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THE MONTHLY

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JAN., 1894.



GAZETTE

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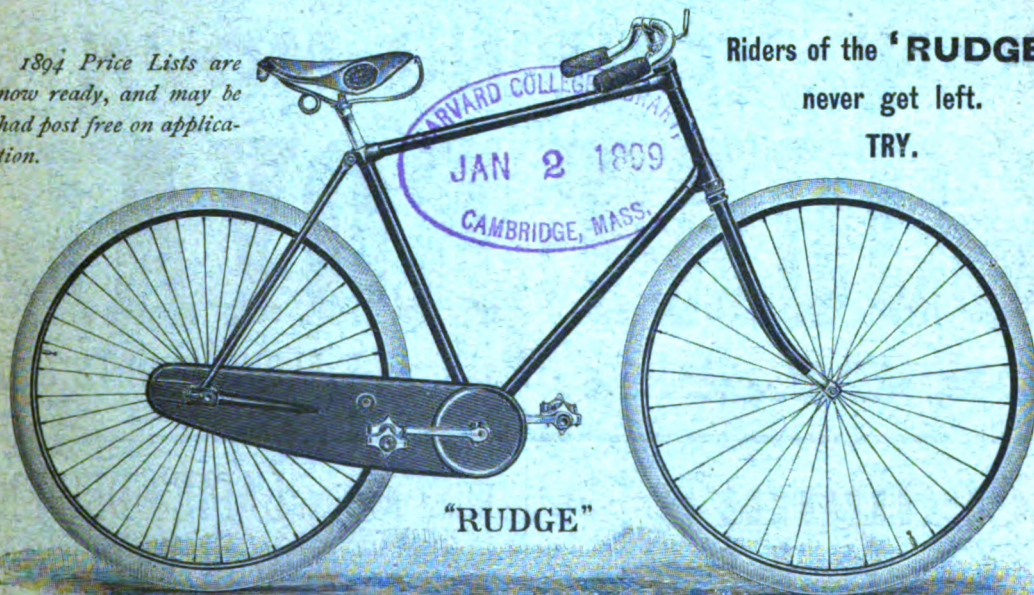
(All Communications relating to Advertisements in this Gazette should be addressed to T. B. BROWNE, 163, Queen Victoria Street, London, E.C.).

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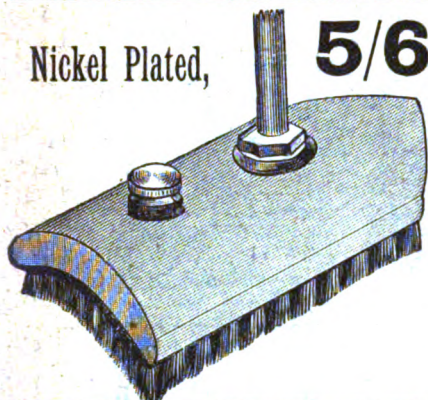
The above is an illustration of the famous "RUDGE" ROAD RACER, upon which so many splendid performances have been achieved during the past season. It has, in fact, proved itself to be

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SUITS ANY TYRE.

LIGHT, (Patent.) DURABLE,

NO FRICTION HEAT, NO INJURY TO TYRE.

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JOSEPH PICKERING & SONS, SHEFFIELD.


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Latest Novelty. **LADIES DISPENSE**
KNITTED
PANTALOONS. **With PETTICOATS**



BY WEARING OUR
Knitted Pantaloons.

The most comfortable Garment for Riding, Cycling, Hunting, Mountain Climbing, Touring, &c.

 Write for Illustrated Price List, Free. Mention "C.T.C. Gazette."

This Advertisement should be kept, as it may not APPEAR AGAIN.

KNITTED CORSET CO.,
MANSFIELD ROAD,
NOTTINGHAM.

THE MONTHLY GAZETTE

[FOUNDED 1878.]

INCORPORATED 1887.]

And * Official * Record.

No. 1. Vol. XIII. [NEW SERIES.]

JANUARY, 1894.

All Communications relating to the Editorial and Literary Departments of the "Gazette" to be addressed to "the Editor" and to Club Business (orders for Uniform excepted—for which see special notice upon another page) to "the Secretary," at the Chief Offices: 139 and 140, Fleet Street, LONDON, E.C. Matters upon which a reply is desired must be accompanied by a stamped and addressed envelope, and Members should quote their Membership Numbers upon all occasions. All Contributions intended for insertion in the "Gazette" must reach the Editor not later than the morning of the 20th of the month.

The Editor will be glad to hear from Members or others competent and willing to contribute Original Articles on Mechanical or other subjects connected with Cycling and having relation to the general objects of the C.T.C. MSS. (Tours excepted) will be paid for, and those not accepted will if possible be returned, but no responsibility will be taken for any loss of MSS.

THE RENEWAL OF SUBSCRIPTIONS.

The attention of every member who has not already remitted is hereby again directed to the fact that the Annual Subscription (of THREE AND SIXPENCE) is now due, and that payment must be made on or before the 31st January instant if the penalty provided in the rules is to be avoided. A form of renewal was attached to the cover of the last "Gazette."

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Editorial.

As notified in the last *Gazette*, the time for renewing subscriptions has again arrived, and members who would avoid the penalty that attaches to deferred payment are requested to make remittance not later than the 31st instant. The amount required on the present occasion is 3s. 6d., instead of half-a-crown as hitherto. The duty of renewing will it is hoped be promptly discharged by every reader.

As the next meeting of the Council witnesses the appointment of the Chief Consuls, into whose care is committed the interests of the touring member for the current year, it will be appropriate to remark that offers of assistance in the counties at present unprovided with these officers will be singularly welcome. The list includes:—

HAMPSHIRE,
YORK (East Riding),
AYR,
CORK,
DONEGAL,
KERRY,
LONDONDERRY,
and
WESTMEATH.

