

# CYCLING.

CONDUCTED BY  
EDMUND DANGERFIELD & WALTER GROVES.



## AN EXCHANGE OF COMPLIMENTS.

FIRST LADY (to bosom friend).—"Your new cycling costume suits you admirably; what a pity the material is so common!"

SECOND LADY.—"True, and yours is a splendid material; aren't you sorry it does not fit you better?"



## LUDLOW, THE CAPITAL OF THE MARCHES.

BY CHARLES G. HARPER.

THE average Londoner has never heard of Ludlow.

And yet Ludlow has played a not unimportant part in the history of this country, and it remains to-day as picturesque a town as you may well find in the Midlands. For its situation, take your Reduced Ordnance Map and search for it some fifteen or more miles to the south-west of Shrewsbury; for its picturesqueness take my word and the evidence of my drawing of Broad Street, herewith.

Ludlow is a town of memories, of historical wraiths and shadows, and moving visions. Also, it is a place wherein the tongue of gossip and scandal never ceases out of the land. Wherefore, you who delight in social signs and portents should not fail of becoming well acquainted with this

vigorous, but filled with all manner of lawless, and fierce, and savage doings, and its records are stained with many and most sanguinary spots and splashes. The Castle, whose many towers overlook the River Teine, has been, in its time, the scene of happenings that are, many of them, recorded in the history of this realm; but of the valour, the savagery of the deeds that have been wrought here, and of their untoward results of battle, murder, and sudden death, we can, who live in this Nineteenth Century, form but the haziest of notions, who compass our enemies' destruction by other means than those which obtained with our delightful ancestors in the days when "Might was Right," as the shallower historians remark, as if might, under any conceivable circumstances, would ever be anything else

Ludlow occupied

A FORTIFIED AND CENTRAL POSITION

in the Marches of Wales, and here, and in the immediate neighbourhood, were situated the strongest castles of the



BROAD STREET, LUDLOW.

typical English country town of an era before railways were dreamed of. If I were so ill-advised as to set about the writing of a novel in which little social peculiarities were to find a place, I would, for choice, make Ludlow a social observatory from which to note the lives and habits of its inhabitants. Or, to change the figure, I would subject them to the searching investigation of the mental microscope! Then should I be the literary Lubbock of Ludlow! What joy to classify their infinite variety of mental attitude! With what scientific rapture one would embark upon their docketing and the division of them into classes and sub-classes! For Ludlow is

A TOWN OF CHARACTER.

Not the coarse and vigorous character that impels to the doing of wild and fearsome deeds, but the character of the finer and—sooth to say—the pettier shades; the feminine character.

Now, the consideration of these things fills the contemplative man with a mild surprise, for, if he has read the history of the town, he will know that its story is not only

Borders. On every hand were means of defence, and these advanced posts of the Normans were fully needed; for, ever and again, the wild Welshmen, headed by some Llewellyn, or Tudor, or Ap Howell, came streaming over the ragged and uncertain frontiers, with fire and sword, into that fair land of England from which the Teutonic hordes of the Heptarchy had driven their fathers.

Ludlow Castle, now in ruins, was long the headquarters of the government of the Welsh Marches, as these borderlands were termed. It dates from about 1090, and had witnessed many stirring scenes before it finally fell into decay. Before the introduction of ordnance into warfare, the position of Ludlow Castle was extremely strong. It guarded the town, across a river, on one side, and overlooked Corve Dale on another; but since warlike conditions have become changed, its position is altered from strength to weakness; for, from the heights of Whitcliff, overlooking the town, a shower of shot and shell could be poured into it with such precision and certainty that it could not hope to hold out for an hour.



The site upon which Ludlow is built is situated in Shropshire: the tall cliffs of Whitcliff, overlooking the town, are in the county of Hereford. Two bridges connect the town with the Hereford shore,—that of Dinham, by the castle, and Ludford Bridge, giving access to the little Herefordshire village of Ludford. The town was walled, and entered by strongly-defended gateways, of which only one is left—Broad Gate—and in a much disfigured condition, being restored and plastered, and finished off with trumpery battlements in the sham, finicking "Gothic" of the last century. The Teine, although a considerable river, is not navigable here, as it is normally too shallow, for one thing, and, for another, there are no fewer than four substantial weirs upon it within the space of half-a-mile. The roaring of these weirs, upon still Summer nights, fills the air with a continual murmur which, in time of flood, rises to an insistent angry shouting that fills the streets and alleys of the old town with strange and wonderful reverberations.

The greater part of Ludlow is comprised within five streets: Corve Street, Broad Street, Old Street, Mill Street, and Gaolford—this last now spelled Galdeford, for the satisfaction of modern and qualmish susceptibilities! Behind, the timbered or Georgian red-bricked frontages of these streets there are, for the most part, quaint and fertile gardens wherein, on sunny afternoons of Summer and early Autumn (but not in the early months of the year, for Spring comes slowly down this way), the semi-rural dainty Phillises of this rustic town disport them with tennis; or, with an ineffable purring content, devote the happy hours to the due unravelling of the love-lorn plots of the lady novelist.

For this old town and its like are the strongholds of storytellers of the sentimental cast, and

#### LUDLOW IS A TOWN OF GIRLS,

a place where it is always afternoon, a little world that wags not fiercely with bursts of hard work and the strong excitement of the Metropolis; rather is it a spot in which to sport with Amaryllis in the shade. Ambition, the race for fame or gain, have no place here, for the ambitious,

the suitors of Fortune, and those who are in any way impatient of advancement have hurried off to where these things may be struggled for by the strong with some chance of achievement. Hot blood, quick pulse, are dispersed to all points of the compass, and Ludlow holds but little young manhood. Those who remain are of a phlegmatic temperament, and the many spinsters use them chiefly as blocks on which to sharpen their wits. Thus it is that the gulleful maidens of this town are adepts at flirting; indeed, it is to one of them that I owe a lucid and perspicuous definition of the term, and an enlightened differentiation between the sister arts of flirting and spooning far beyond the powers of lexicographers, even of Doctor Johnson's calibre. Said she "Flirting is looking, spooning is touching." Need I say aught but that I was properly grateful for so luminous an explanation?

#### THE TROUBLES OF A FAIR RATIONALIST.

(ADOLPHUS TO ANGELINA.)

Angelina! Angelina!! why that frown upon thy brow?

Wherefore does that look of anger cloud thy classic features now? Surely something grave, appalling, must have chased thy smiles away,

For, my sweetest Angelina, thou art generally gay.

Angelina, have I vexed thee? caused thee momentary pain?

Tell me, love, for I am longing so to see thee blithe again;

I to all thy cares and sorrows turn a sympathetic ear,

Tell me then what is the matter, tell me, sweetest, there's a dear?

(ANGELINA'S REPLY.)

Dolphy, I'm in dreadful trouble; my machine arrived last night,

From the Stanley Show (a beauty! such nice handles! and so light!!)

But, alas! I cannot ride it, and I'm fairly in a fix.

For the silly stupid tailor has not yet sent home my "knicks"!

E. G. RUCKES.



HOW THEY DO IT IN AMERICA.

ABOVE IS A TEAM OF RACERS, WHO ARE RIDERS OF MORGAN AND WRIGHT'S GOOD TYRES.

Ayuntamiento de Madrid





## AN EARLY BICYCLE.

SIR,—In your issue of *CYCLING* for December 7th, you say that the bicycle was born in Paris in 1866.

I saw one in the Champs Elysée in the Spring of 1856. The man riding was evidently of the artisan class, and probably the maker of the machine. It was about the size of the present machine, driven by pedals that worked on a crank on the hind wheel. The front wheel, I think, was fixed, for, when he turned a corner at right angles, he dropped his feet on to the ground, and lifted the machine round, and shot off again at a good pace.

ATHELSTAN CORBET.

## HIPPOCYCLES, &amp;c.

SIR,—*Après* of the correspondence in your columns, and your editorial note accompanying the interesting sketch from the "Illustrated London News," 1850, I beg to say that even at that time there was nothing novel in the vehicle described. At the famous competition at Rainhill (near Liverpool), in October, 1829, for the £500 prize offered by the directors of the Liverpool and Manchester Railway for the best locomotive engine, besides the "Rocket," and three other steam-propelled locomotive engines, a Mr. Brandreth entered his horse-machine, the "Cycloped." The following description, from "Wood's Treatise on Railroads," 1832, may be of interest to some of your readers:—

"Mr. H. Brandreth, of Liverpool, at the Liverpool experiments exhibited a machine where the horse travelled at a rate of speed equal to about one-third less than the carriage itself.

"To accomplish this, two horses were mounted upon the carriage, side by side, and turned round with their feet a sort of endless chain, furnished with narrow boards, like scales, which bent round the wheels, and, when stretched horizontally, presented a fit platform for the horses to travel upon and turn round.

"This chain worked a wheel, the periphery of which travelled at about one-third the rate of the carriage wheels. While the horses were thus going at the rate of four miles an hour, they would propel the carriage at the rate of 12 miles an hour. Independent of the injury to his physical powers, the horse, at 12 miles an hour, is not capable of exerting a force equal to one-fourth of what he is capable of doing at four miles an hour; so that there was some reason to suppose, unless the friction and disadvantageous mode of application counterbalanced the economy of power, there would be an increase of effect.

"During the prosecution of the experiments, the construction of the machine was found defective, and we do not know if Mr. Brandreth has yet been able to bring it to practice."

Yours faithfully,  
A. M. H. SOLOMON.

## THEORY IN MECHANICS.

SIR,—May I venture to protest against the somewhat contemptuous references to theory in mechanical matters, still common in the *Cycling Press*, in connection with such inventions as the Boudard Gear, Simpson Chain, &c.

In many cases, and in both those specially referred to, what is spoken of as "mere theory" is the proven fact and established principle that one cannot get more work out of a piece of mechanism than one puts into it.

As an engineer and cyclist of nearly twenty years experience I should like to point out to the non-technical reader and rider, that, in propelling a machine work has to be done against certain resistances, the nature of which is clearly ascertainable, and having, in the up-to-date bicycle, placed the rider in the best position to use his power, all that can be done further is to reduce those resistances. In the first place, by far the greatest is that due to wind pressure, which can only be reduced by reducing the area of the rider's body and machine opposed to it, so that very little can be looked for in that direction. I have calculated this resistance for various speeds, taking the very low estimate of four square feet for man and machine, and enclose a table, the accuracy of which is dependent only upon data which were good enough to build the New Forth Bridge upon. We have then, bearing friction which is practically nil with good ball bearings, vibration, which seems to be reduced to a minimum by pneumatic tyres, and, finally, chain friction, which is the only rubbing contact, and which may possibly be reduced slightly by some improvement in, or substitute for, the chain itself, but which, I fear, can never be entirely eliminated, and is, after all, very trifling in amount in these days of protected and lubricated chains.

I think it should be seen from this point of view, that where total loss of power in a machine, is at a liberal estimate well within 5 per cent., all talk about gaining 25 per cent. and upward as is gravely claimed by ignorant or fraudulent advocates of fads at the shows and elsewhere, must of necessity, be absurd.

With regard to the Simpson Chain, I have not yet seen in print an explanation of what

really takes place put in such language as to be clear to outsiders, although "The Engineer" has put the matter clearly enough to technical readers. I think I can give such an explanation, and shall be happy to do so in the event of your considering this worthy of acceptance, but fear I have already presumed too far upon your space.

Yours &c.,  
T. A. VENIMORE.

(The following is the Table referred to above.—Ed.)

## TABLE OF WIND SPEEDS AND RESISTANCES.

Speed of Wind.	
Gentle Breeze ... 4 to 5 miles an hour.	
Pleasant Breeze ... 10 to 15 "	
Brisk Wind ... 20 to 25 "	
High Wind ... 30 to 35 "	
Very High Wind 40 to 45 "	

SUM OF SPEEDS.		CORRESPONDING RESISTANCE.	
Miles per hour.		In lbs. on area of 4 square feet.	
10	...	...	1'97
15	...	...	4'43
20	...	...	7'85
25	...	...	12'05
30	...	...	17'7
35	...	...	24'1
40	...	...	31'5
45	...	...	40'0
50	...	...	61'5

For example, suppose a rider travelling at 10 miles per hour against a pleasant breeze at say 15 miles, or at 15 miles against a breeze at 10 miles.

The sum of the speeds, *i.e.*, the speed at which the rider is actually cutting through the wind, will be 25 miles, so that there will be a constant resistance of 12'05 lbs. to be overcome, which, taking man and machine at 180 lbs. is equivalent to riding up an incline of 1 in 15, with a wind moving at same speed, and in same direction.

## CITY CLUB HOUSE WANTED.

SIR,—Now that the Show and festive season is in full swing, and cyclists' minds are turning towards having cosy evenings in the club-house, may I intrude upon your valuable space to bring before the notice of brethren of the wheel a need—a very great need, of a cyclists' club-house in the City of London. As I travel to and from the City daily, and see the increasing number of young men using their cycles as a means of getting to business, and, knowing of many who, like myself, sometimes, when going for an afternoon's run, need their machines to be in the City in a house where needed change of clothing could be made, &c., and thus save, perhaps, two hours or more of valuable time, besides making it a City home for cyclists at all times, I feel certain that if one of our leading clubs, or a few influential gentlemen were only to open such a house, as near the heart of the City as possible, it would be heartily supported, and entirely successful.

