

CYCLING.

CONDUCTED BY
EDMUND DANGERFIELD & WALTER GROVES.

THE HAMP.



A FAIR CONVERT.—IV
ACCOMPLISHED
Ayuntamiento de Madrid

THE PROBLEM SOLVED.

THE TRADE BOOMED, THE PATH PURIFIED.



COMBINATION of misfortunes had overcome me, and as the evening shades began to fall, I sat in my chair before the fire, sunk into a state of profound dejection. To begin with, I had been moved, after reading an article on the delights of Winter cycling, to go for a spin, and had returned home with a puncture, the mud of many spills, and the gnawing consciousness of a character for chaste and subdued language, wrecked for ever. And when I got there, I found

an imperious mandate informing me that if my promised copy for one of *CYCLING*'s Show Numbers was not immediately forthcoming, the Pacing Editor would withdraw his assistance in my proposed attempt on the record round Camberwell Green. The last was the unkindest cut of all, for, in a reckless moment, I had promised to send in something quite fresh and original, which, in the excited state of my brain over the proposed record, I knew my utter inability to do.

Original! Why, the more I struggled and wrestled with myself for an idea, the more helplessly imbecile I became. I was bodily comfortable, for the fire was warm—quite enough, indeed, to have made me drowsy if I had not had so much to keep me awake—but, mentally, I was tortured. One moment something seemed as though it were coming, the next it had gone again, and then I groaned in wrath and anguish, while an impulse to sit down and dash off a curt refusal, leaving the Show Number to its untimely fate, grew strong upon me. Yes, I would do it; I was determined, I—but alas! I recollected the record. No longer, I thought, in bitterness of spirit, was I free to follow my own devices. One short year ago I had been the possessor of a fortune of £120,000, but I had, as a pure amateur, broken three records since then, and now I was a beggar.

It was in the midst of this mental conflict that I was disturbed by a low laugh, and looking up, I saw that in my abstraction someone had entered the room without my hearing the sound of the door.

"I—I beg your pardon," I said, springing up; "I did not hear my servant announce you. I am not certain whether I have the pleasure of knowing you, as the obscurity—"

"Oh, don't apologise," he interrupted, seating himself, in response to my invitation, "I thought I would just call in as I was passing; the freemasonry of the wheel, you know."

I started as I heard this phrase, which seemed to awaken some echo of the past, some boyish recollection, perhaps, or some ancestral story, and kicked the fire into a blaze, in order that I might see his face. It was, however, strange to me.

"Yes," he went on, thoughtfully, "I have been watching the course of affairs for some time past in silence; but I cannot stand it any longer, and so I dropped in to relieve my mind a little."

I had not the least idea what he was driving at, and I daresay I looked it, for he went on—

"You are, naturally, surprised to receive a visit from a stranger thus unexpectedly, and more so, still, when he commences to talk to you in enigmas. I will explain myself. You are a member of the Licensing Committee, I believe?"

"Sir," I replied, ruffling my drooping feathers a little, "I have the honour to be a member of that enlightened and distinguished body of men, which, in the face of enormous difficulties, is striving to maintain the dignity of pure amateurism. A—but are you not well?"

"Merely a passing spasm," he replied, after a few moments, withdrawing the handkerchief which he had crammed into his mouth. "Pardon my interrupting you; go on."

"A body," I continued, "which is determined to uphold the white standard of that army which strives for glory, and not for personal gain"—(here, thinking of my lost thousands, I swelled still more proudly)—"a body which, at any cost, and in the face of all obstacles, is determined to keep down the veiled professional, and preserve our great and noble sport unsullied."

There was no mistake about it, this time; he *was* ill. He lay back in his chair, shaking and writhing, in a series of painful and unnatural contortions, which alarmed me the more because accompanied by no cry or groan of anguish. I got up, at length, to ring for some brandy; but at that moment he recovered somewhat, and motioned me to my seat. I observed, as I resumed it, that his face was twisted and livid; but, after a few moments, his natural colour came back, and he seemed quite himself again.

"And this—this Licensing Committee," he went on, with a curious hesitation in the utterance of its name, "it is, I presume, composed of other gentlemen like yourself,—men of position, intellect, and sound judgment?"

I bowed and murmured a gratified assent.

"And yet," he murmured, "so blind!"

I started, the smile of pleasure fading swiftly from my face at his changed and uncomplimentary tone.

"Yes," he went on, looking at me keenly and firmly. "Men of discernment in some matters, but blind in this to their great opportunities. Men who are clear-sighted in ordinary affairs, and yet grope in the dark for the solution of a problem which unfolds itself in the broad light of day, plain to all beholders."

I did not know what to make of this, but I could not restrain the growth of a feeling of resentment.

"Now tell me honestly," he continued, "can you describe this fatuous crusade which you are pursuing as other than a veiled struggle with the manufacturers?"

I could not.

"Nor any man," he went on, "for it is that and nothing else. Now ask yourself if it is well that the heads of a powerful and growing industry, and your handful of committee-men should be pursuing this suicidal strife?"

"It is most regrettable," I conceded, "but the purity of the path—"

"Purity of fiddlesticks! I am going to drive an honest blow right home. What better are you, wasting your substance on the petty and idle vanity of a record, merely for the paltry pleasure of seeing your name praised in a newspaper, than a man who does the same thing to earn bread for his wife and children? What you call glory is vanity. You race to tickle one of the most contemptible weaknesses of humanity; he for life itself. I ask you again, what better are you than he?"

"There is a further consideration," he resumed, after a moment's pause, during which I hesitated how to frame a reply, the reasoning being on a somewhat new line, "if you look, for once, a little beyond the circumference of your wheel, and take a broad view of the world's affairs, you will see that there is a commercial struggle going on between nations more keen and deadly than any war of past times. England has to fight for her supremacy in trade as her sons once fought for supremacy at sea. Well, here she has got the reins of a new industry in her hands, and between you, you are going to lose them. There is a huge trade to be expanded if energies are not frittered away on petty internecine quarrels. Sooner or later you must relinquish a hopeless struggle; do it while there is yet time to avoid doing irreparable damage to the Sport."

I shook my head.

"If we give up now, makers' amateurism, with all its evils, will rule rampant. It cannot be controlled, and, therefore, it must be stamped out, whatever the cost may be. Perhaps, we are fighting a losing battle" (here he smiled cynically); "but, at least, we are fighting in a good cause. We must go on; there is no resource, we—"

He interrupted me by springing to his feet, and dragging a newspaper from his pocket. Turning the pages over rapidly, he folded it before me, and said:

"Read!"

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The title of the paper was hidden from view in the fold, but I caught sight of a portion of a line, which ran "*—ing will ever lead.*" The article before me was headed:—

GREAT MEETING AT HERNEFORD HILL.

RECORDS BEATEN.

Running my eye down the column, I perceived that it purported to report some cycle races, but under such extraordinary conditions that I could make neither head nor tail of it. Here was one race:—

Sir Barnaby Blueblaze's "Stourminster," by Humber—Dunlop	Barden	1
The Duke of Verisopht's "Laid Ass," by Rudge-Whitworth—Palmer	Harris	2
The Earl of Ditchwater's "Flying Fish," by Swift—Clincher	Edwards	3
Dr. Twister's "Bitter Pill," by Good Intention—Bad Execution.	Chinn	0
Mr. Quillier's "Box the Compass," by Old Ordinary—Solid	Relph	0
Mr. Muggin's "Rattlebox," by Gaspipe— Bogus	Owner	0

"Rattlebox" was indulged with the lead for the first lap, when he was left. At the bell "Laid Ass" took up the running, but Stourminster's jockey brought him with a rush round the last bend, and won by a wheel.

I stared at my companion in astonishment as I finished and asked feebly, "what does it mean?"

"You don't see it, O wise legislator!" he replied, "and yet it is all simple enough. It means that the so-called impossible has been achieved. There has been a quiet sporting revolution, and makers' amateurism has been swept away for ever. Do you know what a horse-race is?"

I tried to turn up my eyes in holy horror, but his keen gaze was upon me, so I murmured "yes!"

"Well," he went on, "we have simply taken advantage of the enthusiasm for cycling which exists amongst the aristocracy to turn them from horse to cycle racing, and the result has been a triumphant success. We represented that they could get equal sport from cycles as from horses, without the enormous cost of breeding and training, and they took to the idea eagerly. They rushed to the big cycle manufacturers' and placed orders for special racing wheels. Sir Barnaby, for instance, has 30 or 40. That was an advantage by giving a tremendous impetus to the trade, but observe what followed. The maker's amateur was instantly transformed into a jockey and as such he makes three times as much as he did before. Turn over, now read there."

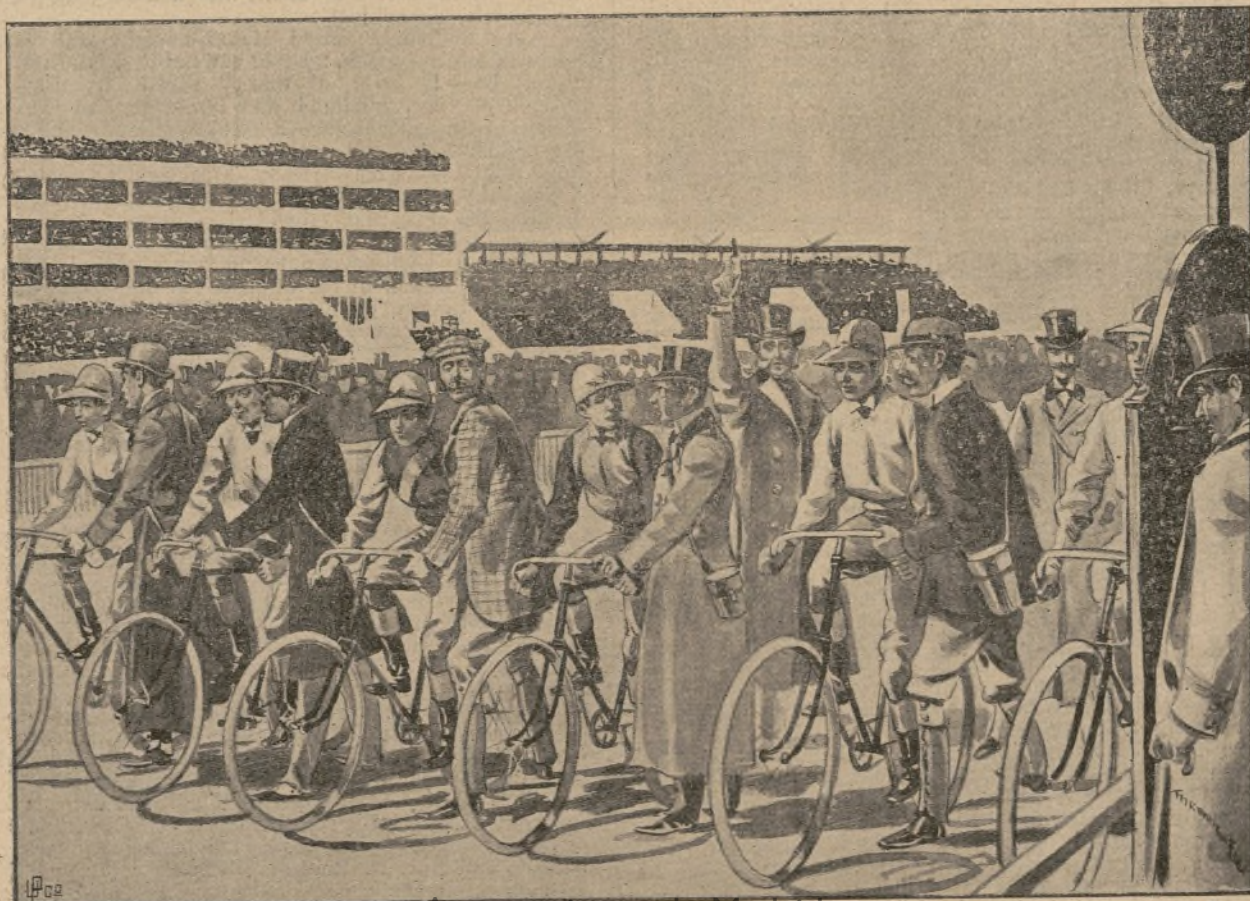
I obeyed, running my eye down the following amongst other paragraphs.

"Barden, who had the leg up on Stourminster in the Cycle Derby, received the usual douceur of a cool thousand from his employer after winning in such gallant style.

"On calling at Chion's residence this morning his valet informed our representative that the famous rider is rapidly recovering from the effects of his late fall and will be in the saddle again in a few days.

"It is rumoured that Platt-Betts has declined to accept a retainer of £2 500 a year from Lord Verisopht for next season."

"But," went on my companion, "I haven't finished yet. The cycle maker and the tyre manufacturer, finding that they got their records through the action of wealthy sportsmen, naturally declined to continue the ruinous expense to which they have had to go in the past, and the subsidising of speedy amateurs is therefore at an end. In consequence of this, we are able to arrange races for pure amateurs, confident that a man is honest, because it is worth no one's while to get at him. Now summarise this scheme and see what it means.



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RACING IN THE FUTURE.

1. A great fillip given to the Cycle Trade.
 2. Makers' amateurism swept away.
 3. Pure amateurism restored.
 4. Cheaper machines, owing to makers being able to do more trade without paying heavy subsidies.
 5. Quenching of men who gained notoriety by constantly advertising themselves on the amateur question."
- He watched me as he counted them off on his fingers, and smiled as he saw me wince at his parting shot.
- "Now," he said, "what have you to say to this scheme, which has been carried to a triumphantly successful issue, simply because we have had good sense enough to combine all sections of the sport and pastime in an attempt to solve its problems, instead of tearing each other to pieces? Let me hear the wise legislator."

But I had no words left. I could only gasp in bewilderment and perplexity, with my head sunk in my hands. Looking up with a start a few minutes later, as I felt his hand upon my shoulder, I saw—my servant.

"Why, Jane, is it you? Has the gentleman gone?"

"What gentleman, sir? No one's called; but I thought I'd better wake you, because I knew you wanted to go out early."

"Wake me! I started up and gazed round for the paper. The only one I saw was the copy of "Cycling," which I had put on my shelf the day before. With a strange feeling at my heart, I turned the pages feverishly, only to come upon the fatal heading:—

"The Licensing Committee again."

With a groan I sank down—it was all a dream. CEDRIC.

BUMBLEBY'S PATENT GEAR, LTD.

A STORY WITHOUT A PLOT.



HERE was no getting away from the fact that Mr. Bumbleby bore a great dislike for cycling, and all things pertaining thereto—a dislike none the less deep and rancorous from the fact that it was entirely without justification. In fact, he hated a cyclist, male and female alike, a few shades worse than he hated the Devil himself. As he, himself, would oftentimes remark, he did not mind the Devil so much since, were it not for him, a great number of worthy institutions

would be thrown out of work. But a legion of devils on wheels, tearing, and squeaking, and rampaging, all over the place, regardless of life and property—Here Mr. Bumbleby's language would become unfit for publication; whilst Mrs. Bumbleby would ejaculate: "Richard Henry Bumbleby! Sir!" in tones of horror, followed by a plea for the preservation of the morals of Bumbleby Junior, that left the old man no chance of getting in a word, good or bad, edgewise, till he had simmered down to the "Stuff and Nonsense!" and "Bless my Soul!" of respectability.

Not that Bumbleby Junior's morals were in much danger from papa's outbursts, for Bumbleby Junior was a stockbroker's clerk, of some twenty-four years of age, and knew as much as most stockbrokers' clerks, which is not a little.

In the bosom of his family, Bumbleby Junior, like all well-trained youths, was a quiet, subdued, and dutiful son, with a weakness for a little amateur carpentry and the manufacture of cardboard models.

Young Bumbleby, of Basinghall Court, however, was a blossom of another colour altogether. Few would have associated the Bumbleby of "Bumbleby's Luck," and the "Bunco Reef Syndicate," with his head full of S.P.'s, and his mouth full of strange oaths, with little Willie Bumbleby whose cardboard model of a Brighton Railway engine took the first prize in the Home Art Competition, held under the patronage of the vicar, at the parish hall. Yet, whilst "Dr. Jekyll" Bumbleby was constructing loosely-jointed book-shelves, to be Aspinalled by the fair hands of the vicar's daughters, "Mr. Hyde" Bumbleby was a bull of Connemaras and Blue Gulches by the hundred, or, perchance, as a relaxation, projecting deadly "accumulators," that were to break the backs of the bookies at the Lincolnshire or Doncaster settlements.

Now, it so happened that in the neighbourhood of the ancestral hall of the Bumblebys there lived a charming girl called Rosetta. She had been christened Rosetta because her mother's Christian-names were "Maria" and "Jane," and, by one of those chains of circumstance that are stronger than the strongest roadster chain ever evolved by the art of man, Bumbleby Junior had somehow grown to think that Rosetta was the sweetest name in all the world.

And by the same mysterious process Rosetta had somehow discovered that beneath the hide of Bumbleby Junior, bound in calf, as it were, lay all the virtues wherewith it had pleased the gods to adorn mankind.

Yet, stranger still, it was the "Mr. Hyde" side of Bumbleby Junior, that Rosetta knew and most admired, an example of the utter "cussedness" and the crowning glory of a woman's understanding!

Old Bumbleby did not like Rosetta. He said that her name made him feel sick. "It sounded like the name of one of these poisonous teetotal Winter driuks," added Bumbleby Senior, with all the contempt begotten for such refreshment by the possession of a well stocked cellar.

His was a merely passive dislike till one day he espied Rosetta, mounted on the newest of ladies' bicycles, wheeling past his window. Then he stamped and raved till Mrs. Bumbleby rushed into the room under the impression that he had been seized with another attack of the gout, a disease to which he was subject.

"Oh! Richard!" cried Mrs. Bumbleby with mingled anguish and reproach, "I told you not to drink that port." "Port be—! Look at that!" raved Mr. Bumbleby, "Look at that, madam! and he pointed to the pretty figure of the unconscious Rosetta as she gracefully turned the corner of the road.

"Well! I don't see anything to make such a noise about! I thought you had gout in the stomach at least!" replied his better half, in tones of relief.

"Well, all I can say Emily Henrietta Maria Bumbleby is, that that girl shall never enter my house again! Rosetta!" fumed Mr. Bumbleby resentfully—"If they only called her 'Maria Jane,' like her mother, she'd never be monkeying around like this on one of those beastly rat-traps! That fool of a son of yours, madam!" continued Mr. Bumbleby, as though disclaiming his share in the proprietorship of Bumbleby Junior—"That fool of a son of yours is beginning to cast sheep's eyes at the hussy, and this is only another move of hers to entangle him and insult me—I'll cut him off with a shilling—I'll cut him off with a sixpence—I'll cut him off with a Gol-darned ha'penny if he marries the little vixen!" yelled Mr. Bumbleby.

"Don't make such a noise, the servants will hear you," interposed Mrs. Bumbleby. "What do you say about cutting my Willie off?" she continued, sternly.

Mr. Bumbleby hesitated, for there was a look in his wife's eye that told him that silence was golden—her "Henrietta Maria look," he used to call it, when he was in a good temper. "Er—I said I'd cut his comb for him, my dear!" he answered apologetically. And there the matter ended till dinner-time.

Now, among the unwritten laws that control the workings of this strange world of ours, there is one inexorable clause which holds that the smallest circumstance, the tiniest ripple or cat's-paw upon the boundless bosom of the Ocean of Life, shall continue in widening circles, till it is lost in the breaking seas of Time, upon the rock-bound shore of Eternity.

So that a piece of orange-peel may change the fortunes of an empire, or a vestryman may become a prime minister, whilst a prime minister may have to take to pork-butcher

Some men know this law as Fate. Others, in sportive playfulness, call it "Luck." Whilst a large section of the community can find no language forcible enough to do it justice.

At dinner-time this mysterious law decreed that Bumbleby Junior should arrive at table five minutes behind the stated dinner hour. It was also decreed that Mr. Bumbleby's soup should chill some five degrees below its normal temperature.

Now it so happened that the two things in this world hated by Mr. Bumbleby were (after cyclists), unpunctuality and cold soup.

Wherefore he at once told Mrs. Bumbleby what he thought of the soup, and made haste to communicate to his son what he thought of Bumbleby Junior.

He likewise added a short summary of his opinion concerning Rosetta, as a cyclist, and as the future Mrs. Bumbleby, opinions that caused Bumbleby Junior to stalk from the room, speechless with righteous indignation, whilst Mrs. Bumbleby wept into her soup and refused all comfort.

Bumbleby Junior, who had that afternoon proposed and been accepted by the blushing Rosetta, retired with a troubled mind to his study, to sit ruffled and disconsolate amongst his beloved card-board models.

His heart smote him when he noticed, laying on his study-table amidst the wreck of what appeared to be a card-board railway disaster, the spare gear of Rosetta's machine which she had asked him to manipulate, that it might "go easier."

He raised it tenderly from the table, whilst his mind was lost in conjecture.

What should he do if the old man fired him out of the front door?

Could he support Rosetta on £2 5s. a week, paid monthly, assisted by the proceeds of his occasional "winners" and Kaffir speculations?

Such were the questions that presented themselves to his troubled brain.

At the latter thought he shuddered, for he had just read, in a penny Educator, an article entitled, "How to live on £2 a week," and his soul had sickened in the reading. Besides which, San Lorenzos had that day fallen $\frac{1}{8}$, whilst Golden Hopes had tumbled consistently from $5\frac{1}{2}$ to $1\frac{1}{2}$.

He absently turned the sprocket wheel in his hands, then, of a sudden, his busy brain turned from the thoughts of his troubles to active invention.

What a clumsy idea was the present rude fashion of hauling a wheel round by chain and cog, thought Bumbleby Junior.

Then inspiration seized him. For a few minutes he sat motionless, with eyes that turned inwards, dull and fishy, the eyes of an inventor in the throes of invention.

Five minutes after, with the aid of the stump of a black-lead pencil and the back of a tattered envelope, an idea that was to revolutionise the whole art of cycle construction was captured and secured in bonds of black and white, whilst Bumbleby Junior, with pale face and eyes, that glowed like coals of fire, was busily drafting an imaginary prospectus of Bumbleby's Patent Gear Syndicate Limited.

That night, after another stormy scene with his Spartan parent, Bumbleby Junior left his home, for ever as he thought.

The next day, however, his mother drove up to his office and carried him down home to an excellent dinner and a cast-iron reconciliation with the old man who, hypnotized by a special "Henrietta Maria" glare from his wife's eye, did his level best to undo the effects of his ill-timed tirade against Rosetta and her cycle.

Three weeks later Bumbleby's Patent Gear was tried in a secluded spot on the North Road, and world's records fell like leaves in an October gale, and ere the cycling world had time to cheer, there appeared the prospectus of Bumbleby's Patent Gear Company, Limited, with a capital of half-a-million, and three earls on its board of directors.

The cycling press discussed the possibilities of the invention with caution and reserve, for Bumbleby was a non-cyclist, and the cycling press had seen the passing of many gears into the limbo of superfluous invention.

But the records still continued to fall. So did the San Lorenzo Gold Reef, which fell from morn to dewy eve, till they tumbled out of the Stock Exchange List altogether.

But Bumbleby did not mind this, for on the horizon of the Miscellaneous Market, there was rising a star of exceeding brilliancy in Bumbleby's Limited, whose shares were at a hundred per cent. premiums, whose belted earls drank champagne and smoked cigars all day in a board-room of dazzling splendour, and before whose name even the magic title of Barnato grew pale and dim.

Bumbleby Junior and Rosetta were married the other day, and should live happily for ever after on the £200,000 that Bumbleby's gear has realised. And if you do not believe that my story is true, just ask the old gentleman who wabbles every morning over the bridge and into Battersea Park on a painfully new safety fitted with a gear case of wondrous proportions. He will tell you that cycling has become the finest, healthiest, and most refined recreation known to mankind since the introduction of his son Willie's invention, the "Bumbleby Gear."

GILBERT FLOYD.

THE LADY CYCLIST.



SHE is a very modern product. Of course, years ago ladies cycled, mostly on tricycles; but they represented, all told, such a very small body, that they could hardly be regarded as a class, and the few who did venture forth a-wheel were looked upon as "very peculiar," to say the least. The ranks of lady cyclists timidly and slowly swelled until within the past 12 to 18 months, when the boom came, and now, in the feminine world, everybody who is anybody, and a lot who make no pretence to such high distinction, cycle with all that enthusiasm the novice of either sex is capable of.

THE MILITANT ADVOCATES OF "RATIONALS"

claim that this boom has been brought about by the introduction of their favourite costume; but we fancy their claim is too sweeping, and that cycling for ladies has become the rage, because certain leaders of fashion have taken up the pastime, and they, as a class, do not favour "Rationals."

However, this is a minor point; the main thing is, that the lady cyclist is here in all her force, and, we trust, she has come to stay. For, what pleasanter picture can a cyclist espy along a country road than a lady fair in well-made skirt, that falls in graceful folds at every gentle undulation of the decorously-moving limbs;

SITTING ERECT, BUT NOT STIFFLY,

on a correctly adjusted machine; with the sparkle of life and pure delight in the eyes, and with a complexion that the fresh breezes that blow over the hills and meadows, only know the secret of, and how to paint most effectively. As a swallow skims the water, she flits over the highway, the poetry of motion personified.

