincher type, but the crimped wire used to stiffen the edges of the cover is so pliable that the cover can be opened at any part without removing the whole.

STAND 217. Messrs. H. Smith & Co., 29, Finsbury Pavement, London, E.C., makes a display of tyre sundries and repairing materials. Mr. Smith makes a special line of complete tyre repair outfits in large quantities for the Trade.

STAND 138. Fittings, frames in all states, and all sorts of parts, are the principal exhibits of Messrs. Phillip & Co. of Farringdon Street. A patent steering-lock, and tools for cycle makers, also accessories, complete the exhibits on this Stand.

STAND 168. A large display of rubber goods was here shown by J. S. Smith & Co., of the Borough, S.E. Air tubes, rubber shields, both solutioned and laced, solid tyres of every size, from buggy to perambulator, were there in great variety.

STAND 144. The Puncture-Proof Pneumatic Tyre Co. have an array of their new "Auto" detachable tyres, which are suitable for both cycles and vehicles. Also the celebrated Puncture-proof band, which can be fitted to any detachable pneumatic tyres.

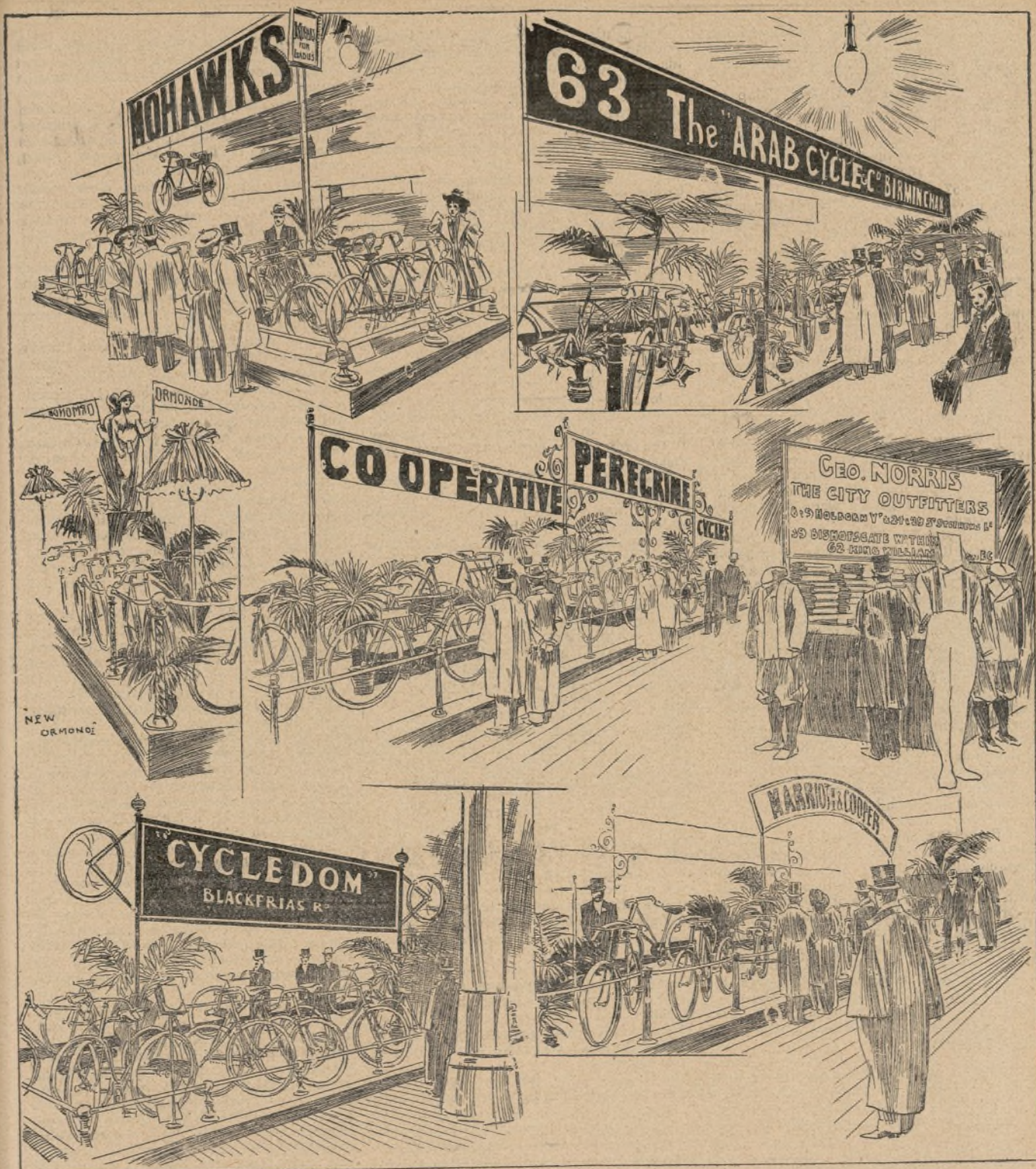
STAND 213. The Cycle Trade Supply Co. is very well named for on their Stand is to be found we should think everything wanted in the Cycle Trade, fittings, tubes, tyres, rims, frames, wheels, accessories, are all on show, also pneumatic carriage wheels, and motor for cycles.

STAND 161. The Sar Saddle Co., 51, Rue St. Anne, Paris, and 180, Tottenham Court Road, here show for the first time the new cycle saddle, which has recently been introduced in France. The saddle is of a special form, it being, it is claimed, designed on anatomical principles.

STAND 131. The Thomas Tyre Co., Winchester Avenue, Falcon Square, E.C., exhibit the Thomas tyre, which is on the Dunlop principle, except that instead of wires, catgut is used. The tyre has a non-slipping arrangement, this being at each side of the outer cover.

STAND 147. The Albert Eadie Chain Co., Redditch, here show specimens of the famous Albert Eadie chain. The new connecting link and the patent rivet are both shown. The new link dispenses with the usual connecting bolt, and allows the chain to be disconnected in a moment.

STAND 79. The machines shown on this Stand by Wait, Lomas & Fox, of Leicester, were the embodiment of first-class workmanship and finish. Of the eight machines shown, a gem of a lady's safety was decidedly the *bonne bouche*. The machine is wonderfully rigid, yet light withal, and of very neat design. Amongst the others was a well-built tandem, stayed in every necessary direction, and fitted with double bridle-rod steering.