Trusting this subject will receive the attention it needs, and thanking you, before I close, for such an excellent First Show Number, I enclose my card, and remain

Yours faithfully,  
H. A. MILTON.



OFF FOR A FOREIGN TOUR.

A FAIR PASSENGER ON BOARD THE  
DIEPPE BOAT.

Ayuntamiento de Madrid

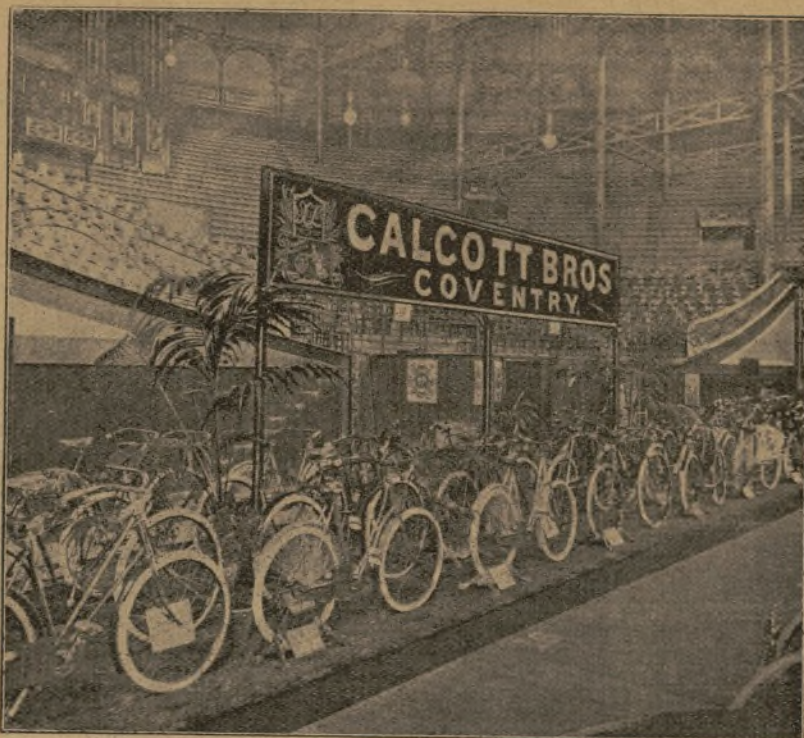


## THE GIRL IN THE RATIONAL DRESS!

SIR,—As a fellow-sufferer in the region occupied by the æsthetic feelings, I sympathise with the views you express in your recent article upon this subject. But there is one aspect of the case you do not touch upon, which I have not seen mooted anywhere, altho' it is the one aspect that appeals most strongly to me as showing where the missing link between the past and future of women's dress—in its rational development—is to be found.

The ground plan of the knickerbockers is not objectionable. They at least expose more of the human form divine than the skirt does, and that by itself is an untold gain. Knickerbockers are not so ugly as trousers, for these latter not only cover up all the legs, but, as ordinarily made, do not admit of graceful folds—although it is to be noted that Mr. Aubrey Beardsley, in some of his drawings, has shown how a baggier breech of thin material admits of more graceful folds than mankind ever probably dreamt of as possible to this garment; and a debt of gratitude, I doubt not, will be admitted to be owed to Mr. Aubrey Beardsley, by the tailors of future ages. That by the way. I have not yet seen a lady cyclist in trousers, Beardslesque or otherwise.

What I feel so sorrowful about is the casting away, by so many lady riders, of all the laces and frills, and soft things—the silky materials and bright colours—so captivating to the masculine eye. It is the doing of this, without rhyme or reason, that brings out my protest. While the cycle woman is content to consider only the apparently useful side of the reform in dress, and is willing to appear in such a rig as you picture on page 344 of this week's *CYCLING*—i.e., in a tailor-made dress of tweed material, cut absolutely plain and in imitation of men's fashions—she cannot expect to be considered a thing



AT THE NATIONAL.

of beauty, let alone a joy for ever—at least, not by comparison with her sisters in skirts, &c., of the feminine cut, and ornamentation. In their enthusiasm for the pastime, girls appear to be oblivious of the cardinal truth

underlying the whole philosophy of dress, viz., that the ornamental precedes the useful, both in order of evolution and in pleasure-giving power. If the feminine rider would only adopt knickers of the style the men wore in the days of Charles the Second, and if white satin and long lace is not compatible with cycling on a muddy road, let the garment be made attractive in some other way—by edgings or slashings of colour, by the use of stuffs bought at the draper's in preference to the exasperating tweeds and homespuns—let their bodices and jackets be adorned with as beautiful and as feminine appurtenances as they put on when not cycling, and I am quite sure they will look captivating when cycling—at least, in the back.

Yours truly,

JOHN BADCOCK, JR.

The oracle didn't work.

NOVICE: "In what way did you say this bicycle was superior to all others?"

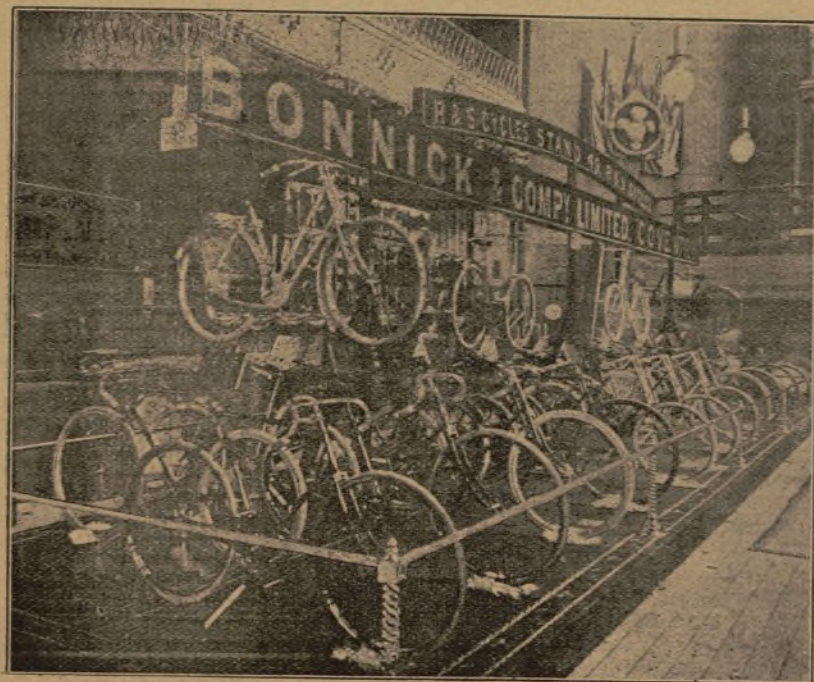
Dealer: "My dear young sir, look at those handles. They are so low you can't help seeing every bit of glass and tin-tack on the road!"

Do not look nice.

MRS. LANGTRY, the Jersey Lily, has contracted cyclophobia. The famous actress thinks short skirt and gaiters the most becoming costume for the wheel, and declares she has never seen anyone look nice in "Rational dress."

Good for brain work.

MISS ELLEN TERRY confesses to being an enthusiastic cyclist. On every available opportunity she is out a wheel, and finds the exercise of the greatest assistance in thinking out and studying her arduous parts. She has a holy horror of Rationals, and the "new" woman.



BONNICK'S BIG SHOW IN THE PALACE.



## THE N.C.U. LONDON CENTRE MEETING.

### Drastic Reforms Unanimously Agreed Upon

THE usual Delegates' Meeting, prior to the December Council Meeting (fixed for 21st inst.) took place at the "London Tavern" on Wednesday last, Mr. Todd presiding over but a small gathering. The formal business being quickly disposed of, the Agenda to be laid before the Council was discussed. The Pacemaking Special Committee's Report, containing obviously only "tinkering" measures, was disagreed with, although the London Councillors were left unfettered as regards their votes on the 21st. The most important and far-reaching measure that has ever been formulated to deal with Maker's Amateurism, was next introduced by Dr. Turner. It is that Racing Men shall only be permitted to use machines—and the essential parts thereof—which may be approved by the Union. Those firms who continue to subsidise in any way, are to be "warned off," and their goods disallowed in any race, time trial, or in pacemaking. Dr. Turner was eloquently indignant at the present state of racing affairs, and fairly drew the meeting to his way of thinking, the delegates voting unanimously in favour of the proposition. It will surprise us greatly, however, if it passes the Council. Blair's much-talked-of Three Class Scheme was also unanimously approved, as regards the principle, although many differences of opinion existed as to the rules governing same. We should think the Council will adopt the



HARRISON'S ACCESSORIES SHOW AT THE PALACE.

scheme, as it is undoubtedly an honest attempt to grapple with a very difficult problem, besides wiping away the hated Licensing Rules. It was agreed to support

Mr. Griffin's motion to add the flying start mile to the record list; but Mr. Maguire's alterations to the Licensing Rules did not find favour, and Councillors were instructed to vote against them.

### Strait-jacket for One.

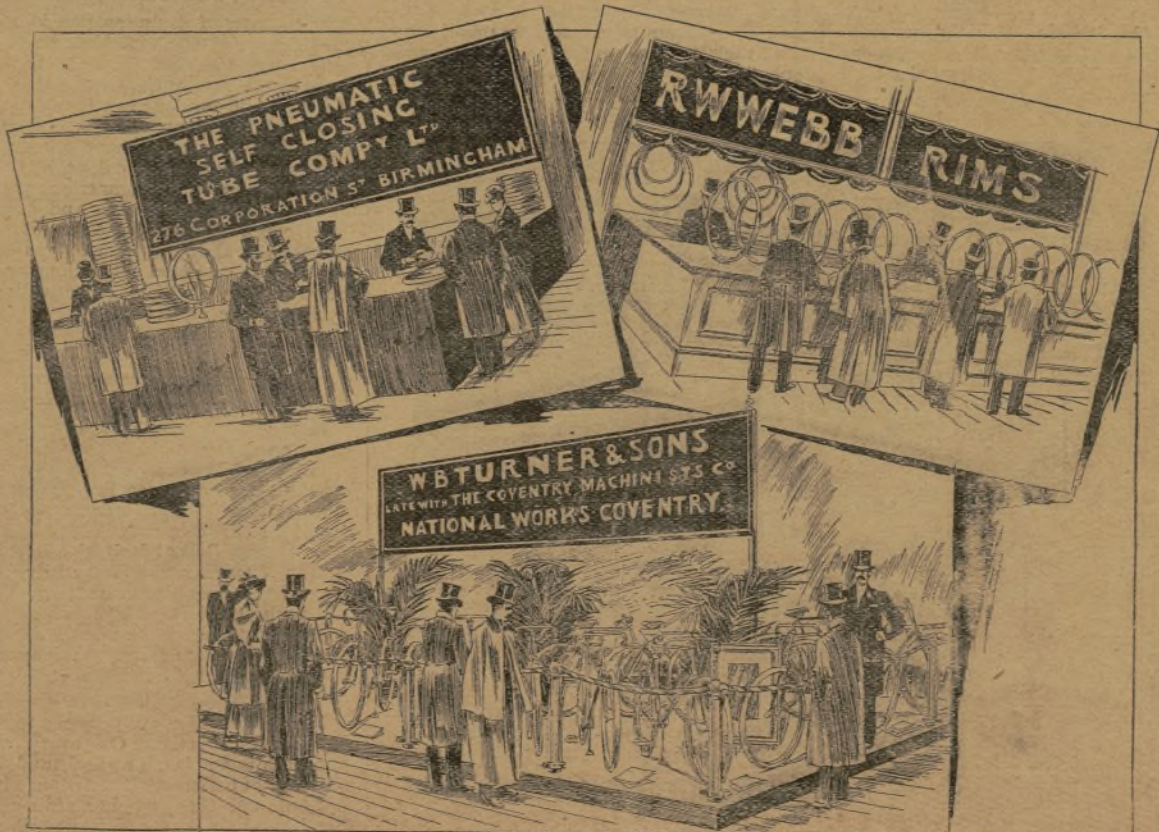
A MECHANIC, whose ingenuity has seemingly developed cerebral weakness, has devised some bicycle attachments so that he may take his FOUR children with him when he rides forth. More work for the Lunacy Commissioners and the Coroner!