All lady cyclists, unfortunately, are not up to sample; they have been known to lack taste in dress, to have the most ungainly and exhausting of styles, and to habitually ride a machine that in every detail of adjustment was exactly what it should not be. Such sights

KEEP HUNDREDS OF WOMEN FROM THE WHEEL, "202"

for it cannot be disputed, that the majority of womankind would rather look nice than indulge in a pleasant exercise, and such exhibitions convey the impression to them, that to cycle means to caricature oneself.

But this, as all things, will come right in the end; just a few more graceful and ladylike riders about, and the crowd will soon learn the trick from them, and the æsthetic taste be no longer offended, and the ranks of healthful, joyful lady cyclists be more than ever crowded with recruits.

MOTORCARS.

PAST, PRESENT, AND FUTURE.

By H. HEWITT-GRIFFIN.

(Continued from Page 345.)

STEAM locomotion of every kind was the topic of the hour, a Parliamentary Commission was appointed in 1881 to inquire into the matter; but, although they issued a long report, it had just about the usual effect—*nil*. But it contained the following resolutions, which will be of interest when the matter next comes before the House:—

"That carriages can be propelled by steam on common roads, at an average rate of 10 miles per hour. That at this rate they had conveyed upwards of 14 passengers.

"That their weight, including engine, fuel, water, and attendants, may be under 3 tons.

"That they can ascend and descend hills of considerable inclination with facility and safety.

"That they are perfectly safe for passengers.

"That they are not (or need not be, if properly constructed) nuisances to the public.

"That they will become a speedier and cheaper mode of conveyance than carriages drawn by horses.

"That the wear of roads would not be so great as by common conveyances."

Much of this applies equally well in 1895.

For a long time after that date, there was, what a modern writer on finance would term "a slump" in road-motors. The railway mania of the forties drew capital, enterprise, and invention, into one channel; and the reaction caused so much depression that it was long before the country recovered. In the later fifties, and during the sixties, old style velocipedes came into use, and traction engines of various kinds, together with agricultural implements, in which steam was the motive power (in one of these occurs the earliest instance of a wired—(a rubber tyre); and, as most of these are clumsy and of the locomotive type—in order that they might travel from place to place—legislative measures were soon put in force to control them. These were designed to meet the case of traction engines, and such like, and the framers of the regulations, therein laid down, had no thought of future developments; but, now that the motorcar has re-appeared on the scene, they form an almost hopeless obstacle to its advancement.

DESPITE THIS REPRESSION

there have been several plucky attempts to produce a workable vehicle—Merryweather built one in the seventies, or earlier. In 1880 the Blenheim Dogcart, a true motorcar, appeared frequently in the South Kensington district, but we have not been able to follow it further. Of the 1881 steam tricycle, built by Bateman & Co., Greenwich, we have a keen personal recollection, and have already referred to. After this the expectant public were treated to promise, but not performance, of electric-driven tricycles. In 1883, the wheels—but no more—of one were shown at the

Albert Hall Stanley Show, and about three years ago one daring (?) inventor actually exhibited, at one of the cycle shows, a three-wheeler, with the wheels moving, when suspended—we never heard of sufficient energy being stored to make it travel on the level—and so the tale of the past ends.

There is not the slightest doubt about it, the motorcar is bound to play an important part in the daily life of this, and other nations. It will absolutely revolutionise the whole system of our road locomotion; motorcars will be the friend the farmer has so long wanted; it will solve the problem of easy, quick, and cheap transit. Agricultural success is the most important of all items, which go to make up the sum total of our national prosperity. It is in little matters, such as the collection and distribution of minor, but important, products, particularly butter, eggs, poultry, &c., that we are so hopelessly beaten by the thrifty peasants of Normandy, Italy, Hungary, and elsewhere, who draw millions of money from the British householder which ought to be earned and kept at home.

The motorcar promises to alter all this. If County Councils, throughout the land, took the matter up no parish would be too remote to be embraced in



MOTORCAR OF 1833.

well-planned district collections, carried out by the Council vans. Once collected, the produce could be quickly transported, either to the nearest large town, or railed for a more distant centre; thus, instead of the motorcar being

A RIVAL TO THE RAILROAD

they would prove most valuable factors in developing a new line of freightage, and so help to swell the revenues of the railways, and, at the same time, give the long-suffering and longer complaining farmers, cottagers, and allotment holders not only a chance to make both ends meet, but overlap considerably, and open up new sources of money-earning, with the satisfaction to the consumer that his money goes to support home industries. But this is only one sphere of usefulness; to the tradesmen they will be a priceless boon, expense, risk, and up-keep of a horse will be saved—not to speak of the economy of space. Indeed, this latter, plus cleanliness, is one of the greatest recommendations the motorcar can have in town-life. To the newspaper proprietor they will be invaluable, let him inquire at about 4.20 to 4.40 p.m.,

take a short walk—say from New Bridge Street, Whitefriars, along Tudor Street, ("The Sun" and "Westminster Gazette"); up Whitefriars Street ("Evening News"); down Fleet Street, and up to the left; Shoe Lane ("Evening Standard"); then sharp to the right down Stonecutter Street ("Star")—this short stroll will carry him past five of the evening papers about the time the "extra-specials" are due, and he will see about 200 carts, each with a horse taking up twice as much room as the small cart, and he can realise the saving of space which would here be effected if each cart was a motorcar.

Upon the score of hygiene the motorcar has still stronger claims. The cleanliness of our streets, the health of our inhabitants are surely sufficient in themselves to urge its early adoption. Again, our streets ought to be silent highways for all light, and ultimately practically all motorcars will have pneumatics tyres. Here is an immense field for the tyre traders to work on, our nerves will be saved the constant roar of traffic, business will be smarter and better, and the poor patient horse will be saved the cruelty he so often now meets with; long tours *en famille* might be of any distance, no fear of having to limit the day's journey to save overworking the horse. On a moderate-sized motorcar the whole family of, say six, could travel from London to—say Bournemouth (110 miles) for an expense of about 6/- for fuel and enjoy

A DELIGHTFUL DAY'S TRIP.

The price of motorcars will prevent their immediate and general adoption; but as soon as their construction is more generally understood this will lessen considerably, but can never descend to a very low price, as

INTRICATE AND EXPENSIVE MACHINERY

must be employed. At present, a motor alone costs £60, £80, or more, according to requirements. No doubt, good engines will be procurable for £40 or £50; but "rubbish" must be avoided. In the rush to produce at a low price, some not only bad, but dangerous, work is sure to be placed on the market. We hope one outcome of the movement will be an official and expert examination before a licence is granted by the authorities. If there are accidents and deaths early in the development, the onward march of the motorcar will be checked for a long time. Accidents there are bound to be. Motorcars will get into the hands of those who, through caddishness and ignorance, do their best (or worst) to spoil everything they touch; while excessive speeds and eccentric gyrations will, without doubt, be heard of; and these folk must be severely dealt with at the outset.

CYCLING was—by months—the first of the wheel papers to draw the attention of the Trade to the importance of the new departure. There is sure to be a great demand for a

Ayuntamiento de Madrid

CYCLO-MOTO-QUADRICAR.

built on cycle lines—four strong wheels, ball bearings, pneumatic tyres, &c.—with frame of light steel tubing. Again we say, who could construct such a vehicle so well as a cyclemaker? Let the Trade realise this, and prepare to reap the rich harvest which awaits them.

The motorcar of the near future, most in demand, will be such as we have just described, one weighing, say 2 cwt. complete, and capable of taking a load of, say 2 or 3 cwt., or, at a push, a little more. It is these light, and comparatively inexpensive vehicles, that tradesmen will look for as an improvement on carrier cycles. At the same time these cars must be capable, by removing the trade receptacle and substituting a seat, of carrying one or two passengers, so that "when the day's work is done," the fortunate owner can take his wife (present or future), or someone else, for a — a — we were going to write "drive," but that will not answer, so we must substitute excursion into the country.

For the construction of the bodies of landaus, broughams, and other forms of carriage bodies, may be

LEFT TO THE CARRIAGE BUILDERS;

but wheels and tubular framing, ball bearings, and so forth, belong to the Cycle Trade, and before they pass into other hands the Trade ought to show they mean to have, at least, a share of the coming boom.

Before the close of the century—midnight on the 31st of December, 1900 (not 1899, as some of the untutored, who do not know how many years make a century, would have us believe), the streets of London—and other towns, will present a vastly different spectacle to their toil and uproar of to-day. The new development will have but little effect on the cycle—those who cycle now will cycle then, and motorcars will cost a "bit" more than a cycle; but any possible loss the trade may experience can be got back ten-fold, if they turn their attention to the production of motorcars—the car rather than the motor—of the special type we have advocated.

THE MOTORCAR OF THE PRESENT.

The recent revival commenced in France; there is not the slightest doubt about that, but who actually set the ball rolling is not quite so clear. The Boneshaker bicycle was born in Paris, and it took about 3 years to filter over here. Whatever may be said, there is a good deal of "Le Sport" in the French and, like ourselves, they believe in the ordeal of the race, and so as soon as the road-motor became at all prominent a long-distance contest was arranged. This at once awakened interest, and the 1894 road race proved the shortcomings, and capabilities of the new vehicle. Almost without exception the vehicles were far too



FIRST ARTIST WHEELMAN.—"Can you lend me your rubber mark-eraser until morning?"

SECOND DITTO.—"Certainly, old chap!"

FIRST ARTIST WHEELMAN.—"Thanks, you see, I'm going up to-night to ask Old Goldberg Hubbs for his daughter, and if I don't get her, I shall want something to bite on my way home."

heavy and cumbersome, but it was a beginning, and the vehicles were practical. That was the thing, and to our great contemporary "*Le Petit Journal*"—(the largest circulation in the world, its daily sale exceeding any four of our greatest papers in London, combined)—or rather to a leading member of the editorial staff, M. Pierre Giffard, rests the credit of promoting these contests without which the motorcar would still be in a state of dormant inactivity.

Although America was outstripped for once the go-ahead inventors have lost no time in working up the idea, not altogether new to them either as a prominent tyre exploiter M. Ducey, has been long experimenting and has produced a machine which, if but a small percentage of what he claims is correct, is a wonderful vehicle, just of that practical size and shape we want; but if it can do what its inventor says, he ought to have easily won the great race at Chicago on November 2nd; but his car broke down, despite having twin motors. The eyes of the civilised world were turned to the city of the Wild West on that day; but out of nearly 100 entries only three machines came to the post, one "made in Germany" completed the distance in "9½ hours," the others broke down, and the main contest was postponed.

In England there is not the slightest doubt as to who will ever rank as "Father of the Motorcar," Sir David Salomons, Bart., Mayor of Tunbridge Wells. We were all groping about in the dark without a leader, wishing for information, yet not knowing where to obtain it. At his own expense he organised the famous show at Tunbridge Wells on 15th October, 1895, when motorcars were, for the first time in the

history of this country, publicly shown and proved to be a practical success.

Now the only barrier which blocks the way is an old statute, but it is sure to be swept away, when Parliament re-assembles, by a short-new Act, which must, at the same time, have wise provisions to control the new traffic.

The Gamage Concert.

THE ever-genial A. W. Gamage presided over a truly excellent smoking concert, promoted by the Gamage C. & A.C., on Wednesday evening, the 4th inst., in the King's Hall, at the Holborn Restaurant. The large hall was crowded, and representatives of every important Metropolitan club were present. The programme (an artistic production, by the way), contained a lengthy list of well-known names, and splendid performers they all were, without a single exception. When we entered, we quite thought R. G. Knowles was giving a turn; but it transpired that it was R. C. Sleight, an excellent mimic of the well-known comedian. Messrs. Miles and Wynne followed him, and delicately rendered two charming duets; then we had comic songs from Alec Meade, Sam Weller, Dick Welch, Fred Mason (who very kindly gave an extra turn, by special request), Bob Rae, and others. Two violincello solos, by Mr. J. F. Carrodus, were loudly applauded, and deservedly so, as were the pianoforte solos of Master Felix (a youth of 13), and the charming duet of Miss Annie Douglas and Mr. R. Miles. When we were compelled to tear ourselves away from the merry throng, soon after 10, to return to our Press duties, the fun was still at its height, and Mr. Frank Gifford was telling his audience that he was "one of the jays." Mr. Gamage was a model chairman, and Mr. W. A. Vincent,—in fact, all concerned, are to be congratulated on having engineered such an enjoyable function to such a successful termination.

CYCLING

OFFICES.

LONDON:—Rosebery Avenue, E.C.
BIRMINGHAM:—Victoria Chambers,
Martineau Street.

Telegrams—"Pressimus, London."
Telephone No. 6992 (London).

LONDON, DECEMBER 14, 1895.

CONDUCTED BY EDMUND DANGERFIELD

AND WALTER GROVES,
Assisted by G. H. SMITH.

Advertisement Manager:
ERNEST PERMAN.

Proprietors:
TEMPLE PRESS LIMITED.

Sole Director:
EDMUND DANGERFIELD.

FOREIGN REPRESENTATIVES:

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



WE have received several interesting letters from club secretaries concerning the remarks we made in this column a few weeks ago on the subject of club dinners. Most of our friends agree with the opinions we expressed, and at least one club—the Kingsdale C.C.—has decided to adopt our suggestions. According to a letter from that club's secretary, Mr. Paget, they will this year hold their annual dinner at a small but comfortable restaurant, at a very moderate charge per head, and without the usual stiffness and formality that usually attends such functions. They will go even further than this, and will abolish all speeches with the single exception of one toast—"The Club." As the hon. sec. very truly points out, the majority of clubmen are not naturally prolific in their oratorical powers, and it is invariably difficult to persuade a member to propose a toast or reply to one. Mr. Paget is assured that his club's dinner this year, under these circumstances, will be a great success, as already he has applications for double the number of tickets compared with last year's fixtures.

THE wisdom of curtailing the toast list to this extent may be open to question. Most of the larger clubs, however, have found it necessary to abridge their toast list considerably, and it is now

D2

becoming the custom to couple the name of only one member of the Fourth Estate with the toast of the Press. This is a plan that really of necessity suggests itself to the hon. sec. when arranging the after-dinner programme, by reason of the multiplicity of cycling papers. The London County idea is a good one in this respect; it is, we believe, their custom to couple with the Press toast the name of the representative present of each wheel paper in rotation; thus it becomes the proud privilege of the representative of a cycling paper to respond to the Press toast about once in five or six years. Anyway, the plan has this merit, that it does away with any jealousy that may creep in, in consequence of a junior member of the Press, apparently for the moment, having precedence over a senior.

THE most irresponsible member of the scorching fraternity will surely be in some measure impressed, when he reads our report, printed elsewhere, of the result of the Amos-Parker case, of furious cycling. Parker rode a brakeless machine at a fast pace downhill at night, and charging an old man named Tester, so injured him that he died. When the case came on for trial, the charge of manslaughter was dropped, and Parker pleaded guilty to the lesser charge of furiously driving a carriage; but there can be little doubt but that Mr. Justice Hawkins had the sad result of this furious cycling prominently in his mind, when he passed the very severe sentence of four months' hard labour on Parker, who is a young farmer, and, presumably, of fairly good social position. Whatever the offence, the stigma of having "done time," is always ineradicable and always presses with especial bitterness on people with any claim to social position; and the suffering entailed on Parker, just perhaps for a moment's light-hearted dare-devilry, will probably not end with the termination of his sentence. The case is not pleasant to dwell upon, but as a useful and needed warning to the thoughtless and careless, it has its value, and cannot be passed over in silence.

LOOK OUT!

FOR

"Cycling's"

CHRISTMASSY

NUMBER!

Ayuntamiento de Madrid

AN IDEAL RIDING SCHOOL.

LAST week Messrs. Goy & Co., of Praed Street, and Fulham Road, inaugurated their new additional riding school at the Paddington Baths, by giving a luncheon to the Cycling and Sporting Press. Perhaps, it was the cold sound, at this time of the year, of the word "Baths," or, mayhap, the coming National Show engaged all their attention, but, anyway, the gentlemen of the Cycling and Sporting Press failed to muster in force. The *recherche* champagne luncheon having received due attention, Mr. Stephen Withers, the head of the firm, proposed the toast of the Press, and, in the course of his speech, gave some very interesting particulars, not only of the firm's new school, but their two old ones, situated at the Praed Street and Fulham Road establishments. The original school at the former place was started in 1882, and many men, since famous in cycling history, first learnt to ride there. At present these schools are chiefly

RESORTED TO BY THE ARISTOCRACY,

the lady element predominating, and Mr. Withers gave a long list of titled names, the owners of which had recently mastered the cycle at his schools. This season, at Praed Street, no less than 8,000 lessons have been given, and at the Fulham Road Track, 12,000. G. H. Smith (*CYCLING*), replied for the Press, and prophesied that the new school would be as successful as all the undertakings engineered by Messrs. Withers and Chandler. Conducted by these two gentlemen the party then inspected the new school. It is 100 ft. long, by 55 ft. wide; has no pillars, posts, or any obstacles to trouble the novice; a fine smooth floor; ample seating accommodation; a band stand, from whence music is always to emanate, and, above all, the place is most comfortably warmed with hot water, and cosily draped throughout. It will be

OPEN EVERY WEEK-DAY,

from 9 to 5, and, especially for ladies, from 9 to 1. Courteous and skilful teachers, and good machines, are provided, and a lady *chaperon*, to escort advanced lady pupils during their first rides in the park, or streets. In short, it is an ideal riding school, under exceptional management, and any of our readers would be quite safe in recommending their friends, who they may make converts to the pastime, to the Paddington Baths, Queen's Road, Bayswater. The afternoon was agreeably spent watching the marvellous safety trick-riding of Herbert; a game of polo on bicycles, and the picturesque musical rides of several ladies and gentlemen. The ladies looked well, dressed in costumes by Viola; a skirt costume, "The London," calling forth universal admiration from ladies and gentlemen alike.

The meaning of "Tandem."

A WRITER points out that "Tandem" is, properly a Latin word meaning "at length," and the use of it as applied to driving horses in line, or to making cycles so that they may be driven in similar fashion, is nothing better than a joke. Many people seem to labour under the impression that a tandem bicycle is a bicycle to carry two riders in line, and two only; but properly triplets, quadruplets, septets, and all the rest of them are tandems.

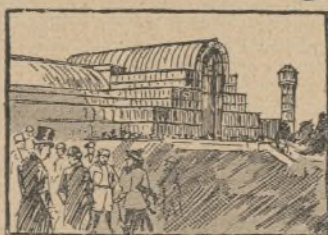
THE NATIONAL SHOW

OUR REPORT OF THE EXHIBITS.

ARCHIE WATKINS DEL. 95



FRANK PEACH,
NATIONAL SECY.
SHOW.



CRYSTAL PALACE

THE Fourth National Cycle Show was duly opened, on Friday last, and, as usual, on the opening day, the majority of the Stands were completed, though the Show was not so advanced as was the case last year. Of course it is a grand exhibition, and the Crystal Palace this week is turned into a perfect treasure mine to all those who take an interest in the sport and pastime.

There are certain prominent firms absent, and this is explained in the catalogue as follows:—

"Ninety-seven per cent. of the National Cycle Show Exhibitors have abided honourably (so far as is known) by the rules and regulations, and the Directors have, with much personal regret, and with due regard to the interests of the majority of the Exhibitors, declined to permit the remaining three per cent. to take up or occupy spaces, these being forfeited by their non-adhesion to the terms of their applications for Stands at the National Cycle Show."

There are several noteworthy features about the present Exhibition, not the least prominent (as was the case at the Stanley) being the large number of ladies' machines on view, and the general excellence of their design. Another feature is the number of juvenile machines shown, the majority of which are really of good quality. We are particularly pleased to note this fact, as we, not long ago, pointed out the lack of attention given to this important item by the Trade.

As usual, the opening of the Show was celebrated by a luncheon, given by the directors to the Press, in the Garden Hall, Mr. W. H. Herbert occupying the chair. The proceedings were not marked by any special feature, no reference whatever being made to the rupture of the past week. The chairman set a laudable example by proposing the first toast in the briefest possible manner. The directors of the Palace Company stated that in future their magnificent gardens would be open for cyclists, — a boon which will be fully appreciated by local inhabitants. Mr. Russell, the general manager, caused considerable surprise by alluding to his successor, it being therefore understood that after

long years of service he is about to sever his connection with the Palace Company. As Mr. Calcott so happily put it, we must speak of a man as we find him, and we have found Mr. Russell all that we could desire. In the course of a few remarks, Mr. Frank Peach gave the Press to understand that there never were such times — even a gigantic building like that in which they were in, was quite inadequate to the requirements of the National Show, which had advanced and prospered to a surprising degree — a fact which is clearly evident, the exhibition being undoubtedly most complete and beautiful. The toast of "The Chairman" concluded the fourth of these invariably pleasant functions.

As regards the actual exhibits, we must refer our readers to the following descriptions written on the spot by our band of expert reporters; and those who are prevented from attending, will glean some idea of the excellence of the general arrangements of the exhibits of the most important firms, from the illustrations which accompany our descriptive report of the Fourth National Show.

Saddles.

STAND 112. J. B. Brooks & Co., Birmingham, are again present with a variety of their well-known saddles, among which are to be found several new ones. We first inspected a new roadster saddle, having a girder frame. The latter now comes right up to the nose of the saddle, making it shorter and lighter than the old pattern. Next came a new road-racing saddle with girder frame, a new path-racing saddle, which appears strong enough for road-work. Ladies are not forgotten, several new pattern saddles for their use being displayed. Coming now to gear cases, chain guards, &c., the samples displayed by Messrs. Brooks will be found well up-to-date, as, also, their detachable lace wheel guards. In this department may be mentioned a new detachable mudguard, which appears good value for money. Pouches and bags form another important branch at Messrs. Brooks's, and of these a large range is shown. A novelty among these is a new diamond frame bag. The ordinary bag has only one compartment, but, in the new one, the stiffening is placed in the centre, there being two compartments, one on each side.



Pneumatic Saddles.

STAND 124. The Burgess Cycle Seat Co., Ltd., Brighton, are present with their special form of saddle. This is really a pneumatic saddle, consisting of two distinct circular parts. In each distinct part is an india-rubber ring, fitted with valve so that it can be inflated to any desired point. A further improvement on the saddle is that it is now fitted with spiral springs, so what with these springs, and the pneumatic ring, it should be a very comfortable seat.

Bennett, Catton & Co.

STAND 19. An immense pneumatic-tyred disc wheel hung up in the centre of the Stand, on which the letters "E L K" were effectively displayed, naturally drew spectators, who remained to admire the Elks. The lady's Model D. (interpreted "Delightful," we dare say) is a particularly neat little mount, with a combined curved and angle frame; it lists at £24 10s. The B. Elk, with D. back tubes to rear wheel, is another good model, and price, too, £27, but, like all the group, it is of the highest class. There is also a tandem, but it had not arrived when we made our round.

Calcott Brothers.

STAND 16. The ballot declared that this firm, who have generally had a prominent position in the centre of the main transept, should be located in the orchestra bay. They show 35 machines, those for ladies being a special study, one enamelled in creamy yellow, with transparent gear-case, being particularly neat. This has a curved frame. The angle drop is also shown, and a large assortment of colours to choose from; but the appearance is spoiled by the heavy rests employed. The Racing X.L. is, according to the labels, a road racer behind, a path racer in front, and a roadster in the middle.

A very pretty little Show.

STAND 3. The Marriott Cycle Co., Sampson Road North, Birmingham, and 71, Queen Street, London, have a very pretty little show, on well furnished Stand 3. The No. 22 Marriott, their best full roadster, is fitted with the firm's registered brake, which has a renewable shoe. Also very neat detachable patent metal guards, which can all be taken off without touching the wheels. Large tubes, dustproof bearings, with hubs, either ordinary or barrel, according to taste, and a safe head lock, and a simple arrangement to flush the bearings, are other good features in this machine; which weighs, all on, with the Magic gear case, 32 lbs. We should mention that D tubes can be had, if desired, on this machine, and the same holds good of the road racer, which next caught our eye. It is on similar lines to the full roadster, and has a detachable brake, and weighs 27 lbs. We were particularly pleased with the appearance of the large barrel hubs on this machine, with large bearings and large balls. This, we feel confident, is the surest way to ensure free and easy running. The path racer is known as No. 15. It is a pretty little machine, with tread under $4\frac{1}{2}$ -in., D tubes, to bottom back stays, and weighs 21 lbs. Two grades of ladies' safeties are shown, both identical as far as frame pattern goes, the design being two tubes running over each other, and in close company, to the lower part of the head. In the best the firm's own Magic gear case is fitted, and in both a luxurious form of foot-rest. The weight is 32 lbs. for the first grade. To return for a moment to the gentlemen's machines, mention should be made of No. 23, a thoroughly up-to-date and light machine with large tubes, made in 31 and 33 lbs. weights, and listing under £22. The tandem safety shown is designed to carry a skirted lady in the rear, the gentleman in front rightly doing all the steering.

Medals and Badges.