STAND 6. The speciality shown on this Stand by D. F. Tayler & Co., of Birmingham, was a double butt-headed spoke. Another novelty on view was electro-tin plated spokes. A new steering-post, with thickened bottom, thus obviating the necessity of liners, has also been introduced, to strengthen the most vital point in tandem construction.

STAND 215. A novelty in ladies' pedals was shown here by Remington Bros., of Newcastle-on-Tyne. It is made of aluminium, the top and bottom being covered in with sheet rubber, thickened at places to take the tread. A gentleman's aluminium pedal was also shown, the frame of which "about 50 per cent. lighter than the ordinary steel one.

STAND 199. No cyclist could pass the Stand of Messrs. Wall & Co., of Chiswell Street, without being attracted by the large display of sundries there displayed. Every description of fitting, in the rough and finished, and a large assortment of pumps, pedals and saddles, were tastefully arranged. A couple of well-finished and constructed safeties, one for each sex, were also on view.

STANDS 191A & 192. Cycle parts and fittings are the chief exhibits of Messrs. Currall & Strasser, of Birmingham. All exhibits are, we believe, for export only.

STAND 210. The Sivadi Metal Company, Edmund Street, Birmingham, again make a display of their Sivadi metal, in the form of cycle chains, cranks, hubs, foot-rests, nipples, &c. Among the Sivadi metal hubs are several of the 1896 barrel type.

STAND 57. Drakeford & Randle, Coventry, have brought to the exhibition altogether 11 machines, four of which are ladies'. The latter are shown in two types of frame. Several of the machines are fitted with double hollow rims, and appear to be substantially built.

STAND 110. A very neat little display of a quartette of safeties were placed on the red cloth by the Summit Cycle Co., Walsall. Three of these, including a lady's safety, were fitted with wood rims. A racer, scaling 20 lbs., and with only $\frac{1}{4}$ -in. tread, was the centre of much attraction.

STAND 36. Seven machines, all of a juvenile character, were shown here by W. J. Wright, of Liverpool. Non-slipping tyres, of various makes, were fitted throughout, and the designs and fittings were all of the most approved "masculine" order. The weights and prices were remarkably microscopic.

STAND 58. The Sydney Cycle Co., of Coventry, had a taking little lot of 5 safeties on view here. All were of the roadster order, special attention being given to the ladies' department. All the machines were fitted with large barrel hubs; and a new method of fixing the lamp bracket to the head was introduced.

STAND 220. The Stand occupied by Rushbrooke & Co., of Birmingham, was conspicuous to the eye of the ordinary observer by the glittering array of cycle accessories thereon. The leading features among these, was a racer lamp, scaling well under half-a-pound, and a lady's dressguard, adjustable to any wheel.

STAND 183. A new form of tyre is exhibited at this Stand by P. A. Sparre, of 80, Coleman Street, E.C. This tyre, which is a French invention, consists of a special section of solid rubber, the inner side being semi-circular in shape. It is claimed that the tyre is exceedingly resilient, and that with it there is no danger of side-slip.

STAND 77. Warrick, of Reading, the well-known manufacturer of Monarch carrier tricycles, had a comprehensive selection of his goods on view. "The butcher, the baker, and candlestick-maker" were all catered for, and the character of the machines was both Samsonian and neat. All were fitted with the ratchet action and powerful brakes.

STAND 45. The heart of the road scorcher must have been delighted in the exhibits of Robinson, Millward & Co., of Clapham Junction. Amongst a large collection of wheels, a gem of a road machine was shown, which, although only scaling 22 lbs., seems capable of withstanding the thrust of a Hercules. Large tubes, attenuated tread, and wood rims, were fitted.

STAND 83. Thornhill Cycle Company, Cloudesley Road, London, N., bring under notice a total of seven machines. First to notice is a road racer, weighing 25 lbs., geared to 70. A neat-looking full roadster is next to be seen; another one of this class being slightly cheaper in price, so as to bring it within the reach of workmen. Ladies' machines were also on view.

STAND 164. E. S. Smith, 213, City Road, London, E.C., again makes a speciality of his cork cycle handles, which are shown, fitted with metal and celluloid ends.

STAND 173. Dr. P. Hunäus, Linden, shows his transparent celluloid gear cases with new improvements, notably in the strengthening of the frame and attachment, which is now simplicity itself.

STAND 182. F. W. Powell, of Holborn Circus, had a neat little Stand crowded with American novelties, chief amongst which was the Standard cyclometer, which is attached to the front axle, and registers from 1 to 1,000 miles.

STAND 140. Gem & Co., of Birmingham, show several specimens of frames which they manufacture exclusively for the Continental trade. D. and oval tubes are prominent. Two designs, one exceptionally strong, in ladies' machines, are on view.

STAND 134. C. Lohmann, 36, Aldersgate Street, E.C., makes a large display of cycle accessories and fittings of all kinds, including hubs, pedals, lamps, bells, saddles, pumps, &c.; in fact, everything in the way of the ordinary requirements of small cycle makers.

STAND 24. J. Forbes, 623, Fulham Road, S.W., stage 14 machines in all, including four ladies'. These machines, which are known as the Tartan, are fitted with an improved back wheel hub. They have also a triple back stay to strengthen the bottom bracket.

STAND 185. A new detachable and adjustable dress guard for ladies' machines is on view at this Stand, by W. Liggins & Co., Whitefriars Lane, Coventry. The netting in this guard is attached to the mudguard by means of hooks. Elastic is introduced in the netting to allow for shrinkage in wet weather.

STAND 200. Harpur Bros. & Mason, of Birmingham, show a very large collection of chains, chain-wheels, and general cycle fittings of an up-to-date finish. A patent pedal, with new method of crank fixing, is worthy of notice. Complete frame sets at moderate prices are this firm's speciality.

STAND 212. Carter's & Co. show their patent brace, which consists of an ordinary pair of braces with the addition of a pair of straps hanging from a strong clip at the back of the braces. This, it is claimed, enables the rider to use the whole of the strength of his legs, and power previously wasted can be employed to advantage.

STAND 214. Taylor & Co., 136, Great Saffron Hill, E.C., are exhibiting the "Speed" tyre, with plain or non-slipping outer covers, the latter being shown in two varieties, one of the latter being a new one. The tyre is a wired-on one, on the Preston-Davies' principle, the valve used being the Ross-Courtney.