### Success.

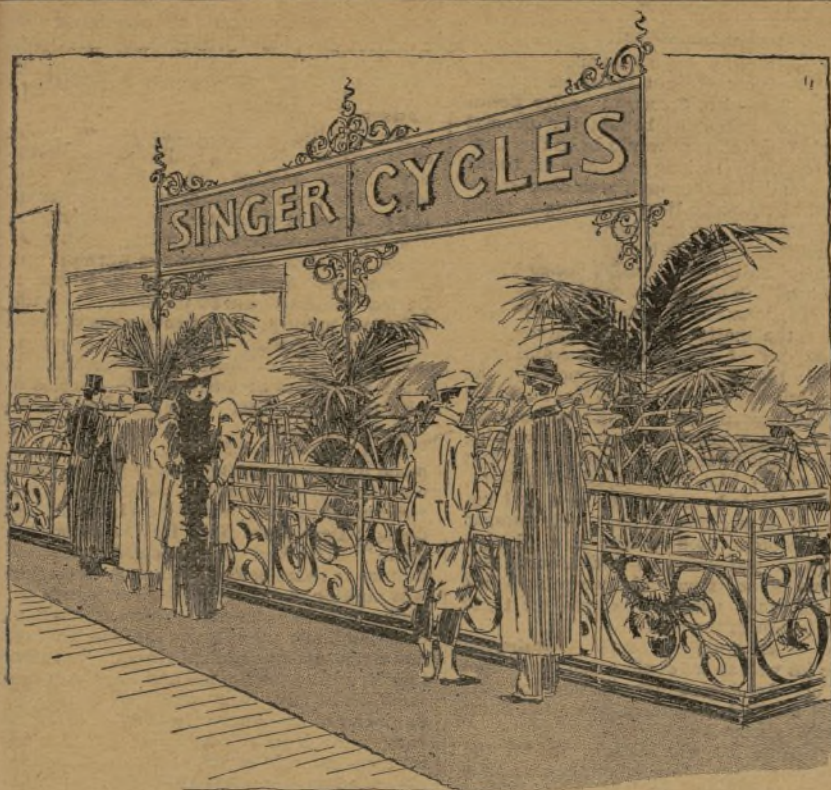
THE Parisian daily "Le Vélo" which has been now published for three years, has met with such success, that the editors have just found it necessary to move into more commodious premises. "Le Vélo" is now located in a splendid house, Rue Meyerbeer, near the Grand Opera.

### Cutting it fine.

THE science of timing races has reached such perfection that it is now possible to calculate the interval that necessarily elapses between the pistol-fire and the actual starting of the competitor. This interval may be measured down to the thousandth part of a second. The starter's pistol is so arranged that an electric contact is broken when the cartridge is exploded. A thread is also attached to the wheel of the bicycle, and an electric contact broken directly the wheel leaves its mark. Each of these electric contacts makes a mark on a smoked cylinder in such a way that the time which elapsed between the first and second contact may be measured.







SINGER'S FINE SHOW OF "SINGERS."



ALLDAYS & ONIONS' GRAND DISPLAY.



SOME STANDS AT THE PALACE.



## THE MOTORCAR MEETING.

ENTHUSIASTIC GATHERING AT  
CANNON STREET HOTEL.

(Full and Special Report.)

TUESDAY, the 10th day of December, in the year of Our Lord, 1895 is another date on which the historian of the future, will fasten when casting back for material to write up details of the "Birth, Rise, and Development of the Motorcar." Exactly eight weeks after the 15th of October, that momentous day when, at Tunbridge Wells, Sir David Solomons, stood sponsor for the Motorcar, at its first appearance in this country. Since that day, which *CYCLING* was one of the few papers to recognise the importance of, Sir David has been overwhelmed with correspondence, and so eager were scientists, professional men, traders, and the public at large for details, that a meeting was arranged to be held at the Cannon Street Hotel, but the Great Pillar Room would have been a more fitting locale as the top room, large as it is, was crammed to its utmost, by one of the most representative crowds any "new movement" has ever brought together. To give the names of those present would be to run through some of the best known firms and individuals in the electric, engineering, cycle, carriage, and other kindred industries likely to be affected by the coming development, besides a crowd of others interested.

SIR DAVID SOLOMONS,

the acknowledged leader of Motorcaring, was voted to the chair, and after Mr. Andrew Barr had read the notice of the meeting, delivered a capital notice, in which he reviewed the whole situation, and in the course of which he stated, that so widespread was the interest throughout the country, that he had received thousands of letters, and had he been in a position to, or desirous of so doing, could have sold hundreds of Motorcars. He then went on to state the object of the present was to found a society to watch over and safeguard the interests of Motorcarists, form pleasure parties, hold meetings for discussions, lectures, and so forth; briefly the declared objects are:—

- 1.—To create a new industry.
- 2.—To confer benefits on all classes using Motorcars.
- 3.—To push forward the movement generally.
- 4.—To protect manufacturers and users.
- 5.—To obtain an Act of Parliament.

Speaking on the latter point, the chairman urged that the Act must be of the most liberal kind, giving freedom of traffic with no absurd restrictions, and protect all members. It was generally the weakest who was singled out for attack, but with a powerful Association, such as the one now being formed, at their back, no one would be weak. As soon as possible the Association would be incorporated, and the liability of each member limited to £1. A good deal of history was gone into, and statistics of the Cycle Trade touched on—the chairman's moderate views being, that 25,000 persons (well within the mark) were directly or indirectly engaged therein, and that three times that number were depending on them for support, while more still were employed in the Carriage Building Trades, but once Motorcars took their proper position, it would give an entirely new employment to an even larger number than the combined trades. So far back as 1875, Sir David experimented with

### AN ELECTRICAL TRICYCLE

(evidently an old wooden velocipede, as the modern tricycle did not make its appearance till 1877.—*ED. CYCLING*.) After pointing out the enormous benefit the general adoption of Motorcars would be to the London streets, by making the lines of traffic shorter, and the thoroughfares cleaner, he thanked Mr. Andrew Barr for acting as Hon. Sec., and moved the first resolution.

"That it is desirable to form an Association to be called the *Self-Propelling Traffic Association*." This was seconded by Mr. J. C. Macdonald, M.P. (Rotherhithe), who brought the matter before Parliament on the last day of the last Session and promised it his most hearty support in the next Session. He had been to Paris on purpose to investigate the matter and he found that nine large manufacturers were working day and night to meet the demand, yet in a great country like this, we, of all nations, were absolutely bound by our laws and unable to make any development. He referred to the Motorcar used by the Hon. Evelyn Ellis (who was present) and aroused enthusiasm by declaring "the law put us last after all other nations, but we must no longer be left in the cold."

The next speakers were Washington Irvine (as well as we could catch the name) and W. Symington (descendant of the famous Scottish engineer), who had come all the way from Ayr.

Next came Mr. Van Pragh, one of the smartest of young City solicitors who gave the "Pall Mall Gazette" a big advertisement by reading a long extract from that organ, and concluded with experiences of a Motorcarist he had met in the Alps Maritime.

H. Hewitt Griffin then "took the floor" and gave voice to the views recently set out in "Cycling"—"We now stood on the threshold of

### THE GREATEST REVOLUTION

the history of locomotion had ever known—but the door was locked and we looked to Parliament to throw it open, but when that was done we must be careful how we enter the promised land. Annual licences must be insisted on and not granted till the Motorcar was certified to be safe in every way. In the absence of some such safeguard accidents would be sure to happen, and a disaster at the outset would seriously check the movement, and imperil its ultimate success. He then referred to the importance the new form of locomotion would have on agriculture, of which it would prove the saviour. At present, we paid away millions of money to foreign farmers for eggs and butter, the greater part of which might remain in this country if county councils instituted systematic collections and distributions of the produce of small farmers and cottagers in the more remote districts, bringing them to large towns or railways. In the latter case the Motorcars would prove feeders of a new branch of traffic to the railways, instead of taking away from them. This evidently caught the fancy of the meeting, and a reference to a remarkable development in electricity, by which heavy accumulators and secondary batteries are practically done away with, shortly to be made public, caused not a little excitement. He also referred to the Cycle Trade, as the ones who must be looked to for improvement of the Motorcars. The modern safety was the most perfect vehicle ever constructed, and it was a singular and welcome fact that the designer of the first safety

bicycle—afterwards improved and made popular by J. K. Starley—was not only present, but taking a leading part in perfecting and promoting Motorcars—H. J. Lawson.

Mr. Phillips, president of the Institute of Carriage Builders, followed, and did not seem pleased at the way in which the previous speaker had compared the progressive character of cycle construction with the conservative policy of his own trade, and that with engineers working out motors, and carriage builders the bodies, a perfect vehicle would be produced. With reference to the improvements made in tyres and springs during the last 30 or 40 years, and that light railways where not wanted when Motorcars became possible—he closed with the remark that "The Carriage Trade will do their part."

H. J. Lawson, of safety bicycle fame, made the most amusing speech of the meeting—One of the speakers had said, "Legs were made to walk with," he (Lawson) declared "Legs were made for the safety bicycle." He had experimented with oil motors 15 years before, and as to danger, it was nothing compared to the excitement of riding in a hansom cab. He and a syndicate had lately taken a run through France and Germany, and had spent about £100,000 buying up various foreign and American patents which gave them a practical monopoly in all the chief patents relating to Motorcars. Mr. Knight, who was recently fined for using an oil Motorcar on the road, related his experience, and was against Government inspection. He instanced the case of a Colonial buyer who came to England to make a large purchase of Motorcars, but had to place his order abroad.

### THE MOST AMUSING EPISODE OF THE MEETING

came from T. H. Briggs—author of a remarkable and interesting work on horse-haulages—who spoke as a friend of the horse which we had had for 6,000 years—the finest living engine in the world—he went on to speak of the "horizontal thrust of a horse's leg," when he was shouted down, called to order, and subsided. Walter Arnold commenced a speech with, "I represent to-day"—everyone thought it was another paper advertisement—but after a pause he added "the farmers of Kent," he was in favour of bogie cars, engines, &c., in fact a road railway, and went on into the price of plums coming out at a penny a bushel, after paying freightage and other expenses.

One of the most interesting speakers was Walter Hancock, nephew and pupil of W. Hancock, who designed and built the wonderfully successful road-motor or engine in 1832 (recently described in *CYCLING*), and was largely instrumental in getting the Parliamentary report issued in that year.

Real business then commenced, and Col. Martindale proposed, and Mr. Van Pragh seconded, that Sir David Solomons be elected President,—carried by acclamation.

Some discussion followed regarding details. Lord Winchelsea, Sir Fred. Bramwell, Alex. Siemens, and Jno. Phillips, were elected V.P.'s, and the Council, in part elected, as follows: Hon. Evelyn Ellis, Sir A. K. Rollitt, Sir W. Wood, Professor C. V. Boyes, H. J. Lawson, E. R. Shipton,—Jacobs,—Marshall, Geo. Stevenson, S. Tange, Sir Ben. Richardson,—Cross, M. D. Rucker,—MacNaught,—Knight.

An enthusiastic vote of thanks closed the proceedings.



## SUNDAY CYCLING.



HERE is beauty and goodness in all religions or creeds. It is only when the bigotry and intolerance of narrow minds intervene, that the cruel results of ignorance and stupidity ensue. Such were my reflections on opening an old commonplace book the other day, and re-reading a sharp and short journalistic controversy in which I took part in the seventies concerning Sunday cycling. The

notoriety seeking leader of the local branch of a numerically unimportant sect, wrote to the daily papers, deploring the gradual secularisation of the Sunday, more especially by sabbath-breaking cyclists, and called upon the powers to prohibit cycling on that day. I replied, and also deplored any secularisation of the Sabbath, and suggested that the powers should not only prohibit cycling, but also put a veto on the park and country walks that the pedestrian church and chapel goers indulge in after their devotions. The editor closed the correspondence at once with the pithy comment that he would not allow any straw splitting on the subject, and that while cyclists did not transgress the law or violate good taste, there should be less objection to their method of progression on Sundays as it entailed less labour than walking in search of the beauties of Nature lavished by an all-bounteous power.



SPRINGFIELD CO'S. FIRST SHOW.

Reviewing the matter at this latter date for myself, I do not wonder that so many cyclists, sick of the multiplicity of creeds, their ramifications and want of unity of thought, after the week's pent-up toil, should each Sabbath apply to himself the words of the venerable brother of the late Laureate.

"In that high Temple which THYSELF did frame,

And dost inhabit, I will look for THEE ;  
Whose roof is night, whose lamps are  
worlds of flame,

Whose mighty bases are the earth and sea.

Thine orisons—the world-wide voice that fills  
The morning air; the clouds thy censers be:  
Thine altars the unextinguishable hills;  
Thy music is the thunder and the sea."

The point, however, I should like to drive home regarding Sunday cycling is the remark of that editor, "the violation of good taste," if caught, "transgression of the law," ensures its own punishment. Every person is entitled to his own opinions, but, at the same time, should respect those of others, and therefore, a decent quiet, and steady demeanour, an absence of scorching should characterise all Sunday cycling, and would eventually silence the objections that are still raised by those piously inclined.

C.L.S.



WESTWOOD CO'S DISPLAY OF PARTS AND FITTINGS.