STAND 123. S. Everitt, St. Peter's Street, Coventry, makes a neat little display of medals and badges of all kinds, which should attract the attention of club secretaries. A little novelty is to be found in a silver pin for the button hole or scarf, bearing the legend "C.T.C." or "N.C.U." Mr. Everitt also displays a number of name plates for cycles in nickel, which are well-known in the trade.

A good Cyclometer.

STAND 125. The English Watch Co., Birmingham, are again exhibiting Watkin's cyclometer, this being shown fitted to part of a machine in two positions, one on the hub, and the other near the fork crown, so that it can be read from the saddle. A good feature of this cyclometer is that it is made to show a record on two dials, one for miles and one for yards, by means of one finger. It is made in several sizes, for 24, 26, 28, or 30-in wheels. The instrument is claimed to be dust-proof and rain-proof, and appears to have been largely adopted.

Star Cycle Co., Ltd.

STAND 17. Better known as Sharratt & Lisle, this firm has done even better as a Limited Company than before—an exception to the rule—but accounted for by good management and an excellent article at a moderate price. At the time of our visit the 35 single and 2 tandems were hardly ready, and somewhat overcrowded the Stand, which is situated in the orchestra bay. The Star Racer is a new feature, with large tubes, single, and neat in outline. We are sure it will be up to its appearance on the path; indeed, the get-up and finish of the Stars generally is highly creditable. The tandem has adjustable bar in front, and low, connected steering; it ought to go well—in the double sense of the word.

A right Royal Stand.

STAND 9. The well-known firm of Starley Bros., Coventry, here display their dainty Psycho cycles, on a handsomely arranged Stand, the Royal Arms being a conspicuous feature of the tasteful decorations. The gentleman's roadster has tangent spokes, as have all the Psycho machines; neat barrel hubs, and a detachable chain wheel of somewhat novel pattern. All on, with brake, guards, and gear case, it weighs 27 lbs. The light roadster Psycho, a similar machine, comes out at 24½ lbs. exactly. All the Psycho machines shown have flat bottom back stays and oval top back stays. This enables the racer to show the extremely narrow tread of 4 ins. The chain adjustment on this machine, as on the others, is something new and worthy of notice. The racer weighs 22 lbs., and is as clean out and smart a little mount as the heart of a speed merchant could desire. Starley Bros. have always been to the fore with ladies' safeties, and the familiar and graceful single tube curved frame again makes its appearance, unaltered and as attractive as ever. The dress protection is very ample, and all on, even including bag and tools, the machine weighs but 28 lbs. A second grade lady's safety is also shown, and a tricycle with anti-frictional pedals. Save in the universal adoption of the fashionable flat back stays, no very striking alteration is to be noticed in the design or details of the Psycho mounts; sufficient to say, that the refined quality of the workmanship, and the delicate nicety of the finish, is as noticeable now on these machines as ever it was.

Robinson & Pric Ltd., (Liverpool).

STAND 59 It is very many years since we first had the pleasure of inspecting the "R. & P." cycles, at their home, in Liverpool. We then formed the opinion that there was not a more conscientiously constructed machine on the market, and the years—quite 16 or 17—that have since rolled away have only confirmed our original verdict. If anyone doubts it, let him look at the tandem, and say if there is one in the C.P. more taking to the eye, or more mechanically correct. The graceful lines of the cross tubes are particularly good, and distinctively different from any other. The "Lady R. & P." is a featherweight, with 26 in. wheels, gear case, dress protector, and scales 29 lbs. (with 16 ozs. to the lb.) "Natty," justly describes the tricycle, weight 33 lbs., and the path R. & P. racer is well under 20 lbs.

Machines—not Fads!

STAND 54. Raleigh Cycle Co., Nottingham, have 23 machines in the heart of the Palace, and, in arranging their Stand, have adopted the motto, no fads, no ornaments, but bicycles. One of the novelties is a tandem for two ladies in skirts, with Mills' registered frame. This frame has all the appearance of being very rigid, and the machine, with gear cases, &c., complete for road work, weighs 56 lbs. A lady's safety shown has Mills' frame, which, having three tubes in front, braced together, is very strong. A peculiar feature of this machine, and several others on this Stand, is that the outer face of the gear case is perfectly flush, no tube being observable, thus presenting a very neat appearance. This is brought about by the Company's new system of parallel chain stays, which are $\frac{1}{2}$ -in. diameter. Round tubes are used in all the patterns. The American lady's Raleigh has no brake, is fitted with Morgan & Wright tyres, and scales 26 lbs., including gear-case, mud, and dress-guards. The Raleigh gentleman's full roadster, including gear-case, brake, guards, and roadster tyres, scales 31½ lbs., and could carry 13 stone in perfect safety. The Raleigh fork crown, so well known is retained as far as its appearance goes but is now made from one solid stamping. The Raleigh path racer, shown with Palmer tyres, weighs 20 lbs., and, although it has unusually large round tube chain stays, for a racer, the tread comes out at 4½, with ample crank clearance. The road racing tandem staged is similar to the one Mills and Edge rode to John o' Groat's on, but has an additional strut across the largest diamond; it weighs 45 lbs., and the back tread is 5½-in. The No. 11 roadster tandem for lady in front, with Mills' registered frame, has this advantage in its design, that it can be easily made for any variation in the height of the riders. The steering is double, and is well out of the way of the front rider, and the two steering rods to the rear have an adjustment. The firm show one of their standard pattern gentleman's safeties, fitted up with American tyres (M. & W.), Fairbank's wood rims, and a light saddle, which scales 21½ lbs. for road work, and is exhibited to show that English machines are as light as those from the other side, whilst the design is more to the taste of English riders. Mr. Bassett, who conducted us round the Stand, and Mr. G. P. Mills, who was busy with the machines, may well be congratulated on the magnificent display of Raleighs they have produced, and have under their charge.

Excelsiors.

STAND 25. Bayliss, Thomas & Co., Coventry and London, on a Stand of royal scarlet, display very effectively their Excelsiors. We first had a look at the path racer, which has a 4½-in. tread, and an improved chain wheel and crank fixing, the crank slotting into the detachable chain wheel, making it practically a solid piece. The weight is 22½ lbs., with two 28-in. wheels. Equal-sized 28-in. wheels will be the firm's standard pattern all through, except the ladies' which are 26 and 28 this year. The road racer Excelsior has a 5½-in. tread, and weighs 26½ lbs. It has not the same bridge stays to the bracket as the path racer, otherwise is of the same design. A strong-looking machine is the best Excelsior light roadster, and it has been altered in many points from the late model. The back fork ends are now central with the stays, the tread is narrower, and the mudguards have been made more easily detachable, by means of a clip that springs clear of the stays on loosening a nut. The lady Excelsior has a 5½-in. tread, with a gear case, and, all told, weighs 32½ lbs. The frame is of the double-curved tube variety. Miss Ellen Terry rides one of these machines. The second grade machines made by the firm are called Eureka, and, for a cheap machine, a very good little mount is the Eureka road racer, weighing 27 lbs. The Eureka lady's is not a heavy machine at 33 lbs., and has its bottom front tube straight. Two tricycles are shown, one for a gentleman and one for a lady. In the latter case there are some alterations from the '95 pattern, the front part of the frame being the same as in the best lady's safety, and the tread being reduced.

New Howe Machine Co., Ltd.

STAND 24 Scotland's premier firm are to the front again, with 20 machines, which show a decided advance on those of last year—good as their predecessors were. The most interesting of the group are: the safety on which Peter Orlovsky rode from St. Petersburg to Paris last month; it is stained with the mud of many nations; a new pattern tandem, with well-braced frame and pneumatic brake; a high frame tricycle, and—last but not least—the lever handle power machine, were also on view. In this the handlebar is divided each side—which is brought back at right angles—"levers" up and down being connected with rods to the short double cranks. The Glasgow tyre, by Geo. MacLellan & Co., is fitted to several of the machines; it is a new introduction.

Grose Gear Cases.

STAND 116. J. Grose, Northampton, are here to be found with a range of their well-known detachable gear cases. They are shown in several patterns, and have been improved since last year, in that the opening at the back hub end is now closed by a metal slide instead of by lacing. A novelty is to be found in a new tool bag, which is attached to a pair of pump clips, so that the pump can be clipped to the frame of the machine by one pair of clips. A new large-sized bag is known as a dinner bag, and is intended for workmen's use. We also noticed a combined dress guard and gear case for ladies' machines. The sign at this Stand is worthy of remark, as it consists of a piece of leather no less than 10-ft. 6 in. by 9 ft., being one of the largest hides of a Cape bullock ever tanned.



Ayuntamiento de Madrid

Seated on air.

STAND 183. The Guthrie Hall Co., Ltd., Newcastle-on-Tyne, here exhibit their pneumatic saddles, which once created such a sensation in the cycling world. The novelties for '96 are a new valve, to fit a Dunlop inflator, and a ventilation pad of rubber tubes and canvas, which, being placed on the top of the saddle, but under the leather, keeps it cool.

In Regal Company.

STAND 239-240. At these two Stands, all amongst the queens and kings of England, the North European Cycle Export Co., of 1, Leadenhall Street, E.C., show their own machines, and those they are agents for. Prominent amongst the latter are some American machines, the Stearns, made by E. C. Stearns & Co., of Syracuse. These machines are of a more English cut than those generally received from the other side, and all are fitted with barrel hubs. There are also two machines shown by another American Co., The Eagle, the lady edition of which has a strong, but heavy-looking frame. To turn to the firm's own machines, the Necac, hitherto chiefly exported, but which will be put on the English market next season. The light roadster weighs 23 lbs., and has an adjustable handlebar, for any position. The lady's, a smart little machine, with two tubes, the upper slightly curved, weighs 28 lbs., all on. The road racer weighs 21½ lbs., has barrel hubs, and a 4½-in. tread. The racer turns the scale at 18 lbs. Wood rims by the Humber Wood Rim Co., of America, are also shown.

Their First Bow.

STAND 1. The Springfield Cycle Co., Ltd., Sandiacre, Nottingham, at this Stand, make their first bow to the public with their Valkyrie cycles, from their enormous works at Sandiacre. The path racer would do credit to any firm. Its back fork ends are brazed up to the back stays, as well as the chain stays. It has a 4½ in. tread, and a strengthened detachable gear wheel, which is recessed so as to take all the strain off the holding bolts. The front hub is cupless. The chain stay on the chain side is cranked, on the other it is straight. The weight is 21 lbs. The road racer is practically the same machine, built heavier (24 lbs.), and with a 4 in. chain, as against 3½ in. on the path racer. The full roadster weighs 33 lbs., complete with brake and guards. All the road machines have 4½ in. tread, which means clearance for gear case. In addition to the two roadsters already mentioned, there is a light roadster, weighing 26 lbs., and also a second grade Valkyrie, weighing 34 lbs. The best lady Valkyrie has a frame made up of two straight tubes, the upper one being short, and running from the top of the head down to a cross strut, some 3 in. above the bracket. Like the path racer, it has a cupless front hub, and weighs from 27½ to 28 lbs., complete. The second grade lady's Valkyrie is without the cross strut, and the upper tube runs down to the bracket; its weight is from 28 to 30 lbs. The pedals on all the machines are well designed. The pedal is screwed into the crank, and the cone is backed up to the crank, and there is a dust cap on the outside. In the handlebars a happy medium is struck—the racers are 19 in., roadsters 21 in., and light roadsters and ladies', 20 in. The finish on the machines reminded us of Humber workmanship, and Syd. Begbie has at length shown the cycling world what he can really do with a big factory, and perfect modern machinery, behind him.

F2

**Guest's Good Goods.**

STAND 184. Wm. Guest & Son, Sheffield, here exhibit their very good lines in outfits, enamels, oil, pumps, lamps, bells, solution, backed canvas, patching rubber, &c., &c., for which they have deservedly a high reputation amongst cyclists and the trade alike. A new line for the firm are cycle fittings for the trade, both finished and unfinished. These include a very light set of racing fittings, which look as if they could be guilty of some terrible things in speed work if properly put together. Mention should also be made of a large selection of cycle handles and felt and rubber pedal bars. There are heaps of other things too numerous even to name.

Largest Accessories in the Palace.

STAND 118. J. Lucas & Sons, Birmingham, are reputed to have the largest lamp, the largest bell, and the largest inflator in the Show, at this Stand, and their representative explained, that being the largest firm in their line, they thought that it was only right it should be so. Their new leading lamp for '96 is the Silver King, bright, light, and beautiful. It hinges open at so many points, it might be almost said to take to pieces. It has a lense reflector, and is nickel plated all over. The King of the Road, will be the same as last year, but all the other lamps on sale during '95, are improved for '96. They are showing a new bell, called the 61, which is between the Baby and the King in size. There are improvements in carriers, pedals, wrenches, and inflators, the details of which would take too much space to further particularise. The firm are going strong on their cycle valve, which has been adopted by several tyre firms, and is giving most entire satisfaction. They have also now a carriage valve, on the same principle, with a large thimble like cap to go over the whole after inflation. In wallets and luggage carriers there are some good varieties shown, whilst in oils, clips, outfits, &c., &c., there are more items than can be possibly even enumerated. The Stand is well arranged, with the taste ever associated with the firm of Lucas. 2122.

No Show.

STAND 206. The Cycle Components Manufacturing Co., Ltd., Birmingham, here have an office, but make no public show of their goods, possibly because they have too much to show to be able to do it properly.

True Steel.

STANDS 201-202. Leadbeater and Scott, Sheffield, have a case of their steel stuff, which is so favourably known in the Trade. Besides the steel, spokes, balls, files, hammer heads, &c., are shown. At 202, they show a sand-blast machine.

Sanspareils.

STAND 32. William Andrews, Ltd., have a choice show of Sanspareils, the lady's safety being the most original of the exhibit. This is made with two elliptical tubes forming the front frame. It has a graceful appearance, and leaves plenty of dismounting space. The racer, which has D. tubes in its back frame, has a remarkably rigid and workmanlike appearance. Narrow treads and detachable chain wheels appear upon all the best machines, and the finish, as usual with Sanspareils, is very near perfection.

A Splendid Show.

STAND 50. This is one of the largest Stands in the Palace, and it is occupied by Messrs. Alldays and Onions. The Alldays' cycles show a marked improvement in design over their previous patterns. One of their new features is a really dust-proof hub, the cones of which are fitted with a projecting flange round its outer circumference, which fits into a corresponding recess in the hub body. The lady's safety is very attractive in appearance, and as rigid as many full diamond cycles. The racer, like all this firm's best machines, is fitted with D. tubes to the back frame, and the crank and chain wheel are held with one cotter. The lady's tricycle, of the same design as the lady's safety, deserves its share of praise. Corrugated tubes, a speciality of this firm, may be seen on many of the machines. The cycle ambulance vehicle is a novel feature and attracts much attention.

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Reformed bicycles.

STAND 33 The Reform Cycle Co., Coventry, have a business-like show at the Parrot end of the Palace. The gentlemen's safeties are all of the accepted pattern, and some have the fashionable D. tubes for the bottom back stays. In the ladies' machines two patterns are shown, one with a single and rather small straight tube, the other and more taking design, having two straight tubes, the upper running to the top of the head. The machines are unpretentious, but are doubtless none the less good for much hard work.

Enfield Manufacturing Co.

STAND 56. Right in the centre of the building, this neatly got-up stall, with its 13 singles and one tandem, made a nice display, and as each machine was held to the carpeted floor by a light wire, instead of the clumsy stands used by some makers, they looked well, without being hidden by ferns or other paraphernalia. The chief new features are, an adjustable handle-bar, for altering the tilt, by, simply, a nut on the top. The new disc, adjusting rear bearing and bracket with oil-containing tubes, are first-class,—a remark that applies to the new pedal. A gem of a lady's drop frame has been specially built for Mrs. Langtry.

Hobart Bird & Co.

STAND 55. With the veteran rider, A. Nixon, in charge (he is now chief traveller to the firm), we were soon well posted in details. With a score of "Birds," the Hobart path racer is the leading line; it is of the regulation type, with wood rims. The top tube is 1-inch; bottom, $1\frac{1}{8}$ in. Of special construction is the lady's; drop frame, curved upper tube, well-placed saddle, transparent gear-case,—altogether a most taking mount; it lists at £23 10s., and looks worth it. For ladies who don the Rational costume, the No. 2a Hobart, with 28 and 26 in. wheels, is a beauty, or for a light man's road racer. The full roadster is up to the quality of the others. Many improvements in detail have been carried out in all.

Bamboo.

STAND 22. The Stand of the Bamboo Cycle Co., Ltd., Wolverhampton, and Holborn Viaduct, is suitably fenced in, and decorated with bamboo and aluminium. Several safeties and a tricycle are shown, all, it must be confessed, betraying much ingenuity in their construction; whilst as much pains has been taken with their finish as is done with the usual bicycles of steel. The Bamboo road racer weighs 23 lbs., has an aluminium head, steel bottom bracket, and fork ends, as is the top seat lug. The frames are now joined up by a special cementing process, which, we are assured, has proved very satisfactory, and it is claimed for these machines that they are twice as strong as steel bicycles of the same weight. The No. 9 roadster, which weighs, complete with brake and guards, 30 lbs., is guaranteed to carry 13 stone, and is really a smart-looking machine. It has a steel tube handlebar, as have all the Bamboo bicycles made by this Company now. Ladies' safeties are shown, and a tricycle, weighing 37 lbs., with a Starley axle. All the machines list low, one coming out at £14 14s., and there are generous discounts for cash buyers. The appearance of these machines has certainly been greatly improved, and this Stand is well worthy of careful attention.

The Rover's fine Show.

STAND 21. J. K. Starley & Co., Ltd., Coventry and London, have a very lengthy Stand in front of the big organ, where they exhibit 27 machines, each having ample space to allow of thorough inspection. One of the gems of the Show is the Imperial Rover path racer, weighing 19 lbs. The tread is $4\frac{1}{2}$ in.; the wheels 28 and 30, and round tubes throughout, as have all the Rovers. The road racer is practically the same machine, but has road racing tyres, and a neat little head lock, which is fitted to all the best Rovers, except the path racers. The weight is 24 lbs. The Rover light roadster, is much the same machine as has given such universal satisfaction during '95, with the addition of the steering-lock already mentioned, and a new pedal, fitted with a dustproof cap end. The Royal Rover is a new machine on the list, and is intended for club purposes, &c., and is a thoroughly good machine listed at £20. The new light Popular Rover, is another high-class, but cheap machine, some thousands of which must have been purchased during 1895, and will be in 1896. They are fitted with Clincher tyres. The best Rover is the Gentleman's Rover, which is a roadster machine with all the best work that can be put into a bicycle expended upon it. It is made in three sizes of frames, 22 $\frac{1}{2}$, 24, and 26-in. seat tubes. A big-framed road racer is shown, built to a special order. The best ladies' machines are made in two patterns of frames, two straight tubes, running to top and bottom of head, and a double curved tube. The head is a long one, steadying the steering; there is a neat little new pedal, but the best novelty on these lady Rovers is undoubtedly an arrangement, simple in action, whereby the back half of the back mudguards is made detachable from the rest, and can be then easily taken off, thus allowing a clear field for tyre-repairing, &c. This is a really good idea, and, we should say, would be appreciated if adopted on the gentlemen's machines. The

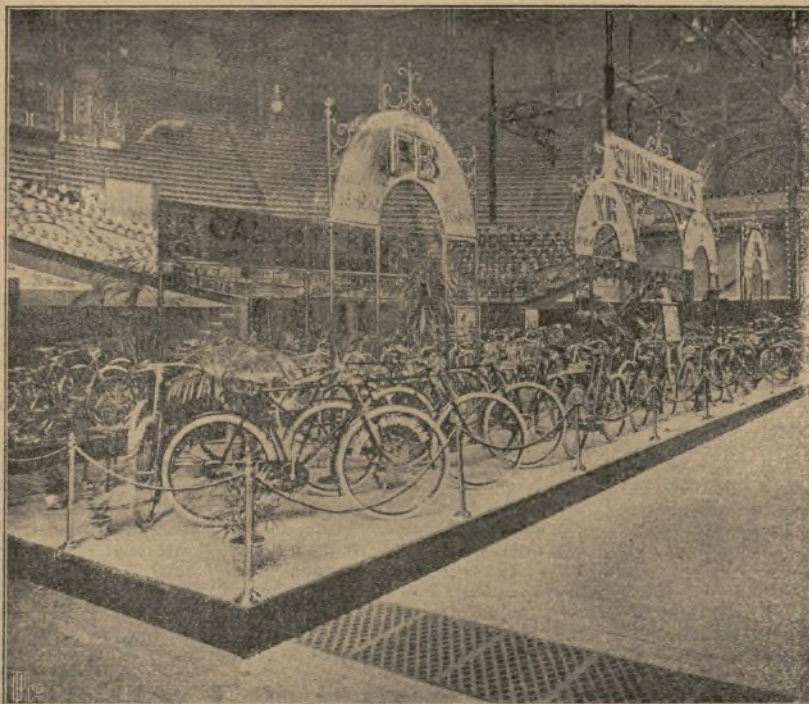
weight of the best lady Rovers vary, according to the wheels, &c., from 21 $\frac{1}{2}$ lbs. to 29 lbs. The lady Royal Rover is a high-class machine in every sense of the word, but a little heavier than the "Imperial Rover," weighing 32 lbs., whilst the "Popular Rover," for ladies, much the same in appearance, weighs 33 lbs. A "Coventry Chair" is shown; it is shod with pneumatics, made considerably lighter than hitherto, is a good, free runner, and, in its new, up-to-date form, is likely to be much appreciated by invalids.

Something New in Frames.

STAND 68. Here the Metropolitan Machine Co., Ltd., of Bishopsgate, E.C., show a representative selection of their well and favourably-known Juno cycles. The Juno No. 1 is a well-finished full roadster, with D. tubes at the back, detachable gear, and weighing, without brake and guards, 26 lbs., but these are fitted, and are detachable. It looks a cheap machine at the price asked, £18 9s. The Juno light roadster has round tubes throughout, barrel hubs, of a very taking appearance, and which, we should say, must be thoroughly dustproof, and weighs 24 lbs. No. 12 Juno, with tangent spokes, brake, and guards, is a really wonderful machine for its price, £12 12s., and we are sure the firm will do big business with it during '96. The No. 4 lady Juno is a new pattern, not only to the firm, but also, we fancy, to the rest of the Cycle Trade. Two large tubes run from the bracket, one joining the head at its bottom part, and the other slightly crossing the lower tube and joining the head at the top. It looks a good thing. With Presto gear case, and, of course, brake and guards, this grand little machine weighs 32 lbs., and lists at £20. The No. 6 lady's safety is a very cheap line that lists at £14 (with Woodley tyres), including gear case, and it's a clinching little machine, too! The lady's tricycle, with Starley's gear, is on very neat and taking lines, with a rigid frame and ample dress clearance: all on it weighs 42 lbs., and lists at £26.



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J. & H. Brookes, Birmingham & London.

STAND 58. With Mr. Passingham, the London, and Tom Parker, the Midland, representatives as *cicerones*, we felt in safe hands looking round the 10 machines. One of these was a pyramid-framed tricycle, telescopic adjustment to the rear axle. Ladies in search of a good machine at a low figure, will find it in the B. 4, lady's, a marvel of value for £12. Of the 14 safeties, the C. 1, Brookes, the best class, at £26, is a really fine machine. There are several departures in the Renouf framed tandem, the mechanical points of which are well known. We close with a really cheap mount—we mean *cheap*, not low priced—at £11.

Singing the praise of Singers.

STAND 43. Here are the good old reliable Singers, made by Singer & Co., Coventry, the machines, as usual, being protected from their crowd of admirers by a substantial iron fencing. The only new machines shown is the Grand Modele de Luxe racer, which is an up-to-date machine with a tread narrow, but not absurdly so, and the Singer head lock, an unusual fixture for path machines. It weighs 21½ lbs., and has D back stays. A good tandem for gentlemen, with a triple-plate crown and Dunlop-Welch tyres is shown; a peculiarity of this machine being that the back chain stay on the chain side curves to avoid the chain wheels, whilst on the opposite side it is straight. On all the Grand Modele de Luxe D. back stays are fitted, on the other patterns the round tubes are retained. Several ladies' machines are shown with the now well-known curved frames, and two Modele de Luxe tricycles are staged. As hardly any alterations, even in details, have been made in the Singer cycles, it is difficult to dilate at any length on the machines without stating facts that are already public knowledge; sufficient to say, that the Singer show is worthy of the old and big firm, and is characterised by honest workmanship as markedly as ever.

P4

A Home-Trainer.

STAND 129. The Auto-Instructor Co., 28, Victoria Street, S.W., here show a new auto-instructor and home-trainer, somewhat on the lines of a Swiss apparatus, exhibited at the Show a few years ago. The one now exhibited is, however, an improvement in that it is fitted with a spring supporting arrangement, so that learners may use the instructor without danger. An up-to-date lady's safety is also to be seen on this Stand.

Olympic.

STAND 10. The exhibit of Frank H. Parkyn, of Wolverhampton, consists of 20 Olympic cycles, including a racer weighing 20 lbs., and fitted with Palmer tyres. What the *CYCLING* representative admired most on this Stand was the Model P. lady's safety. The frame, from the saddle to the head, is simply one piece of tubing, bent into a very graceful curve. The tubing is of larger gauge than usual, so the machine loses nothing in strength.

