

generally subdue the inflammation in a few days.

In many illnesses care of the tongue is all important. It first becomes dry and red, then heavily coated. The less solid food taken the greater the care that is necessary. The mouth should be rinsed out several times a day with lukewarm water containing a little tincture of myrrh, which stimulates secretion. If necessary, the hinder part of the tongue should be cleaned with a wad of cotton-wool fastened to a stem. The air in the room must be kept moist. Something to drink must be given frequently—weak lemonade is very grateful to the patient. The lips should also be rubbed several times a day with a little glycerine and spermaceti.

Lastly, we have to consider how the tongue is affected, sympathetically, as it were, in disease. Its appearance is supposed to afford valuable indications in febrile conditions and in affections of the digestive organs. What has already been said concerning the development of fur must be borne in mind—that the state of the tongue depends mainly upon its mobility; and this, in turn, depends greatly upon the strength of the patient, who is also restricted to liquid food. His mouth is continually half open. In acute illnesses, differences in the appearance of the tongue

depend upon differences in these conditions and in the length of the illness. In scarlet fever, however, the tongue has a more or less typical appearance. The papillæ are large and prominent, and project through the thick white fur, giving rise to the "strawberry tongue." In affections of the digestive organs the furring is by no means constant. Usually, however, a more or less furred tongue which is pale, large, and flabby, and marked by the teeth, is associated with some form of dyspepsia. A furred tongue and dry mouth often follow a night's dissipation. In all probability the mouth has been kept open during the night, and the tongue shares in the general feeling of *malaise* experienced in the morning. Its movements are not so active as usual, and the fur developed through the night is not removed.

We are now able to understand—in part, at least—what the doctor sees when he looks at the tongue. He notices its movements: whether it is flabby and indented by the teeth, whether the papillæ are raised and swollen; and although, as I have shown, many of the differences in its appearance may be traced to one cause, nevertheless, the tongue is able to give valuable information to the trained observer. The success of a physician depends largely upon his skill in noticing minute details.



THE EXPERIENCES OF A LADY BICYCLIST.



been improved, and the number of lady cyclists has increased steadily, and even

rapidly. Now a lady bicyclist hardly attracts attention, either on country roads or in town streets, unless there be something unusual in her costume or appearance.

Any lady, therefore, who is willing to run the slight risk of being considered "not quite nice" by some few of her friends may now indulge in this very enjoyable, if not conspicuously graceful, form of exercise.

This was the conclusion which I reached last July, and having thereupon made up my mind that I would become a cyclist, I found myself greatly embarrassed by my ignorance as to how to set about it. Perhaps the story of my experiences may afford others the information I lacked, and smooth away some of the difficulties that beset my path.

In the first place, I did not know how or where to learn. Being a Londoner, I could not hire a machine and get a friend to teach me on the public road; so I had recourse to advertisements, and after writing to a few cycle makers for price lists and catalogues, I ascertained that most firms will teach you



"I LEARNT TO RIDE IN EIGHT LESSONS."

"perfect riding" for the modest sum of half a guinea, which sum they remit if you afterwards buy a machine of them. I selected, almost at haphazard, a firm easily accessible from my home, and there I learnt to ride in eight lessons of about half an hour each.

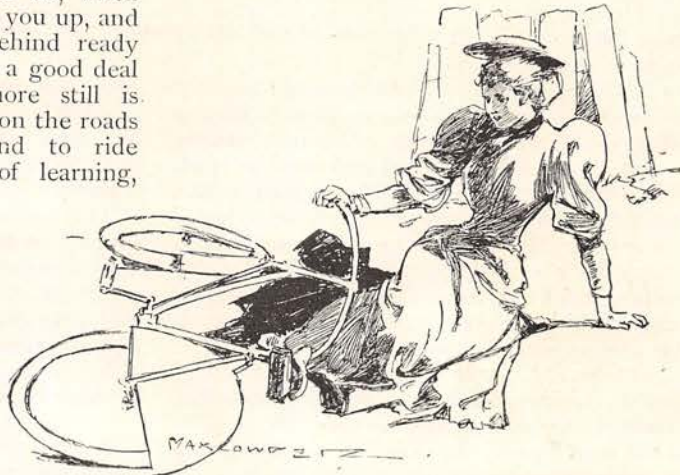
It would be superfluous to describe the method of learning, as we have all seen the beginner being taught, with his instructor running behind holding him up and offering advice. But I may mention that a competent instructor will never let his pupil fall, so that not very much nerve is required during the earlier stages of learning. Later on, when first your teacher ceases to hold you up, and again when he ceases to run behind ready to catch you if you waver, then a good deal of nerve is required; and more still is wanted when you begin to ride on the roads alone, to encounter traffic, and to ride downhill. These later stages of learning, which extend over a week or two of daily riding, are fraught with some danger and anxiety to the beginner; but when once the various difficulties to be encountered have been thoroughly mastered, both danger and anxiety sink to quite insignificant proportions. And it must be remembered that every difficulty surmounted, and every danger successfully passed, is the cause of

considerable exhilaration of spirits; and as far as my own experience goes, I may say that I derived great pleasure from those crucial moments when I nearly came to grief, but did not quite.