STAND 198. The Resilient Tyre Syndicate were here showing a large assortment of their now famous tyres, the principal feature of which is that the fabric is constructed on the double-cross tangent thread principle. It is claimed by this method, that rolling is obviated. Lucas's valves have been adopted in all the sizes.

STAND 84. Lingford, Gardiner & Co., Bishop Auckland, display five machines of a novel character, in that they are provided with a new spring frame. The back part of the frame is hinged at the bottom bracket, being connected under the saddle by a spring and sliding bar arrangement. The front wheel is also provided with a spring arrangement.

STAND 75. The Bennett Scorchers Steel Cycle Co., St. Alban's, are again present with a show of 20 machines, including 2 ladies'.

STAND 110. J. Green & Son, of London and Leeds, have a good array of cycle chains, at moderate prices. Humber roller patterns predominate. The $\frac{3}{8}$ -ths racing chain seems reliable and well made.

STAND 186. G. E. Dell, High Road, Bruce Grove, Tottenham, is showing his well-known cyclometer, arranged both for English and French use, the latter being arranged to indicate kilometres.

STAND 26. The Express Cycle Works, Manchester, occupy their old position, with a good display of nine machines—two lady's, three full roadsters, and four light roadsters. The best "scorcher" has a $\frac{1}{4}$ -in. head, to allow an inch handle-bar stem, which adds greatly to the appearance.

STAND 120. Freeman, Thomas & Co., Birmingham. Here are effectively displayed a large variety of cycle lamps. They do not claim any special features beyond excellence of manufacture and a very enticing range of prices. These lamps have a large sale abroad.

STAND 87. Earl's Court Cycle Co., Earl's Court Road, W., show only 3 machines, but these are worthy of inspection. A novel feature in the lady's machine, which is of the V. pattern, is that the the mud-guard, dress-guard, and chain adjustment, are all in one piece, and can be readily detached.

STAND 143. The Aluminium Cycle Fittings Co., 164, Clerkenwell Road, E.C., make a special line of aluminium gear cases and chain guards. The gear case is extremely light, weighing in its varying sizes from 8 to 14 ozs. It is readily detachable, the attachment to the machine being obtained by means of two clips.

STAND 187. The Deutsche Gummifabrik, of Berlin, are showing their Diamond pneumatic tyre, which is fitted in a plain semi-circular wood or metal rim. The tyre is of the clinching type; the gripping action being obtained by a couple of thickened edges on each side of the outer cover.

STAND 188. The Radial Cycle Stand Company, Middlesboro', show the well-known Radial Stands, which need no description: they may also be seen on most of the cycle Stands in the Show. The *Multum in parvo* Stand we commend to the notice of agents. The "Handy" Stand is used by repairers and others for inverting the machine during repairing or cleaning operations.

STAND 62. Friswell, 97, Newgate Street, E.C., makes an exceedingly brilliant display of, altogether, 30 machines, including all types. The ladies are well catered for, no less than 8 machines being staged of this kind in two styles of frame. Road racers will find something new in Friswell's Yankee Wheel, which is thoroughly up-to-date in every respect, while its weight is only 19 lbs.—for road work too! The fence round the Stand is novel, this consisting of a number of Dunlop tyres and rims, placed end-to-end. Friswell's Stand is exceedingly well worthy of notice from all cyclists. Up in the gallery "something of everything" in the way of accessories are shown, including bells, lamps, pumps, spanners, cyclometers, toe-clips; in fact, as above stated, every accessory required in connection with a cycle. Some very good bells, at low prices, are especially noticeable.

STAND 195A. The Moto Pedal Syndicate Co. have, as usual, their patent pedals, which "prevent all strain on the muscles." This year the weight has been slightly reduced.

STAND 80. The Beeston Cycle and Fittings Co., Beeston, Notts. We found no machines here at the time of closing our report, but we were informed that the exhibit would consist of Beeston cycles, both ladies' and gentlemen's, of weights rather below the average. This new firm will doubtless be worth seeing.

STAND 48 Messrs. Trigwell & Co., Ltd., 146, Brixton Hill, S.W.—This old firm stage 10 machines, prominent amongst them being a racing tandem. Two racing safeties are shown, one weighing 22 lbs., having a tread of only $4\frac{1}{2}$ in., obtained by means of a bridge-stay. Ladies are catered for both as regards safeties and a tricycle. The singles are of the Humber pattern, while the tricycle looks a substantial machine, as does also the gentleman's tricycle. An excellent model of a full roadster single is also on view, this, complete with gear-case, weighing 30 lbs.

STAND 69. Mr. J. F. Bentley, 8, Red Lion Square, London, W.C., exhibits six of his Claremont cycles, three roadsters, two road racers, and one lady's machine.

NOTICE TO ADVERTISERS.

All Changes of Matter for Next Week's Issue must be in our hands by First Post, on THURSDAY, NOVEMBER 28th to secure insertion. New Ads. entirely can be taken up till SATURDAY'S FIRST POST.