Their First Exhibit.

STAND 53. Messrs. Lea & Francis make their first appearance at this rather out-of-the-way Stand, but there are few of the Trade, or the public, who will not make a point of examining the Lea cycles before leaving the Show. Specimens of the finished lugs, gems of workmanship, may be inspected. Stampings are exclusively employed, and the machining of these is altogether beyond the ordinary. The general design of the frame shows several special points worthy of attention; the chain stays are carried to the extreme ends of the bracket and run, in a parallel line to the back wheel, consequently no portion of them appears outside the gear case; round tubes are used for the compression stays, and oval tubes for back stays. The steering-lock is one of the best we have seen, and, in many details, the Lea machines show more than ordinary care in design. It is an exhibit that no one should pass by.

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Eagles.

STAND 46. Hotchkiss, Mayo, & Meek here have a nest of Coventry and Royal Eagles. The tandem deserves special mention, its design being on unusual lines, more like some French tandems than the usual English patterns; it should be particularly rigid. The pedal attachment is also novel and good, and the two designs of ladies' machines are on the most approved lines. Messrs. Heighton & Meek's Autapto saddle may be seen here, and also a useful cleaning stand for holding a machine perfectly rigid when inverted.

Exceptionally Strong.

STAND 205. A very large display of hollow rims was made here by R. W. Webb, Ltd., of Draycott. These were of two varieties, the Double-Hollow rim and the Hercules rim. The leading feature of these rims is, that no solder is used, brazing being unnecessary, as the metal, after lapping over, takes three turns in the case of the Double Hollow rim, and five turns in the Hercules rim, after which they are clinched effectually by means of struck rivets. The spokes pass through these, thus dispensing with drilling and weakening the rim.

Sunbeams.

STAND 18. John Marston, Wolverhampton, has staged, this year, by far the largest display of Sunbeams he has ever shown, as far as our recollection carries us. Needless to say, they form a brilliant exhibition, not the least attractive being the two safeties built for Mr. Jessop, for his cycling trip through Japan, in the interests of this paper. These two machines are prettily enamelled in dark cherry and olive green; and here it might be remarked that the firm have made a very special study of enamelling in colours, their Calu coloured enamel being just as good as the black enamels, as far as the finish and the lasting properties are concerned, a much desired state of things not hitherto obtainable. The chief alteration in the best Sunbeam roadsters, and road racers, is that two 28-in. wheels are fitted. In the road racers and path racers D. back tubes are provided for those whose tastes run that way, but the firm believe rather in the round tubes. The path racer, with two 28-in. wheels, and D. stays, has a 4½-in. tread, and with good large tubes, weighs 22 lbs. A very smart-looking little machine is the best Sunbeam road racer, which, with gear case, weighs 26½ lbs. The hub bearings are of good size, and tangent spokes are fitted. The firm are going all out on ladies' machines, and show a very great number of them, all being with two front straight tubes, but they make a curved frame when desired. The best lady Sunbeam, complete with the Sunbeam gear-case, weighs 29 lbs. It has a head lock, which is detached when not in use; the same is fitted to all the Sunbeams. The Rational lady Sunbeam, known as the Gentlewoman's Touring Sunbeam, has the top tube slightly dropped at the back, to allow for the more graceful arrangement of the Rational costume. It has a 26-in. back wheel, but, with these exceptions, is like a man's machine. The second grade Sunbeams (F.B.) are made in the roadster and light roadster patterns, and are extremely well-finished machines, and lightly built, at low figures. An extraordinary safety is shown, made for a gentleman 6-ft. 6-in., and weighing 20 stones; it is quite a curiosity. A serviceable carrier tricycle, with pneumatics, is also shown, and a juvenile safety of high finish.



Miller's good lines.

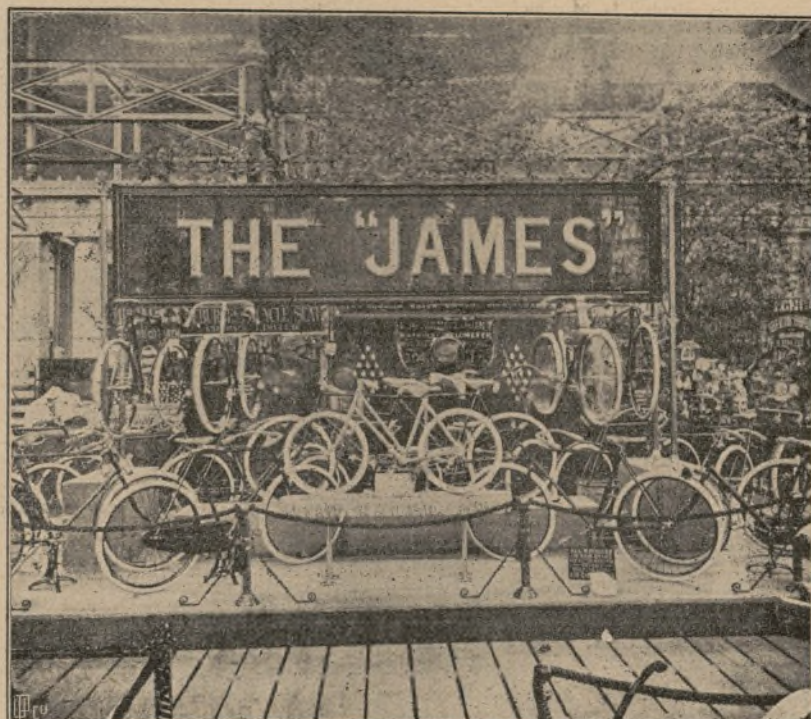
STANDS 101-102. H. Miller & Co., Birmingham, take two Stands, on which to show their numerous lines. One is devoted chiefly to lamps, and here we found a new and good lamp in the Central Draught Lito, which, as its name implies, has a current of air circulating through its centre. The '96 Bell Rock, opens all over, even the back reflector hinges open. The Miniature, Jupiter, and Cyclight lamps have all been altered and reduced in size for '96. In cycle frames three or four good designs are shown, and an adjustable handlebar was hourly expected from Brum. There are pedals after the American model, only stronger, hubs, spanners, toe-clips, and most of the essential parts that go towards the making of a bicycle.

A most accommodating rim.

STAND 113. Barton & Loudon, of Coventry, here display the various cycle parts they manufacture in such quantities for the Trade. The chief article perhaps is the Barton & Loudon Universal rim, which will take practically every form of pneumatic tyres seriously on the market, and 20 different makes of tyres are shown fitted to this truly useful rim. Westwood rims are also shown, of which they are large makers, and supply the greater part of the Coventry trade. All kinds of solid rims are shown in section and made up. The well-known Simplex gear case occupies, of course, a prominent position on the Stand. This case is undoubtedly one of the neatest and, perhaps, is the most easily detachable of any in the market. It is now made with a celluloid transparent side. The firm are now making a leather gear case, much on the lines of the Simplex, and also in the ordinary pattern. Mudguards, fork sides, and liners for tubes, are amongst many other things shown on this interesting Stand.

In the Dark.

STAND 45. In a very bad light the cosy Stand of the Quinton Cycle Co., Ltd., Coventry, is placed, a lay figure of a lady in a skirt costume, mounted on a lady Quinton safety, occupying the central position. The Quinton tandem has double steering, which differs from most double steering, inasmuch that it is operated by chains running over cogs. The machine looks short, compact, and rigid. The full roadster is a nicely finished machine, with a moderate tread, and weighing 29½ lbs. The light roadster weighs 24 lbs, and has a head lock, as has the full roadster. A very smart thing in juveniles is shown, a complete model of an adult's machine, even down to the gear-case. This is one of the best things in juveniles that has ever come under our notice. For ladies two patterns are shown. One, a curved single tube, has been built to the order of the Countess of Aylesford, and is all glorious in white and gold, and plating galore. This machine, with a gear case, brake, guards, and roadster, 28 and 26 in. tyres, weighs 30 lbs. The Popular Quinton lady's, with two curved tubes, comes out even a little lighter, owing to a difference in the gear case. The Popular Quinton is a very cheap machine at £12 12s., and should prove a thoroughly sound investment. The Quinton path racer weighs 20 lbs., has a narrow tread, and graceful lines. There is also a well finished juvenile for girls, staged; indeed, all the machines are finished in an excellent manner, and convey the idea of being thoroughly sound and serviceable.

**Eadie Parts.**

STAND 209. The Eadie Manufacturing Co., of Redditch, make a smart show with their cycle component parts. A new thing is a pedal with three bridges between the barrel and the sides, two on one side and one on the other. A special toe-clip fits these, and is immediately adjustable. A new barrel hub has a good adjustment, a sliding washer, which engages with teeth on the cone, being released by a screw, which allows of the adjustment being securely made. There is also a simple adjustment for the front hub. An adjustable handlebar is shown, which, by releasing a bolt, can be placed at any angle desired. In frames there is something new for the firm, in a tandem with accommodation for a skirted lady in the rear. A triplet frame is also shown, as also a lady's, with a pretty curved frame.

Select and Classy.

STAND 31. Harry James, of Birmingham makes his usual select and classy display at this Stand. The new James racer has oval tubes at the bottom only, a 4½-tread, and is fitted with the new James patent hub, the whole of its shell being made soft, with the exception of the friction parts. It weighs 21 lbs. In the James tandem, which has already secured for itself a high reputation, there is a larger head, with larger balls, and an additional stay has been run from the bottom of the head to the front seat pillar tube, straight across. The tread on the tandem is 5½ in., and the weight, 35 lbs., for the road. The new pattern in the James ladies', is a frame with just one large (1½) straight tube in front, with a short curved strut near the bracket. Every possible dress clearance is thus secured, and the machine is still very rigid. The lady full roadster, all on, weighs 30 lbs. This comprises pretty well all the novelties for '96 on the James Stand, the various other machines shown

being on the '95 model. But as these models are amongst the best, alteration is not to be sought for. We should mention, however, that all the machines have the D, or oval, bottom stays, and therefore the tread has been decreased in width. The light roadster weighs 26 lbs. A special machine is shown, built for a child trick-rider.

High-class Chains.

STAND 203. Hans Renold, of Manchester, has his usual display of high-class cycle chains. His Stand is hardly necessary, seeing that there is hardly an exhibition of cycles in the Show that has not at least some of Hans Renold's chains on the machines. Cutters for chain wheels are also shown.

A Thousand-and-One Articles.

STAND 219. Perry & Co., Ltd., Birmingham, in two large, handsome cases, show specimens of their famous chains and thousand-and-one parts of a bicycle, which they supply the trade in such exceptionally large quantities and good quality. A very neat fork end for D. tubes is shown. Also, a bracket for D. tubes, which, without any cramping, admits of a 4½-in. tread over all, taking a 1½-in. tyre. They have discarded the screw in pedals, and fasten it to the crank by a nut, which is recessed into the crank. In tricycle fittings, up-to-date fittings are shown as in the case of the safety. A new fork end is put on to the two-centre bridge hangers, which makes a very neat adjustment. In hubs there is a very neat large barrel, and in chains there are no new lines, but the well-tried patterns are stuck to. Complete sets of ladies', tandems, racers, and roadster safeties are shown; also, toe-clips and foot-rests, an enormous trade in which has been done. Nipples and nipple washers, for wood rims especially, are shown, and quoted very low. We were struck, too, by the appearance of the beautifully cut detachable chain wheels.

STAND 13. Messrs. Chilton Bros. from Nottingham, show 12 Couriers, 11 of which are fitted with Clincher tyres. Four of the dozen are ladies' safeties, and they look very strong at the head.

Parts and Accessories.

STAND 103. J. Harrison & Sons, Birmingham, have here an office, and a showcase, in which they exhibit samples of the bells for which the firm have so long been favourably known, together with lamps, toe-clips, lamp brackets, spanners, oil cans, repair outfits, &c. All betray that nicety of workmanship with which the name of Harrison is associated in the Cycle Trade. Another important department to which the firm give their attention is the manufacture of cycle parts, and in the case under notice we observed cleanly cut chain wheels, smart narrow brackets, well finished ball heads, fork ends, hubs, pedals, &c. The exhibit is one that cannot fail to be of interest to all in the Cycle Trade, or those cyclists who take an intelligent interest in their mounts.

Built by F.J.O.

STAND 37. The Osmond Cycle Co., Ltd., Birmingham, have taken as much trouble and pains with their Stand as they do with their machines, and the raised dais of inlaid wood, with its wooden ornamental railing, and substantial old wood sign, that serves to set off the machines made by F. J. Osmond, is amongst the very best Stand work in the Show. Starting with the road racer, the chief feature is the new Osmond chain, now shown for the first time. It is made up of sections of rollers, and is just one rolling mass. It combines the advantages of a block chain, with those of a roller chain, and is very neat and light. It is fitted on all the Osmonds unless otherwise ordered. The racer has the same D. tubes in the rear, and absence of nut projecting at the fork end sides, as last year, but, in addition, the front forks are now made with D. section front forks. The lamp bracket, head clip, and handlebar clip are all stamped out of one piece of sheet steel. On the roadster, the mudguards are held on by novel means. The front one is sprung into the crown, no nut holding it there, two screws through the fork ends holding the stays. The back guard has no stays, but is held firmly in place by a wing nut, and a screw. It is all wonderfully neat and ingenious. The crown is novel in design, and, all plated, looks effective. In the lady "Osmond," besides the D. forks, a novelty is an extra curved strut, which runs from the top of the head to the top straight tube, being lapped on. It must be a tremendously strong frame. The Osmond tandem is another enormously sturdy bit of work, being, perhaps, almost unnecessarily strong. The single tube between the brackets is $1\frac{1}{2}$ in., the head is $1\frac{1}{4}$ in., and the D tube front forks are in proportion. The machine weighs 42 lbs, and the tread $4\frac{1}{2}$ front, 5 in. back. The triplet shown is on similar lines, and is one of the most taking things in triplets we have ever seen. A new back hub is being used on all the Osmonds. It has $\frac{1}{8}$ balls, $\frac{1}{16}$ spindle, felt washers to make it absolutely dust-proof, and a perfect locking device. The chain wheel outer, or teeth ring, can be fixed to the sprocket wheel proper on either side, and are put on the inside when a gear case is desired. Needless to say, the finish on all the machines is perfect, and Messrs. Hills & Friswell, who were in charge of the Stand, were entitled to their smiles of satisfaction.

Something For All.

STAND 39. The Granville Cycle Co., 132, Clapham Road, S.W., have 20 machines in line, all worthy of careful inspection. To speak of some of them, the Royal Granville light roadster has oval compression stays, and D. tube back stays. The rat-trap pedal has three cross pieces between the side plates and the hub—two on one side, and one on the other. This makes a very stiff, and yet light pedal, at the same time making it easier to fit a toe-clip on. In the bracket there is a good arrangement, whereby the oil, inserted at one lubricator, is conducted by a tube into both bearings, instead of being mostly lost in the bracket. The guards can be taken off instantly, without touching the adjustment of the wheels in the slightest degree; and barrel hubs are fitted, as is the case with all the Royal Granvilles. Another good thing to be found on all this series of the Granvilles, is a handlebar adjustment, whereby, by simply turning a bolt, the handle can be placed at any angle, as well as up and down, as hitherto. The friction head-lock of '95 is retained. The Royal Granville tandem, for a lady in skirts at the back, weighs, with brake and guards, 45 lbs. The Royal Granvilles for ladies, are made in two patterns, both weighing 26 lbs. One has two straight tubes running to the bottom of the head—the other, with the top tube curved, and running up to the top of the head. All the new features already-mentioned in connection with the gentlemen's machines, are embodied in these lady Royals. The very well-named Popular Granville has been brought well up-to-date, and is now more marvellous value at £12 12s., than ever. D. tubes are used, and the tread has been reduced to 5 in., with gear-case clearance, and the weight is 28 lbs. The roadster, with guards and brake, is £13 13s. A new pattern for '96, is the Favourite Granville, a still cheaper line, but still a smart little machine.

Accessories.

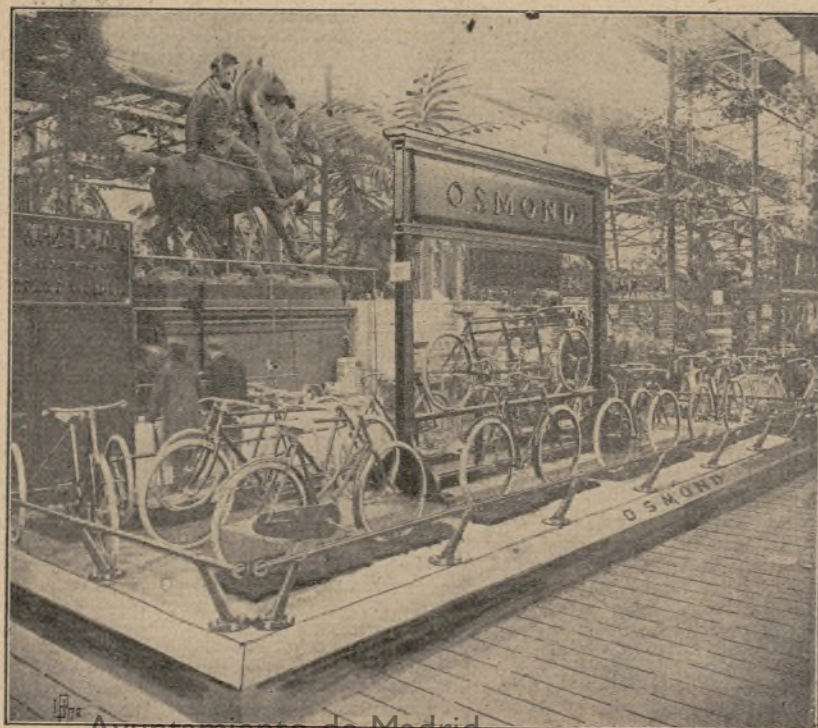
STAND 232. Messrs. Powell and Hanmer, Birmingham. It was somewhat late on Friday night that we arrived at this Stand, and, to our regret, found it deserted for the day. We notice, however, that the firm make an excellent show of cycle parts, including lamps in many varieties, as also bells, inflators, oil cans, wrenches, &c. The exhibits are not confined to metal goods, leather articles occupying a fair amount of space on the Stand, including tool bags and saddles—both ladies' and gents'—in different varieties.

The Star Tube Company.

STAND 104. The Star Tube Co., Birmingham, have an attractive Stand on which they are showing samples of their seamless tubing. We also noticed several styles of handlebars, made by this Company. One to which our attention was especially drawn being suitable both for a path racer, and by reversing it, to a lady's machine. The firm is up-to-date in having met the demand for a D-tube back stay, the examples we inspected appearing exceedingly well finished. Front forks made of seamless material, oval tubes, and round tubes, are all to be found at this Stand.

Saddlery.

STAND 105. The Albion Mills Co., Birmingham, have a well-designed Stand, on which is exposed a variety of saddles and tool-bags. A new lady's saddle is here to be found. This appears to be capable of giving a comfortable seat. It has also a pig-skin seat in place of ordinary leather, they being furthermore turned out in a variety of attractive colours. A neat little racing saddle is exhibited, this being fitted with a clip suitable for both an L pin or upright pin. A novelty on this Stand is an enamelled leather tool-bag, shown in several bright colours, so that tool bags may now be supplied in colours to match the enamel of the machine.



Ayuntamiento de Madrid

The Trent Cycle Co., Limited.

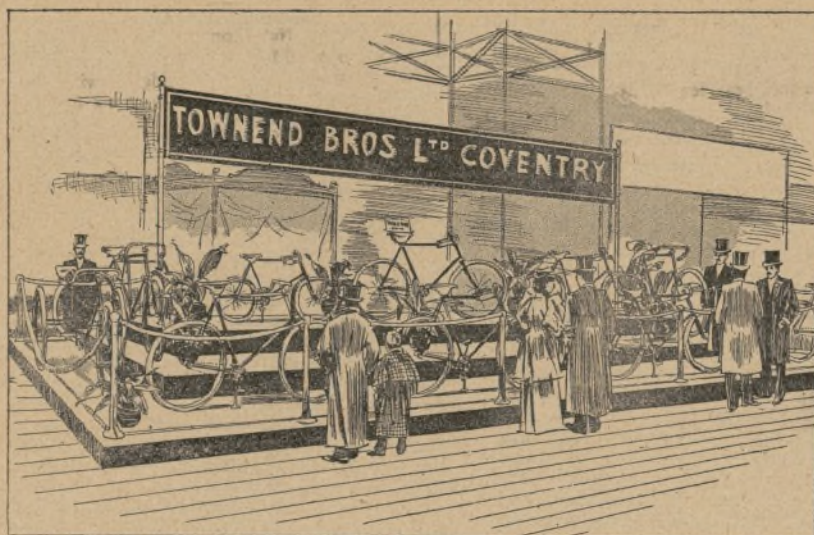
STAND 61. With a dozen single safeties, 25 per cent. of which are drop frames for skirted ladies, attention is claimed; and, amongst the speed division, at any rate, it will be directed to a fast and light-looking racer occupying the post of honour in the centre on a raised stand. It has ram's horn-shaped handles of regulation design; the tinted enamelling of the Trents is particularly good. The trade mark is a yacht sailing on a bright blue sea, with gold tipped waves.

St. George's Engineering Company, Ltd.

STAND 62. Crowned by that magnificent ornamental ironwork—the St. George's sign—about 34 New Rapids formed one of the most select displays in the whole building, easily understood when it is stated that but one grade of machine is made—the very best that skilled labour and the most modern machinery can produce. The new features include an improved dropped frame for ladies, with strengthening cross stay below. The tandem is an entirely new introduction, with immensely strong triple crowned front forks, and well stayed frame, it looks what it is—a good thing. A direct steering tricycle, and about 30 single safeties are shown, all up to the firm's standard.

For old and young alike.

STAND 2. Townend Bros., Ltd., Coventry, have arranged their machines on a series of steps which show them up to advantage. The Townend best roadster has a barrel hub, with a very good disc adjustment, which is now fitted to all but the cheapest Townends. The bottom back stays are oval and of large diameter, and are in a direct line with the chain pull. The other back stays are round. This machine has $\frac{5}{16}$ in. balls, and $4\frac{1}{2}$ -in. tread without gear case, 5-in. with. The brake fitted is not likely to injure the tread of the tyre. With brake, guards, and 2-in. tyres, it weighs 32 lbs. Every adult man's machine is made in two sizes, 22 $\frac{1}{2}$ and 25 in. The road and path racing machines have the same design of frame as the roadster, the former weighing 24 $\frac{1}{2}$ lbs., and the path racer 21 lbs. The ladies' machines are made in two grades, both having a double curved frame, and with the same fittings and general design as the gentlemen's. The tread on both is 5-ins. with gear case, and the weights are 28 and 32 lbs. respectively, with 26 and 28-in. wheels. The road and path racing tandem has an unusual crown, four cold stamped plates being brazed together in pairs, giving it the appearance of only having two crown plates with the strength of four. The tread is $5\frac{1}{2}$ in. back and 5-in. front, and the frame is of the Humber pattern. The road racer weighs 45 lbs. The lady's tandem is the same, with the front part of the frame made to drop, the steering being double, and carried on a line with the curve of the frame. In juvenile machines Townends have always been very strong, and on this occasion they are made as great a feature of as ever. They may be briefly described as perfect little models of the adults' machines, the same careful work and finish being put in as in the larger machines, in which they differ only in their size. They are made in 22, 24, and 26-in. equal-sized wheels, and no parent could give a child a safer, more useful, or more appreciated present, than one of these dainty little mounts. Two tricycles are shown, for youths and children. Altogether, Townends have never made a better show than this one.



The New Buckingham & Adams, Ltd.

STAND 64. The 24 safeties on this Stand make a fine even show, and the whitened tyres and black frames make a fine contrast on the dark green floor. D. tubes are employed for rear forks and stays on the light patterns. Dust-proof rear hubs are a new feature, and the adjustable toe-clip one of the simplest dodges ever added to a machine. Without a nut it is firmly held at three adjustments, and is instantly detachable. Ladies' machines are particularly neat and the angle frame pattern has the lower tube carried below the bracket; we particularly like the raised handlebar—no "cycle crouch" to those lucky enough to ride a B. & A. Altogether a good and effective collection.

Novelties for the Million.

STAND 178. But few eyes at the National Show could have passed the Stand occupied by Coombs Bros., of Birmingham, successors of S. Snell & Co., without reflecting the brilliancy of the exhibits thereon. These comprised a large variety of lamps of most unique and taking design. A racer weighing but 7 $\frac{1}{2}$ ozs and fitted with a telescopic reservoir and prismatic side lights; also a latest T. T., fitted with two powerful lenses in front, and another in the reflector, were the objects of much favourable criticism. Some new lugs for D. tubings were also shown, and with a large variety of cyclometers, bells, feather-weight pumps received much attention. A novelty in brake clips, by which the front wheel is fixed in a second was also on view.

Taylor, Cooper & Bednal Ltd., Coventry.