The principal danger run is of falling; and in falling, both the rider and the machine may be injured; but inasmuch as the novice does not ride fast, the injury will probably be insignificant. I fell many times during the second and third weeks of my novitiate, but I never did anything worse than bruise myself severely or knock off a little skin. And I did not injure or bend my machine much: either I was able to put it right myself, or to get it done at a shop for a shilling or two.

To the beginner the easiest thing to learn is dismounting; next in difficulty comes riding, and the hardest of all is mounting: for, unlike a man, a lady has to start, balance, and mount her machine at the same moment, instead of starting and balancing it first, and mounting it afterwards. A lady need not, therefore, feel discouraged if she continue to experience difficulty in mounting, especially in mounting uphill, long after she can ride steadily.

The first stage of learning can, as I have said, be gone through in town, but the second stage should not be attempted except on quiet country roads; for a certain number of falls is almost inevitable, and a lady naturally prefers to do her falling in comparative privacy. Any lady who has learnt in town is therefore strongly recommended, when she feels she can dispense with the services of her professional instructor, to buy, or hire, a machine and betake herself to some country place—not out of reach of a repairer of cycles



"A LADY NATURALLY PREFERS TO DO HER FALLING IN COMPARATIVE PRIVACY."

—and there to complete her education. If she can join some cycling friends in the country, as it was my good fortune to be able to do, that is the pleasantest and the quickest way, and is therefore strongly to be recommended when practicable.

It is important to take the second stage of learning seriously, and to work hard at it, and not to rest content with being just able to ride. I found it a good plan to practise the bicycle every day steadily for half an hour or more for the first week or ten days of my stay in the country beside, and in addition to, all the riding I did with my friends. I used to take up one difficulty after another, and grapple with it perseveringly, sometimes succeeding and sometimes failing, but always making a little progress and gaining experience. The important things to master are mounting, dismounting readily on either side, accurate steering, ready turning, and the perfect control of your machine both by the brake and by the pedals when riding downhill. Riding slowly through traffic, and, if possible, through traffic on a downhill road, is a particularly useful thing to practise: for in general riding you may be called upon to do it at any moment, and if you are not used to it, you may fail from lack of nerve

or from incompetence, and thus run the risk of meeting with a serious accident. Riding after dark, with a lamp of course, should also be practised on a good and familiar road.

It was not until I had obtained a fair mastery over the above difficulties that I turned my attention to the even more fascinating work of fast riding and long-distance riding, and I very soon found what surprising and gratifying results may be obtained even by a beginner like myself.

The first trial trip I made of seven miles I found I accomplished in forty-five minutes. Then I devoted myself to the mile, and on a flat road I soon succeeded in accomplishing it, without over-exertion, in four minutes.

Soon after I was able to ride for three or

four consecutive hours without perceptible fatigue—that is to say, the whole morning, or the whole afternoon—and accomplish about twenty-five miles of up and down hill in that time, including various stoppages and dismountings.

By the end of the month I was able to ride all day, and to accomplish fifty miles without experiencing more than an agreeable sensation of fatigue.

From my own experience I therefore drew the following conclusions, which may be taken to come fairly near a general truth; for though I am perhaps physically stronger than the average woman, I am no longer in possession of the full strength and ardour of youth—

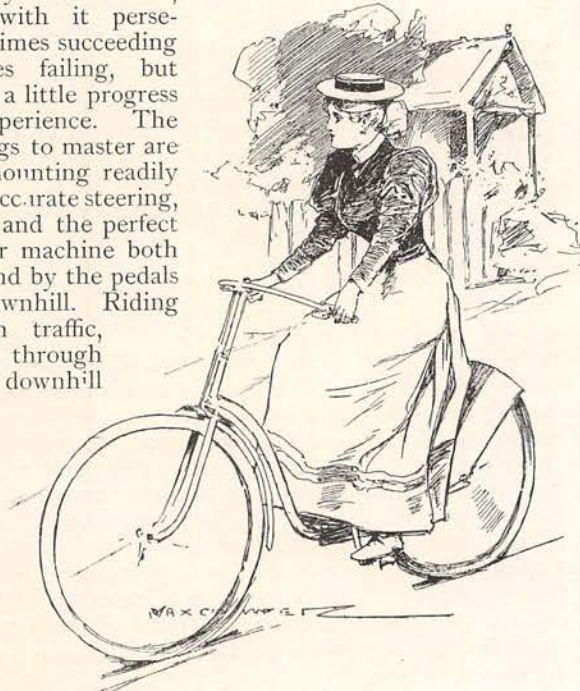
First.—That a lady can learn to ride the bicycle in from four to six hours, not consecutive. *Second.*—That after a week or fortnight's more practice she can become a safe and fair all-round rider. *Third.*—That after four or five weeks of cycling she can ride all morning or all afternoon without fatigue, and all day without over-fatigue, and can accomplish distances varying from twenty-five to fifty miles.

