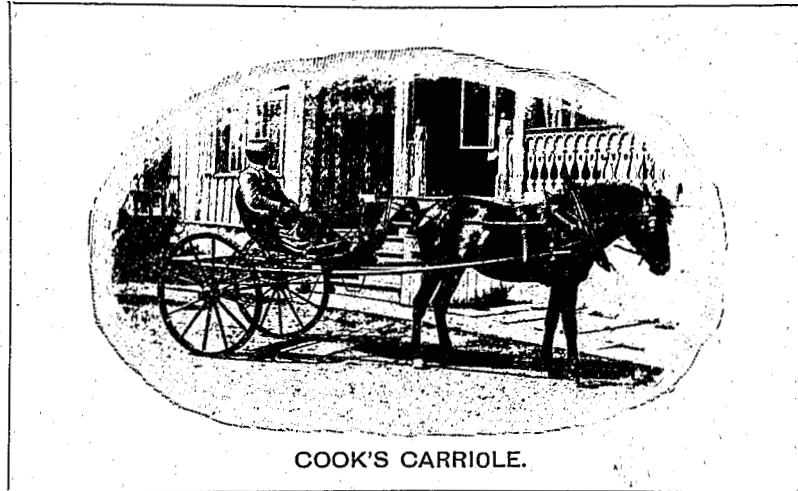


Intending to make a start on my tour across country about mid-day, I now had just enough time to take a run out to Oscar's Hall, the King's villa, charmingly situated by the water's side. It was a lovely hour and a half's spin there and back. After this, I lost no time in saddling up. At lunch some friends introduced me to a party of cyclists about to take the same route as myself. These were two Norwegian gentlemen and three ladies. Punctually at one o'clock we assembled outside the Grand Hotel, mounted machines, and wheeled quietly away towards Sunvolden, thirty-one miles distant, where I had previously engaged a room for the night by telephone.

My bicycle is "The Slate," an ordinary *Popular*, and it will be shown, later on, what sound and thorough machines these are. It may be as well, however, to mention here that the

the post boy) or a carriage (for one person), at Sandviken, and drive to Horseledal with the bicycle to avoid the walk uphill. The cost is about five shillings. At the top of the hill is the Horseledal Hotel, in a lovely situation. It is a very good one, where light refreshments may be obtained at any time. After leaving this posting house the splendid road descends all the way to Sunvolden, a distance of twelve miles. The first two or three miles of the descent are fairly steep, but the engineering skill displayed in making the roads to wind in and out of the sides of the mountains, and protected by guarded rocks, about three feet apart, makes the descent easy for the bicycle, provided the brake and the chain are in good condition. It is advisable that a cycle horn be used instead of the ordinary bell, as the latter cannot be heard round the many curves, and there is usually barely room for more



COOK'S CARRIOLE.

frame is a 1901 model. Steel tubes by Hudson Bros., Birmingham. Wheels, genuine Westwood Rims, by J. T. James, Birmingham. Spokes, by Patent Turned Spoke Co., of Alcester. Chain, hardened steel, half-inch pitch. Tyres, the "Dorian" Detachable Double Tube, non-slipping guaranteed. Saddles, Lycett Ltd. Pedals, best divided rubber or rat-trap, all put together at the Birmingham Ordnance and Engineering Works.

The way took us through the small town of Sandviken, ten miles from Christiania, along a dead level, capital going road, passing through strikingly pleasing views of the fjord. It then continues level a further three miles, and afterwards commences a long ascent of six miles, through pines and firs, thickly wooded, beginning gradually, and ending with four miles of uphill to Horseledal. Anyone who prefers it may obtain a Stolkjaerre (car for two persons besides

than one vehicle to pass at a time. The rest of the way is a grand run.

This road may well be considered to be one of the most charming in the south of Norway, running along the side of the delightful Tyri Fjord, with a most lovely landscape background. The beauty of this fjord (really a lake), augmented by the glorious Norwegian colouring, makes all other surroundings dwindle into insignificance. We reached Sunvolden at 9 p.m. A slow ride, no doubt, but I was wheeling to enjoy the scenery and exhilarating atmosphere, and the sunset across the lake was a fairy scene never to be forgotten.

Until the sun set its rays were fierce, although the shade from the trees tempered them at times. I was at no discomfort, however, as all moisture evaporated immediately from the "Petanelle" clothing I was wearing.

(To be continued.)

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