STAND 20. One of the best spots in the whole building, with brilliant light all round, showing up the good points—and there are many—of the 30 Raglans below, and the array of silver challenge cups in the centre. A point is the greater diameter and narrowness of the bottom bracket; this gives a larger ball race, with only 4-in. tread, the narrowest in the Show; indeed, the whole fitting of this part of the machine is beyond praise. The lower rear forks are D-shaped where they pass the wheel tyre, and round beyond; the crank chain pulley is also extra good. Amongst the machines was the tandem on which Watson and Thistleton won the tandem race at Cologne. With a word of praise for the splendid little juvenile Raglan, we leave Mr. Bednal and his fine exhibit.

Lamplugh's Saddles.

STAND 96. Lamplugh & Co., Birmingham, the well-known cycle-saddle makers, have a neat Stand on which they make a display of their wares. We first inspected a new full roadster and semi-racer saddle, which are fitted with a stamped steel frame. The spring arrangement, which is at the back, comprises two triangular pieces of steel working in slots, and compressing, in the one, a spiral spring, and, in the other, a rubber buffer. Racing men would do well to inspect this firm's new racing saddle, the spring part of which is built up on six wires. All the saddles shown are made suitable for lady's use, by covering the front end. A special coil-spring lady's saddle is exhibited, which we feel sure will meet with a large adoption. The novelty on the Stand, is to be found in the Sans Bec, or peakless saddle, which is of French design. Not only is the saddle peakless, but it is also spring-less, a buffer of cellular rubber being used to give a comfortable saddle-seat.

Good and Reliable.

STAND 49. Bonnick & Co., Ltd., Coventry, in happier case than many of the exhibitors, display their machines on a long and roomy Stand, situated in a good light near the great stage. The "R. & S. King of Racers," made by this firm, has D. tubes for all the backstays, a $4\frac{1}{2}$ tread, and weighs 20 $\frac{1}{2}$ lbs. It has, in common with all the R. & S., a detachable chain-wheel. The "R. & S. Royal" road racer has disc barrel hubs, and a $4\frac{1}{2}$ tread with gear-case clearance. The weight comes out at 25 lbs, and the machine is thoroughly up-to-date in design. The "R. & S." road racer weighs 28 lbs, with leather case; it has round backstays, and ordinary hubs. It is a cheap machine listing at £20. The "R. & S." lady's light roadster is a new pattern for the firm, having a curved top tube; as is also the "R. & S." lady's roadster, with a single straight tube, and straight strut across the bottom. The '95 pattern of the firm, two straight tubes, one from below the bracket, and one from above, running to top of the head, is still retained, and is called the "R. & S. Queen of Racers." Two roadsters are shown coupled together with an arrangement made by Charles Pooss, of Bournemouth. The "R. & S." light roadster, a well made machine, weighs 30 lbs. all on. A new pattern rubber brake is fitted.

Moonlighters.

STAND 176. The Moonlight vapour lamp is a novelty that certainly demands attention, on the score of cleanliness. No oil is used, the wick is instantaneously ignited, and no amount of jolting will extinguish the flame.

The Dover Gear Case.

STAND 235. The Dover Gear Case Co. of Northampton, here display a number of their detachable gear cases, which are now too well-known to need a very lengthy description. They are shown fitted to a variety of frames, and in *papier maché* and xylonite. A new feature in this gear case is a brush attachment fitted with lubricator. By means of the new attachment, the chain can be sufficiently lubricated, while all rattle is prevented. The gear case can easily be detached, and its weight is comparatively small. Chain and dress guards for lady's machines, are also exhibited.

The Centaur Cycle Co., Ltd.

STAND 28. Mr. Mushing, the managing director of this firm, who has been associated with it since established in 1876, and is mainly accountable for its success and development, has every reason to look proud of the 20 or so Centaurs so effectively displayed—the dais had blue centre with artistic border, and showed up the beautiful outlines of the machines to perfection. Moving with the times, the Centaur Company has several new features—chief of these is the new adjustable handlebar, which merits, and will receive, detailed notice later—suffice it here to say, it can be turned for path racing, road scorching, and touring, the latter being the most sensible position we have seen on a safety for years. In connection with this, the reversible L pin is an admirable idea well carried out. The Centaur bearings have now been applied to the pedal, making it second to none. A drop frame, extra light, for ladies, and some remarkably light path racers, are features, and might well excite the envy of the American builders.

The Quadrant Cycle Co., Ltd., Birmingham.

STAND 57. About 30 machines show what this firm (ever noted for the highest class work and most genuine improvements) can do. In 1883 they (as Lloyd Bros.) first appeared at the Stanley Show in the Albert Hall, and revolutionised the trade by using large pilot wheels in tricycles; however, the peculiar Quadrant system of steering-frame has now disappeared, and the 3 tricycles are of the regulation pattern, with detachable front stay—so that they can be used by either lady or gentleman. All have a four-bridge axle, with 26 in. wheels. It is the new pedal which will attract attention, above everything else. It is the prettiest ever fitted to a machine in this country, and is a decided improvement on the American pedals. It has a central bearing, on which it spins freely; the pin only reaches a little over half-way across, and passes through the end of the pedal-frame, and the end screws into the crank, which terminates with a split lug, held by nut and screw, which additionally holds it. This combination is enough to sell any machine. The New Quadrant hub, dust-proof and oil-retaining, with locking adjustment, is a beautiful bit of work; but justice cannot be done to it in these few lines. The tandem, lady in front, is another bit of good work, with tremendously strong frame. In regulation pattern safeties, the Quadrant is at the top of the tree, the road-racer being a particularly excellent specimen.

A New Spring Wheel.

STAND 7. Messrs. Lunt Wakefield, and Mountford, of Walsall, beside showing their celebrated Vanguard cycles, have on their Stand a machine fitted with patent concentric spring wheels. The spring takes the form of five heart-shaped springs fastened to the hub and the rim—thus taking the place of spokes. Most of the Vanguard cycles have D. tube back stays.

Princess Maud's Machine.

STAND 15. The Premier Cycle Co., Coventry, have one of the largest and most handsome Stands in the Palace, and make a boast that they have no fads, or useless novelties on any of their exhibits. The Model O. Premier is the road racer, and with wood rims, $4\frac{1}{2}$ in tread, and of course the Helical tube made by the Premier Co., weighs 25 lbs. One full roadster shown, Model Z, has all the bright parts, including the spokes, silver plated, instead of nickel plated. A new thing for the firm is a girl's safety, as complete in detail as a machine made for an adult. The tandem for lady and gentleman, lady in front, is noticeable for the unusual amount of dress clearance. The cheapest line of the firm is the Popular Premier made throughout with Helical tube, and beautifully finished, lists at £18. A machine that will interest lady visitors, is a lady's safety, the exact model in every detail of the one lately supplied to H.R.H. Princess Maud of Wales. The brake now fitted to the Premiers is very highly spoken of by experts who have tried it. It is rubber in suspension, and is hardly likely to injure the lightest tyre. For the rest it may be briefly stated that the machines are practically identical with those staged last year, with the same high class finish about them that is ever noticeable with stuff from the Premier factory.

Heigh, Presto!

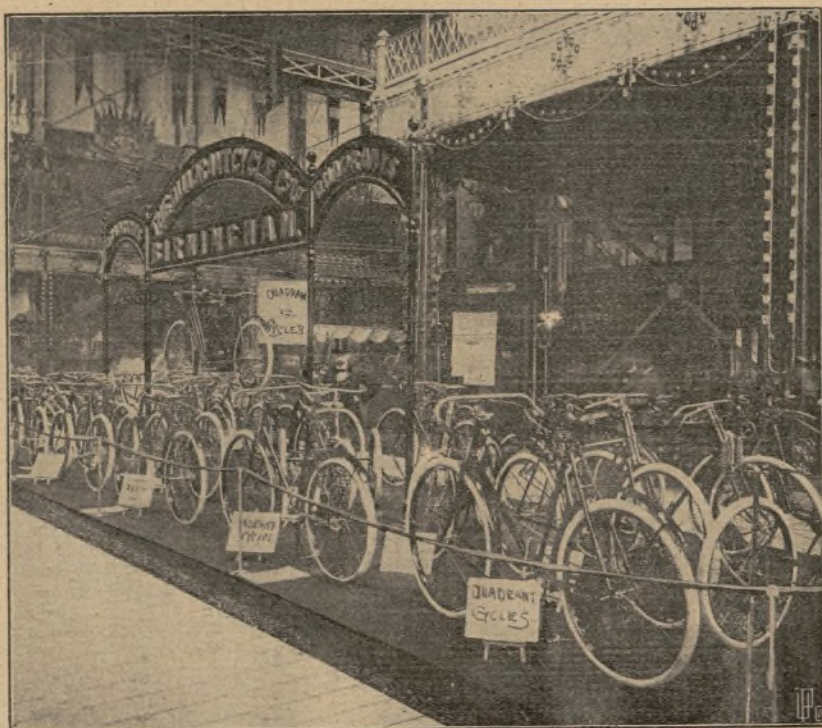
STAND 221. Presto Gear Case Co., Wolverhampton, show their well-known gear case, which is now so largely used. The chief alterations for '96 are a split leather disc to go round the axle, instead of tin, as hitherto. Instead of the sides being soldered on, it is all one piece, giving a neater appearance, and it is now lined with felt, to stop any rattle. The clips are now made of steel, instead of heavy brass, as hitherto, and, altogether, the Presto is thoroughly up to the times.

Wulfrunas.

STAND 42. Here are the Wulfruna cycles of J. Barratt, which disillusion those people who associate Wolverhampton with the production of common cycles only. A new method of attaching the crank and chain wheel is one of the features of these machines, the crank head being dove-tailed and bolted to the chain wheel at its centre, and both cotted to the axle together. The road tandem, the lady's seat of which is at the back, is a beautifully designed machine, and should have a large sale.

Progress in the Right Way.

STAND 23. E. J. West, of Coventry, maker of the Royal Progress cycles, makes his better grade machines of his registered D. tubing, and also fits them with D-shaped bottom back stays. West's D. tubing is made with sheet steel, with both edges turned inwards, so as to make a double transverse web, or support. The edges being turned in from the flat side, the lateral strength is immense, and the use of this tubing enables the maker to decrease the tread without losing strength. Mr. West has 15 machines on his Stand, and all are fitted with Dunlop tyres. A third of the machines are ladies' safeties. All show excellent workmanship and good finish.



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Novel Lamps.

STAND 122. The Eagle Lamp Co., Worcester, make a display of an exceedingly novel lamp, which possesses several new features. An important point is that solder plays a very small part in the construction of the lamp, while it is claimed that it can be cleaned without removing it from the machine. Our special attention was drawn to the fact that, not only is the lens of one of the sidelights hinged, but the back with the reflector is also hinged, and can quickly be opened for cleaning. Another improvement is to be found in the spring bracket at the back, tubular rivets being used in place of those of the ordinary type.

Interesting Novelties.

STAND 99. Rotherham & Sons, watch manufacturers, Coventry, have several interesting little novelties on their Stand, which should attract the attention of cyclists. First and foremost, of course, is their cyclo-meter, which does not register the number of revolutions of the wheel, but the actual distance travelled. This cyclo-meter seems to be enjoying a world-wide reputation, as we notice that, in addition to being arranged to register miles up to 100, it is also arranged to register in kilometres, and also in versts, the latter being for use in Russia. The largest novelty on the Stand is a new lever tyre inflator. This seems a very good thing. There are two handles, at right angles to the pump, and the handles, one in each hand, are easily worked backward and forward. The smallest novelty is an improved lubricator for cycles. This is fitted with a rotating cap, with spring tension. The rotating cap has a small hole, and has to be turned round until it coincides with a similar hole in the lubricator. Samples of the new 1896 Wood valve for Dunlop tyres are also here to be found. Seeing that Messrs. Rotherham are watchmakers of long standing, they should be able to turn out accurately-made valves. Mention may also be made of a game-marker, and a cyclo-meter arranged for surveying purposes, to be found at this Stand.

The Crypto Stand.

STAND 8. Crypto Works, Ltd., Clerkenwell Road, E.C., here make an excellent show of their special, and now popular type of machine, known as the Bantam. This is shown in a variety of models—full roadsters, light roadsters, &c. A Bantam machine, designed for a lady to ride in an ordinary skirt costume, is also to be seen. This is a very attractive-looking machine, fitted with 20 in. driving wheel, and 18 in. back wheel, geared to 55 in. The machine has a dropped frame, and is fitted with short cranks. Several improvements have recently been made in the Bantam, among which we may mention that it has now a longer head than hitherto, this adding to the appearance of the machine, and, at the same time, reducing the length of the seat post. Many of the machines we notice are fitted with wood rims, and although Dunlop tyres are fitted on some, the Crypto Company are now largely using an American single tube pneumatic tyre—the Hartford. A further improvement consists in fitting a foot-rest to this novel type of machine, which, as regards weight, compares exceedingly favourably with the ordinary type, the light roadster Bantam only weighing 22 lbs. Several safeties of the ordinary type are also displayed, these including a lady's and a gentleman's machine, well up-to-date. There are also shown two safeties fitted with the Collie variable gear.

STAND 41. The Eclipse Machine Company, Oldham. The Surrey and the Sunderland cups and the Cork Agents' Challenge Shield, are the main decorative features of this Stand upon which are the Rothwell cycles of all types. The tricycle with Starley axle, and a featherweight lady's safety weighing 28 lbs. all on, are specialties of the firm.

Bradbury & Co., Ltd., Oldham.

STAND 65. A magnificent array of challenge cups in the centre of the Stand bears eloquent testimony to the value of the Bradbury racer as a prize getter. The chief of these is the Leeds Licensed Victuallers' Challenge Cup value £100 (something like the Cuca in appearance), won by G. Myers—no less than 4 of the others were won by that noted Northern flyer Alf. Macferison—who ought to have represented England at Cologne—he is almost a certain N.C.U. winner in '96. We were not surprised at the work done on the Bradbury, when we inspected the path racer—a more workmanlike speed instrument it would be hard to find. Both wheels are 28-in., $4\frac{1}{2}$ -in. tread, 1-in. horizontal top tube—it scales, all on, 21 $\frac{1}{2}$ lbs.—and is all over up-to-date. In roadsters a machine enamelled cream and gold, attracted our fancy; it is fully equipped and looks fits for any kind of work. It has the Davis Patent Chain Band, a rubber cover travelling with the chain, and can be applied to a narrow tread machine—Good. This adjective, or a stronger one, must also be applied to the ladies' curved drop frame. It is the most roomy we have seen, and was the centre of attraction to a group of ladies when we examined it. They would not find a better in the Show. The tandem has special points, particularly in the joints; strength is secured, and lightness looked after. We advise all those capable of judging fine work to examine the machine finished ready for enamelling.

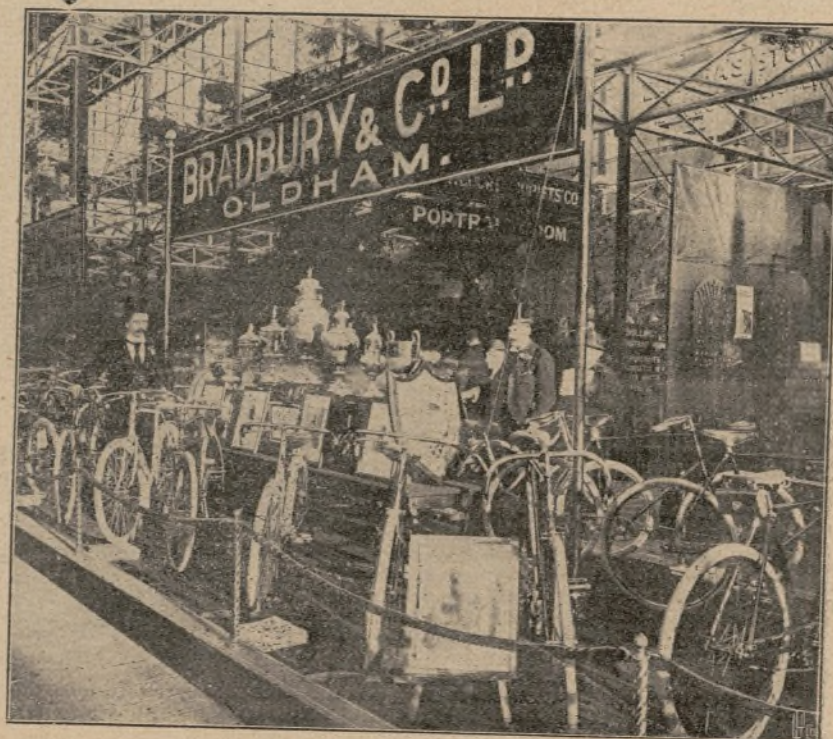
STAND 40. Clark, Cluley & Co., exhibit 14 Globe Cycles, upon which are shown an exceedingly simple eccentric steering-lock, and a new pedal, novel in its construction and method of attachment. The ladies' safeties are a speciality of this firm, a very pretty curved frame being their main feature.

A Temple of Steel.

STAND 211. One of the most artistic exhibits in the Show was that of the British Tube Co., of Birmingham, who had constructed a veritable temple of their world-known steel tubing. Not even the casual observer could pass their Stand without closely examining the tubing in its many forms. D. tubes, in the rough and finished, and a large variety of seat pillars, handlebars, forks, and crowns. A decided novelty was shown in handlebars. The handle ends were bulged out and then split, the idea being that perfect ventilation would be afforded the hand in Summer, whilst in Winter a felt cover could be drawn over to keep the hands warm.

Old Friends.

STAND 11. The Sparkbrook Manufacturing Co., Ltd., Coventry, show some 18 specimens of machines bearing the old-established name of Sparkbrook. A new feature the firm has re-introduced to their machines is a band brake on the back wheel of the safeties, which gets over the tyre-destructing difficulty. The head is now adjustable without interfering with the handlebar. The lady Sparkbrook has been very popular during the past season. Two grades are shown, the Grand being the best, and weighing 30 lbs. The upper tube is a curve, lapped halfway to the lower tube. The other, the National, has a similar frame, and weighs about 35 lbs. A gentleman's and a lady's tricycle are shown, both having band brakes, same as the Sparkbrook three wheelers always have had.



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Collapsible Mudguards.

STAND 119. F. Jackson, 96, Southampton Row, London, W.C., here shows an ingenious arrangement of detachable or collapsible mudguard, which has been named the Proteus. When fixed up these mudguards resemble very closely the old mudguards. The stays are, however, hinged and turned up out of sight when not wanted. The rear wheel mudguard is in two pieces, and all being detachable, the front wheel guard and one-half of the back guard can be removed and placed over the other half out of the way behind the saddle supporting tube.

Two-Speed Gear.

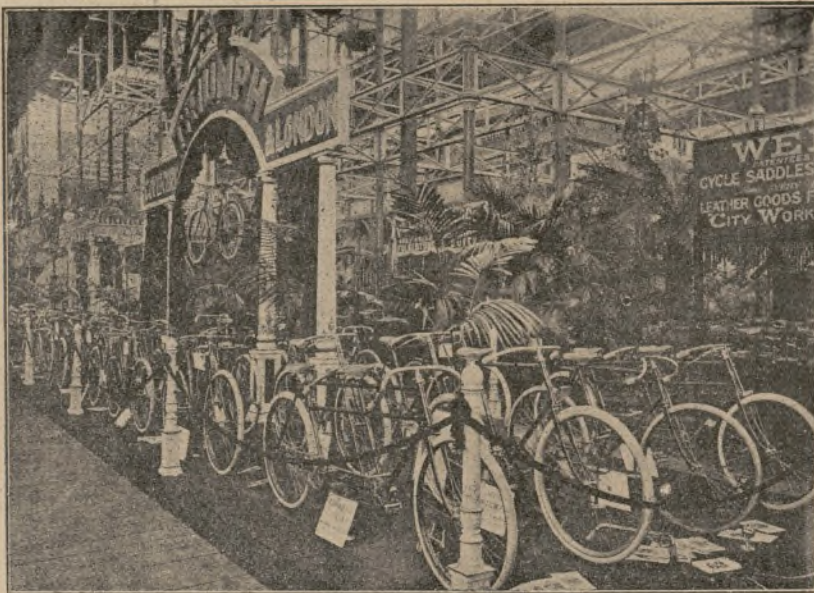
STAND 27. The Cycle Gear Company, who have christened their wheels the Monopole, besides a show of machines, have on view their new Hub Two-Speed Gear, which can be fitted to any machine, in place of the ordinary back hub. On the high speed gear the action is exactly the same as that of an ordinary gearing, inasmuch as the chain wheel drives direct without any additional working part whatever. The two-speed is put into action by pulling up a lever which is connected with a latch motion on the pedal bracket. This gear has been greatly improved since last year.

The Anatomical Saddle.

STAND 128. Dunlop & Co., 20, Beulah Hill, S.E. We can strongly recommend cyclists to inspect the "Henson" anatomical cycle saddle, which is to be found on this Stand. The saddle is a pneumatic one. It is almost cut into two parts, the centre being cut away, so that it cannot become hot. The saddle has two separate air chambers, each having a valve of its own. The saddle has two ventilated depressions, one on each side, for the bones. The Henson saddle is rapidly coming into favour, and a further improvement in it, for the 1896 season, is that it is now being made up of undressed sun-dried leather. At this Stand is also to be found a display of "Cuca," now so largely used by racing men. It is made in fluid, tablet, or chocolate form, and as a speed tonic and sustainer cannot be too highly recommended. Racing men will be interested to learn that Cuca is now being made up in pellet form, in small tins, so that it may be carried in the vest pocket.

A Trophy of Rims.

STAND 112. The Jointless Rim, Ltd., Birmingham, have again taken much trouble in making an effective display with such unpromising material as steel rims. As is well-known, and as their names imply, the Jointless rims are made without a joint, being pressed out of sheets of metal. The extra strength and reliability thus insured is obvious. A new rim, just introduced, is the Jointless tubular rim, which has its tubular edges formed without any brazing. A wheel is shown, dead true, built up with only eight spokes, and a Jointless rim; and also a wheel with 12 spokes, and one of these rims, which the manager, Mr. Woollen, has ridden 1,500 miles on the road, and it will be at work again after the Show. The strong point about these rims is, that there is no brazing in their construction, and consequently no soft places. They are showing Dunlop, Clincher, and Palmer tyres fitted to the rims. A seat weighing machine is suspended from a Jointless 22 oz. rim, and the one that performed a similar service last year is on view. This has borne, in its time, over 395 tons of human flesh and bones.

**A Truly Fine Show.**

STAND 63. The Triumph Cycle Co., Ltd., Coventry, are showing a very exhaustive series of their patterns on a centrally-situated Stand, which is tastefully decorated, an appropriate feature of the ornamentation being a draped triumphal arch. In all their best machines for '95 they have adopted oval back stays of large diameter. This applies to the best roadster, of course, which first caught our eye. This machine is made in two sizes of frames, 25 and 23 in. down tubes, with 10 or 8½ in. heads. The machine under notice, has 30 in. front wheel, the firm having reverted to that size wheel for their standard patterns, after a season's experience of equal size, 28 in. Bent up handlebars are fitted; and the tread, with gear-case, is 5½ in. In both the back hub and the bottom bracket, the balls are 5/16 in., and the adjustment for the cross-piece of the saddle-pillar should be noted, the first time we have noticed this neat idea on an English machine. The full roadster shown, made to the order of Hon. Evelyn Pierrepont, weighs 30 lbs. The brake work is full of ingenious and good points; the brake itself is a double spoon of rubber, and the clip removes with ease and neatness. The head-lock has the advantage of being removable when not in use, thus making involuntary locking impossible. In the road-racer the tread is 4½ in., with gear-case, the spokes are tangent, and the machine weighs 25 lbs. A new pedal, fitted to this grand little mount, is a real good thing. The bearings are closer together than ordinarily, the outside end and both side-plates are all one piece, and the net result is a particularly strong and light peda with a saving of ½ in. in the tread on both sides. The racer is on the same lines, and the length of spindle is 4½ in. This machine is fitted with barrel hubs, beautifully designed and made, one advantage of them being that the wheels can be removed without interfering with the adjustment. The chain-wheel on the racer is new. It is all in one piece, though detachable, and is strengthened by cross-pieces running between the arms. The wheel is removed and held on by the crank cotter. The racer weighs 21 lbs—a fine bit of work,

with its large frame, large chain-wheels, and large tubes. To turn to the ladies' machine; the best lady Triumph has a straight bottom front tube, the top tube curving down from some 6 in. above the bracket, across to the bottom tube, to which it is tied, and then up straight to the top of the head. A machine of this pattern is shown, built to the order of the Duchess of Newcastle, and is a superb bit of work. All on, including gear-case, the weight is only 29 lbs. The second grade ladies' has two straight tubes in front, and D-shaped tubes at the back, as have all the second grade Triumphs. In tandems, the firm show something truly fine, an open-fronted machine, with double steering, and ball bearings. The tread is 4½ front, 5½ back. There is an extremely ingenious mode adopted on this machine to lubricate the front bracket, always a difficulty with tandems, which would take too much space to properly explain here; enough to say, it must be as effectual as it is clever. The roadster tandem for gentlemen has a good frame, one point being that the tube holding the back handle-bar is carried right down to the bracket stays. The full roadster tandem weighs 52 lbs., and the roadster 44 lbs. Every machine shown has also its counterpart represented in second grade editions, with D-shaped tubes, which are called "Favourite Triumphs." The finish in all is truly great, and the work, we know, thoroughly honest; it is plain to see that Triumphs, always in the front rank, have by no means stood still.