## The Westwood Pneumatic Tyre.

THE Westwood tyre which, owing to some oversight was accorded such a meagre description in our last issue, has formed one of the attractions of the National Show. It is one of the very few new tyres that are really good, and, we may say, after a careful examination, that it would be impossible to find a flaw either in its scheme of attachment to the rim, or in its construction and workmanship. As mentioned in our last issue, the Westwood, though it has wires in its outer edges, is drawn closer to the rim by the act of inflation, instead of tending to blow off. This end is obtained by means of the arrangement of the strands of the fabric which, under stress of inflation, contract the wires till they bed firmly on the rim. On deflation, the edges of the tyre become elongated and detachment is effected with remarkable ease. Almost any section of rim may be used, and the cover is made both with and without a non-slipper. The finish and smart appearance are, themselves, selling points, and we were not surprised to see Messrs. J. H. Price and J. H. Reece besieged by inquiries throughout the exhibition. The Westwood tyre was seen on many of the best machines in the building.



# CYCLING

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



As usual, we have to thank many readers who have written us eulogistic letters concerning our Four Special Show Numbers. They have poured into our letter-box from all corners of the kingdom, these cheering little missives, and many of them emanate from the pens of lady readers, to whom the Editor particularly tenders his thanks for their kind expressions of opinion, both as regards the Show Numbers, and the views he has expressed on the subject of women racers. The little article we wrote, a fortnight ago, seems to have touched a chord in the hearts of many readers of both sexes. One enthusiastic lady reader writes as follows:—"I must add my word of praise to the unanimous opinion regarding your Show Numbers. They are really splendid, and the Supplements specially fine. CYCLING is easily first among cycling papers. I like its tone so much, too, in reference to women racers." Another says, "I was delighted to read your remarks regarding the recent ladies' races at the Aquarium, also upon the subject of Rational Dress, both of which I entirely agree with." We might go on to quote scores of similar extracts from the rapidly-increasing pile of letters which we have received, but we have already written enough to show that we are not presumptuous in feeling assured that our efforts to please our readers have met with success.

In the guerilla warfare that has been waged for many a long day in the past—and, likely enough, will continue for many a long day to come—between the opposing forces of the N.C.U. and the Cycle Trade, there has entered of late a spirit of, and tendency to, vituperation, which seems to us to be as profitless as unnecessary. If the Cycle Trade, or members of it, do anything that the N.C.U. disapprove, that body are not only within their rights, but are also doing their bounden duty, in resorting to every reasonable strategy to put an end to the state of things which they consider undesirable; but we do not think that vituperation of those who chance to be in the opposition, or who have the audacity to think differently, is either a reasonable, nor, in the long run, a wise strategy.

When one gentleman gets up at a public meeting, and calls other gentlemen, present and absent, "liars," "suborners," "seducers," and other fancy titles, which is regularly done, excuses, perhaps, may be made for the heat of debate; but, nevertheless, the sober nett result of it all remains, that, after such a speech, everybody is further off a happy solution and settlement of the difficulty under discussion than ever, and parties who might be useful supporters to the speaker and his side are made lukewarm by the language employed against men they had learned to respect; or fear, perhaps, for business reasons, to identify themselves with a party that has such uncompromising speakers.

NOR is such language really fair, although, looking at it purely from the N.C.U. standpoint, it may to some appear so. Those blessed with a judicial mind will look at both sides of the question, and will arrive at less partial decisions, and be less vehement in their denunciations. Such will admit on the one hand, that if indeed pure amateurism is ever to become a reality amongst cycle racing men, the practice of the Trade of paying retaining fees, and giving bonuses for wins, to others than open professionals, must be attacked. But, on the other hand, they will admit that men do not go into the Cycle Trade, expend money, brains, and time, to build up large and prosperous businesses, for the purpose of pleasing the N.C.U., but for the more sordid design of making money, both for themselves, and their shareholders; and if the times and circumstances point to the wisdom of securing the services of racing men, by a small or large outlay of money, as the case may be, for the purpose of best advertising what they have to sell, and thus securing more profit to themselves and their shareholders, surely it is not so very heinous if they do so. We must confess that we are sufficiently impregnated with the commercial spirit of the age, to consider, that from their point of view, it may not only appear a venial offence, but actually a commendable act

of duty to the proprietary, and business cuteness. However this may be, we trust that debates at Union meetings, will not, as there seems a danger of their doing, degenerate into a mere tirade of vituperation of the lowest order.

## The Poly. Concert.

THE Polytechnic C.C. held a grand evening concert at Queen's Hall, Langham Place, on Saturday evening last. A capital programme was excellently carried out, and amongst the artists were A. T. Mole (violinist), and J. N. Still, two popular Poly. performers. Other delightful singers were Miss E. Palliser, Mme. Lee, Mr. Lloyd Chandos, Mr. Will Edwards, etc. During the entertainment Sir Owen Roberts presented a large number of medals and prizes to winning members of the club. The affair was most admirably engineered by that popular Polyite, F. W. Chapman, and C. G. Vallenecy's watchful eye was over all.

## OUR CHRISTMASSY NUMBER.

Our next issue will be crowded with stories, verses, and illustrations of a "Christmassy" character, and amongst other attractions, will be the following:—

### AFTER MANY YEARS.

By L.A.M.P.

Illustrated by T. M. R. WHITWELL.

### NOBS FOR A NIGHT.

A Tale of a Christmas Tour, founded on fact.

Illustrated by J. A. WALTON.

### THE TRICK RIDERS TOP TRICK.

By RAYMOND RAIFE.

Illustrated by PERCY KEMP.

### THE NORTHERNER'S CHRISTMAS STORY.

### SANTA CLAUS ON WHEELS.

By W. C. BIRT-WHITWELL.

### A WOMAN AND A WHEEL.

By SYBIL BERNSTEIN.

Illustrated by T. M. R. WHITWELL.

### AN EXCITING CHASE.

Drawn by TOM BROWNE.

And many illustrations by George Moore, Percy Kemp, J. A. Walton, Tom Browne, &c., &c. It will be a grand and attractive issue, and will be published on

MONDAY, DECEMBER 23rd.



## HUMBERS AT THE AQUARIUM.

DURING the past week Humber & Co. have been running a cycle show of their own, in the gallery of the Royal Aquarium, where three stands were fitted up at very short notice, after the decision of the National Show Committee not to admit Humbers to the Palace. On Monday the Press were invited to inspect the Humber exhibits, which had, by then, been brought from the Palace and arranged on the three well-lighted stands. We found that the firm are fitting to all their Beeston and Wolverhampton '96 machines, a new detachable chain wheel, which has a cap-like centre, on to which the chain wheel proper is screwed and bolted. The bottom bracket ball race runs right up into this cap, and the balls are therefore right in line with the chain pull. It looks very strong and neat. The new bottom stays retain the round section tubes, but are cranked, or knuckle-jointed on the chain side, and straight on the other. A new head-lock, very light and neat, which effectually secures the machine against being ridden away by an unauthorised party, and is, at the same time, free from all danger to the owner, seeing that the locking part is removed when not in use, is another good novelty.

## NEARLY EVERY DESIGN OF MACHINE

made by Humber & Co. was to be found on one of the three stands. There was a very handsome-looking full roadster, built for the Duke of Fife, and enamelled in his livery colours, dark green and gold. With Carter gear case, Westwood rims, and Dunlop roadster tyres, not to mention brake and metal mudguards, this grand mount, fit indeed for a Duke, weighed only 33 lbs. A

handsome light roadster shown weighed 26½ lbs., and a special road racer 2 lbs. lighter. Both these lasts have a 5¼-in. tread, which allows of a gear case, and are of the usual Humber pattern frame, with the alteration in the bottom compression stays already alluded to. A grand little path racer for Jaap Eden, had a 4½-in. tread, and weighed only 19½ lbs., with two 28 in. wheel's. In ladies' safeties there was a big show, made for such good people as Lady Harris, Duchess of Bedford, Lady Clifford, Lady Elphinstone, Countess of Denbigh, &c., &c.

## THE NEW HUMBER LADY'S FRAME

had a curved upper tube, running from the top of the head to a few inches above the bracket, and lapped half-way to the straight lower tube. It makes a very strong and graceful frame, with ample dress clearance. With gear-case, brake, and guards, all on, this machine weighs 27 lbs., or with aluminium gear-case, which weighs 9 ozs. only, 26 lbs. The '94 models, two straight tubes and a single curved tube, are also retained, and were shown. In multicycles there was a large and very varied show. The triplet betrayed no new features, Humber & Co. evidently thinking it wise to let alone the machine that has accomplished the fastest mile ever timed on an English path. A speedy thing in tandems was shown, built to the order of Mr. C. A. Smith, which has an extra stay running from the front saddle pillar to the rear bottom bracket. It has also a new handlebar adjustment for the rear rider, allowing of four distinct positions. Model 1, of the Humber open-fronted tandems, has been much improved in design, the front wheel being now increased in size to 22 ins. This machine has a chain and rod steering, worked from the rear only.

## THE OPEN-FRONTED TANDEM,

known as "No. 17," has an immensely strong frame. It has two parallel tubes, one running from some 3 in. below the brackets, and hung on tube extensions, these extending the full length of the machine, right back to the back fork ends, and the other doing the same duty some 2-in. above the brackets. On the machine shown, built for Lord St. Vincent, there was a detachable back top tube, and it could be ridden by two ladies attired in skirts. Some good things in tricycles were shown, one being built for the three-wheel champion, Gatehouse. As for

## THE FINISH AND WORK

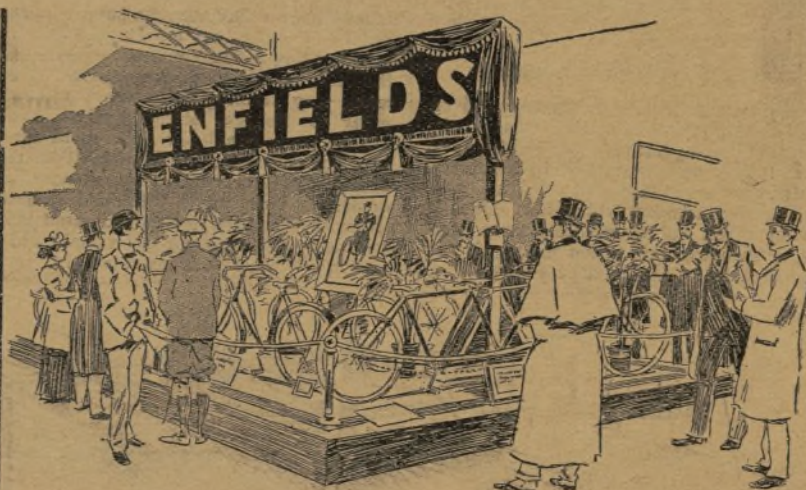
in all the machines, it was Humber's, and what more can we say. The by no means dry work of machine inspecting, was followed by a champagne lunch, given to the Press by Humber & Co., at which Mr. A. R. Marten took the chair, and Messrs. M. D. Rucker and J. T. Allbut, the vice-chairs. Amongst the company, we noticed Messrs. Walter Phillips, Frank Shorland, C. W. Nairn, E. J. O'Reilly, T. A. Edge, Montgardino, W. S. Holding, Sisley, and G. H. Smith (CYCLING). Toasts were almost barred, and speeches few. Mr. Marten very cordially greeted the Press on behalf of Humber & Co., and Mr. Rucker partly explained why Humber & Co. were at the Aquarium instead of the National Show, and led us to suppose that we should all hear more of the matter later.

MANY a man who would fearlessly face the roar of musketry and the rattle of bullets feels his heart quake within him as he misses by a mere shade, the remains of a festive ginger-beer bottle on the road.



HUMBER'S GRAND DISPLAY AT THE AQUARIUM.





SOME STANDS AT THE PALACE.

Ayuntamiento de Madrid





MONDAY next!

OUR Christmassy Number.

DON'T fail to get it on any account.

NEWCASTLE clubs have long lives.

THE Council meet at Hull this Saturday, December 21st.

LONDON approves of James Blair's Three Class Scheme.

DON'T forget that our next issue will be published on Monday.

DON'T fail to get our next issue. It will be a "Christmassy" number.

H. H. GRIFFIN has been appointed an official timekeeper to the N.C.U.

C. E. BRINK, the South African racing man, has been in the hospital lately seriously ill.

THE Ostend Velodrome intends organising next year a World's Championship for ladies.

"CYCLEDOM" had a show at the Aquarium, where their Stanley exhibits made a reappearance.

"BOUNCE" is an excellent quality in a tyre; but, when its rider contracts it, it is apt to be tire-some.

HURST, the trick-rider, uses Hutson's home-trainer, and, in a letter we have seen, speaks highly of it.

£6,000 in six months is stated to be the amount of prize money put up in Australia for cash cycling events.

THE next Sheffield Charity Sports will take place on June 29th. Mr. T. Woodworth has been appointed hon. sec.

THE American machines at the National were much more in accord with English ideas than those at the Stanley.

THE meet, races, and camp at Scarborough, resulted in a loss of £160, according to the balance-sheet just issued.

SEEING that so many cyclists are on pleasure bent nowadays, it is but small wonder some of them become warped in the operation!

THE "Catford Monthly Record" moves a step upward with every issue. The club holds its grand Twelfth Night concert in the King's Hall.

ONE mile straightaway flying start has been ridden in 1-25, and one mile standing start in 1-40 in America on Morgan and Wright's tyres.

