

I always thought before, Guy, that pluck went with breeding, but it doesn't. Lizer has got more pluck in her little finger than I have in my whole body."

Needless to say, Lizer's "bits of things" speedily came home when Lady Warden discovered what "putting away" meant. Needless also to add that many comforts came into Lizer's hard life, undreamt of before by the "game little woman" as Guy called her. And when it was decreed that Jem's work must henceforth be confined to the very lightest labour, Lady Warden said to her husband—

"Oh, Guy, can't we have them somewhere on the estate? Those little white children and Lizer and poor Jem. Can't we, Guy?"

Guy smiled at his wife's eagerness, and his heart rejoiced over it. Had he not longed with all his soul that his dear little Grace should interest herself in something and somebody other than her butterfly life and her fashionable friends—with a longing that had well-nigh sickened into despair?

And it has come about that a certain tiny cottage on the edge of Sir Guy Warden's park is occupied by a most beaming and radiant family party, who feel that their dwelling is absolutely palatial after the one room in the Boro'.

Jem does odd jobs in and about the garden and park, and already looks a different man; and Lizer's anxious face has grown younger and less worn, whilst she seems to live in a state of one broad smile. She—indeed the

whole family—almost worship Guy and his wife, and the other poor people in the village find a curious difference in Lady Warden since her long sojourn in London.

"She do seem to have learnt summat as she didn't know afore," one old man said to another the other day.

"Ees, so she do," his friend replied; "seems to me she've a-learnt as there's some things as is the same atween us and her, and she didn't use to think so afore. That's where it is, Joe; she've a-learnt as natur' is natur' all the world over."

Which lucid explanation perhaps conveyed to Joe's mind what a greater than Joe has conveyed to ours that—"One touch of Nature makes the whole world kin."

L. G. MOBERLY.

BICYCLING TO HEALTH AND FORTUNE.

By LAWRENCE LISTON, M.D.

PART II. THE RIDER.



HERE must be very few girls indeed, except those whose state of health prevents outdoor exercise of every kind, to whom bicycling is impossible or undesirable. It must be borne in mind, however, that to a beginner it is a new form of exercise, calling in to play muscles otherwise little used, easily inducing weariness of those muscles and of

the body generally, and demanding at first frequent periods of rest. Hence the exercise is not adapted for very young girls of imperfect muscle development and unstable

frame. However light the machine may be, I do not think that girls under the age of fourteen or fifteen should cycle. It is positively painful to watch young girls striving with all their might to keep up with their seniors, straining every muscle that they should strengthen. No ordinarily intelligent person watching such a sad exhibition can for a moment doubt that harm is being done. Such a child never becomes a graceful rider, but rather perpetuates the ugly habit of evident over-exertion.

Assuming that there is no special reason why a girl should not cycle, it is well that while she is learning to ride she should go into a mild form of training. The cold morning bath in the summer, the tepid one in the winter, with plain, wholesome food and regular walking exercise (preferably up and down hill) will form admirable preparations for cycling.

This preliminary course of training is not of trivial import, especially to those who have, up to the time of learning to ride, led sedentary lives. How many people are yearly injured through rushing straight from their offices and studies to the Swiss mountains? A little of this mild preliminary training at home and the calamity of over-exertion is avoided.

One of the most important considerations for a girl cyclist is that of suitable dress. Perhaps the greatest danger to health in this exercise lies in the possibility of an over-heating of the body followed by a rapid cooling. Much can be done to avert this particular

danger by the choice of such materials for dress as maintain the body as nearly as possible at a constant temperature. The under-clothing, which must be made of wool or flannel, should completely cover the body from wrists to ankles, thus excluding draughts and absorbing perspiration. It is, however, important that this woollen or flannel under-clothing should not be too heavy, for if it be so the rider will incur the very danger she is seeking to avoid—that is over-heating.

Nobody can ride a bicycle properly in boots. The action of the ankle, which, as we shall presently see, is the secret of graceful and easy riding, is almost annulled by any attempt to do so. The right things to be worn are shoes with gaiters. The stockings worn whilst riding should vary in thickness according to the period of the year, great care being taken that, in winter, they are not too thin.

The question of the skirt is one that demands careful attention on the part of the girl rider. What can be more annoying than a skirt which is at the mercy of every little puff of wind, or more dangerous than one which catches the pedals or any moving part of the machine, and so gets wound up? A skirt well cut and of proper material will not only look well but, by impeding the rider in the least possible degree, aid in the attainment of speed with small exertion and save her from the dreadful danger of becoming entangled in her machine.

The skirt that is to fulfil these requirements must not reach lower than the ankles, and should be of about sixty inches in circumference at the bottom. Many tailors, in order to ensure the proper hanging of the skirt, put in metal weights. This is a mistake; it often causes an incessant and most annoying knocking against some portion of the machine which may tax the ingenuity of the rider to explain, and for which I have known a machine to be sent back to the agent who sold it, for the purpose of having it pulled to pieces to discover the cause. All such devices are quite unnecessary in a well-cut skirt.

The skirt should be of light cloth, brown holland or linen for summer wear, and a thicker cloth or serge for winter time; they should not be lined, and the best colours are brown and grey. All cycling skirts should, of course, be provided with elastic loops to go round the instep and so prevent the dress from being blown about. The ever useful blouse is of the greatest service to the girl who cycles, but she should exercise moderation in the width of the sleeves, as the wind catches them sometimes unpleasantly.

A matter which deserves a little careful attention is the question as to what is the right thing to wear if there is rain. In my opinion all forms of mackintosh or india-rubber coats or capes are not only inefficient, but actually harmful and dangerous. Even at the end of a short ride in an india-rubber cape the rider is simply wet with perspiration. The wet which you certainly keep in is worse than the wet which you may or may not keep out. Far better to ride through the rain, if the distance be short and a change of raiment await you at your destination. Assuming, however, that you must ride a considerable distance in the rain, it is best to have a cape made of a cloth treated so as to keep out all but the heaviest rain, and so cut as to extend well over the handle-bar; the edge of the cape which hangs over the bar should be weighted so as not to be easily blown up (loops are not usually satisfactory), and in this way not only the arms and trunk will be kept dry but the legs also.

Method, as in many other things, is of great service in riding a bicycle; the girl who does not use her bicycle for days together and then makes a sudden call on its resources is certainly doomed to discomfort and disappointment. Unless the weather should absolutely forbid the attempt it is a good rule to ride, if only a little every day; once you have "got into condition" it is a pity to be obliged to attain that state all over again every time you venture out. Besides this you will find that regular riders avoid occasional riders, as they are prone to be rather a nuisance to their better seasoned companions. Ride regularly and you will ride pleasantly, easily and without effort; in no other way can the joys of cycling be reached, and everyone must go through the necessary drudgery of getting into condition with its attendant weariness and muscle pains before she can ride without conscious effort.

At first the beginner should ride out on a straight country road, choosing one as free from hills and traffic as possible, and one having a good smooth surface; she should ride out for about two miles and then return to change her clothing at once and have a rub down with a good big bath-towel. First rides should not be taken except in company with some one experienced in riding, who should keep a short distance ahead during the whole time. The next venture should take the form of a circular ride of about six miles, the object of this sort of ride being that the cyclist should not stop anywhere and so suddenly cool down after becoming hot from