Address—

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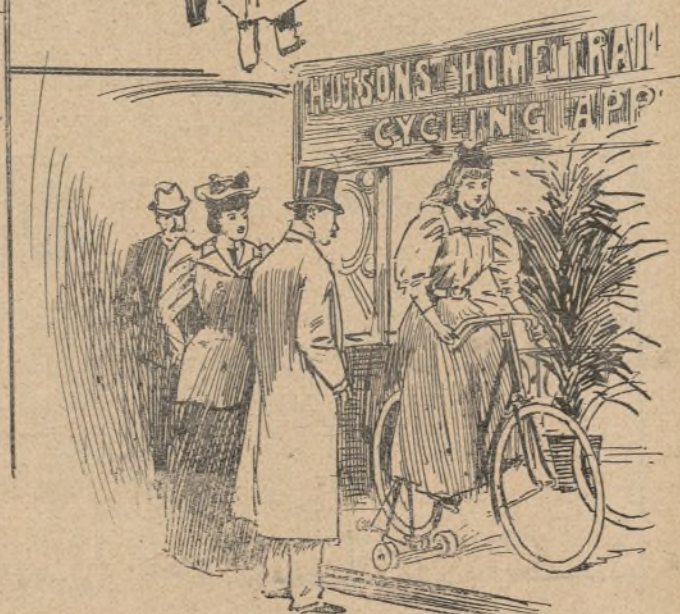
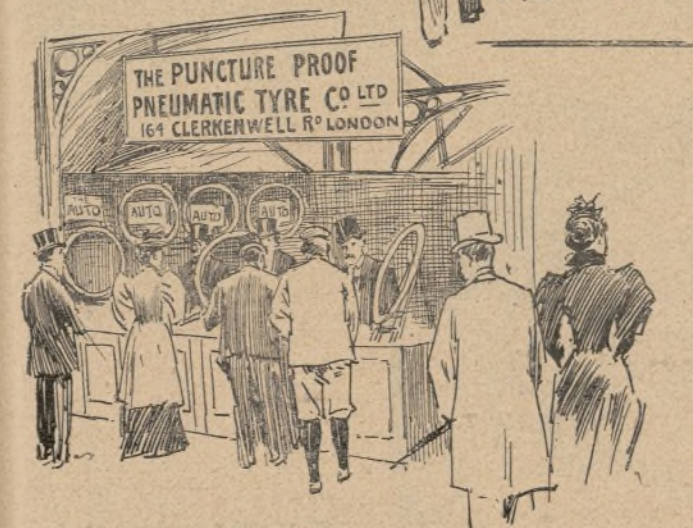
STAND 50. Six Counties are represented in a few square yards of space at the Hall—by which we mean six machines manufactured by the County Cycle Co. of Clerkenwell. The light roadster, with the two 28-in. wheels, and fitted with Dunlop tyres, ought to go well with the Trade.

ALL the cycles exhibited by the Bee Cycle Company of Coventry are fitted with Beeston tyres, and there is no doubt that the firm could go further and fare a good deal worse. The Model A. road racer, fitted with Westwood rims, is all one could desire. The juvenile machines are a very good line.

LADY cycling is now catching on in Mexico.

POACHERS are the latest class to use the wheel for business purposes.

THE first of the famous Catford Cinderellas will be held on Tuesday, Dec. 17th, at Cannon Street Hotel. Friends of the club should apply at once for tickets to the Dance Hon. Sec., Martin Floyd, Rock Villa, Catford.





WHAT is this we hear about someone having left a big company?

CYCLING glory is short: J. S. Johnson has not now remaining to him one record of any real note.

AN insurance office puts down its claims, due to cycling accidents, as 15 per cent. of its total.

ELEVEN Kurds, charged with the murder of Lenz, are to be tried before the British Consul at Erzeroum.

T. OSBORN, at Catford, last Monday, reduced Chinn's half-mile record by $\frac{3}{4}$ secs., doing 57 $\frac{3}{4}$ secs. E. A. Powell timed.

THE eighteenth annual dinner of the Newcastle C. C. was held on Thursday at the Hotel Metropole. The affair was as successful as any of its predecessors.

SINCE the Cuckoo C. C. of Newcastle promulgated the idea of having a dance in cycling costume, the secretary of the club has been inundated with correspondence on the subject.

MISS HARWOOD, an Englishwoman, beat Mlle. Lisette, a Frenchwoman, in a six days' race for wheelwomen at the Aquarium. The winner covered 371 miles 2 laps; the second rider 368 miles 6 laps.

Ben's store.

BEN WINCHURCH, the sturdy Midland rider, at his newly-acquired premises, The Aquarium, Moor Street, is going to provide storage-rooms for cycles. Cyclists passing through Birmingham should note this.

[Mr. William Iliffe.

THE only witness called by us in our libel action last week, other than members of our staff, was the gentleman impudently referred to by the defendants as "Bill" Iliffe. Mr. Iliffe is part proprietor of the "Cyclist," a well-known and respected journal.

Tried their Hardest.

EDMUND DANGERFIELD was in the witness box for nearly an hour-and-a-half on Friday last, and was submitted to a severe cross-examination. His emphatic denial of the charges made caused his Lordship to remark that he was 'an exceedingly fortunate man.' The court was crowded.

The boom of the Show.

UNDOUBTEDLY the attraction at the Stanley Show is the Maxim guns mounted on the specially constructed cycle carriage, and exhibited on the Rudge-Whitworth Stand. This vehicle is the latest invention of the great Hiram Maxim, but is built by the exhibiting firm. Great consternation was created in the Hall on Saturday night by the deadly instrument being run along to one of the exits, and fired for the purpose of more completely showing its capabilities. The war cycle, so jeered at a short while ago, has surely come.

Blair's three-class scheme.

THE next attempt to put the N.C.U. and its racing-men on a healthier and more common-sense basis, will be made at the December council meeting, when James Blair will introduce his three-class scheme. This scheme has been carefully thought out, and in the draft, that lays before us, every reasonable eventuality appears to have been provided for. Briefly, the scheme is as follows: There are to be no licenses, but election to membership in one of three classes: A., B., and C. A. Class is to consist of amateurs, in accordance with the present strict letter of the N.C.U. law; but no one in the Cycle Trade is eligible in this class, unless he agrees to ride a machine and tyre approved by the Union. The Committee to elect members to the A. Class, will consist of seven members of the Union, not connected with the Trade, nor the Press. B. Class is to consist of riders who have never taught any athletic exercise for money, nor competed for cash prizes, and the whole of the racing men engaged in the Cycle Trade, save the exceptions before-mentioned, are to be put in this class. There is no mention made as to "expenses," and it is therefore to be presumed that B. men will be allowed to receive such assistance. C. Class will be professional, as per present rules. A clause in the application for membership for both the A. and B. men, runs as follows: "I hereby agree that any refusal or cancellation of membership by the N.C.U. may be published in such way as the N.C.U. thinks fit."





AUNT BETSY.—"Ah! now that's what I call real brotherly affection! How they seem to cling to each other! Very dear brothers, evidently; perhaps twins!!"

A religious thief.

A CYCLE thief who has recently been sentenced to five years by a Detroit judge, had a peculiarly vicious system. He used to attend churches where cyclists resorted, join in the devotions, and leaving early, scoot on the best looking machine in the porch.

The vitality of Oldham.

IN addition to cycle manufacturing having become a staple business in Oldham during the past few years, it is also a noticeable fact that since the advent of the pneumatic the local cycling clubs have multiplied at an enormous rate, and to-day Oldham may be considered one of the largest cycling districts in the North. It is pleasing to record the fact that the place maintains a small local Union for the benefit of its clubs, the majority of which are staunch supporters of the Manchester Centre; indeed, it is no stretch of imagination to say that fully a third of the support accorded to the Manchester Centre is derived from clubs in the cotton-spinning district of Oldham.