Sliding Seats and Spiral Springs.

STAND 130. Mr. C. E. F. Otto, 7, York Grove, Peckham, has here a large number of safeties—ladies' and gents'—on view, several of which contain features of novelty. One of these is what is called an arc sliding seat, this being an arrangement which can be fitted to any machine, to enable the rider to shift his seat at will in hill climbing. Another new thing is to be found in a machine fitted with Otto's spring hub. The back wheel hub contains a spiral spring, which enables the rider to suddenly alter the crank from the position of dead point to full leverage.

New Turners.

STAND 30. Turner, Fellows & Co. The New Turner Cycles bear a strong resemblance to the Raleigh designs, especially in the matter of forked crowns and seat pillar lugs. Round tubes are adhered to for the back frame, the compression stays entering a bridge behind the bracket. Several designs of ladies' safeties are shown, one with a very large single tube front being specially noteworthy.

The Rims they use in the Eiffel.

STAND 215. The Patent Felloe Co., Ltd., Coventry, show their electric hollow rims in all sizes. Vehicle rims for all tyres, and electric hollow rims for cycles in all sections, also solid rims of every description, are staged. The chief tyres of the day are shown fitted to the rims. Another line is D shaped tubing, for back stays, made out of sheet steel, the two edges of the steel being turned in and running down together the whole length of the centre, and brazed together.

Whirlwinds.

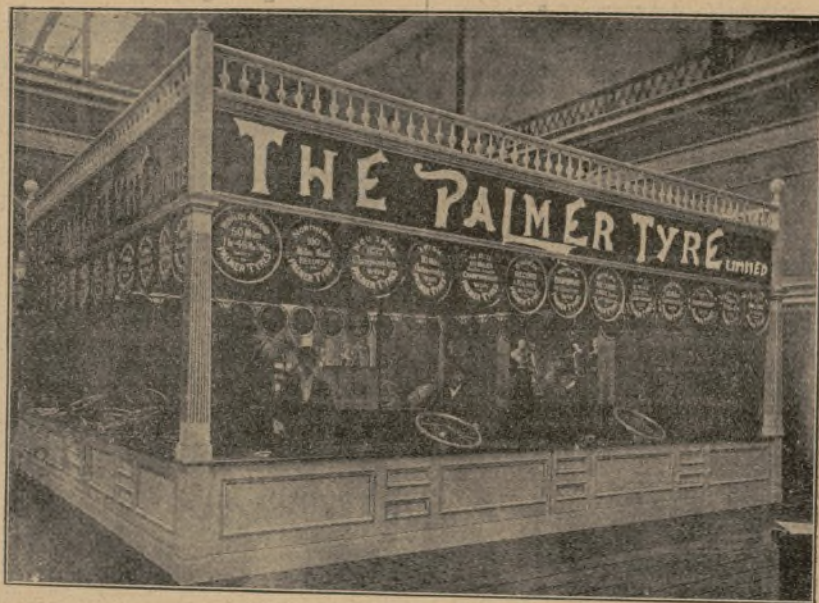
STAND 51. The Whirlwind cycles of the Dorman Engineering Company are, of course, all fitted with Dover gear cases. The ladies' machines are fitted with the patent P.M. chain cover, a very simple and efficient form of dress protector. The machines have patent dust-proof brackets. The narrow tread is obtained in a most mechanical manner, the back frame being not in the least degree weakened. Non-scratching inflator clips, which are lined with xylonite are also shown, together with other specialities of this firm's manufacture.

The Nimrod Show.

STAND 66. The Nimrod Cycle Co., Bristol, had a large display of their well-known machines, including three ladies' safeties, two tricycles, one tandem, and nine gents, three of which are racing machines. All the machines are fitted with a new telescopic chain adjustment known as the "Zimmy," which appears to be very effective. To one of the lady's machine a new and very ingenious head lock is fitted to the bottom ball head lug. One of the racing machines is provided with an extended handlebar lug, the object being to throw the handle forward. The tricycles shown have an ordinary safety cycle frame with central chain wheel. The racing tricycle only weighs 28 lbs., the weight of the roadster, which is of the same pattern, coming out at 36 lbs.

B.S.A.

STAND 214. The Birmingham Small Arms & Metal Co., Ltd., Birmingham, have a grand case full of their stuff in the very heart of the Palace. The magic letters, "B.S.A.," are always understood to be a passport to good stuff, and the majority of makers, when they can say that their machines have B.S.A. fittings, rightly feel that they have said everything. At the Stand we were shown a new thing in steering-locks, a friction lock that works inside the ball head. Another good thing was a hub with the flanges outside, the hub thus being the same size in the forks, but making up into a stronger wheel. A pedal, with a dust-cap that screws on to the end plate, must effectively keep the dust out, and retain the oil. There is a very light $3\frac{3}{4}$ -in. lady's pedal, and a $4\frac{1}{4}$ -in. for those who ride in their boots. In the sets of cycle parts there are D. tubes for the back stays, and a $4\frac{3}{4}$ -in. tread bracket, to take a gear case.



The Coventry Cross.

STAND 52. Warman & Hazlewood, Ltd. This old Coventry firm occupy a very large Stand upon which are exhibited all types of cycles, including carrier tricycles and various designs of tandems and ladies' safeties. The Coventry Cross racer has oval tubes and a very neat finish. A pneumatic trap fitted with Hazlewood's patent wheels is shown.

Conquerors.

STAND 241. In a somewhat out of the way corner the Conqueror Cycle Co., of Coventry, have a neat little display of fifteen machines, no less than ten of which are designed for lady's use. In fact this firm is now especially catering for the ladies. This type of machine is shown in two models, one a curved dropped frame and the other a straight tube dropped frame with plenty of room at the bottom to enable the rider to dismount easily and comfortably.

Tools for the Trade.

STANDS 225 & 226. The Trade will certainly be attracted to these Stands by Alfred Herbert's splendid exhibit of machine tools. Various new designs are shown, the bracket boring machine, which simultaneously approaches four tools to the bracket lugs, is worthy of special attention. One, two, and three spindle drills are shown, and also capstan and turret lathes, profilers, and milling machines of beautiful design and finish. The rim drill, which approaches two automatically lubricated drills, will also be new to many. We regret that we have not space to describe this fine exhibit more fully.

Bards.

STAND 80. Hands & Cake are showing new designs in Bard cycles, which we have previously called attention to in these columns, as remarkably good machines at low prices. The design is in all respects up-to-date, and the finish would compare well with many machines sold at a far higher price. D tubes and a generally eyeable frame are seen upon the racers and road racers, and the lady's safety with a double curved front frame, the lower tube of which enters below the bracket, is a really taking design; this is registered. $4\frac{1}{4}$ -in. treads are the standard on the road machines, the lady's safety with gear case being a half-inch wider.

Make their debut.

STAND 145. The Beeston Cycle Co., a new firm, make their debut at this Stand. The machines shown are of the most perfect design, and fully up to the traditions of Beeston workmanship and finish. Like almost all machines made in the Nottingham district, they are fitted with round chain stays, $\frac{7}{8}$ in. from the bracket to the bridge, and $\frac{3}{4}$ in. thence to the back hub. The special racer has a 4 in. tread. A disc hub is shown with a good locking device. A special lady's safety weighs 20 lbs. A very clever wrench made by Sanders & Co., Radford, Nottingham, may be seen here.

Humber & Goddard.

STAND 67. Humber & Goddard, Ltd., Nottingham. Placing ourselves in the hands of Mr. Broadhead, we made a "trip" round this interesting Stand on which no less than 16 machines are staged, including two tandems and three ladies' machines. A new form of handlebar was the first thing to catch our eye. This has been named the "Battersea," and is brought well back with the view of enabling riders, both ladies and gentlemen, to sit upright. The path racer appears to be a well-designed machine, weighing 20½ lbs. It is fitted with a large detachable wheel, and a neat chain adjusting arrangement. This Stand is well worth a visit; there are several little novelties to see.

Leather Goods.

STAND 197. Middlemore, of Coventry, always has a good show of saddles, and this year is no exception. The Stand, as usual, is situated next door to CYCLING. Mr. Middlemore has his leather for cycle saddles dressed at his own factory in Birmingham, and it is the same material as he uses when carrying out army contracts. The steel for the springs is of the highest quality, and of a brand reserved for his sole use. Novelties in the way of hygienic saddles are the Autapto, the Sille Sar, the Dunlop, and the Middlemore pneumatic. For road purposes, No. 663, with the patent parallel action, ought to prove very serviceable. The juvenile saddles are models of cheapness and neatness.

Tubes from Brum.

STAND 213. The Mannesmann Tube Co., Ltd., Birmingham, have a large display of their cycle, and other tubes, as also ready bent handlebars, and stems, crank stays, oval tubes, &c. The wheels of a sulky, with tubular spokes, are also exhibited.

A Steam Bicycle.

STAND 76. It may be said that some of the novelties of the Show are to be found at the Stand of Messrs. J. Holdsworth & Co., Liverpool. The first is a machine fitted with a handlebar, which is a departure from all accepted ideas, the two handles being practically only 9-in. apart. Next we come to a steam safety bicycle, which is extremely ugly in appearance. In place of the lamp, a large vertical steam boiler is fitted, this being connected to a $\frac{1}{4}$ -h.p. engine fitted on the bottom tube of the frame.

High-class saddles.

STAND 120. D. Mason & Sons occupy nearly the same spot at which they exhibited last year. It is most unlikely that anyone interested in high-class saddles, will leave the exhibition without examining this stall. One of the most important improvements in Mason's saddle for '96 is the narrow and simple sheet steel clip—a most ingenious invention. The now famous saddle pad, used by many long distance riders this year may be seen in an improved form. The new lady's saddle on three coils should be exceedingly comfortable. Good new designs in tool bags, and other leather cycle goods, complete an exhibit not to be passed by.

Wood Rims.

STAND 182. The Fairbanks Wood Rim Co., of Derbyshire, have a tremendous show of the now much talked of wood cycle rims. The Fairbanks was, we believe, the first wood rim ever made or used for cycles, and consequently its original patent covers all wood rims for this purpose built up in layers. Long lapped joints are in three different parts of the rim, consequently there is no weak place, and as the grain of each layer of wood runs in a different direction, the rim cannot warp. The Fairbanks rims are suitable for detachable or fixed Dunlops and Palmers. Also for Clinchers, Beestons, Standards, Scottish, Fleetwoods, and, in fact, almost every tyre made. They have figured in many a race this year, and we have no doubt whatever that next year will find them as popular, if not more so, than ever.

Saddles for all requirements

STAND 231. Webb, Ltd., Birmingham make a very classy show with their well-finished saddles and tool-bags. A novelty, and a much desired one, is a saddle clip, which not only fits a straight or an L pin, but also can be adjusted to any position without fear of slipping. This is done by an arrangement of cogs, which is at once light, and, we should say, effective. The racing saddle weighs 1-lb and 3 ozs. There is a very nice lady's saddle shown, with a good broad seat, and a hammock saddle for gentlemen, which is comfortable, without being ugly and cumbersome. A pretty little saddle is the Webb light roadster, with reversible clip and double wire springs. Leather gear cases are shown, quoted at very low prices, also frame bags and cyclists' leggings. A speciality in tool bags is one made to fit on the top tube, by the head, and also a box tool-bag, which draws out at its end, and is also meant to be fixed to the same part of the machine.

TYRE SECTION.**Easily detached.**

THE EAST LONDON RUBBER CO. (Stand 154) show their "S." detachable tyre. It is claimed to be one of the most easily detached tyres on the market, 10 secs being ample time for getting at any part of the inner tube. The cover has sectional wires, six inches long, fastened to studs on the inside of rim every three inches.

The Drayton Tyre.

STAND 159. Hopkinson & Co., of West Drayton, show a new detachable tyre called the Drayton. The valve is secured to the inner tube in something like the usual way, an arrangement over the valve washer being connected with the wires. The movement of the valve, which is operated on by a wing nut tightens or loosens the wires at the will of the rider, enabling the cover to be detached.

Self-closing Tubes.

STAND 158. The Pneumatic Self-closing Tube Company show at Stand 158, their patent tubes, which are guaranteed against all ordinary punctures. The method adopted in no way diminishes the resiliency of the tyre. The tube is protected on the whole of the portion outside the rim, and the self-closing is brought about by the action of the rubber itself proceeding from the method of manufacture. We ourselves saw the tube pierced through with the large blade of a knife, and can testify that not the smallest quantity of air escaped, and if the action is permanent we cannot but believe in its great importance to the public.

The Jewel Tyre.

STAND 160. Made and exhibited by the Scottish Manufacturing Co., shown at Stand 160. A new adjustment is now in use with this tyre. The wires are screwed up on the rim by a patent key. To detach, the key is introduced into a small flap on the edge of the cover, and operating on a screw, loosens the wires sufficiently to enable the withdrawal of the tube.

The Grappler Tyre.

UNDER the able supervision of Messrs. Sweny and Currie, the Grappler Stand presents a very imposing appearance, great taste being displayed in the decorations, and a most handsome effect is produced. The Grappler roadster is shown in the new section of the corrugated rim which makes it lighter and stronger than the plain rim, which has hitherto been used. The cover has special non-slipping Jordan corrugations, which are very effective. In tandem tyres the Grapplers have held more than their own, being used extensively in the North of England, where heavy roads predominate. The racing Grapplers have been considerably lightened, a special speed fabric being introduced. Many speedmen have expressed an opinion that the Grappler racer should be very popular on the path next year. On Stand 142 the Grappler Company also exhibit their new pattern carriage tyre which has made such a pronounced mark in London. It is almost impossible to puncture the Grappler carriage tyre, and the great advantage it possesses is that it can be ridden deflated with perfect safety, owing to the formation of the rim, which prevents it being cut.



Speed Tyres.

STAND 138. The Speed Tyre Co., Ltd., 136, Great Saffron Hill, are exhibiting a tyre after the Preston-Davies style, only very much improved. There is now a two coil wire, which, being very flexible, enables an easy removal of the outer cover.

The Midland Tyre.

STAND 155. The Midland Rubber Co., exhibit the Midland tyre with a new attachment which is certainly simple. Wires inserted in pockets at the edge of the cover, to the four ends of the double wires are screwed studs. The wires overlap, and the studs drop into holes securing the cover securely, the pressure of the tyre keeping the studs, which have no screwed-on caps in their places. All sorts of rubber goods for cycle makers are also exhibited by this firm.

The Fleetwood.

STAND 151. The Fleetwood Tyre is distinctly in evidence at Stand 151. The tyre, which has enjoyed a very good trade during the past season, has been improved greatly for the 1896 business. The Fleetwood will be found to possess many advantages. The fastening has been modified and the holes in the rim have been abolished, the cover now being removable and attachable without interfering with the adjustment. The Dunlop rim is entirely used with this new pattern. A new style of non-slipping cover is shown. This has a flat tread, but is mitred at the sides, and is claimed to prevent side-slip on all sorts of muddy or greasy roads. Smooth tyres are also supplied to order. The Fleetwood special road racer tyre is constructed with a new tangential fabric, which we are told, makes the tyre very fast.

The "G. & J."

STAND 150. Gormully & Jeffery, of Chicago and Coventry, are showing the "G. & J." tyres, fitted on wood and hollow steel rims. These tyres, as is well known, are the leading detachable tyres of America, and are making good headway here and on the Continent. The latest improvement is in the wood rim tyre, which still has a double clipch, but the flap inside has been made wider, so that it is now impossible for the air tube to be pinched. This is the only improvement considered necessary for the "G. & J." This tyre has been holding, and still holds, the American mile record. The triplet tyre is of exceptionally strong make, and is well sought after in France, where it is considered the most suitable for multi-cycles. The "G. & J." tyre principally holds to the rim by the fabric. The fabric is constructed in such a manner that, on the inflation of the inner tube, the cover contracts, and grips the rim, rendering the possibility of a blow-off impossible. This, of course, explains how that once the tyre is deflated, the detachment is extremely simple and easy to accomplish. The edge of the cover is so formed, that on turning a corner sharply at great speed, instead of the cover being liable to be torn off the rim, a firmer grip than ever is established. The tyre in all cases fits the rim like a glove on a fastidious lady's hand. On the Stand we observe photographs of many prominent American racing men, who ride the "G. & J." tyre. Mr. J. Oram Gormully, the Coventry manager was very busy at his Stand, booking orders for the coming season.



STAND 173A. The Glansur Patents, 85, Gracechurch Street. The Glansur tyres will easily be distinguished. The outer covering is composed of eel skin for the front, and shark skin for the driving wheel. The tyre is consequently light, weighing 6 ozs.

A cheap tyre.

STAND 153. The Standard Tyre Co., 3, Cumming Street, King's Cross. This Company's tyre is especially suited for the Dunlop rim. Two endless wires are manipulated in the same way as the Dunlop. The fabric is of ordinary canvas, being very strong.

The Woodley Tyre.

STAND 146. The Hyde Imperial Rubber Company are showing the Woodley Tyre. This tyre has been improved considerably, and has now a very reliable non-slipping cover. The Woodley tyre is also guaranteed against puncture, the Company being prepared to execute all repairs of this description free of charge. A Dunlop rim is used, and the tyre is claimed to be uncreepable. The air tube is protected against danger from internal causes, such as pinching, by the combination of the casing and the outer cover. The Company also manufacture a single tube tyre.

Self-Sealing.

STAND 5. The Self-Sealing Air Chamber Co., Ltd., are showing the tube which caused so great a sensation a few months ago. As most of our readers are aware, the self-closing action is produced by a strip of rubber inside the tube, being stretched longitudinally and laterally, and the consequent pulling together of the slip, being highly compressed, closes any puncture. From various causes the Company have not been before the public as prominently as might be expected, but we are informed that from henceforth the self-sealing air chambers will be a great deal more in evidence.

STAND 147. Chas. Macintosh & Co., Manchester, show a large collection of specimens of their work, including many of the popular tyres of the day. Non-slipping bands in two designs are shown.

The Palmer Tyre.

STANDS 167-8. This is necessarily the tyre of the Show, and, needless to say, a goodly crowd watch the operations of a number of skilled assistants, who manipulate the Palmer, and explain its simplicity of construction. The Stand, which takes the form of a big square, was designed by Mr. W. H. M. Burgess, who also superintended its erection. An Edison Phonograph is in full working order at the Stand, proclaiming to many ears the history of the Palmer tyre, together with many interesting points regarding its manufacture, and explaining its many advantages. A platform in the middle of "Palmer Square," tastily decorated, contains the winning machines of such heroes of the race path, as Gibbons-Brooks, Platt-Betts, A. A. Chase, and F. D. Frost. These recline gracefully beneath the spreading palm trees which, with the addition of the letters, "E. R.," form the trade mark of the Company. The famous speed tyre, we are glad to say, has given almost universal satisfaction during the past season, calling for no further improvements in the form which has proved so immensely successful. The Company now manufacture a plain cover for their detachable tyre, as well as the corrugated description, as they have found a demand for the smooth tread. If we might add to the many praises the tyre has received, our experience of it has been one yielding the greatest satisfaction. Its non-slipping qualities, together with its speed and ease of detachment, render it, in our estimation, almost without an equal. The Company now guarantee their tyres against puncture, and also replace free of charge, any covers which may have given the smallest dissatisfaction to riders.

More air.

STAND 148 & 149. The Humber Pneumatic Tyre Co., 7, Upper St. Martin's Lane, W.C., have here two very roomy Stands. The idea of this tyre is to keep all the air space outside the rim, and this is done by placing in the rim an aluminium band, which goes over the edges of the outer cover, and thus keeps the air tube out of the bed of the rim.

A New Tyre.

STAND 162. W. H. A. Bates have introduced a new tyre of the detachable order, with stud attachment. Four studs secure the cover to the rim. The inner tube is butt-ended, and can be taken out for repairs through eye-letted manholes, two of which are in the outer cover. In non-slipping bands, the honeycomb pattern is now manufactured in curved form to prevent the edges lifting or coming away. This non-slipping tread is also moulded on cushion tyres, and has been found most effective. All pneumatic materials for making up and repairing, as supplied by this firm to many manufacturers, are also on view.

The Welsh Tyre.

EXHIBITED by the South Wales Rubber Company, is an improved detachable, made to fit any rim, whether Continentals, cushion, or otherwise. The canvas in the cover is made of strong fabric, with an annular pocket at each edge through which a wire runs, terminating at one end in an eye, and at the other in a threaded hook, which being passed through the eye, is again passed through an eyelet hole in the cover and a hole in the rim where it is secured by a nut. The same Company make what they call a "Pneu-port" tyre which can be used with old Boothroyd, Silvertown, or any other single tube tyre. It is very cheap.



STAND 71A. J. F. Janes, Sydenham Cycle Works, Sydenham Road, S.E., here exhibits altogether six Roebuck, including two lady's, the latter being of the V. frame type.

STAND 78. Is occupied by the Coventry Plating Company, who show several choice specimens of plating and enamelling, and also the Lightning and Biddle's gear cases, amongst the most simple and sightly of tin cases. This has been improved of late and is wonderfully easy of attachment. Though in rather an out-of-the-way place, this Stand will doubtless attract many interested visitors.

STAND 223A. Panzetta Bros., of Charing Cross Road, W., occupied this Stand with a neat display of tandem fittings and repairing outfits. Some good adjustable non-slipping covers were also shown.

STAND 69. The Oldham Cycle Machinists' Co., Oldham, here stage half-a-dozen machines, including one lady's and a tandem. The latter is fitted with a kind of double Referee head which gives great strength.

STAND 223. A show-case containing a tastily arranged assortment of chains and pedals was placed here by Morgan Bros., of Birmingham. A diminutively, yet seemingly powerful racing chain, was well worth seeing.

STAND 181. Millard Bros., Houndsditch, have a perfect shop at this Stand of every possible thing in cycle accessories, from a saddle or lamp, to a trouser clip. Very low prices seem to be the distinguishing feature of the goods.

STAND 71. Austen Bros., of Hatfield Street, New Cross, S.E., display 5 machines, all gents, including one tandem. One of the racing machines is novel as it is intended for a one-legged rider, one of the pedals being a fixture just above the bottom bracket.

STAND 208. A couple of show-cases, containing a neatly arranged display of various sized balls and nuts were placed here by the Auto-Machinery Co., the famous Coventry firm. Samples of broken balls were shown which had only given way under a crushing power of 64 tons.

STAND 60. W. B. Turner & Sons, National Works, Coventry. Mr. Turner, who for many years was with the Coventry Machinists' Company, has recently started cycle making on his own account, and the twelve machines exhibited by him will, in our opinion, compare favourably with any in the Show.

STAND 79. The English and Continental Cycle Co. exhibit 20 machines. A $4\frac{1}{2}$ in. tread is the standard on the road machines, which are fitted with oval back stays—an 18 lbs. racer, which looks capable of standing any ordinary work, is one of the features of the exhibit. Machines of a lower grade, for export, &c., are also shown.



STAND 90. Accessories of all kinds are displayed on this Stand, which is occupied by R. Morgan & Son. Hand tools, oils, and factory materials of various kinds, are also shown.

STAND 237 and 238. The Deburgo Spring Wheel Co., Ltd., 34, Sloane Square, S.W., here again exhibit their spring wheel, introduced at the Show last year. It is shown applied to a brougham, to a bath chair, and also to several cycles.

STANDS 84, 85, 86, are tenanted by Spalding wheels, which will probably attract those who are interested in American-made cycles. The designs are not at all according to English notions, though they bear evidences of good workmanship.

STAND 92. The famous Salisbury lamp, which has so firmly established its reputation for efficiency and reliability, is the feature of this exhibit. Silvered glass takes the place of the usual plated metal reflectors. The new Salisbury Axle Lubricator should be seen.

STAND 179. A most attractive exhibit of Chez-lui enamels was made here by J. Price & Son, of Fitzroy Place, N.W. The firm are also enamellers on a large scale, and a quantity of rims and mudguards were shown, enamelled and lined in a style that left nothing to be desired.

STAND 204. The Scottish Manufacturing Co., Ltd., Bridgeton, Glasgow, venture into the land of the Saxon, with something he is already well provided with, namely, cycle parts, bottom brackets, detachable chain wheels, cranks, ball heads, and all the usual component parts are shown, and look well.