A NEW branch of the S.C.U. has been inaugurated for the benefit of Dumfries and Galloway cyclists. It is to be known as the Southern District.

IN spite of her numerous and severe spills, Grace had no trouble with either her Gamage safety, or Dunlop tyres, when racing at the Aquarium.

EDINBURGH Corporation are shortly to bring a Further Powers Bill before Parliament. Cyclists are among those regarding whom the further powers are required.

A "SIXTY-FIVE FOOT" long petition has just succeeded in obtaining a reduction in the toll on cycles going across Brooklyn Bridge, in New York, to one cent. (1/2d.)

PATENT medicine and cosmetic dealers in America are now reported to be meeting with a decline in trade, owing to "the increased popularity of cycling among ladies."

MARSHALL WELLS, the Canadian champion, has married.

THE great Austral race has been won by Christs, on a James.

M. LEON BOURGEOIS, the Prime Minister of France at the time of writing, is a cyclist.

THE going last Sunday had a real Winter deadness about it, and brave hearts were rare birds.

THE bicycle may effect a greater revolution in Russia than the wildest Nihilist ever dreamt of.

THE C.T.C. is seriously considering the question of having a club room for its members in London.

IF the speeches at the North Road dinner meant anything, the classic road events will again be flourishing in '96.

THE East Yorks and North Lincs Centre have invited the visiting councillors to a high tea, at Hull, this Saturday evening.

THERE is a probability of Banker racing in his own land, America, next season, and Protin leaving Paris for the same hunting-ground.

SHEFFIELD has had a six-days' women's race during last week; but it has not taken on very much, although it was advertised very freely.

THE Marquis of Londonderry has subscribed a guinea to the Roadmenders' Fund started by the "Newcastle Daily Chronicle."

THE legend "Sold," attached to some of the machines at the Palace on Saturday night, was capable of more than one interpretation.

MR. SID CLARKE has been elected vice-captain of the Newcastle C.C. for the thirteenth year. This must be very near a record in club life.

THE recent dinner of the East Dulwich found F. P. O'Connor still the truly hard-working hon. sec., a post he has filled since the start, 12 years ago.

J. LENNOX—now councillor—the old end-to-end warrior, continues to take a keen interest in the cycling affairs of his district. He is on the Board of the Company formed to supply Dumfries with a track, and is also lending a hand in forming a local Centre of the S.C.U.

AMONG other resignations from S.C.U. officialdom at the next A.G.M. will be that of the president, A. Kettles. R. Robinson, chairman of the Western District Council, is spoken of as his successor.

AN unfortunate American cyclist has been touring hard for six weeks, under the impression that he was being pursued by the police. He was found in a Nashville hospital, quite out of his mind, and brought home.

THE members of the Holborn C.C. held their second Cinderella of the season at the "Freemasons' Tavern," on Monday evening. There was a large muster, under the guidance of Messrs. Harbert and Stenson, M.C.'s.

CLUB hon. secs. in search of a clever and amusing entertainer should keep a note of the address of J. H. Dudley, an old North Roader, who will be glad of engagements. He is to be found at 320, Upper Street, Islington N.

#### Some comparative statistics.

At the Stanley Show, 1,099 finished machines were exhibited, fitted with pneumatic tyres, and 24 with solids and cushions. At the National, up to Tuesday, 2,581 machines with pneumatics were staged, and 21 with solids and cushions. A few machines came into the Palace, after the above count, but taking the figures as they stand, they show a majority of 1,479 machines, in favour of the National.

#### Mr. Justice Day on "Scorchers."

At Warwick Mr. Justice Day had before him a case of manslaughter, in which a cyclist was charged with colliding and killing a woman, and giving a false address. The prosecution, however, considering the affair an accident, did not offer any evidence, and the case fell through. The Judge, in assenting to this course, remarked that in many cases bicyclists thought they could ring a bell and then run over people with impunity; they had no such right, and ought always to have their machines in perfect control. If ever he had a bicyclist brought up before him for riding in a grossly careless manner, and causing the death of anyone, he should give him a sentence which would make the whole fraternity careful in the future.



AT THE NATIONAL.



### A smart depot.

A VERY smart new London cycle depot has been opened at 26, Shaftesbury Avenue, W., by the Cycle Supply Association. Triumphs, Townends, and Sparkbrooks, are stocked, and there is a separate show-room for the ladies' machines.

### The lady chaperone.

THE lady chaperone for lady cyclists, whom we made mention of in connection with the opening of Goy's new riding-school at Paddington Baths, is Miss Cave, 35, Bryanston Street, Portman Square, W. She is a thoroughly accomplished cyclist, speaks French and German, and her terms are five shillings an hour, or by arrangement.

### Middlesex County Sports Club, Ltd.

COPIES of the rules of this club, and application forms, can now be obtained from the hon. sec. and treasurer, A. J. Wilson, 8, Theobald's Road, W.C. The committee of the club consists of a distinguished list of well-known names, each belonging to tried, hard workers, and men of experience in cycling and sporting matters, and there is every prospect of this, the new ground club of Wood Green track, taking an exceptionally prominent position amongst its contemporaries, during season 1896, and following years.

### The N.R. Dinner.

AT Frascati's last Thursday, the North Road Club held their eleventh annual dinner, Mr. T. G. King, president, being in the chair, and Messrs. F. W. Shorland, F. T. Bidlake, A. J. Begbie, A. J. Wilson, and E. P. Moorhouse, in the vic-chairs. The company present fairly well filled the large room, and amongst the visitors and prominent members of the club, we noticed Syd. Begbie, W. M. Crosbie, A. A. Chase, J. Rickard, Jimmie James, M. A. Holbein, A. W. Gamage, C. A. Smith, the Brothers Isley, Ludovici and Teed of the Stanley, "Col." North, Macrae, P. and E. Rivers-Smith, Mason, R. H. Carlisle, J. P. K. Clark, Frost, Ward, Glynn, E. J. O'Reilly, G. H. Smith (CYCLING). In proposing the toast of the evening, "The North Road, C.C.," the chairman spoke in regretful tones of the past days of road racing, and of the present days of long-distance path racing, with all its artificial show. Hon. Sec., P. Rivers-Smith, in his reply, pointed out that the N.R. had not altogether deserted the road, and reminded the company, amidst cheers, of the 1895 road performances of their members, Holbein, Bidlake, and Chase. He thought the N.R. might get back to the road eventually, and said the present membership of the club was 160. F. O. Cooke, racing hon. sec., also replied. F. O. Cooke proposed "The Visitors," Messrs. F. G. Teed, Stanley, and H. North, Bath Road, replying. The latter, in a thoroughly sporting and characteristic speech, also hinted that the Bath Road would renew their road races, or "road excursions," as he called them, in 1896. The toast of "The Chair" was in the hands of F. T. Bidlake. An important feature of the evening's programme was the prize distribution, the principal recipients being:—R. H. Carlisle, who received a warm greeting on taking the N.R. 24-hours gold cup; J. P. K. Clark, F. D. Frost, F. R. Goodwin, all three Isleys, King, Jun.; Prevost, Ward, and Bidlake. The musical entertainment provided was quite up to the average of such functions, and the N.R. men appeared to enjoy themselves, in their usual quiet and decorous style.

### A South African record.

THE South African 50 miles road record has once more been broken, this time by E. Boddington, whose time on a Raleigh machine was 2 hrs. 44 mins. 37 secs.

### "He who laughs last," &c.

A QUAIN tale comes from Cobham, of which Jimmy James is the hero, or villain of the piece. He and Bob Isley were tandem testing, Isley being at the helm. James, probably the better to smile un-interruptedly one of his classic smiles, put his feet on the frame and folded his arms, what time the unsuspecting Bob plugged gamely away in front. But fate revenged him for an inequality of the road, or something, caused James to lose his balance, and he took a clean back somersault off the machine, in a style that a circus clown might envy.



A WARNING TO LITTLE BOYS WHO SURREPTITIOUSLY BORROW THEIR BROTHER'S BICYCLES.

### Zim's defeater.

J. W. PARSONS, who beat Zimmerman in his first race in Australia, is 19½ years old, and a native of Botany, but has been settled in Victoria for six years. He has been a cyclist three years, and this season has won six out of eight races, and second in the seventh. Zimmerman has declared Parsons to be a splendid rider, and the beating he gave him all the more meritorious as the Australian did most of the pacing.

### Their occupation gone.

UNDER this heading, in our issue of December 14th, we published a paragraph asking, what would become of all the multi-cycles at present existing, or being built for pacing purposes, including the quad. built for the University gentleman by Poole & Co., if the proposed triplet and quad. bar pacing rules were passed at Hull this Saturday? Messrs. Poole & Co. appear to think that the paragraph referred solely to them, and that it implied that if the demand for quads. ceased, Poole & Co. would, of necessity, do likewise. Needless to say, nothing of the sort was intended, as we well know that Poole & Co. make a very good tandem, not to mention singles. Besides, it is a matter of almost common knowledge that other firms make quads.

### The turn of the tide.

"WE have now reached practically the lowest depths of early lighting," is the epigrammatical way in which a writer draws attention to the encouraging fact that the tide has turned in the matter of short evenings, and slowly but surely we are now creeping to that longed-for period, when a daylight evening spin is once again a possibility.

### Funny man!

A STUDENT of Darwin, remarking on the almost universal adoption of the wheel, and the attitude assumed by many of its devotees, suggests that many generations hence, evolution may be responsible for great changes in the physiology of man. Amongst others, the eyes will take up a new position at the top of the forehead, whilst the growth of hair will be extended to the lower nape of the neck. Another candidate for lunacy honours!

### The conversion of Mrs. Kendal.

MRS. KENDAL, the eminent and much respected actress, has been credited, rightly or wrongly, with having said some very hard things of lady cyclists in her time. Be this as it may, the pleasant fact remains that she is now a cyclist herself, having learnt with Mr. Kendal, at the Rudge-Whitworth riding-school in Birmingham, during a recent professional visit to that city. Both Mr. and Mrs. Kendal, and several members of their talented company, bought Rudge-Whitworth machines from the Birmingham depot.

### Good for trade.

THE manager of a West-End cycle depot informed us, the other day, that the officers of the Guards, stationed in London, were very good customers, because they played polo on their bicycles, and when they were damaged, which was not unfrequent, they gave them to their servants, and bought new ones. One officer had had eleven this season. By-the-way, we have read somewhere that a game of polo on tricycles is all the rage in Paris, and is known as "Tri-polo." More trip than polo, we should imagine.

### Disraeli on cycling.

MR. CONINGSBY DISRAELI, M.P., who is himself a cyclist, was present at the annual dinner of the High Wycombe C.C., and, in the course of a speech he made, mentioned that from 10 to 12 Members of Parliament rode to the House on their bicycles. He was president, patron, or vice-president of over 30 cycling clubs, and said that one of the great impulses to the physical and moral welfare of our people had been the great growth of athletics amongst the poorer classes of the country. He was in favour of a small cycle tax, payable to the Imperial Exchequer.

### A conference of rulers.

AT the conference of the N.C.U., Scottish C.U., and Irish C.A., held in London last week, the following was the most important decision arrived at: "The members of this conference advise that the S.C.U., I.C.A., and N.C.U. alone, be considered as the governing bodies of the respective countries, and decline to recognise any other bodies as governing cycling in those countries, and any rider competing under the rules, or so-called jurisdiction of any other body, should be ineligible to compete under the rules of the three above-mentioned bodies." They also advised that a joint race meeting for the three countries be held in Ireland next year, for an international team championship.



## A late exhibit.

ALTHOUGH too late in position to be noted in the regular report, the exhibits at the Palace of E. Burt, High Street, Croydon, were too good to be passed over in silence. He showed some good road racers, with both round, oval, and D. tubes, the pull of the chain coming well over the stays, and the weight in each case being 21½ lbs. A lady's safety, with a taking frame, and two 26 in. wheels, weighed 25½ lbs.; and a road racing tandem, very closely built, 38½ lbs. Machines, fitted with Boudard gear, and some of Cowan & Co.'s oils, were also shown.

## Manchester and the A.B.C. scheme.

THE Manchester Centre meets on Wednesday for the purpose of discussing the agenda of the Hull council meeting, of which the most important item stands in the name of Mr. James Blair. What the decision of Manchester will be on the proposed alterations, it is hard to say, but it does not follow that, because the Centre chose to lend its support to the radical move of Mr. Low, that the same decision will be arrived at again, as the fact still remains that the supporters of the "A.A.A." on the Centre, if in attendance, have sufficient weight to prevent the Centre pledging itself to a policy which means the destruction of cycle racing in Lancashire.