Superstitions of the path.

HERE are a few stories told by a Canadian contemporary about the superstitions of some crack bicyclists. John S. Johnson always wears a snake-skin cap—which, by-the-way, is pretty seedy-looking now, for he has used it since he commenced racing—when he competes in races of importance. Arthur A. Zimmerman carries a pair of old shoes with him in his trunk. He seldom wears them, and keeps them simply to put on when he has entered an important race. The latest story is to the effect that Starbuck, the French professional, carries a quarter-of-a-dollar fastened to the handlebar, just to remind him that he is "after the coin." Pat O'Connor the genial Irishman, who travels with Johnson and Tom Eck, says that if you want to ride a good race you want to have a sleep just before the event. Pat always takes a nap where it is possible.

Tall.

A NEW ZEALANDER has knocked 27½ hours off the Brisbane to Sydney record (over 700 miles). The ride included climbing a place 4,000 feet high.

Winter runs.

WE are not hearing so much about Winter runs just now, as we did last year, and it looks as if some of those clubs that started on them in 1894, with so much enthusiasm, have not the courage to repeat the experiment. This is a pity; with a short distance, well chosen destination, and any weather, bar a deluge, a Winter club run can be made as enjoyable as a Summer one, and we are not speaking from theory.

A clash avoided.

To prevent the threatened unfortunate clash with the Bath Road dinner, the other ex-road club, the North Road, have changed the date of their annual feast from December 13th, to December 12th.

A hint for the ladies.

As a general thing, says an authority, when a woman complains of her saddle, it is tilted wrong. Many a woman suffers in silent ignorance, when tilting the saddle backwards would, in her case, revolutionise cycling.

Good frontiers.

As an Australian writer on cycling matters very well remarks:—"There is no need for wheelmen and horsemen to war upon each other as to their respective rights to the highway. Any road is wide enough for both, if it is bounded by courtesy and good-will."

Gave him a horsewhipping

GREAT is the American girl, especially the bicycling girl. Two of them, riding recently in Golden Gate Park, San Francisco, were cut rather fine by a driver of a carriage, and one of the girls was thrown. They followed the carriage, and, when it stopped, attacked the driver, seizing him by the hair, and thrashing him with his own whip. As a fitting finale, they started his horses off through the park, with a grand disregard of everybody and everything.

Sir Robert Peel's revelation.

It is not usual to look for important political and Government announcements in cycling club after-dinner speeches, but at the annual dinner, of the Tamworth C.C., Sir Robert Peel made a political revelation of almost world-wide interest. He said that he had heard the Government had an idea of consolidating and taking over all the mortgages on land by lending money to the landlords at 3 per cent., thus enabling them to save 2 per cent., as most of them had to raise money at 5 per cent. The money thus saved could be spent in improvements, and for the benefit of the people. The matter was before the Cabinet, and the idea received favour from Mr. Henry Chaplin.



(As viewed from the sad sea waves.)

"Don't Dick, that horrid old woman's looking!"



A Ayuntamiento de Madridow.

MIRIAM MYERS.

(A ROMANCE OF THE STANLEY SHOW.)

MIRIAM MYERS, of Maida Vale,
Was sweetly pretty, though rather pale.
She was turned nineteen,
And she sat her machine
With the sinuous grace of an Eastern
queen—
And a Goyischer gent by the name of Green
(A stockbroker's clerk)
Was heard to remark,
As he watched her gyrating in Battersea
Park,
"Of all the fair maidens as ever I see,
"This Yiddisher maid is the maid for me!"



"WITH THE SINOUS GRACE OF AN EASTERN
QUEEN."

Since that fateful day
There's the dickens to pay
With young Willoughby Green (clerk to
Browning & Gray)
For the glamorous eyes of Miss Miriam
Myers
Set his heart a-blazing with Cupid's fires.
And he yearned and sighed
To make her his bride—
Though he'd scarce enough shekels the ring
to provide.
But Willoughby Green was a smart young
man;
And *nil desperandum's* a capital plan;
So he danced with her twice at the Mon-
tagu's ball
And induced Mrs. Myers to ask him to call—
At eventide
He would often ride
Uncommonly close to Miss Miriam's side.
And one Sunday, when he
Was invited to tea,
He got in a corner, and flopped on his knee,
And exclaimed, "Dearest girl, will you marry
me?"
And she didn't say no,
But she whispered low,
"You must ask papa—Don't! dear; you're
hurting me so!"

Miriam's father was growing old;
In his Houndsditch shop he made tons of
gold.



"FLOPPED ON HIS KNEE."

The City accounted old Israel Myers
The smartest of sellers, the 'cutest' of
buyers.
Though he "kept it dark,"
'Twas the theme of remark,
In Brondesbury, Kilburn, and Belsize Park,
That Israel Myers was worth his "plum,"
(Which, I'm told, means a highly respectable
sum.)
And his daughter, by parties in search of a
match,
Was regarded as quite an exceptional catch.
Her eyes have planted a rankling dart
In the sensitive bosom of Lionel Hart.
And Solomon Spiers,
In vain, aspires
To the jewel-girt hand of Miss Miriam
Myers—
For I solemnly swear,
And sincerely declare,
That old Israel Myers (the crusty old bear)
Had made up his mind that his daughter
fair
Should wed a Westralian millionaire.
And that being so, just conceive his chagrin,
When a Goyischer party, named Willoughby
Green,
Rode up to his door on a Humber machine,
And, in accents bland,
Demanded the hand
Of his daughter—Well, there, yo can quite
understand.

The old fellow got riled,
And uncommonly wild,



"ON A HUMBER MACHINE."

At the notion of losing his favourite child.
He cursed, and he swore,
And showed him the door,
And told him to never come back any more.
So young Green rode away, with a flea in his
ear,
While Miriam wept—such a great, big tear!
And 'twas currently rumoured—but folks
are such liars—
That she cruelly sat on young Solomon
Spiers,
When he met her next day
At a smart *matinee*,
And tried to elicit her views on the play.
Be that as it may, there is not the least
doubt
That when Willoughby called, Mrs. Myers
was out,
And old Israel acted the tyrannous dad
To perfection—his daughter he straitly
forbad
To hold conversation with Willoughby
Green
By spoken word, or by written screed,



"IN A SNUG LITTLE COAT."