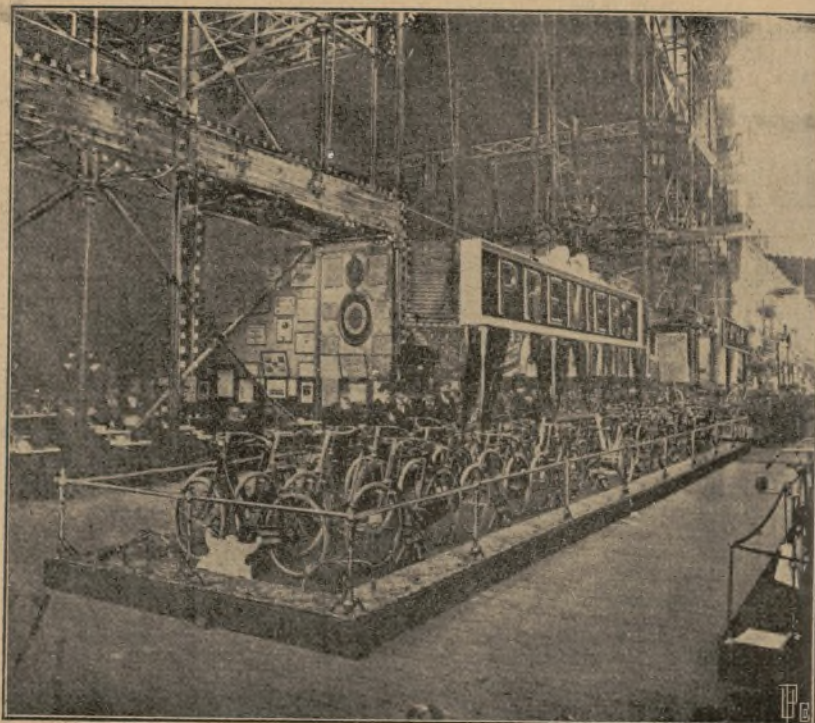
STAND 144B. In a quiet little corner by the Tyre Section the Royal Wellington Cycle Co., of Upper Street, N., had taken their stand. Four machines were shown, two of these being for the ladies. One, fitted with double down tubes, Beeston tyres, transparent gear case, and wood rims, was especially neat.

STAND 216. To the mechanical cyclist one of the most interesting Stands in the Show was that of H. W. Ward & Co., of Birmingham. An improved Lincoln type milling machine, for milling cranks and sprocket wheels, upright milling machine, and capstan lathes, were subjected to much scrutiny and favourable comment.

STAND 217. The Stand occupied by the Westwood Manufacturing Co., of Birmingham, was conspicuous, even to the casual observer, for the quality of the fittings displayed thereon. A wonderfully light chain wheel, and an improved back adjustment, were worth seeing, as was also a racer frame, in which the tread had been reduced to 4 inches.

STAND 180. A very neat display of safeties was made here by W. A. Gorton, of Wolverhampton. The ladies were well catered for in a brace of well-designed machines of the dropped frame variety, whilst the road scorcher found his heart's delight in a little gem weighing 24 pounds, the tread being reduced to $\frac{1}{2}$ ins., and B.S.A. fittings throughout.

STAND 188. The Cyclometer Co., Ltd., 118, Holborn, London, E.C., here introduced two or three novelties. First is an improved form of Boys & Rucker's well-known cyclometer. Next is a carriage cyclometer, the recorder being in the interior of the carriage. This is operated electrically by means of a small electric battery, and is operated by means of a kind of switch fixed on the axle of the carriage near one of the wheels.



STAND 224A. This case, which is made by Haynes Bros., of Gervase Street, S.E., possesses several good points. It is detachable in a few seconds, is telescopic for chain adjustment, is cork-lined and absolutely noiseless, and is both light and strong.

STAND 192 contains all the various patterns of inflators manufactured by Ernest H. Hill, of Sheffield; also, cheap repairing outfits, "Footprint" spanners, and pump clips, which cannot possibly scratch the enamel or damage the pump, inasmuch as the clip is made of—or rather, covered with—India rubber.

STAND 26. William Clarke, of the Wearwell Cycle Works, Wolverhampton, devotes special attention to ladies' machines. Mr. Clarke is fitting a bracket which is a combination of the kind known as the Humber, and also of the screw cone variety. The salient feature of this bracket is, that the combination produces one of the most easily adjusted brackets on the market.

STAND 78A. The Encore Cycles of Parsley Bros. are here shown. A speciality of the frame of these machines is the parallel chain stays, the pull of the chain coming exactly in a straight line from the bracket to the hub. The fork crown is novel in design, and stronger than most. The tricycle shown is of the same design as the one upon which the London-Brighton record was beaten this year.

STAND 175. Searchers for novelties certainly found the objects of their desire at this Stand, whereon were displayed the Dayton cycles, by the Vertical Feed Co., of Aldersgate Street, E.C. A patent adjustable handlebar, fitted to several machines, deservedly attracted much attention. A new adjustable chain wheel, constructed so as to avoid any play on the screws; an adjustable saddle pin, and a pedal, in which both bearings are directly beneath the tread, were novelties which possessed the unique quality of practicability. [2870]

STAND 94. W. Morgan exhibits here various samples of medals and electro-plated wares. An electric cycle lamp was to be exhibited here, but at the time of concluding our report it had not arrived.

A well-deserved Tribute.

H. H. GRIFFIN, the veteran and ever-enthusiastic sportsman, was on Saturday last presented with a Kew A. split second chronograph (77.3 marks Kew), and a substantial cheque. The presentation was made at the Crystal Palace, by Mr. J. K. Starley, on behalf of our contemporary, "Wheeling," and when making the presentation, the chairman referred to Mr. Griffin's long connection with sport, as a sportsman, handicapper, and journalist. Several congratulatory speeches were made, and the interesting event was brought to a conclusion with votes of thanks to Mr. Starley and Mr. F. Percy Low, the organiser of the Griffin testimonial fund.

From America.

STAND 70. The Lozier Manufacturing Co., Cleveland, Ohio, U.S.A., here stage no less than 20 American-made machines, both lady's and gent's. The machines appear to be well-designed and well-constructed and contain several novel features which merit attention. It is claimed that the tubing is of this Company's own special make, and that there are no castings in the machine, only drop forgings being used. They are dust-proof and oil containing and only require lubricating three times per year. Both the front and back chain wheels are detachable. All the machines have wood rims and reversible handle-bars. The latter is especially simple. The chain, too, is of special design, made in the Company's own works. One of the machines is fitted with a combined wood and aluminum rim. The tyres are of the Clincher type. The lady's machines are of a neat design, and are fitted with chain and dress guard.

STAND 131. The Hutchins Cycle Co. had not completed their exhibit when our reporter called, they only having the well-known home trainers on view.

STAND 97. The Protean Variable Gear Syndicate, Ltd., 57, Clapham High Street, S.W., here exhibit their new variable gear, which we remember examining at the Stanley a week or so ago. The gear appears to be attracting a large amount of attention from visitors.

STAND 34. Jackson & Beeston, Wolverhampton, are showing 16 Globe cycles, including an attractive little array of juveniles. The racer and road racer have oval chain stays, and an extremely narrow tread. A novelty is the steering lock, which consists of a short rod clipped at one end to the top tube, and at the other to the handlebar, the latter clip being provided with a lock. Good finish is conspicuous throughout.

STAND 127. Sheldon & Sons, Walsall, are large makers of cycle saddles, and of these they make an excellent display. A good many of the saddles are fitted with the firm's special coil spring, which appears to give a very comfortable seat. The ladies' saddles, too, are provided with covered fronts, which is a useful improvement. In addition to saddles, a large range of cyclists' tool bags and pouches are on view.

STAND 29. The Roulette Cycle Co., Coventry, exhibit 14 machines, including five types of safeties, a tricycle and tandems. An original point is the steering lock, this is not merely a lock in name, but is operated with a key, and the steering is absolutely secured. The chain stays are bridged, round tubes running from the bracket to the bridge, and D tubes thence to the back axle. A novel curved lady's frame is shown, undoubtedly more rigid than the usual curved type. The designs are sensible in all respects.

STAND 200. W. T. Flather has a fine show of all sorts and forms of steel, beginning with spokes and steel for balls, and finishing up with steel tools used in the Cycle Trade.

STAND 132. The Balham Cycle & Engineering Co. show a good batch of machines which they call "The Furor." There is a particularly neat and well-designed tandem for lady and gentleman.

STAND 121. At the time of our visit, only a signboard was visible at this Stand. Later on, however, Wm. Gay, of Washington Street, Birmingham, will have an exhibit of his well-known cycle transfers, while Mr. F. Attwood, 57, Farringdon Road, E.C., will display specimens of cycle enamelling work.

STAND 38. Allard & Co., Coventry. Here are Allard cycles and frames, in the latter of which the firm has done a considerable trade of late. A specially neat kind of fork end and chain adjustment will be noticed, the back stays and chain stays maintaining their oval section to the end, and the chain adjuster being inserted in the tube.

STAND 36. Rudge - Wedge, of Wolverhampton, show six machines, which, though of a thoroughly mechanical design, embody no distinctive features. D. tubes and disc-adjusting hubs (locked with a nut) are adopted. All the machines are really well-finished, though sold at a low price. A case of Robert Bunting's samples of steel occupies a portion of the Stand.

STAND 106. Lintine & Co., Birmingham, are large makers of cycle fittings, and accessories, and of these they make a large and miscellaneous display. Among the new things we notice, is a cyclist whistle, a new foot rest fitted with springs to take up the vibration, a new toe-clip to fit any rubber pedal, and a new cycle lamp provided with a glass reflector in place of metal.

STAND 47. A. Whitehouse & Co., Ltd., Birmingham, show their Interchangeable cycles with special true tangent wheels, they are a creditable exhibit, the models being all up to the present standard of design, though of a moderate price.

STAND 48. S. Goodby & Sons, of Wolverhampton, show a good assortment of single machines, round tubes being adhered to for the rear frame. A very neat system of detachable brake-work characterizes the road machines, and B.S.A. pattern fittings are used on all machines.

STAND 220. The wares of the Armstrong Cycle Fitting Co. were exhibited on this Stand, complete frames, in many designs, and of excellent finish were shown, in company with a neat show-case containing a large assortment of hubs, cranks, and handlebars in the rough and finished.

STAND 98. H. Waterson, Albert Road, Aston, Birmingham, is here to be found with a collection of his well-known cork handles. These are shown with vulcanite and celluloid tips in a variety of colours. Cyclists should make a point of examining the Eclipse tyre extractor Mr. Waterson has recently introduced.

STAND 218. A fine display of every form of cycle manufacturing machinery was made by J. Holroyd & Co., of Manchester. The Standard milling machine, for milling chain wheels and cranks, and which is automatic, was the centre of much attraction, its rival being a powerful machine which is capable of turning out a hub complete.

STAND 35. The Flying Wheels of the Fulwell Cycle Co. here attract their share of admirers. A new disc-adjusting hub is shown; the disc screws into the hub body in the usual manner, but with a left-hand thread, and a right-hand threaded nut upon the hub body screws out against a flange upon it. The racer has a 4-in. tread.



Ayuntamiento de Madrid



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TANGENT spokes now rule the roost.

THERE will be a revival of team racing next year.

THE ladies of Leeds have formed a cycling club, with Viscountess Garnock as president.

THE Essex Roadmenders' Feed is fixed for January 18th, at the Castle Hotel, Woodford.

"THE ART ALBUM" is on sale at CYCLING'S Stand, this week, at the Palace, and going grandly!

WE understand that Mrs. Grace won her races at the Aquarium on a machine fitted with a Perry chain.

THE Clincher people are giving away a handy little waistcoat-pocket map of London and the country round.

SOCIETY ladies, at least those who cycle, must be early birds; many ride in the park before breakfast, even now.

THERE is a long-distance record holder in Maryland, U.S., named Dunlop. What his tyres are, we are not informed.

A CROWD of nearly 3,000 people met the train that brought Zimmerman to Melbourne. Great it is to have two good legs!

MUCH as our readers like our Show Numbers, we breathe a sigh of relief as we launch this, the last one, before the public.

MR. SHIPTON objects to "Bikeist." What will he think of "Bikelist?" as a correspondent of the "Morning Post" signs himself.

ON the present greasy roads it is madness to ride tandems with smooth covers, and when a lady forms one of the crew, something worse.

APPLEBY'S new chain, which is fitted to the Osmond machines at the Palace, is good, and must attract much excitement among those interested.

THE "Newcastle Daily Chronicle" has offered to receive and acknowledge subscriptions towards the annual Roadmenders' fund for the Newcastle and district men.

A TOURING theatrical company, playing "Faust," have adopted Develine cycling whistles, to represent the shrieks of the lost, in the Brocken scene. That manager knows something!

THE safety on which Herbert performed his extremely clever tricks at the opening of Goy's new riding school, Paddington Baths, was a seven-year-old Rover. Quality will tell.

MR. AND MRS. C. LUTHER ADAMS have sent us their kind regards on a neat silver card. We join with all who know the enthusiastic Eastbourne cyclist in wishing the happy pair all good luck.

MR. J. H. ADAMS has not yet finished his career of prize-winning, as this week, with the aid of his dog "Latune," he has been successful in obtaining a first prize at the National Dog Show, at Birmingham.

MESSRS. THURSTON & Co. have presented the Essex Cycling Union with a handsome challenge shield, which will be held by the team winning the E.C.U. inter-club billiard tournament. The first matches take place at Wood Green, on Thursday of the current week.

WELL-KNOWN Poly. C.C. men have won between them 237 prizes during the past season. A. J. Watson, of course, heads the list, with 45. The record is one of which any club might well be proud.

WE saw an impressionable bit of roadway, on a popular route, the other day, which was completely marked for its whole breadth, with the various designs of tyre covers. It was like a huge colourless plaid.

MR. J. G. STROND, the hon. editor of the "Priory Gazette," the official organ of the Tynemouth Priory C.C., was, on Thursday, presented with a splendid secretaire, at the annual dinner of the club, in commemoration of his marriage.

In the enemy's camp.

TWO leading manufacturers—writes an American newspaper wit—one of the horseless carriage and the other of bicycles—occupied a box together at the Horse Show the other night. They were well guarded by special detectives.

Humbers at the Aquarium.

MR. M. D. RUCKER writes as follows:—"We shall be glad if you will notify to your readers the fact that, having been excluded from the National Cycle Show by other members of the Trade, we have taken a large space at the Royal Aquarium, Westminster, where we purpose showing from December 7th to 14th, inclusive, samples of all our 1896 designs, including many novelties and improvements. We refrain from commenting upon the action of the Show Committee, as the facts will shortly be made public through the Law Courts, and our customers, and riders generally, will be able to form their own opinion as to the treatment accorded us. We are leaving no stone unturned to make our exhibit at the Aquarium in every respect up to Humber form."

Ever on the alert.

THE Scottish Pneumatic Tyre Co., Ltd., have decided to adopt the celluloid inflator. They will give a beautifully-finished inflator, measuring 18 in. long, gratis with every pair of tyres.

Race for fat women.

IN the matter of so-called ladies' cycling races, America has, as usual, gone one better, and at the Hubert Museum, New York, a bicycle race for fat women was recently billed. "Seven incomparably fat girls, representing two tons of the finest humanity," was what the public were promised a glimpse of, in return for hard cash.

A grand display.

WE paid a visit to the West End depot of Humber & Co., Ltd., 86, New Bond Street, W., one day last week, and, under the guidance of Mr. Glynn, were conducted round this truly model depot. Mr. Glynn has arranged a window display superior to anything we have ever seen attempted in the Cycle Trade; and, as the premises have windows in Oxford Street, as well as New Bond Street, the effect is particularly grand. The accompanying illustration will give some idea of the display, though, of course, much of the effect is necessarily lost by our inability to reproduce the colours. The handsome machines are shown in the windows backed and surrounded by artistic drapings of delicate yellow material. All the latest Humber models are on view in the depot, and it is needless to say that a finer collection of machines it would be impossible to find. The depot continues to be patronised by those of high degree, and after Christmas it is expected that the whole of the extensive premises will be in the occupation of the Marvel Bicycle Syndicate.



HUMBER'S WEST END DEPOT, AT THE CORNER OF NEW BOND STREET, W.

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It is rumoured that Humber & Co., have booked space at next year's Stanley Show.

WE shall illustrate and report the fine exhibit of Humbers at the Aquarium in our next issue.

The Catford Concert.

THE big smoker of the Catford C.C. takes place on January 6th, in the King's Hall, Holborn Restaurant. Star artistes only! Tickets are obtainable at all depots.

The S. B. C. Dinner.

ONCE again the Surrey B.C. held its annual dinner at the Café Royal on Friday last. As is invariably the case, the large hall was well filled, each guest taking his seat with perfect comfort owing to all arrangements being excellently planned out. A tasteful programme and book of words was what first attracted one's attention. Mr. Mog Goodman, of course, occupied the chair, the vice-chairmen being A. R. Lockwood, S. J. Tomkins, A. L. Bell, and T. R. Marriott. The entertainment provided, was varied and excellent. The toast of "The Surrey B.C." was proposed by Dr. Turner, in his usual able manner; but we must confess to having failed to grasp the meaning of an attempted analogy on the part of the Dr., between a "long-haired chestnut" and the entertaining club. Of course, the wines of the Café Royal are always of the best, and possibly we found them exceptionally so. Nevertheless, the Dr. always makes an excellent speech, and the present was no exception to the rule. Lockwood replied to the toast in his usual humorous and inimitable style. There is only one Lockwood, and he is, and we believe always will be, the hon. sec. of the Surrey B.C. "Other Clubs and Visitors" were proposed by old George Buckland, and responded to by E. Dangerfield, who concluded his remarks by quoting from the aforesaid book of words, which throughout the evening proved a perfect godsend to the respective speakers. C. W. Nairn then followed, in most pathetic terms expressing his deep love for all members of the Surrey B.C., a love which came from his heart, and an article of which he held an unlimited stock. We began to quite fear that handkerchiefs would be in considerable demand. "The Racing Cyclists" was in the hands of Mr. S. J. Tomkins, who expressed the wish that a definite settlement would be arrived at by those who were responsible for the legislation of the Sport, and that, before long, we should know where we stood. Hillier, in a most able reply, suggested that the Surrey should put their backs to the wheel in a more practical manner, putting their views into writing, and taking a more active part in solving the difficulties which everyone recognised. Hillier's was the best speech of the evening, and he met with what he deserved, an excellent reception. The "Roast" of the "Press" was proposed by Mr. George Pragnell in strange, and somewhat unexpected terms, which, we think, scarcely met with the approval of the gathering. E. J. O'Reilly, who replied, found himself in a decidedly delicate and embarrassing position, which, we are pleased to say, is an exceedingly rare occurrence at any event where wheelmen do congregate. "The President," proposed by Mr. A. L. Bell, which was duly replied to, brought the evening to a close. May the S.B.C. go on and prosper

Men were deceivers ever.

"So Eddie is married, eh?"
"Yes, but it is said that his wife will sue for a divorce, claiming that he married her under false pretences."

"How was that?"
"He told her that he was an amateur racer, and she found out that he was Class B."—Ex.

Withstood the crash.

Two tandem riders have given remarkable testimony of the strength of jointless rims. They say they had the misfortune to run into a five-barred gate when travelling down-hill at a 20 mile an hour bat, and they send a photograph which shows that a pair of light jointless rims came out of the smash as true as when they were first turned out of the factory.

Their occupation gone.

If the proposed pacemaking rules are adopted at Hull on the 21st, what will be done with all the multicycles at present existing, or being built, including the quad, for the University gentleman, made by Poole and Co.? The special committee on pacemaking do not recommend any speedier machine than a tandem being permitted for pacing purposes.

Increase of mud-pluggers.

IN the London district, anyway, the number of Winter riders has received a substantial increase this year. True, the roads and weather up to date have both been fairly kind; but, even allowing for this, the number of riders to be seen out on Saturday afternoons, and especially Sunday mornings, has been markedly large, as compared with previous Winters.

Chainless.

A CHAINLESS tandem safety has been designed and built by a Glasgow cyclist. Each of the wheels is fitted with a front-driving gear, and among other good points claimed, is that it permits the machine to be made shorter.

Four months hard for a cyclist.

IT will be remembered that in September last, Amos Parker, a young farmer, when cycling at night down a hill charged into an old man, Henry Tester, and killed him. He was indicted for manslaughter, and a second indictment charged him with furious riding. He pleaded guilty to the last, and the prosecution accepted that plea, although Mr. C. F. Gill, on their behalf, said that there was little doubt that the facts would support a conviction of manslaughter. The unfortunate Parker was therefore sentenced last week to four months hard labour.

Where the "Scottish" will be found.

THE "Scottish" tyre has been barred from the National Show in consequence of The Scottish Pneumatic Tyre Company's French licensee exhibiting the tyre at the Stanley Show. As hosts of riders and agents had intended to inspect this now popular tyre at the Palace, the makers have met the difficulty by engaging the ground-floor room in the White Swan Hotel, opposite the Palace. Here the "Scottish" tyre, in all patterns, can be inspected daily during the period of the National Show. The leading representatives of the Company will be in attendance to meet old friends, and make new ones. To avoid any confusion, the makers wish to draw particular attention to the exact title of the Company, viz., The Scottish Pneumatic Tyre Company, Limited, and to the tyre, which is known as the "Scottish" tyre alone.



H. MILLER & CO.'S EXHIBIT AT THE NATIONAL SHOW.

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A detour.

HAUNTERS of the Ripley Road, who may at last pine for some little change, could do worse than turn off to the left from Ditton Marsh, on the Clayate Road, and turning shortly to the right, explore the country at the back of Claremont, and take the forest-like road that leads Cobhamwards. There are some pretty little bits that way, and very retired.

An E.C.U. novelty.

SOMEWHAT of a novelty in cycling festivity will be the converazione, photographic display, and prize distribution of the Essex Cycling Union, at Seyd's, Finsbury Square, on Monday next, the 16th. Ladies, of course, will be admitted, and the affair begins, with promenade music, at 7 p.m. It is to take the place of the annual dinner, abandoned owing to the death of the secretary.

An unconditional surrender.

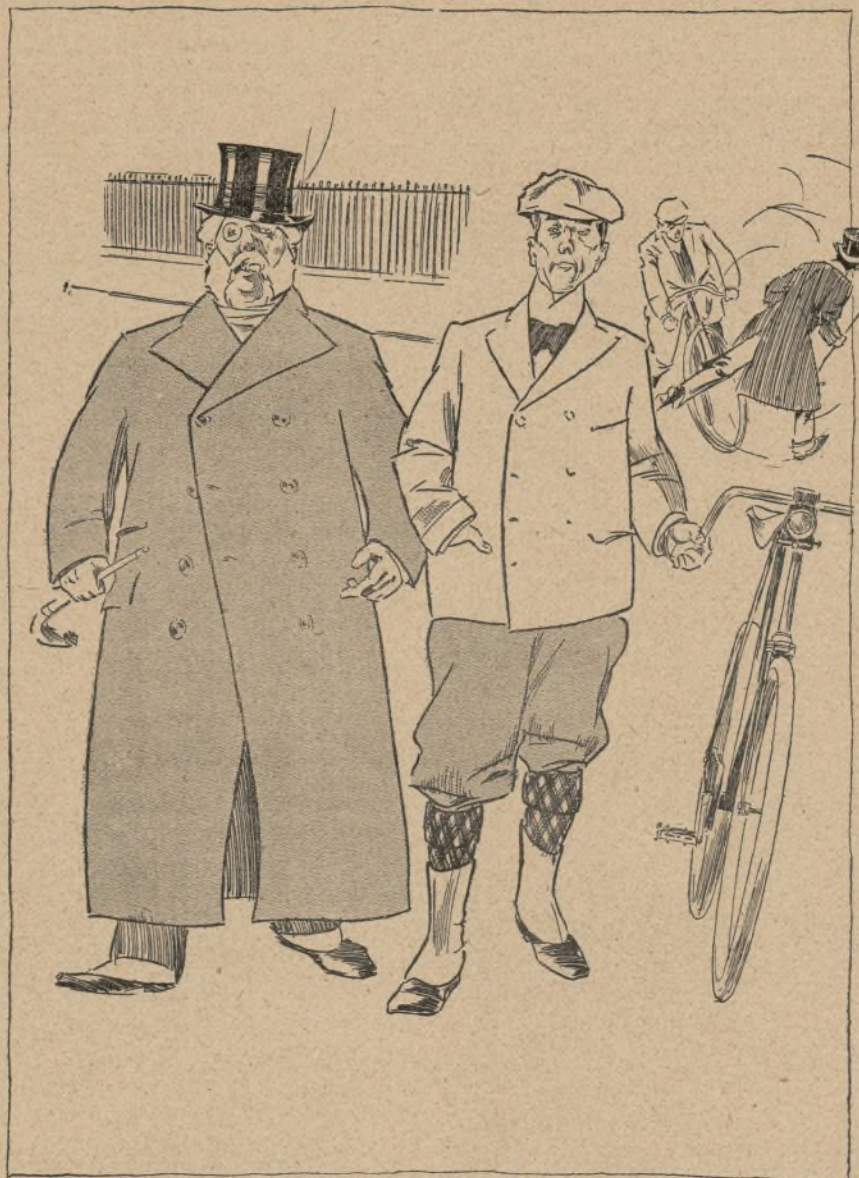
It is stated that a scheme is on foot to induce the League of American Wheelmen to give up the control of racing matters, and hand over this part of their work to the National Board of Trade of Cycle Manufacturers, or its leading members, under another name. There is actually some chance of such a scheme going through, it is believed by some, consequent on the power and influence of the Trade in sporting matters, in America.

The Paris fashions.

VIOLA's representative informed us, a few days ago, that the fashions of the "Bloomer" forms of the Rational costume had quite gone out in Paris, and that their house there was engaged almost exclusively in making a divided skirt pattern of cycling dress, for which the demand is remarkably large, especially considering the time of year. We can see what it is coming to, with all this change. CYCLING will have soon to publish a weekly plate of fashions.