## Lord Cadogan on Cycling.

THE Viceroy of Ireland is a brilliant specimen of the thorough sportsman. He is not only a good horseman, who rides straight after our fastest packs, and breeds the best class of racers, but he is an ardent cyclist. He received a deputation from the Irish Tourists Association a few days ago, composed of men some of whom like himself were belted earls and nobles of high degree. He told them some home truths about the importance of wheelmen in the land. The Lord Lieutenant pointed out the importance of inducing cycling tourists to visit Ireland and his sensible remarks made a deep impression on the noblemen and smaller gentry who waited upon him. Imbued by Lord Cadogan's ideas the Irish Tourists Association has asked the Irish Cyclists Association to help it in the task of inducing wheelmen to visit the green shores of Erin during the coming year. The I.C.A. has already helped along the movement in a marked manner; they have secured an international team race for Ireland to be decided during the Season which is now approaching.

## The Humber Dinner.

MESSRS. HUMBER & Co. gave a dinner on Friday evening last, to the leading members of their staff, their agents, and representatives of the Press. Mr. Marten, chairman of the Company, presided, and a thoroughly pleasant evening was enjoyed by the convivial gathering. Mr. E. Leitch had organised a capital variety entertainment, which was much appreciated. Amongst those present were Messrs. Marten, Rucker, and Baker (directors), Belcher, Shorland, Ede, Phillips, Leitch, Pellant, Alburt, F. J. J. Glynn, Withers (Goy & Co.), Stockvis (Arnhem), &c. After the customary loyal toast, Mr. Marten proposed the toast, "Our Guests and the Press," in a felicitous speech. Mr. Glynn responded, also Mr. Stanley ("Observer") for the general Press, and E. Dangerfield (CYCLING), for the Wheel Press. Mr. Withers gave the Humber Co., and Mr. Rucker suitably replied. The health of the chairman, Mr. Marten, was then toasted with enthusiasm, and the happy and successful event was brought to a close.

## Jacquelin better.

JACQUELIN, the French rider, has nearly recovered from the effects of his terrible collision with a cart while riding on the Paris Boulevards, and was out a few days ago for the first time.

## Louvet a soldier.

L. LOUVET, the well-known French rider, who at one time was looked upon as a likely successor to Cassignard, has just left "civil" life, and contracted a three-years' engagement in the Army. This was brought about by his failure on the path.

## London Devonians' C.C.

THE first general meeting of the above new club took place last Thursday evening, at the Southern headquarters, 60, Camberwell New Road. A large number attended. All the necessary rules were passed, and it was decided that the entrance fee be 2s. 6d., with an annual subscription of 5s., for active members, payable in advance.

## "Smith" a Boniface.

EVERYBODY who knows the genial C. A. Smith will be glad of the opportunity, sooner or later, of meeting him at his new quarters, "The White Lion," at Cobham, where he will, in all probability, be found before Christmas. This capital hostelry in Smith's hands, should become one of the popular inns on the Ripley Road, and we doubt not but that it will.

## "Dagonet" as a cyclist.

"DAGONET," in last Sunday's "Referee," after pleasantly recounting his experiences at the annual dinner of the Pickwick B.C., concludes thus:—"I am also a cyclist, and I am at present, in the privacy of Regent's Park, practising marvellous feats on a brand new Osmond special roadster, with all the Osmond specialities, which is the admiration of all beholders, and I have the encouraging assurance of Mr. Alfred Maltby, who taught me to ride, that, if I improve this year as much as I did last, some of the record men will have to look to their laurels."

## A cycling journalist goes mad.

IMMENSE sensation was created in Parisian cycling circles last week by the announcement that Monsieur E. Mousset, one of the best-known French journalists and sportsmen, had been taken seriously ill with brain troubles. He had to be removed to a special hospital, and is being treated there with the greatest attention, there being yet a chance of his recovering his reason. M. Mousset had worked a great deal, and, being of a very excitable and nervous nature, has, it is thought, overtaxed his brain powers. It is to be sincerely hoped he may soon recover.

## SPECIAL NOTICE.

In consequence of the Christmas Holiday's, "Cycling" will be published on

MONDAY NEXT,

instead of Wednesday as usual. All matter intended for insertion should reach us by first post on Thursday morning this week without fail. The leading contents of our next issue appear on our Editorial page. It will be a grand Christmassy issue.

## Not Guilty.

W. SNOOK, the well-known English trainer resident in Paris, who was arrested some time ago, charged with being an accomplice in a robbery, has been set free, after having remained 82 days in prison. No proofs could be found against him, and he was not even tried. Snook intends asking for heavy damages, through the British Embassy in Paris.

## How South Yorks will vote.

THE South Yorkshire Centre held a full delegate meeting last Tuesday night, at the Clarence Hotel, Mr. Cooper Pearson presiding. The only business brought forward was the agenda for the next Council meeting. It was decided to support the committee re pacing, but they would not have the A.B. & C. scheme at any price. The Councillors were left with a free hand re Mr. Maguire's proposition, but are to vote against that standing in the name of Mr. E. B. Turner.

## Crackers.

THOSE who have youthful friends and relations who at this festive season of the year look forward to some little gift, will do well to bear in mind the seasonable and always welcome crackers. Those supplied by Tom Smith are far away in advance of most other varieties, and by insisting upon having their goods disappointment will be avoided. The novelties which this firm have introduced in the shape of crackers for the adult community are worthy of more than passing notice. They will be found productive of much genuine fun and amusement, and contrast favourably with the rubbish one too often finds contained in crackers.

## The Bath Road Dinner.

THIS popular, fast-riding, and now most social of wheel clubs, held their tenth annual dinner, at the St. James's Hall Restaurant, on Friday last. Quite ninety sat down, under the presidency of that noble sportsman, the Marquis of Queensberry, who has of late been seen so often on the Ripley Road. Messrs. the Honourable R. C. Devereux, C. A. Smith, and W. J. Harvey, filled the vice chairs, and were most enthusiastically received during the evening. After the toast of the Queen, the noble Marquis, in a most happy speech, gave the toast of the evening, viz., the B.R.C., to which the Club "Colonel" replied in a most exhaustive speech. "The Visitors and the Press" toast was replied to by Messrs. Lacy Hillier and Lockwood, and, in the absence of Mr. H. J. Swindley, who was down to respond for the scribblers, a funny incident took place, which provoked much merriment, his *Fidus Achates* being referred to as the "mysterious and unknown one"; this, to the most susceptible Hartung, was a bit too much. Next came the presentation of prizes, which seemed a match between Frost and Martin as to who should carry off the most—any way, they must at least have taken a dozen prizes and medals each. The Club cup, which was handed to Frost as his own property, was, of course filled, and the winner carried and cheered round the hall. The proposing of the worthy chairman's health was in the hands of the popular W. J. Harvey who made a fine speech, referring to the noble marquis' doings in days gone by, and thanking him in the name of the Club for his most handsome gift to their Club room at Cobham of a new piano. E. M. Mayes represented "CYCLING."



### THE SIMPSON-GAMAGE CONTEST.

MR. GAMAGE asks us to give publicity to the following letter:—

"Mr. Simpson has now declared, through the columns of 'To-Day,' that this contest is off; the reason given being, that I would not agree to a semi private meeting, which was a fresh regulation he sought to impose, notwithstanding that all the details (except one) had been settled at our meeting.

So that the public should be rightly informed on the point, I enclose you a copy of a letter signed by five out of the seven gentlemen who were present at the meeting, which I shall be pleased if you will kindly insert.

In conclusion, I cannot help thinking that Mr. Simpson could not have been sincere in his wish that the contest should come off, or he certainly would not have split upon such a small point to him, but a great one to the public.

The obstructive tactics he has pursued are quite in keeping with the bombastic way the Company has been boomed."

COPY OF LETTER TO THE EDITOR OF  
"TO-DAY."

December 5th, 1895.

Re THE SIMPSON CHAIN CHALLENGE.

SIR,—Our attention having been called to certain paragraphs in "To-Day," of the 7th inst., with reference to the above-mentioned challenge, and the question of the suggested race being decided at a ground, to which admission was to be free, or otherwise, we, the undersigned, having been present at the meeting at which all the matters bearing on the challenge were discussed, and having a clear recollection of what took place, beg to say, most emphatically, that it was distinctly understood that gate money should be charged; Mr. Simpson, of course, to do as he liked with his share, either in the way of giving it to Charities or otherwise. To this Mr. Simpson agreed.

As a matter of fact, the only point left over for further consideration was one by Mr. Gamage, namely, as to whether or not he should waive his right to stipulate for races between men and men, instead of mere time tests, as then insisted upon by Mr. Simpson.

Yours obediently,  
(Signed) { J. E. DIXON, "Sportsman."  
E. PLUMMER, "Sporting Life."  
G. OAKLEY, " "  
S. T. BROWN, " "  
A. W. GAMAGE.

#### Robertson in training.

J. A. ROBERTSON, the ex-amateur, who started riding so well as a professional in Paris, but was stopped by severe illness, has returned to that city after a long rest at home. He is training hard, and will soon be heard of again.

#### An up-to-date Italian.

RIDING into Croydon last Sunday, we sighted ahead what looked like a steam propelled tricycle, smoking badly. On reaching the apparatus, we found it to be an old big wheeled front-steering tricycle, propelled by an Italian gentleman, who had ingeniously erected a chestnut cooking plant on a platform in front of him. No doubt it kept his chest warm, but the atmosphere of smoke in which his head was enveloped, hardly looked comfortable.

#### The Commander-in-Chief's Prize.

LORD WOLSELEY has decided to give a prize for Volunteer Cyclists, to be called the Wolseley Cyclist Infantry Challenge Cup. It will be competed for at Bisley, on the first Saturday in May, and the conditions are to be settled by Major-General Stracey, Colonel Eustace Balfour, Colonel Savile, and the Hon. Schomberg McDonnell.

#### An Opening.

THERE is an opening in the office of the Temple Press, for a smart youth about 18, as junior clerk. One used to the printing business preferred. Must write shorthand and good longhand. Applications should be sent by post to Works Manager, Temple Press Ltd., Rosebery Avenue, E.C. Full particulars of previous engagements should be given.

#### Electric timekeeping.

SOME interesting experiments of electric timekeeping are being made at the Paris Winter track, giving very good results. It would take too much space to describe the apparatus here; enough to say it is set going by the front wheel of the machine passing over the red line, and, thence communicates with a watch. It seems very accurate, and may possibly bring about quite a revolution in timekeeping.

#### A very sensible comment.

THE "Pall Mall Gazette" published in its issue of the 12th, the suggested machine and essential part bar, proposed by E. B. Turner, and endorsed by the London Centre, and remarks; "After reading the above, one is inclined to wonder why there should be so much squabbling about licensed and unlicensed amateurs, and riders belonging to Class A, Class B, and so forth. Why not call the whole lot professionals, and abolish forthwith all restrictions? The sub-division into classes only engenders any amount of ill-feeling, and damages the sport of cycle-racing, if sport it can still be called. For it is difficult to believe that any true gentleman amateur would submit to such an inquisition as that which the N.C.U. seems to consider necessary. And modern experience teaches us that every successful rider, in whatever class, almost without exception, ends in turning professional. Why, then, waste time with these ridiculous distinctions?"

### OUR CIRCULATION.

Leadenhall Buildings,  
LEADENHALL STREET,  
London, E.C. December 2nd, 1895.

We hereby certify that the number of Copies of "CYCLING" circulated, namely, ordered by, and supplied to, Newsagents and the Public, or posted to Subscribers and the Trade, for each of the dates mentioned, was as follows:—

Date.	Copies.
1895	
Nov. 2	27,059
" 9	26,737
" 16	27,219
" 23	29,519
" 30	30,184

(Signed),

WOODTHORPE, BEVAN & CO.

Chartered Accountants.

#### Death in the Bush.

ONE of the express cyclists running between Coolgardie and civilization, a Welshman, named Williams, has met with a terrible death. He was found dead on the track, having evidently succumbed to thirst, and indications were observed of his having crawled on his hands for miles.

#### A Yankee notion.

SOMETHING quite novel in pumps comes from America. It is a crank pump, which is attached to the forks when desired to be used, and is worked by turning a handle, like a mincing machine. It is described as being very powerful, and positive in action, and small enough to carry in the pocket.

#### A club for the profession.

"THE STAGE" asks—"Why not a professional cycling club in London?" and says fully nine-tenths of the ladies and gentlemen on the London stage are devoted to the wheel. Mr. Oswald Brand, writing from Sadler's Wells, expresses a desire to hear from those willing to form such a club. There is already a flourishing cycling club in connection with the Surrey Theatre.

#### The distinction.

SOME of those gentlemen who made frequent journeys from town to the Palace last week, per the London Chatham line, were heard to complain, with some bitterness, that they could see no difference between a Chatham slow train, and a Chatham fast. The criticism was hardly accurate, for, as a matter of fact, there is a real distinction between the two classes of trains; the slow ones stop at nearly all the stations, and the expresses stop outside.

#### Condor Cycles.

By an unfortunate oversight, the exhibit of Harry S. Roberts, of Deanshanger, Stony Stratford, was omitted from our last week's report. The oversight is the more unfortunate because Mr. Roberts is making machines that certainly deserve more than passing mention. The roadster and road racer are fitted with straight D section compression and back stays, the tread being only 4½ inches, including gear case. The road racer weighs 25 lbs. and is of an exceedingly good and practical design. The lady's safety is of the most approved drop frame variety, and a second grade machine on the same lines is made. Two juvenile safeties of a better class than ordinary were exhibited also. The Condor tandem safety is a very good specimen of workmanship.