By flower or token or jewel or bead,
And he specially charged her—which really
was mean—
Not to take the front seat on his tandem
machine.

But Love, they say,
Has an impudent way
Of laughing at locksmiths—so, one fine day,
Miss Miriam favoured her languishing beau
With a rendezvous at the Stanley Show—
But she told her mamma she intended to go
To visit Aunt Rachel at Stratford-le-Bow.
So she fluttered forth, in a snug little coat,
With a weird, furry beast round her ivory
throat;
A ravishing hat
Made of Dunstable plait;
And her foolish heart beating in a soft
pit-a-pit—
Of course, he was there,
Got up with great care,
And looking so handsome and *debonair*
That Miriam Myers was moved to declare
That she didn't care!
Her papa was a bear!
And she didn't intend to obey him—so
there!



"OF COURSE HE WAS THERE."

Now, of course I don't know
If you've happened to go—
How should I?—to visit the Islington Show;
But, if ever you have, you'll agree with me
That it's really a wonderful sight for to see.
There are model machines ranged in parallel
rows—
And lots of nice girls in their best Sunday
clothes—
And folks from the country who tread on
your toes—
There are tandems and triplets (and quad-
ruplets, too),
And odd little trifles, instructive to view,
Such as pumps and pedals,
And badges and medals,
Solution and patches,
And wind-proof matches—
Then there's oil for the bearings, and oil for
the lamps,
Tiny revolvers to argue with tramps,
Miles upon miles of resilient tyres
Like the hose the Brigade use for putting
out fires,



SMART LITTLE JOHNNIE."

And spokes manufactured from telegraph
wires—
Magical chain-gear to double your pace,
And enable a lady to pedal with grace—
Rational dress—which made Miriam pout—
CYCLING's Show Numbers (but these were
sold out)—

People, by scores,
Flocking in at the doors
(Some of them natives of foreign shores)
All smiling, and smoking,
And laughing, and joking,
And into odd corners their noses a-poking—
This is the sort of thing, you know,
You are certain to see at the Stanley Show.

Young Willoughby Green and Miss Miriam
Myers

Were losing themselves in a jungle of tyres,
Discussing a tandem the lady admires
(Interspersed with remarks that his passion
inspires),

When a smart little Johnnie attracted her
eye

By the cut of his coat, and the tint of his tie.
And then she discovered that others, as
well,

Were eagerly eyeing the same little swell.

A curious crowd,
With whispers loud,
Was pressing as near as
politeness allowed.

And she nudged her lover
and murmured low:

"Pray who can he be, that
they stare at him so?"

And he said: "Don't
you know?"

"Well, this is a rum go!
"You don't mean to say you
don't recognise Joe?"

"That's Joe Jagers, my
dear, the great ama-
teur crack.

"I've seen him with hardly
a coat to his back;

"Now he's rolling in cash
—he's as rich as a Jew;

"He's licensed, my pet, by the
N.C.U.!"

And she pondered his
words in her wise little

brain;

Standing silent awhile—then she spoke
again,

"Now, look here, my darling old boy," said
she,

"If you're really and truly in love with me,
"In the name of Fortune, why don't you go
"And get a license like Amateur Joe"

"Get rich; and I'm sure my papa will with-
draw

"His objection to you as a son-in-law."

Willoughby started as though he were shot;
Then steadied himself, and replied, "Great
Scott!

"What a smart little woman! I will—why
not."

Though Browning and Gray thought it
deucedly strange,

He turned his back on the Stock Exchange,
With its stocks and shares,

And its bulls and bears,
And itinerant-players of popular airs,

Its jobbers and brokers
And practical jokers—

Its sanguine promoters and querulous
croakers—

Its Barney banks, and its Kaffir mines—
And modelled his life on quite different lines,

He resolved to refrain
From cigars and champagne;

"HALL-MARKED
AMATEUR."

From bolting his breakfast, and missing his
train;

To bicycle daily, in sunshine or rain;
And impelled by the love of sweet Miriam
Myers,

He came to the front as the fleetest of flyers.
Obtained his license, and took the track

As a genuine, hall-marked, amateur crack.

No; you mustn't ask me
How he did it. You see

These affairs are arranged on the strictest
Q.T.,

And 'twould never do
To divulge to you

How a scratch of the pen of the N.C.U.
Can enable a man to grow rich as a Jew.

You couldn't expect me—supposing I knew—
But there's gloom on the brow of young
Solomon Spiers,

For that sweet Rose of Sharon, Miss Miriam
Myers—

The daintiest damsel that ever was seen—
Is engaged to be married to Willoughby
Green.

In Willesden Lane you may often meet
A pretty young lady, with trim little feet,

Who rides in a manner so graceful and neat
That, I beg to assure you, it's really a treat.

And possibly, too, you have also seen
A sweet little cherub, named Israel Green,

Indulged with a ride on his mother's
machine—

From which you will gather it's some time
ago

Since they went on the sly to the Stanley
Show.

WM. C. BIRT-WHITWELL.

"INDULGED WITH A RIDE ON HIS MOTHER'S
MACHINE."

Cycling at Cape Town.

CYCLISTS' Volunteers afforded considerable
amusement lately in the manoeuvres. In
carrying a despatch a cyclist was suddenly
surrounded and fired upon by many other
cyclists. Although "hopelessly captured,"
and "mortally wounded," he managed to
destroy the despatches, thus cheating his
captors. When in their hands, however,
they discovered their prisoner was from
their own corps, and it is not stated, but we
presume they all felt a little upset.

AMATEURISM IN SPORT.

ITS RISE AND DEVELOPMENT.

By H. HEWITT GRIFFIN.

(Conclusion).

THE early days of the sport of cycle-racing are, to a great extent, shrouded in mystery, and it is exceedingly difficult to trace the start of the sport. As might naturally be expected, Britons could not long have a new means of locomotion without putting it to the test of racing. In a search extending over many years, the first *amateur* race we have been able to discover is reported in "Bell's Life"—a "Two Miles Velocipede Race"—at Salisbury Sports, on 10th of April, 1869. Of the Universities, Edinburgh led the way. 23rd June, 1869, and Oxford University held a handicap on 2nd of December, 1869. Owen's College, Manchester, held the first "Bicycle Race," and "Bicycle Handicap," May, 1869. The first bicycle races at the Oval were held in August, 1869—at the same Sports W. G. Grace, the famous cricketer, won a couple of running events).