A pretty good lie.

THREE cyclists, J. B. Spangler, R. E. Stimley, and Geo. A. Fisher, left their homes for a trip awheel through the beautiful Juniata valley, crossing the Shade Mountain at Raub's Mills, Pa. "Between Freeburg and Middleburg," writes Mr. Fisher to the "Canadian Wheelman," "we had an experience with a monster snake. As we were wheeling serenely along, about a mile North of the Hotel Summit, Mr. Stimley being in the lead, a huge rattler started across the road in front of our leader. He tried to check his wheel, but it was no use, as the grade was in our favour, so over his snakeship went the wheel. As the rear wheel passed over him the snake fastened his fangs in the tyre so securely as to throw him over Stimley's head into the road again in front. By this time the wheels were under control. We dismounted and dispatched Mr. Snake in short order. He was five feet four inches long and carried 17 rattles. After riding some distance we noticed that Stimley's tyre was swelling, and he had not gone far before the tyre was swelled, so it would not turn in the fork, and when we arrived at Middleburg it was as thick as a man's leg. We, of course, resorted to the old standard remedy for snake bites, whiskey. We pumped about one quart into the tyre, and soon noticed that the swelling was going down to normal, so we mounted and rode home. Anyone doubting this story can call on Mr. Stimley and see the club that killed the snake."

**DECISIVE!**

NEPHEW.—"I say, Uncle, what's your opinion—Tax or No Tax for Cyclists?"
UNCLE (warmly).—"Tacks, decidedly!"

Selvyt.

AN article that every cyclist should always have by him is Selvyt, the excellent polishing cloths which are now coming rapidly into general use. They have many distinct advantages over ordinary polishing leather, and we can say, from experience, that these advantages are not only claimed by those supplying them, but actually exist. They will polish anything, and are economical, convenient, and extremely durable; they can be washed, and will be as good as new when they have undergone that operation; they are soft and pliant, and will never get greasy. Cyclists who care for the appearance of their machines—and what cyclist does not?—should never be without this exceedingly useful polishing cloth, which can be had of all oil and colourmen.

Boxing Day runs.

WE would repeat a bit of advice to clubs which has now become an annual gift on our part, and that is, to hold a club run on Boxing Day. It is one of the finest institutions imaginable to get the members together during the off-season, and enable them to have a thoroughly good time. A destination should be selected, not too far off, and near a railway station, so that those who never ride in the Winter could train it, and, of course, the dinner should be previously ordered, and be of a little extra special character, out of compliment to the festive season. If a game of football or hockey can be arranged before the meal, so much the better for the visitors, and so much the worse for the dinner.

Paced by an engine.

THE Southern Pacific Railway Company propose to make a cycle path of cement along their line from Los Angeles to Santa Monica, a distance of 18 miles, and charge cyclists a small toll for use of same. The idea is that racing men can be paced by engines, and also that observation trains can accompany the riders on the occasions of races, or record attempts.

Misunderstood.

A GENTLEMAN has written us from the Constitutional Club, to say he was surprised to see our par. *re* the "hands-off" performance in Battersea Park, and our description of it as a useless and silly trick. He not unfairly says that there is no greater test of the trueness of the machine and the rider's balance, as well as the even driving, as this "hands-off" riding. We evidently have not made ourselves plain to our correspondent; it was not the mere riding "hands-off" that we characterised as silly—it was indulging in the pastime in a public place to the danger of other cyclists, and the annoyance of drivers of vehicles, that we sought to correct.

It took our fancy.

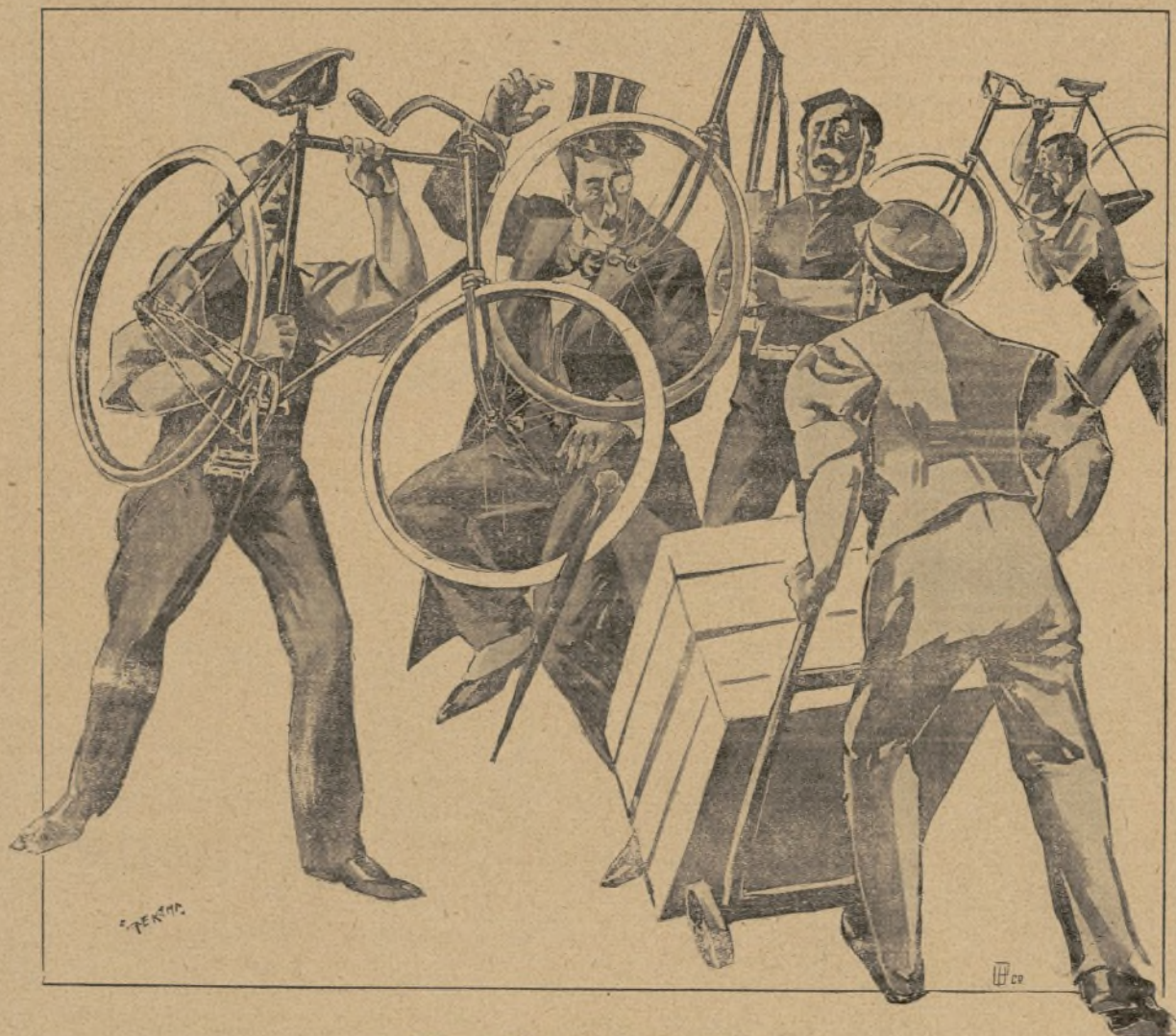
We saw on the Ripley Road, on a recent Sunday, a lady riding a tandem safety, dressed in a Rational costume, which, whilst being thoroughly practical in every way, was, at the same time, decidedly the most feminine and tasteful that we have seen in this country. The material was a sort of velvet corduroy, of a rich brown colour, relieved in front, from the neck to the waist, with lighter stuff in colour and texture. The jacket had the fashionable sleeves, not over-done, and for the vest fitted well, and was provided with long tails, which, on the machine, almost took the place of a skirt, as far as graceful appearance went. The knickers, of the same material, were sufficiently ample to avoid that skimpiness that sometimes looks so odd, and gaiters to match enclosed the lower portions of the limbs. The whole was surmounted with a becoming hat. We are afraid our amateur description will not afford our lady readers much definite information; but the costume pleased us, as being womanly and pretty, and not a feeble imitation of all the unpicturesque points of a man's dress.

A correction.

By a misunderstanding, the offices of the Simpson Lever Chain Company, Limited, were last week advertised as 57, Chancery Lane, W.C., whereas they are really at King John's Chambers, Nottingham.

A real public danger.

CYCLERS, it is said, bear charmed lives, but we think the newspaper boy outrivals even the immortal feline itself in his quatum. The way in which these boys, laden with "latest editions," and "specials," dash scathless through the London traffic is little short of marvellous. Darting under horses' heads, and between heavy 'buses, with hardly an inch to spare, and never a fear of side-slip, the onlooker is at once impressed with their intrepidity and the danger to the public safety they incur. Nothing short, however, of a fatal accident, we suppose, will arouse the police from their lethargy, and induce them to put a check to the nuisance. An ordinary cyclist, toddling along at a ten miles bat, is stopped but the fifteen-miles-gait "paper special" is ignored!



OPENING DAY AT A CYCLE SHOW.

SOME PLEASURES OF AN EARLY VISIT.

Ayuntamiento de Madrid



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TYPES OF CYCLISTS. VII.

THE LADY CYCLIST.

JACK MERRIMAN'S BET.

"Oh! Mr. Merriman? All right; show him up at once."

The servant vanished. Dr. Harry Barton, youngest, but withal not the least flourishing of the medicos of Freshfield, laid aside his book, a large red volume entitled "Hypnotism," one of the numerous brilliant works penned by the disciples of Charcot, and gazed dreamily across the garden, on to which the open window of his study looked. He wore the air of a good-natured man who has braced himself to welcome an intrusive guest. And, in truth, it was somewhat annoying to have his studious leisure curtailed at the close of a busy day. Barton was not, like most country practitioners, content to rub along, picking up experience as it came, with the least possible expenditure of mental efforts; on the contrary, he took the liveliest interest in his profession, and followed its multiform developments with a zeal that argued well for his patients. What we like, we ordinarily, other things equal, do well. Barton, though not more than 29 years of age, had already won for himself an enviable standing in Freshfield, while some of his scientific essays, notably an admirable series of papers on Experimental Psychology, contributed to "Mind," had met with a most cordial recognition from critics. He was not, however, only a smart practitioner and writer, the honours of the athlete had once been his in plenty, and he still retained an ardent interest in sport, an interest which occasionally drew heavily on the small amount of leisure of which his exacting profession admitted. A speed cyclist in his day, he had a fine record of the prowess of his Hospital days in the two crowded cabinets that flanked the bookshelves opposite the window. And his powers were not to be rated lightly, even at the time of which I write, as many leading lights of the local track had found to their cost. It goes without saying that his presidentship of the Freshfield Cycling and Athletic Club was no sinecure, and his advice was indeed very frequently sought by the members, with whom he was a prime favourite.

"Well, Merriman, feeling fit for the tussle on Saturday?" he queried, after warmly welcoming his guest, a promising, but by no means the most brilliant, rider in the Freshfield Club. I should mention that the tussle in question was to occur three days later, at the annual open race meet of the club. A splendid entry had been received, and several of the leading amateurs of London (secured, it was whispered, by way of substantial cheques forwarded by the hon. secretary) had promised to start. Given fine weather, the racing would unquestionably prove very fine, though perhaps somewhat more severe than would suit the taste of most

of the local speed-men, Merriman and like second-raters included.

"Oh, I'm fairly fit," was the answer, "but honestly, I wish I was out of the business altogether. Barton, I am in a vile fix, and want your advice badly."

"Why, what's amiss? No medical matter, eh? You haven't been overdoing it, after all my warnings last June?" Merriman was the Doctor's special favourite, and owed much of his recent success to the advice of the



"WELL, MERRIMAN, FEELING FIT?"

He was now on the 80-yard mark, and, with careful attention, promised to fully justify the handicapper's relegation of him to this distinctly honourable post.

"No; I've kept well within my powers. In fact, I've been having quite an easy time lately. It's not a matter of health, or anything of that kind. The long and short of it is, that I landed myself in a troublesome scrape at Howard's supper-party last night."

"You oughtn't to have been there at all; ten to one, you drank more than was good for you. What's the use of my taking your training in hand? However, go on. You joined in the toasts, and so on—I understand—at first, of course, under protest; then with enthusiasm; and the end was, that there was a row, and perhaps—"

"Not a row, but a good deal of tall talk and twaddling. To tell the truth, I was—well—decidedly lively, and some of the others were about as bad. Well, to cut the story short, the talk turned on our coming race meet, and some one—Hastie, I think—advised me to stick to the handicaps, and leave the London men and the cracks around here to themselves. One or two other chaps said the same thing, and then Paxton began to give me some sage information about handicappers' follies in overtaking competitors. He added that I was far too severely penalized, considering the few really stiff races I had won. Finally, I got savage, and in a rash moment—I was 'half seas over,' no doubt—offered to bet Paxton, or anyone else, a sovereign that I would haul in at least one first in the scratch races, let the Londoners shift as they might. Of course, he jumped at the bet, and, carried away by excitement, I told the others that I was open to take them on as well. The end of it was, that I awoke this morning to the pleasant reflection that my bet had been taken by the lot. A sorry affair, isn't it?"

"Say, rather, an idiotic affair," commented Barton. "Serves you right, though, for going to a supper-party—of all things—a few days, only, before Saturday. What a duffer you must have been to lose your head like that! How many fellows were there in the room?"

"Nineteen, without counting Howard, who never bets; and how the mischief I am to raise nineteen sovs. by Saturday, I don't know. There's not a ghost of a chance of my pulling off the bets. I suppose you have heard that there are only two scratch events,—the mile and the ten miles, and at least half-a-dozen of the London cracks will be down for them, not to mention several county riders who give me from ten to forty yards in the mile. Awkward, isn't it?"

Awkward it certainly was. Barton knew very well that Merriman, a medical student with a small allowance, could not raise the sum at short notice, and he was also aware that his father, a stingy old practitioner in the neighbourhood, would not advance him an additional cent, least of all for a purpose such as the above.

"Yes; it is awkward. However, I suppose you stand to lose nothing more?"

"Nothing more in cash. Still, I shall look a confounded fool unless I pull off that first. Hastie and the others won't keep the story to themselves, I'll warrant. If I stand down, I have to pay up all the same, besides missing the races and getting well chaffed, later, for my pains. If I get up, I shall probably be left hopelessly in the sprint, the races being both unpaced, and sprinting being my weak point."

"I suppose you can't back out of the bets?"

"How can I, without urging that I was tipsy when I made them, to each man of the nineteen, in turn. What a round of pleasant visits that would involve! No: I should look a bigger fool than ever. That expedient is out of the question."

Barton nodded.

"Get up and race, then, and do your best; if you fail, well—you will have had a sharp lesson not to bet next time during a drinking bout. What a pity it is that you chaps cannot enjoy yourselves without overdoing the thing. Liquor and athletics are sworn foes, as I have so often told you."

"Oh! moralising be blowed. It was only once in a way, and the upshot was due to bad luck more than anything



"NOW, MERRIMAN, YOU MUS WIN!"

else. What I want to ask you now is, whether you can lend me the money, if required, and let me repay you in instalments later on. I can't possibly ask the governor, as you know."

Barton smiled. He had foreseen the upshot of the interview.

"At a pinch, yes. But perhaps you will not want it, after all. Oh! no thanks; one must be useful to one's friends, at times. You can stay to dinner—pot-luck, of course—all right."

Shortly afterwards they went upstairs, chatting pleasantly, to wash their hands. The doctor came down first, while the trim Phyllis was laying the table for his modest meal. "It will be a curious experiment," he murmured, as he crossed the room and picked up the large red volume with which he had been occupied when Merriman's visit was announced,—"a very curious and novel experiment. However, Charcot's results fully warrant the attempt." Throwing himself into an armchair, he devoured the work with eagerness, and so absorbed did he become, that Merriman, entering the room unnoticed, had to rouse him from his meditations with a tap. Shortly afterwards they sat down to dinner.

"Try a glass of port," said the doctor, as they sat chatting after the meal, "that can't hurt you, at any rate. Even the 'Varsity crews are allowed that much," and he poured out a full glass, which Merriman needed no persuasion to take.

It was fine wine, but seemed to make him sleepy, or, perhaps—Why was Barton gazing into his eyes so curiously?

"You seem pulled down, Merriman, despite your belief in your fitness. I must see what I can do to get you round. Here, let's have a good look at you," and the doctor bent forward and fixed his eyes searchingly on the eyes of his friend. Merriman returned his gaze amusedly, but suddenly the smile faded out of his face, and was succeeded by an expression of stupid apathy. He seemed altogether fascinated and mastered by the serpentine stare of his host.

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"Had a snooze, eh?" said Barton, as his guest rubbed his eyes and muttered something about a hard afternoon's sport, and the drowsiness caused by the wine, "all the better, though I confess I have had livelier guests. By the way, come to dinner on Saturday after the races and don't go overtraining in the interval. *You are going to win the ten miles scratch* after all, unless I am very greatly mistaken, but I doubt if you will get placed in any other race. And now I must be off; have a patient or two to look up in your neighbourhood. Make yourself at home till I return, I shan't be away more than half-an-hour."

"No, thanks; I must be back and turn in betimes to-night. I feel as drowsy as possible, and seem to want a rest, so I'll tramp home as far as I can in your company."

"What did you mean, Barton, in saying just now that I should win the ten miles after all?" queried Merriman, as they sallied forth together into the night. "Do you know those words, 'You are going to win the ten miles scratch,' simply haunt me."

Barton laughed.

"Mean? Simply what I say. Can't you understand plain English. However, turn up to dinner at eight next Saturday night, and I'll warrant that you will vote me a remarkably good prophet."

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"Beaten again," said Hastie to Paxton, as a desperate finish in the 2nd heat of the two miles handicap left Merriman unplaced, "and from the 140 yds. mark, too! Well, this champion must improve in form if he is to show his back wheel to the crowd in the ten miles. Strikes me that he would be glad if his bets were off."

Very discouraged and sullen looked Merriman, as he threw his machine on the grass, and, picking up his coat, strode up to his mentor, Dr. Barton.

"Can't crawl," he said. "Couldn't sprint even young Tasker in my heat of the mile, and was barely able to stay this last handicap. How I am to ride out in the ten miles, I don't know. I saw Hastie & Co. convulsed with merriment when I got down just now. And, no doubt, they and the others will have a hearty laugh at my expense later. A plague on my stupid boasting! Is it any good my starting in the affair, at all?"

"You will start," said Barton decisively, and his questioner felt somehow constrained to assent. "You will start, and not only start, but, mishaps to your mount apart, will win. So, just overhaul your steed, and make up your mind to put in some hot work."

"Oh! I'll ride, as you wish it, but what's the good? I'm out of form, as you see, the race is unpaced, and half-a-dozen of the cracks can leave me standing in a sprint. You saw how I hung fire in my heat in the mile. Blanchard and Knowles won simply as they liked."

"I saw everything, and I assert, notwithstanding, that you will pull off the ten miles' event easily."

Merriman smiled feebly; he was simply dreading the time when he would have to start in that event—the Cup Race of the meet, in which some superb athletes were certain to ride their best. Blanchard and Knowles were bad enough, but Riverside, the North of England flier, and Roberts and Hall of London, were more dangerous antagonists still. Then there were the local cracks, three or four of whom had been unpleasantly near scratch mark in other events, and had acquitted themselves, despite the severe competition, decidedly well. Once again he cursed his folly in making the idle boast that promised to result so badly. Not only would he lose a sum which he, to put the case mildly, could ill afford, but he was certain also to cut a

ridiculous figure when the story of the bets became generally known. An ignominious defeat seemed inevitable.

Time ebbed away slowly; the finals of the minor events were run off, and at last Barton approached Merriman, and made sure that his mount was properly adjusted for the fray. "You will have to ride hard," he observed grimly, "the Londoners have got wind of the story of your bets, and are making merry over it in the dressing-room. They say it won't be their fault if you have to pay up, so make ready for a pretty severe struggle."

"I'm not going to make a fool of myself," growled Merriman, exceedingly wrathful at the news, "for you, or any one else. No; I'm blest if I shall get up at all. Better stand down and pay up with a good grace than cut a——" At that moment the bell rang. He ceased speaking, and an extraordinary change came over him; the light went out of his eyes, the animation and irritated look vanished from his face, and he fixed his gaze stupidly on Barton, seemingly unable to turn it elsewhere. The Doctor watched him for a while, and then, lifting his machine, bade his friend follow him to where the champions—some twelve in all—were mustering for the start. Merriman obeyed automatically, still keeping his eyes rigidly fixed on Barton's stern face.



"HE'S GOING SPLENDIDLY."

Barton, looking straight into the eyes of his charge. "Get ready to go."

A look of intense resolution came over Merriman's hitherto stolid face; and Barton could feel the quiver of the muscles of his legs as he bent over his handles, now intent only on the severe task which had been set him.

Crack! and away they go, spinning at a rattling pace up the back straight, and tailing into a procession, in which Merriman, riding very easily, brought up the rear. The two miles were covered in 4.50, in the same order.

"He'll chuck it soon," observed Hastie, referring to Merriman, "see, Riverside is going to the front. It's going to be a very hot race. Whew! how they are shifting."

And they were "shifting," and no mistake; man after man rushed forward to do his share of pacing, and, ere long, two of the local men fell back and speedily retired. Merriman, however, continued riding easily in his old place.

"He's going splendidly," said Paxton, later, as the eighth mile was covered, and two more of the local fliers dismounted, panting, after a fast lap. "I never saw such in and out riding in my life. Why! his form in the handicap was miserable."

In the opening lap of the last mile the pace grew even

He moved like one in a dream. Luckily, most of the other starters were too well occupied to pay attention to him, though some sly glances and whispers showed that a few suspected that something was amiss. Barton drew for his friend's place—it was on the outside of the third row of four—and then bade him mount.

"Get ready," cried the starter, and the riders, held amiss by their squires, began to growl, and blocks—which never fit when most wanted—were hurriedly coaxed and pressed into pedals.

"Now, Merriman, you have to win; you must win. You will win with ease," said

hotter, and then, to the amazement and delight of Freshfield enthusiasts, Merriman suddenly rushed to the front, surprised the leaders, and gained a clear start of thirty yards. The 6d. gate, of course, cheered lustily, but more expert on-lookers shook their heads. "He would come back to the crowd soon enough," they said.

But the aforesaid crowd was now doing its best to overhaul Merriman, and with far from satisfactory results. In fact, as the last lap but one opened, it was clear that the fugitive was slowly increasing his lead. Down the home straight they sweep, the bell announces the last lap, machines whip and wobble, the cracks working desperately to wear Merriman down but all to no purpose. The hero of the afternoon crosses the mark fully forty yards ahead of his straining pursuers, and a long roar of enthusiasm greets the most brilliant cup-winner that has ridden on Freshfield track.

"But how did it happen?" asked Merriman, an hour or so later, when Barton and he were sitting in the Doctor's study. "I assure you I remember absolutely nothing of anything that happened after the bell rang for the start. The whole thing's utterly incomprehensible to me."

Barton laughed.

"Well, you asked me to get you out of a fix, and I have done the work pretty satisfactorily, have I not? Nineteen sovereigns in bets, a ten-guinea prize, and the possession of the cup for a year,—these things almost repay me, I think, for the trouble of starting. How did I do it? Well, simply enough. Take that red volume back with you to-night, and it will explain everything. I was reading it when you came in, with your story of the bets, and it occurred to me that I might possibly serve your purpose, by way of a novel experiment. In plain language, you were hypnotised. As you know, 'suggestions,' and orders given to the patient during the hypnotic condition, may be made to refer to future events, and these suggestions and orders are often faithfully executed days and weeks after the patient has awakened from the trance. And they are usually executed under compulsion of an impulse far stronger than the normal will. You must have heard of the experiments of the French doctors,—Charcot, Liebault, and the rest? You have? All right. Well, I simply tried a similar experiment on you. That sleep you had after dinner last Tuesday was of the hypnotic sort,—Ah! now you recall how I eyed you!—and I ordered you, when under my influence, to win the Cup race, however badly you did in the other events. Not wishing to strain your system unnecessarily, I purposely omitted to drive you to forced wins in those others. The nerve-centres, stimulated in hypnotism, tend to overtax the organism altogether in a matter of this kind, and, of course, I had to be prudent."

"But my lapse of memory this afternoon,—what about that?" pursued his astonished hearer.

"A very ordinary phenomenon in cases of this sort. A 'subject' is ordered to do a certain thing at a future time; he may execute the order consciously or unconsciously. If consciously he will imagine that he is acting on his own initiative, and will display astonishing energy. But it is frequently in the unconscious state that the maximum energy is exhibited, and your case is an instance in point. The explanation of the lapse of memory is simple enough. You were ordered to fall into a hypnotic condition and carry out my orders unconsciously, after receiving a certain impression; that impression was the bell ringing for the start. Now, is all unclear?"

"Yes: I follow you. But it seems to me that I have been treated very much like a piece of mechanism."

"No doubt, but it is just upon a delicate piece of mechanism, to wit, a nervous system, that we hypnotists have to operate. But come, dinner is ready, and I for one, am longing to carve that duck."

ABOUT PATENTS.

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