#### The Dibble Memorial.

THROUGH several items being reprinted, the amount collected for this Fund has been slightly overstated. The sum in the hands of the Hon. Sec., should read:—

Previously acknowledged

in CYCLING	...	£25	19	2
Aubrey Peach	...	0	1	0
H. A. Simmonds	...	0	2	6
H. H. Griffin	...	0	1	0
E. C. Coles Webb	...	0	2	6
Mr. and Mrs. J. S. Smith	...	0	5	0
G. Lacy Hillier	...	0	10	6
Col. Saville	...	1	1	0
L. Stroud	...	0	5	0
R. E. Phillips	...	0	5	0
L. J. Jessop	...	0	5	0
P. Litchfield	...	0	5	0
Ealing and Acton C.C., per				
A. E. Sayer	...	1	1	0
Polytechnic C.C.	...	1	13	0
J. S. Whatton	...	1	1	0

£32 18 7



**A light light.**

THE greatest novelty in lamps, just now before the public, is the aluminium "Twentieth Century," which burns kerosene. It is a big lamp, with several cunning little new devices, weighs but 6 ozs.; and, we should think, would burn well. The chief thing against it is its price,—one guinea. It is an American notion.

**Will take it up.**

THE editor of the "Irish Field" has wired Mr. Simpson that he is willing to take Mr. Gamage's place, and accept the former gentleman's wager, should Mr. Gamage not go on with the proposed races. Dr. MacCabe thinks that it is not ten to one against the plain chain, and he has a cool "thou." to gain on one side, with loss of a paltry hundred on the other—minus a big "ad." for his paper.

**Poor Girls!**

AFTER the Humber function at the Aquarium last week, we spent a few minutes watching the girl riders in their so-called cycling races on the narrow board track. Seen by such daylight as penetrates into the Aquarium, the spectacle presented by these girls was painful in the extreme. Possibly from constant riding, possibly from want and insufficient food, their faces appeared to be almost fleshless, and the consumptive-like effect of this was intensified by the patches of rouge, liberally painted on the protruding cheek-bones. They rode with a tired, listless air, as if going through a dreary task from sheer necessity, which, likely enough, was the case. What a burlesque on genuine lady cyclists, on the natural roses that grow on cheeks, fed by gentle exercise, refreshed by country air!

**A Danish Cyclist on England.**

IN the "Society of Industry," the largest club in Copenhagen, with 6,000 members, Mr. E. Staal, the well-known solicitor, political and sporting man, and president of the "Danish Bicycle Club," gave a lecture on "England," recently. Mr. Staal, who has travelled for many years in Europe and America, and has been all over England, Scotland, and Ireland, declared the English people to be the first nation of the world, a whole head higher than the other great nations in physical and moral force, in private energy and political power, in honesty and good sense of the public life, and in the strength of the individual personality. "An Englishman," Mr. Staal said, "represents, as an individual, a personality, a greater power than any average man in any other nation. This strength of the individual is the key to England's grandeur." Mr. Staal paid a special tribute to the physical education in England, and mentioned that it had been proved that the lungs of an average Englishman contained 25 per cent. more air than the lungs of an average German, and that the short-sighted youths and deformed beer-stomachs, that were so common in Germany, were very seldom seen in England. He said that the young Danes, who travelled so much, ought to go to England, before any other nation, because they would find there the highest and soundest form of modern civilisation. The lecturer received warm applause from the crowded meeting. For many years Mr. Staal has been a strong advocate of English sympathies in Denmark, and has worked, through lectures and through the Press, to raise the interest of the Danes for Great Britain.

**A new industry.**

THE Wheel-pushers' Guild is the latest innovation in Paris. The members of this Association station themselves at the foot of steep inclines, and, for a small *douceur*, push the rider's machine to the summit.

**Hutson's on the Boom.**

MR. HUTSON informs us that he booked an embarrassing number of orders for his home-trainer and racing machine at the Stanley Show, and we noticed several of these machines at the National, where they are being used by leading firms to show off their bicycles. Subscriptions to the Company's Share List close in a few days, and particulars will be found in our advertisement pages.

**A steam bicycle.**

ONE of the strangest velocipedes at the late National was a steam bicycle, shown by a Liverpool firm. This quaint affair had a big boiler lashed to the head of an ordinary safety, in front of the handle bar, and standing up well above it. From this a piston connection was made with the left crank of the bicycle. The resulting ease of propulsion may, possibly, be great; but we doubt if it would compensate for sitting behind a big boiler all the ride; one might as well go into the hot potato line at once.

**A cook extends her range.**

ACCORDING to the "Globe," a story is going round, of a lady who, on advertising for a cook, received an application from a young person, who announced that she was a cyclist, and could only take the place if she were allowed to bring her bicycle with her, and ride it on her "days out." But after all, this is only what we must expect, since policemen have taken up the pastime of cycling with so much zest. By the way, the lady of the pots and pans might "make a bit," by writing up her wheeling experiences for some lady cyclist's column, under the heading—say—of "Cook's Tours."

**Cycling to the Pole.**

IN an article on Arctic Exploration, Mr. Harmsworth states that the explorer, Jackson, has ordered two bicycles to be sent next year with the "Windward." Two King of Scorchers would possibly prove the most suitable mounts for this chilly Winter cycling tour.

**Speedy connection.**

THE bicycle is being extensively used for military purposes. The authorities have recently been testing it for distributing telegraph and telephone wires in case of war, to connect distant stations, and it has been found that by mounting the reel on a cycle great economy of time is effected.

**Changed their name.**

It having been hinted to the officials, members, and would-be members of the Exclusives C.C., that their chosen name had a suggestion of snobbishness about it, the same has been forthwith changed to that of the "30" C.C. The villa club-house has already been much appreciated. An absurd idea has got abroad amongst the neighbours that the premises are haunted on Sunday nights; strange sounds, at times, are to be heard, it is true, but the only spirits to be seen are of the harmless Scotch and Irish varieties.

**Utopia up-to-date.**

CYRUS TEED, of Chicago, is an ingenious individual. His latest conception is a model city on a Louisiana plain. He would construct the streets 400 feet wide, each street to be so arranged as to have four separate roads, rising in tiers—the lowest for pedestrians, the next for bicyclists, then one for vehicles, and the highest for railroads. There's one thing about Cyrus, he is ambitious, and has evidently started out in this life with the idea of reforming things! He will have plenty of scope to air his ideas on the Louisiana plains, but we are afraid he is much too premature for us Eastern conservative folk!



SOME SOUTH AFRICAN RACERS.

H. A. PRATT. A. HARGREAVES. D. FORDRED. H. C. BROCKETT. L. S. MEINTJES. W. MARSHALL. C. MEYER. J. J. STOREY.  
H. A. PHILLIPS. J. TIMMLER. R. S. MUNN. J. MASTERSON. L. VON BLEIK. J. EDGEMBE. G. WESTGATE.  
a Champion, Cape Colony. b Ex-Champion, Cape Colony.

Ayuntamiento de Madrid





HE CHANGED HIS TONE.—I.

POLICE INSPECTOR.—"Now then, young man, off the footpath!"

**A tonic for their brains.**

AN excellent move is being made at several provincial schools to encourage cycling amongst the pupils. At one school alone between 75 and 100 scholars ride to their studies every morning on bicycles, and, after due consideration, the Board ordered that racks for the wheels be put in the different schools.

**Military Skating.**

OUR prognostication of nearly a year ago that the pneumatic skate would figure largely in military operations of the future is already receiving verification. Several foreign governments have been putting the new pedal attachment to some severe tests lately, with the idea of adopting it for their armies. With the Dutch soldier, by the way, skating already forms a part of his drilling instruction.

**An unhappy family.**

THE central body (or H.Q.) of the Irish Cyclists' Association has a difficult task to keep upon friendly terms with its branches. There are only two—one in Belfast (The Ulster), and one in Waterford (The South-Eastern); but they are most refractory children, and the parent body must sometimes regret that they were ever born. When one is not snarling and growling, the other is sure to be showing its teeth defiantly. The latest trouble has been with the good men of Ulster, who recently passed a series of resolutions, in which the poor old parent was called very hard names. The I.C.A. took the firebrand resolutions very calmly and good-humouredly at its meeting last week, and, as the Ulster branch had not a shred of foundation for the charges of "breach of faith," "unconstitutional action," &c., &c., it has been politely requested to give details. It will be interesting to know how the serious charges will be sustained.

**Reprobate bicycles.**

"ALL my machines have got D.T.'s," said an exhibitor, proudly, to a likely-looking customer of the female persuasion. But then he did not know that she was the hon. sec. of a local total abstinence league, or he might have understood why she walked away with such a shocked expression, and might have also been more explicit, and said "D. tubes."

**No easy task.**

It is evidently no easy task to secure a conviction under Scottish law against those who "play at the game of bicycle racing" on the public highway. For this crime, five Ayr cyclists were charged at a local J.P. court last week. They admitted riding 10 miles in 36 minutes, but contended that this was not furious riding, as certain others could ride the same course 10 minutes faster. All of them were acquitted.

**WHAT WE ARE COMING TO.**

(It has been suggested that cyclists should be fined for not carrying brakes.)

AIR: "The Children's Home."

THEY rode in the beautiful gardens,  
—The gardens of Battersea,  
Beside the gates the coppers  
Looked on full zealously;  
Now there was one of the ladies  
Who rode that wheel-worn way,  
And Policeman D. T. 40  
Watched for her day by day.

(Once he had loved her housemaid,  
And oh! she had chanced to see  
His brawny arm thro' the railings  
Stretched out so greedily!  
He came again to the kitchen,  
When "missus" was away,  
But the fair young face had vanish'd,  
The little feet gone astray!)

He crept away to the bushes,  
With a dark, mysterious manner,  
Then, leaping out and seizing her  
Cried: "Where's yer bloomin' spanner?"

And that highborn maid and the copper  
Passed onward, side by side,  
For the ways of men are narrow,  
But the arms of the law are wide.

HUBERT S. RYAN.



HE CHANGED HIS TONE.—II.

POLICE INSPECTOR.—"Great Goodness! My wife!!"



## WORDS ABOUT WHEELMEN.

W. C. RUSSELL has been elected to fill the arduous office of general hon. sec. to the Essex Cycling Union, rendered vacant by the demise of J. H. Hammon.

MONSIEUR BOURGEOIS the chief of the French DISTINGUISHED Ministry, is an enthusiastic cyclist. It is no common sight to see him take his ride in the Bois de Boulogne.

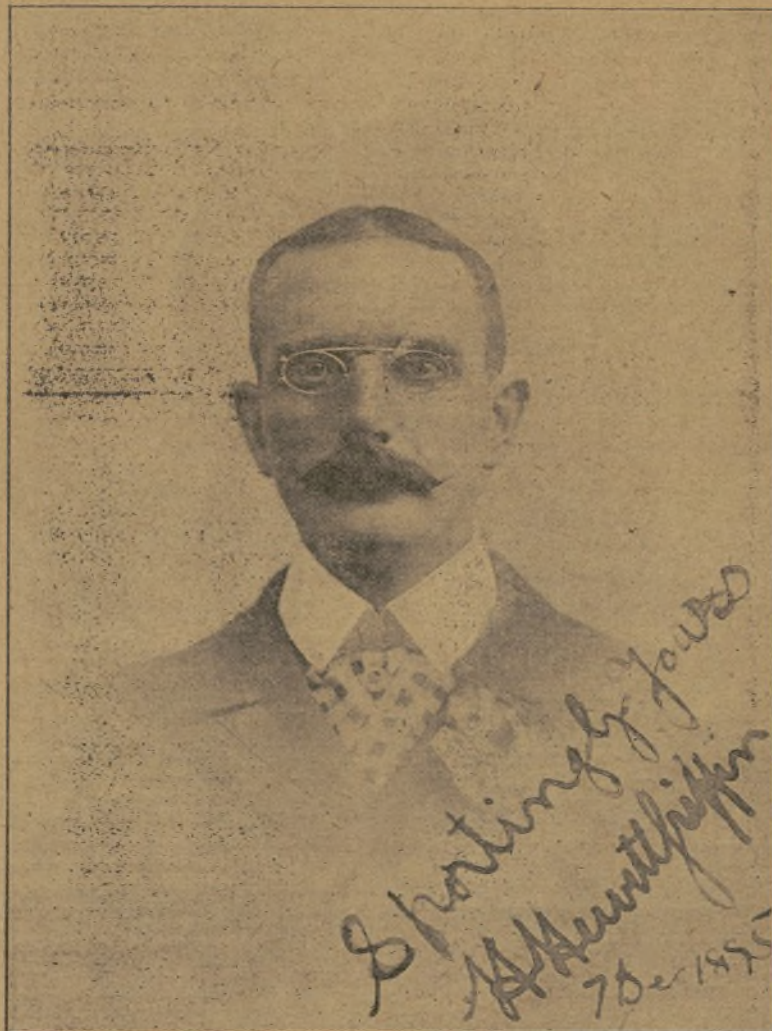
WE saw Elijah Scott, ELIJAH (the 25 miles champion) SCOTT. last week, and, in the course of conversation, he said he had fully recovered from his accident at Cologne; but the shoulder that was injured is fully one inch lower than the other. He is a deal heavier than he was, and expects to do well on the path during the next season.

