

her exertions. Heat and damp are of comparatively little moment so that you keep moving, the danger lies in standing or sitting still.

Attention to certain details ensures the ride being a source of health; carelessness in little matters may convert a health-giving pastime into an injurious labour. This remark has especial application in the matter of posture when cycling for health. No leaning over the handle-bars can be for a moment tolerated; the rider should sit erect on her machine; should you find that you cannot get up an incline without stooping over the bar—get off. Some girls, though they sit in a very fairly upright position, repeatedly pull hard at the handles in order to get up a hill. If you do this you do two things, you strain your machine and you strain yourself. It is a wise rule to get off if you find yourself pulling at the handles. A discreet rider should never allow herself to be taxed to the limit of her powers but should always have some reserve force in hand.

Economy of strength is really one of the great secrets of success in pleasant and healthy cycling. It is one thing to merely sit on a bicycle seat and propel the machine, and altogether another to "ride" it.

Foremost among the ways of economising strength is the proper use of the ankles; the rider who "ankles" well will cover more ground in less time and with far less effort than her uninitiated companion. This anklung is by no means an instinctive action, it requires attentive and assiduous practice for its proper attainment, but it well repays the girl rider for all the trouble entailed. Briefly put, it means pushing the pedal at the earliest possible moment after it has attained its highest point and dropping the heel directly it arrives at the lowest point. Once get complete command of this knack, and the disparity between you, if you are a weak rider, and your strongest friends will be almost unnoticeable. Anklung is a great leveller of riders, and a wonderful remover of the terrors of hills. Limit as much as you can the action of the knees and hips and you will, to a certain extent, force your ankles to do their proper work; the gracefulness of the action is, of course, obvious and undeniable.

Moderation must be the key-note of all beneficial cycling for girls; there must be no feeling of being done up after a ride, and if after riding, there is disinclination for food, that ride has not done the rider much good. Riding at too great a pace is a fruitful source of discomfort and injury and it is a tendency which must be carefully repressed; when a rider is in training fatigue is but little noticed until the end of a long ride, then there may be

disinclination for food, and at night, restlessness with actual fever and inability to sleep. A girl who has gone through this experience during the night is not fit for much in the morning, and all the trouble might have been avoided by a little moderation in pace.

The distance ridden during each day is hardly of the same importance as the rate at which the miles are covered. I do not think that a girl of ordinary strength does herself much harm if she rides an average of a hundred miles a week at the average rate of nine miles an hour. I am, of course, speaking of fine weather riding on reasonably good roads. The three things which modify these averages are wind, rain and hills; most of the high roads of this country are kept in such a state of perfection that the question of surface may be ignored in this article.

The greatest enemy of all is wind; the resistance offered by a strong head-wind may be enormous, and great harm may be done by the rider attempting to face it. If you particularly wish to indulge in your exercise on a windy day and your purse will permit it, the best thing to be done is to take your machine by train some miles out against the wind and then to ride back in the direction in which it is blowing. Do not start off to ride from home with the wind and train back, for you may be over-heated when you enter the train and so easily catch cold.

Nervous tension completely negates any possible benefit in a ride, and one should therefore strive in every way to avoid everything that may produce that condition. The unpleasant and sometimes disastrous manoeuvre familiarly known as "side-slip" or "skidding," holds a foremost place among these things to be avoided. I know of nothing which will daunt a timid rider more than skidding. The chief factor in its production is a greasy or sticky road, the result of rain, and I do not recommend the girl who hears her brothers or friends say that the roads are causing this misery to take her machine out for that day. With reference to this topic of nerve-strain it may as well be stated now that town riding in dense traffic should be rigidly avoided; the worry, even though it be an unconscious worry, of steering through a crowded thoroughfare must be harmful, quite apart from the physical danger incurred. Such a performance must be classed with gymkhana or trick riding, with the added danger of the surrounding vehicles.

Though it is desirable to maintain as far as possible a level pace throughout your ride, some variation must be made in the ascent and descent of hills of varying gradients. Should you come to a short hill, a gradual acceleration of pace for some little distance before its

commencement will often enable you to climb it with ease. The acceleration, like all changes of pace, must be gradual; no sudden tugs or jerks can be recommended on a bicycle. It must be carefully remembered that this method of climbing is only applicable to short rises in the road. For longer hills zigzagging may be tried, but if the rider finds that she is stooping or pulling at her handles or in any way unduly taxing her strength, she had far better walk; the walking in such an instance is doubly beneficial in that it rests one set of muscles and exercises another.

"Coasting" or riding down hill with the feet on the foot-rests of the machine is best confined to male riders in a country with which they are thoroughly familiar. When a girl rider goes downhill she should see that her brake is well in hand and she should never allow the machine to get away from the control of the pedals on any hill. It is well to be more especially careful in an unfamiliar country and not to relax your attention until you see the bottom of the hill. Taking into consideration the possibility of entanglement of the skirt in the pedals, it is perhaps safer and wiser not to coast at all.

Touring is not dealt with in connection with health riding as it is only girls blessed with exceptional physique who can indulge in it. The large majority of girls will do better to make some place their headquarters and take rides in various directions. The necessity of getting to a certain place by a certain time and the possible fallacies in the transit of luggage are thus avoided.

Apart from considerations of health this modern cycle is of inestimable use to working girls; the teacher can get with ease to far distant pupils and extend the area of her labours whilst economising time. It is no unusual sight to see a district nurse in the country places visiting her widely-scattered patients on her machine. The seamstress, the girl clerk and the workers in shops are all the better fitted to be bread-winners by their brief but happy glimpses of the country, if it be but once a week that they escape from their enforced confinement.

Surely then every encouragement should be given to the rational use of this great outcome of clever minds, for who can doubt the benefit and profit to be obtained from the inspiring and exhilarating exercise which brings us to the sweet smells and sights and sounds of the country where the evidences of the working of the great Creator are least obscured by monuments to the effort of man.

Truly the girl who takes advantage of these opportunities and uses them will soon realise that she has bicycled to health and fortune.

VARIETIES.

IN SEARCH OF HEALTH.

We have boiled the hydrant water,
We have sterilised the milk;
We have strained the prowling microbe
Through the finest kind of silk;
We have bought and we have borrowed
Every patent health device;
And at last the doctor tells us
That we've got to boil the ice.

SEASONABLE.

Last summer a dealer in fuel in the West End of London, being unable to clear out his stock, posted the following notice on his door:—

"Good firewood for the summer season, giving out very little heat."

A TALE OF THE TELEPHONE.

An old farmer was in a merchant's office and asked if he could supply the merchant with some fresh butter.

The merchant told him that he would inquire if his wife needed any. So he stepped up to the telephone, called her up, and talked for a few seconds through the instrument. Then, turning to the countryman, who was standing with his hands in his pockets, his eyes dilated, and his face very red, he told him that his wife said she would not need any butter.

The indignant countryman blurted out, "Look here, mister, if you don't want any butter, why didn't you say so? I ain't such an idiot as to think that you've got your wife shut up in that little box."

CLAIMING KINDRED WITH THE KING.

A poor man presenting himself before Philip II. of Spain asked for charity, telling him he was his brother.

"How do you claim kindred?" said the King.

"Oh," replied the man, "we are all descended from one common father and mother—Adam and Eve."

On that the King gave him a small copper coin.

The poor man then began to grumble, saying, "Is it possible that your Majesty will give no more than this to your brother?"

"Away with you," replied the King; "if all the brothers you have in the world give you as much as I have done, you will be richer than I am."