It will thus be seen that the facilities enjoyed by the cyclist for seeing the country and making long excursions are very considerable;

and, except on really bad or steep down-hill roads the attention demanded by the ground under your feet does not prevent a proper appreciation of the scenery.

The pleasure of merely covering the ground so fast and so easily is considerable, and an occasional spin at one's highest rate of speed is most exhilarating. The joy of whizzing down a long gentle slope with one's feet up almost baffles description, and really needs to be experienced before it can be at all appreciated.

Besides the absolute riding of the machine, there are two other branches of the subject of cycling which demand attention, viz., dress



"AN OCCASIONAL SPIN AT ONE'S HIGHEST RATE OF SPEED."

and carriage, and the mechanism of the bicycle and how to keep it in order.

For the first stage of learning, the customary coat and shirt, with a skirt some four inches off the ground, answers admirably. You will not then tread on your skirt in mounting, nor entangle it in your pedals in dismounting.

But when you begin to ride fast, two disadvantages will quickly become apparent in your attire—first, that your skirt will catch the wind and blow out behind; and, second, that the rapid action of your knees will cause the skirt to work up in front. All superfluous width in the skirt should therefore be dispensed with, which can pretty easily be done by removing two gored pieces from the two side seams, and leaving only sufficient width to allow of a comfortable stride in walking. To obviate the working-up of the skirt in front, two ten-inch lengths of wide elastic should be sewn near the bottom of the inside of the hem, and parallel with it, to right and left of the front breadth, and if these straps are slipped over the ankles before the machine is mounted, they will keep the skirt down, and will not show. Petticoats cannot be worn, but an efficient substitute will be found in knickerbockers of some cool quality of tweed or homespun.

Shoes, not boots, should be worn, and the stockings should be the same colour as the skirt. The whole dress should be as quiet and inconspicuous as possible, and thoroughly workmanlike.

Many ladies dispense with the skirt altogether for country riding, but there are, of course, some obvious objections to following this fashion, although it cannot be denied that in case of an accident, if a lady has suddenly to leap off her machine, she would stand a better chance of leaping clear and not catching if she wore no skirt. Still she is not more likely to catch than is a lady who is thrown from her horse; and we have not yet discontinued to wear skirts to our riding habits.

Ladies should not expect to look their best on the bicycle as they may on horseback, but they should bear it in mind, in the one case as in the other, how important it is to sit up straight. Dress and carriage are important items in the appearance of a cyclist, and they should not be overlooked either by men or women.

Perhaps the most difficult branch of cycling, and a very important one, is a tolerably clear comprehension of the construction and mechanism of the bicycle. You can easily learn how to oil it, and how to inflate the pneumatic tyres; and the cleaning of it after a day's work, even on muddy roads, is not a

serious or difficult matter, and may occupy you from five minutes to an hour.

But to understand the working of all the parts, how to readjust them, and how and what to do when something goes wrong, is not easy. Consequently it should be made a matter of serious study; for every cyclist should be able to detect it when anything works loose, and also be capable of screwing it up again with the tools customarily carried.

The novice is, therefore, strongly advised to begin studying construction when she begins to learn riding. I used to ask my teacher to explain the working of the various parts whilst we were getting our breath between times, and though I did not understand half what he said, I learnt something.

Then when I was in the country with my friends, if anything went wrong which I could not readily rectify, and one of them offered to put it right, I watched the process carefully, and had it explained. And if my machine had to be repaired at a shop I always took it myself, and went behind the scenes with it, and stood by and helped whilst they took off a wheel or repaired a tyre.

In conclusion, so far as my own limited experience goes, I can cordially recommend bicycling as a thoroughly healthful form of exercise. Beginners should, of course, be careful not to over-exert themselves at first, especially in riding uphill, and to desist when



"FOR COUNTRY RIDING."

any part of the body feels tired. But if due caution be observed in this respect, the exercise will be found both healthful and invigorating as well as enjoyable.

C. EVERETT GREEN.