With cycle-racing the coming craze, and forming a feature at most Sports, all sorts of "hole-in-the-corner" contests were promoted by publicans, and other sinners of that ilk, with indiscriminate entries. At first, the bicycle being looked on as

A TOY OF THE HOUR,

and a fancy fad of the few, not much notice was taken of these proceedings; but as the sport grew in favour and frequency, objections and protests became common, and the committee of the Amateur Athletic Club had its hands full, hearing appeals, disqualifying, or reinstating, those who had offended against the amateur law,—which has already been quoted.

To break, for a moment:—It would be interesting to know how many of those who, over-weighted with wisdom (?), are now waging war against Amateurism, ever heard of the A.A.C., or knew that that club, for nearly ten years before the birth of the Bicycle Union, controlled and regulated amateur cycling.

The next step was the holding of the first Amateur Championship. This, too, was promoted by the A.A.C., which already held and managed the Athletic and Boxing Championships at Lillie Bridge, and it bears out our contention of the mixed state of the sport, to find that when, on the 12th of August, 1871,

THE FIRST CHAMPIONSHIP

was held, there were about 20 entries—and to quote the "Field" of the 10th of August, 1871, page 171, col. 3, "few could be considered 'Amateurs,' much less 'Gentlemen,' and protests were lodged against 2 out the 3 actual starters"—as history tells us, the winner filled both qualifications—H. P. Whiting, an ex-

Rugby boy, who finished alone, "in very good time," 16 min. 25 secs., for the 4 miles.

In those days nearly all events were described as being open only to

"GENTLEMEN AMATEURS,"

and the words were sometimes added, "as defined by the A.A.C." Amateur sport was, as yet, too young to stand alone, and its only possible chance of success was to keep it as select as possible—and this applied to both Cycling and Athletics (which were bound together) Swimming, with a few exceptions, such clubs as the Ilex and Otter (W. Terriss, the noted actor, held the captaincy of the latter about this time) was simply chaotic, Amateurism and Professionalism being mixed up anyhow.

So many writers have given the Bicycle Union the credit of breaking down the exclusive clause of sport, that it may be news that the first to do so was the late Lord Lurgan, one of the truest-hearted sportsmen who ever drew breath. In 1871—September 2nd, to be exact—the Lurgan A.C. Sports were founded, and the meeting became

ONE OF THE BEST IN THE KINGDOM.

It was before the £10 10s. prize limit, and each year Lord Lurgan gave a prize, worth £25 or £30 for a 1 mile running race, and Lady Lurgan a somewhat similar one for a 3 miles' walking race—on condition that both events should be "Open to all except Professionals," and they drew the best men of the day from all parts—we saw "Choppy" Warburton win Lord L.'s cup over 20 years ago (in 1874, owing to the exertions of the present writer, cycle races were first added to these sports). These "open" flat races were really the thin end of the wedge.

In 1877 Cycling had developed into such dimensions, and the A.A.C. had shrunk into such a small compass, having become almost a one-man-show, that, after a good deal of correspondence in "Bicycling News," a meeting was held at Anderton's Hotel, Fleet Street, on September 13th, and again on November 17th, and the Bicycle Union was practically formed; and, on November 20th, J. W. Benningfield, Hon. Sec., *pro tem.*, issued a circular to clubs, many of which met at the Guildhall Tavern on February 16th, 1878—amongst the speakers, was W. B. Tanner, the only one now known in cycling legislation. They met again on March 14th, and a committee was appointed to present a code of definitions to a meeting on April 4th. There must have been

A STRONG IRISH CONTINGENT

on that committee, for they made the Union a laughing stock for years, as their definition of an amateur was a negative qualification:—

"THAT a professional bicyclist is one who has ridden a bicycle in public for money, or who has engaged, taught, or assisted in bicycling, or any other athletic exercise, for money."

"THAT a bicyclist, who shall have competed with a professional bicyclist for a prize knowingly, or without protest (except at a meeting specially sanctioned by the Bicycle Union) shall be, also, considered a professional bicyclist."

Now came the negative, which made the amateur:—

"Any person not included in the above definition shall be considered an amateur bicyclist."

Bad as this bastard and loosely-worded definition was, it had to do duty for some years—it made one good move—the sweeping away the "mechanic, artisan, or labourer" clause. In this connection an amusing absurdity may be quoted:—A man, a farmer's son, competed in the sports of a certain club, the next year he became a mechanic, and had his entry refused, but the rule being altered, he became again an amateur.

On 24th April, 1880, the Amateur Athletic Association was formed—at Oxford, and both Universities supported the striking out of the obnoxious "tail" which carried all the, to many, objectionable words, and adopted the plain simple honest definition:—

"No person shall be considered an amateur who has ever competed with or against a professional for any prize; who has ever taught, pursued, or assisted in the practice of athletic exercises of any kind as a means of obtaining a livelihood."

Special resolutions were passed recognising the Bicycle Union and the

AMATEUR VERSUS PROFESSIONAL

racers they had already promoted, but refusing to recognise any further breaches of the accepted canons of amateur law, "That the rules of the A.A.C. and those under which the Oxford and Cambridge sports are conducted, be adopted as the basis of the Association Code," save for a slight improvement in the wording, the definition is the same now.

Turning to the third great branch of sport—Swimming. The Swimming Association of Great Britain, formed earliest of any of the governing bodies, in 1869, made the following law:—

1. "Persons who have competed for money prizes, for wagers, for public or admission money, or who have otherwise made the art of swimming a means of pecuniary profit shall not be allowed to compete as amateurs.

2. That amateurs be allowed to compete against Professionals for a prize, or honour only."

Professional runners, walkers, scullers, &c., were allowed to pose as amateurs in "All England Handicaps." Of course, these were not recognised—as already explained by the leading clubs. In 1879 the S.A.G.B. was in a very low way. Several good, hitherto "exclusive," clubs joined and tried to pull it together, but the older division did not

understand the administration of the *Amateur* law and in 1883-4, there was a big split. The genuine amateur division formed the Amateur Swimming Union, all the competing members were suspended by the older body, but these rulings were laughed at and never recognised by the A.A.A. or N.C.U. In 1885 wiser counsels prevailed, and an amalgamation and entire reformation of swimming law was effected, and the Amateur Swimming Association formed, with practically the A.A.A. and N.C.U. definition of an amateur. Since then its success has been wonderful, there are over 200 clubs affiliated to the Southern division alone.