A PHOTOGRAPH of whom JAAP EDEN, appeared in a recent issue, is one of the very smartest racing wheelmen of to-day. He was born at Groningen, in Holland, in 1873, and commenced his sporting career, by racing on skates, when only four years of age; he won the amateur skating championship of England in 1892 and 1893, and the world's amateur skating championship in 1893, at Amsterdam, and in 1895 at Hamar. He commenced cycle racing early in 1893, and since then has only been beaten three times in 1893 and 1894. In every race he has competed in during 1895 he has been successful, and he is, at present, the amateur champion of Holland at all distances, amateur champion of the Continent, and at Cologne he, this year, won the one mile world's championship.

A FEW weeks ago we gave "GRIFF." a portrait of H. H. Griffin, standing beside his trusty Singer Ordinary, and photographed 20 years ago. We now have pleasure in presenting our readers with an up-to-date portrait of the veteran athletic and cycling journalist, timekeeper and handicapper. H. H. Griffin is one of the most interesting and one of the most conspicuous figures in cycling history, and a model sportsman. He is known widely, and wherever he is known he is respected and admired for his integrity, and the genuineness of his character. During the National Show Mr. Griffin was presented with a handsome testimonial subscribed for amongst his friends and admirers; the presentation took the form of a truly magnificent watch; and accompanying it was the official appointment of official timekeeper to the N.C.U.; club secretaries should now bear in mind the fact that, in addition to handicapping Mr. Griffin can now undertake the duty of timekeeper, and nobody knows how to manipulate the chronograph better than H. H. Griffin.

### Still after Records.

DESPITE the lateness of the season, some out-door records are expected to "go" in France. George Hunt is just now down in Bordeaux with a small army of pace-makers. The Cuca Cup winner is waiting for a favourable day to attack the 50 miles record. He is to use the Simpson Chain,



HARRY HEWITT GRIFFIN.

### "TO EDINBRO'."

#### A LAY OF YE NORTHERN ROAD.

THE shades of night were falling fast,  
As down the Northern Road there passed  
Two cyclists, who, with fervid zeal,  
Kept urging on the flying wheel

"To Edinbro'."

Their brows were moist, their eyes, I ween,  
With firm resolve were bright and keen,  
While, like a silver clarion, rung  
The accents of each manly tongue:—

"To Edinbro'."

At wayside inns they saw the light  
In cosy parlours, clear and bright;  
A storm was gathering overhead,  
But still undauntedly they said:—

"To Edinbro'."

"Oh, stay!" the Boots he said, "and rest;  
The beer is good here—Burton's best—"  
A tear then dimmed each cyclist's eye,  
But still they bravely made reply:—

"To Edinbro'."

"Try not the hill!" the old man cried,  
"Thick lies the granite on each side;  
The angles sharp your tyres will goad;"  
Voices replied far down the road—  
"To Edinbro'."

"Beware the coal trucks, as you pass!  
Beware the treacherous broken glass!"  
This was the yokel's last good night:  
Far off, he heard the echo light—  
"To Edinbro'."

At break of day, as pasture-ward  
A shepherd walked his flock to guard,  
Whistling a gay bucolic air:  
A voice spoke from the wayside there:—  
"To Edinbro'."

Upon a bank that morning grey  
Asleep, yet beautiful, they lay;  
Their cycles rested by their side,  
But one in slumber softly cried:—  
"To Edinbro'."  
M. G.

House furnishers in New York fit almost as many bicycle stands as they do umbrella racks.





P. WILLIAMS (Cardiff).—Le Cycle.  
P. M. S. CARMICHAEL (London).—We advise you to get a Gamage.

R. BAXTER (Maryport).—Holborn Viaduct, London, E.C., will find the firm you refer to.

E. W. WEBB (Harbourne).—Of the two machines named, we certainly recommend the Arab.

R. L. GOULDING (Wantage).—The date when the first number of "CYCLING" was issued is January 24th, 1891.

R. S. MUNN (Port Elizabeth, South Africa).—Many thanks for photograph, which we will reproduce in an early issue.

E. W. GRIFFITHS (London).—"Kloochine" would be about the best stuff for you to use. This can be procured from C. Hill & Co., 59, Market Place, Reading.

Topic (Somerset).—You cannot Supplement portraits of F. W. Shorland and A. A. Zimmerman in our two Show Numbers of last year by sending two pence for each Number.

FOLEY BROS. (Bourne, Lincs.).—Send full particulars of your invention with drawings, if possible, to the Patent Editor of "CYCLING," who will give you all advice on the subject.

"PENFRO" (Pembroke Dock) wishes to know where he can get an ordnance map of Pembroke-shire with scale of one inch to each mile. He would like to know the publishers and the price.

J. ALLAWAY (Cosham, Hants).—Why ever did you send your money without either making some inquiry, or assuring yourself of the man's *bona fides* in some manner? We fear we can do nothing in the matter.

LENEX (London) wishes to know of a cycling club in London which has a covered track of its own. He has heard accidentally that the Charing Cross Club have such a track, but he is unable to find the address. The only club we know of, having a covered track of its own, is the Trafalgar B.C. in Chelsea. We always beg to be excused from advising on saddle matters, you might try one of J. B. Brooks'. Get one of their lists and make a choice yourself. With regard to your last question, we are inclined to agree with you that it is a slight detriment. We think the gear box should be central.

H. A. THOMPSON (Glasgow).—We have received the following from Mr. R. L. Jefferson, in answer to your inquiry:—"I do not know how the roads of America are marked off, although the measurement is the same as that in England. Most Continental countries have adopted the metrical system, and France holds pre-eminent position in regard to marking. The roads are marked off in kilometres by stones, and smaller stones intervene showing every hundred metres. The same obtains in Germany, Austria, Italy, and Switzerland, but the marking is not so complete as in France. Russian roads are splendidly marked in versts, the marking being done by tall posts, whose plaques indicate distances backwards and forwards to the nearest towns. Distance in Holland is measured by time to walk. One hour to so-and-so means five kilometres. English, French, and Russian distances may be calculated as follows, 10 miles equal 16 kilometres equal 15 versts." R. L. JEFFERSON.

T. S. WHITMAN (Peterborough).—Agitate for it in the local papers.

G. WHITEHEAD (Eccles).—The best of those you name is number one.

J. S. A. B. (Rugby).—We do not know whether you can obtain what you require.

H. COPPER (Newport, I. W.).—We are not issuing either of the publications you refer to.

"DUNLOP" (Glasgow).—We know nothing of the man you name, and would advise caution in dealing with him.

J. ROBERTSON (Kirkcaldy).—A machine weighing from 40 to 45 lbs., geared to 70. The Triumph is an ideal machine.

THROSTLE (Wilmetote).—Your machine need not weigh more than 25 lbs., and, as you say you are strong, a 66 gear.

A "CYCLING" CYCLIST (London) wishes to join a good cycling club in the neighbourhood of the "Angel," Islington.

A. SCORCHER (Palmer's Green).—We know nothing of the machine named or its makers, and therefore cannot recommend it.

J. H. STAVEACRE (Manchester).—Many thanks for your expression of opinion. Yours is only one of many such letters which reach us daily.

R. F. S. (Pulborough).—If R. F. S. applies to Messrs. Thomann & Buettner, Leipzig (Germany), she will get exactly what she inquires for.

"METAL" (Harrigate).—1. By Mr. Dunlop, the date we are uncertain of, but about four or five years ago. 2. Yes, we believe that several such devices have been patented.

L. WALKER (Scarboro').—As to what advantage one has over the other we have not space to go into here, but we strongly recommend you to have a rear-driver. Consult our advertisement columns and make a choice therefrom.

P. ASTBURY (Wellington, Salop).—C. Turner (Paris) kindly gives you the following information respecting duty:—"There is no duty to pay on bicycles of French manufacture coming into England. Your friend will therefore only have the carriage on his machine to pay. He must note that it is the French Customs authorities he has to deal with, not the English. Also that the French Railway Companies will not book bicycles right through from Paris to London, but only as far as Calais or Dieppe, as the case may be, and from there he will have to re-book his machine to London. It is therefore with the French Customs he has to deal; but being a French machine, probably nothing will be said. Still, it would be best for him to be able to produce the manufacturer's receipt with the number of the machine, as a certificate of origin. Without this they would, I believe, refuse to let it pass. They might also ask for the receipt of the yearly tax of ten francs to be produced, but this is hardly probable, and, of course, if the machine has not been used, they cannot ask for this paper. I don't think your friend will experience any difficulty whatever—the manufacturer's receipt will be sufficient. Once passed the French Customs the machine is his own, and he will have no further trouble. It would not be a bad plan to tip the guard of the train at Paris and tell him the machine is destined for London."

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Duty on French Cycles.

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A NEW READER (London).—See reply to T. Atkinson.

A. C. SINGER (London).—Many thanks for your information.

W. PITT (Lowestoft).—It is impossible for us to advise you on the subject.

C. TUNER (Paris).—Many thanks for information, which we reproduce in this issue.

G. H. H. (Harrigate).—The makers of the machine you mention are in liquidation.

F. ALCOCK (London).—Many thanks for information, which however, we had previously received.

CONSTANT READER (London) wishes the secretary of Ye Merry Islington Cycling Club to communicate with him.

GRADDON & Co. (Antwerp).—We tender you our best thanks for your kindness in sending us the information.

F. N. PENNEY (Croydon) wishes to know if the name "Surrey" has been registered by any cycle manufacturer?

W. G. P. (London).—They should certainly be inflated, but never very hard or very soft. Strike the happy medium.

CHANDOS (London).—1. Quite right if you prefer them. 2. Dunlops. 3. The gear is not too high if you are a strong rider.

"CONSTANT READER" (Barnet).—1. Yes. 2. Perry's block. 3. Clincher.

C. WOOTTON (London).—The hon. sec. of the Silverdale C.C., is Mr. Charles F. Lowen, 49, Crowdsdon Road, Brixton, S.W.

POLITENESS (London).—Certainly not. Every advertisement in the paper is a *bona fide* one, and we are surprised that you should think otherwise.

H. SMITH (Woolwich) wishes to know if a club exists called "The Royal Cycling Club," as he is about to start a club and wishes to give it that name.

ERCOLE ARBRATE (Turin).—Many thanks for your letter and kind offer, which we regret we are not in the position at present to entertain. We are keeping your name before us, however.

W. M. LUTON (Hitchin).—We do not know where you could get the portrait you require. We published one in "CYCLING" about four months ago. Perhaps this will answer your purpose.

R. GUTSMANN (London).—There is a cheap through rate *via* Queenstown and Flushing. For one machine the probable cost would be about eight shillings. Duty 24 marks per hundred kilos.

H. BALLEMY (London).—We thank you for your kind invitation, and if at all possible a representative will be present. If we are not represented, however, you may reckon that Show business keeps us away.

G. H. WILSON (Norwich) also W. DUFF & Co. (London).—The "Crescent" is the mark under which Mr. A. Sayer, of Birmingham, sells machine made for him by Messrs. Hearl & Tonks, of the same city.

"AN AMATEUR" (Newtown).—The list of records of the year has been compiled for the last three years by Mr. Blair, and printed in our first Show issue. These we can send you on receipt of two-pence each copy.

R. S. GOULSTEN (Pembroke).—If you order the machine, any maker will make it as desired for you, if you consider straight forks have any advantages over the bent ones. We do not know the address of the gentleman you refer to.

T. ATKINSON (London).—It is usual when hiring a machine for the hirer to sign some kind of agreement. Did you sign such a document? If so it all depends upon the wording of it whether the agent from whom you hired the machine is able to claim for the damage to the machine.

P. MORRIS (London).—1. Clinchers. The band you name would not be necessary with these tyres. 2. Yes. 3. Middlemore's hammock is a very comfortable saddle, but we really do not like advising readers on the subject. What is comfortable to one man is just the opposite to another.

G. HOWERTH (Perth, Western Australia).—We beg to thank you for your kindness in writing us such an exhaustive and interesting letter. You will notice that we made use of many of the items of information which you gave us in the "Cycle Manufacturer." As regards the machine named, we cannot recommend it; it is not a well-known one here.

NOTICE.—We are always happy to reply to all queries addressed to us on matters connected with the sport, pastime, or trade. It must be distinctly understood, however, that owing to the large number of inquiries which reach us, we cannot always reply at once, but we always endeavour to answer queries as soon as possible.

Correspondents can send any inquiries to us for insertion in this column with a view to ascertaining information from any of our readers whose experiences render them capable of giving it. Under no circumstances whatever can we reply through the post to inquiries of any description.

Under no circumstances can we reply to anonymous correspondents. Name and address should accompany every inquiry as a guarantee of good faith.