Here then, we have the Amateur Law focussed from three, at one time, widely divergent points, and the three chief governing bodies of Sport working in perfect harmony with the main foundation of amateurism, being almost identical—how near to each other the three are can only be seen by placing them side by side;—

N.C.U.—“An amateur is one who has never engaged in, nor assisted in, nor taught any athletic exercise for money, or other remuneration, nor knowingly competed with or against a professional for a prize of any description, or in public.”

A.A.A.—“An amateur is one who has never competed for a money prize or staked bet, or with, or against a professional for any prize, or who has never taught, pursued, or assisted in the practice of athletic exercises as a means of obtaining a livelihood.”

A.S.A.—“An amateur is one who has never competed for a money prize, declared wager, or staked bet, and who has never taught, pursued, or assisted in the practice of swimming or any other athletic exercise as a means of pecuniary gain; and who has not, knowingly or without protest, taken part in any competition or exhibition with anyone who is not an amateur.”

Opinions may differ as to which of these three is the most effective. The A.A.A. seems the simplest, but it leaves out “staked bet” and “knowingly,” and practically does not cover an exhibition for “love;” and a man must “teach,” &c., *more than one exercise* before being disqualified,—at least, it *might* be read that way. Decidedly, the A.S.A. is clearest of course, there are sub-laws and rules hanging on to each definition.

If the three sports are to work in perfect harmony, these three definitions ought to be made identical with each other—word for word.

The above was written—an 1 type—before we heard that the main business of the conference between picked representatives of the three bodies—A.A.A., A.S.A., and N.C.U.—held at Anderton's Hotel, Fleet Street, 16th November, would be the revision of the Amateur definition, and adoption of a uniform code, common to all three. This was really the most important meeting ever held on the Amateur question, and brought about what we have urged, and hoped for, for many years.

The result shows that our opinion, as to the A.A.A. being the best rule, was amply endorsed, by the conference adopting it, with slight alteration.

THE NEW UNIFORM DEFINITION OF AN AMATEUR.

An amateur is one who has never competed for a money prize or monetary consideration or for any declared wager or staked bet, who has never engaged in, assisted in, or taught any athletic exercise as a means of pecuniary gain, and who has never taken part in any competition or public exhibition with any one who is not an amateur.

The above will now be universal in the three sports. The words, “*or monetary consideration*,” are almost the only new words. May it be not only uniformly accepted, but acted on. There is a long string of exceptions and bye-laws, and each body has power to make special exceptions in its own sport.

“*Aquatics*” comes under a different head, and is more akin to cycling, as a three-class scheme is in vogue,—though most rowing authorities would look askance if such a thing were suggested. Owing to the strict—practically, the old “gentleman amateur”—definition which the Amateur Rowing Association so rigidly maintains, the rowing amateur is, in the order of precedence, at the top of the amateur ladder, and ranks as of a higher status than cycling, athletics, swimming, or other sports. To briefly quote: “This Association shall be called

THE AMATEUR ROWING ASSOCIATION,

and shall consist of clubs which adopt the following definition of an amateur, viz.—(Revised 23rd April, 1894):—“No person shall be considered an amateur oarsman, sculler, or coxswain;

a. Who has ever rowed or steered in any race for a stake, money, or entrance fee;

b. Who has ever knowingly rowed, or steered, with or against, a professional, for any prize;

c. Who has ever taught, pursued, or assisted in the practice of athletic exercises of any kind, for profit;

d. Who has ever been employed in or about boats, or in manual labour, for money or wages;

e. Who is, or who has been, by trade or employment for wages a mechanic, artisan, or labourer, or engaged in any menial duty;

f. Who is disqualified as an amateur in any other branch of sport.”

Thus, by the last clause, the A.R.A. recognises the rulings and suspensions of the N.C.U., and all other governing bodies of sport.

The National Amateur Rowing Association caters for the wider circle of clubs which are amateur, but without the pale of Henley acceptance. Then come the professionals, and they, too, are split into various classes. Thank goodness—and the A.R.A.—there is, at least, one section of one sport which still holds its head high, and, refusing to knuckle down to the democracy and money-grubbing of the age, remains unsullied.

Unfortunately, cycling amateurism is distinctly different from all other sports, owing to the enormous trade interests involved, unknown in other sports. It is the injudicious farming of these interests which has brought cycle-racing to its present deplorable state, and sunk it far below the amateurism of all other sports.

The remedy is the most difficult problem ever presented, for solution, to any branch of Sport. Some writers have actually advocated that, the N.C.U. should “abolish amateurism,” a veritable *reductio ad absurdum*, as a new governing body, and a new amateurism would arise, and nine-tenths of all races in England, including the *Amateur Championships*, would be held under its laws, leaving those, who followed the old order of things, out in the cold.

Amateurism always will exist in every branch, just as every Sport will contain “blacklegs,” and men who will sacrifice honour for cash, and sail under false colours simply because it “pays better.” If prize value was their only object, they might be rooted out, but the trophies are a very minor consideration, and, doubtless, the most trivial class of award would, should the race be important enough as an advertisement to their employer, produce just as satisfactory a result to their pockets.

Professionalism, in almost every Sport, has, not unjustly, earned a bad name, from almost every point of view. Even considered sentimentally, the charm is gone, because it is known that the men are riding for money, and it is remembered that money-prizes can be easily cut up to suit the market. Again, many professionals have done their best to kill the goose that laid them golden eggs—witness the James-Harris match, and other incidents. With so few of this class in this country, there are, naturally, a very limited number of contests, and, even if their ranks were largely recruited, there would still be a lack of races, at any rate till they proved more worthy of encouragement, and the paying public took to it more kindly. Fortunately, there are a few professors as honest and straightforward as any amateur.

Although a middle class is, on the face of it, absurd, it really seems the only way out of the difficulty—if the A.A.A. will only permit B. events to be included in the programmes held under the joint laws and rules. This would, at once, provide an unlimited number of races throughout the country, but throw great additional expense on promoting clubs, and curtail the regular amateur races. But it seems the only plan.

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*.