To render the new Handbook as complete as it undoubtedly should be it is essential that these vacancies should be filled forthwith, and, as will be equally obvious, the blanks in the roll of Consuls should be similarly dealt with. Lists of the latter—as far as we have been advised thereof—are given under another heading, and we appeal with confid-

ence to our readers to see that suitable candidates are promptly unearthed and put in nomination. "He helps twice who helps quickly."

* * *

As intimated above, the Annual Election of these indispensable officers takes place at the first meeting of the new Council on the 14th instant. Unless notification to the contrary be received from the present holders of the office it will be assumed that they are willing to accept re-appointment. There is, however, nothing to prevent any members from nominating candidates in opposition to the sitting C.C.'s should they think such a course desirable. All such nominations should be made upon the proper form, obtainable gratis of the Secretary, and should be lodged in his hands not later than the morning of the 12th instant.

Official Notices.

THE RENEWAL OF SUBSCRIPTIONS.

Attached to the cover of the last *Gazette* was a notice setting out the fact that the Annual Subscription (of 3s. 6d.) is now due, and that payment must be made on or before the 31st of January instant if members would avoid the penalty set out in the rules. This notice is hereby repeated, but it will of course only apply to those who have not as yet sent the needful remittance.

TO GERMAN MEMBERS.

The undersigned is quite prepared to receive the annual subscription of 3s. 6d. or m. 3.60, together with the renewal form for 1894, and will undertake to forward both to London.

AN DIE MITGLIEDER DES C.T.C. IN DEUTSCHLAND.

Unterzeichneter ist gern bereit, den Jahres-beitrag 3s. 6d. oder m. 3.60, sowie den Erneuerungs-bogen per 1894, in Empfang zu nehmen und insgesamt nach London zu befördern.

C. A. TREUTER,
Chief Consul German Division,
5 Colonnaden Strasse, Leipzig.

CONSULAR VACANCIES.

COUNTY OF CAMBRIDGE.

Mr. G. F. C. Searle, the Chief Consul, will be very glad to hear from any members who are able and willing to undertake the duties of Consul at any of the following places:—Chatteris, Linton, Littleport, March, Whittlesea, Wisbech. His address is 11, Fitzwilliam Street, Cambridge.

COUNTY OF SURREY.

The Chief Consul for Surrey and Sussex will be pleased to appoint Consuls at or near any of the towns mentioned below. The duties, although of importance to the welfare of the Club, are very light, consisting chiefly of filling up a report once in the year, reporting any change which may occur in the proprietors of Headquarters and Quarters or in Repairers, and answering an occasional inquiry from the

Chief Consul. Few riders now call on Consuls for information.

Vacancies in Surrey:—Bagshot, Barnes, Cobham, Esher, Ewell, Leatherhead, Molesey, Mortlake, Thames Ditton, York Town.

Vacancies in Sussex:—Battle, Bognor, Cuckfield, Hailsham, Henfield, Mayfield, Midhurst, Northiam, Pulbore, Rye, Uckfield, Winchelsea.

TO CONSULS.

The majority of our readers who come within this category will, it is hoped, have made the needful response to the annual appeal of the Chief Consuls for information affecting the Handbook. In the event, however, of there being a single Consul who has not discharged his duty in this respect, we beg that he will at once acquit himself of the task. We would again draw the attention of Consuls generally to the necessity of putting forth every effort to increase the Club membership in their neighbourhood, to which end we will gladly send them a supply of the special circulars provided by the Council for that purpose. It, of course, goes without saying that forms of application are at their disposal, or at the disposal of any member who will consent to lend a helping hand.

THE EDITOR'S ALBUM.

The Editor will be glad to receive the photographs of members, and, if desired, will send his own "counterfeit presentment" in return.

In addition to the 1400 contributions already acknowledged the needful donation has this month reached him from the following:—

Messrs. C. A. Citterio, Milan; J. J. Rawlins, Devizes; J. B.; Roncoroni, Clympton; J. C. Steen, Belfast; A. R. Le Sueur, Jersey; and C. R. Walker, Sunderland.

THE BRITISH ROAD BOOK.

List of additional amendments to be made in the Schedules of Routes sent out as supplements to the *Gazette* for April and July, 1893.

(See also p. 112 of May, p. 144 of June, p. 168 of July, p. 191 of August, p. 248 of October, p. 276 of November, and p. 312 of December "*Gazettes*.")

VOL. II. (APRIL SUPPLEMENT).

PEMBROKE—delete Maps or Sketch Plans No. 3 (Narberth).

VOL. III. (JULY SUPPLEMENT).

LANCASHIRE—
" delete Route No. 4 (Lower Irlam to Warrington).
" " " 12 (Warrington to Runcorn).
" " " 27 (Haslingden to Bury).
" delete Maps or Sketch Plans No. 18 (Bolton).
" " " " 26 (Haslingden).
" " " " 28 (Rawtenstall).
" " " " 31 (Edenfield).

YORKSHIRE, N. R.—
" delete Route No. 8 (Pickering to Saltergate).
" " " 9 (Saltergate to Whitby).
" " " 24 (Scarborough to Cloughton).

ABERDEEN, KINCARDINE, FORFAR, AND PERTH—
" delete Maps or Sketch Plans No. 6 (Huntly).

ARGYLLSHIRE—
" delete Maps or Sketch Plans No. 2 (Oban).

INVERNESS, NAIRN, ELGIN, AND BANFF—
" delete Maps or Sketch Plans No. 1 (Inverness).

LANARKSHIRE—
" delete Maps or Sketch Plans No. 1 (Glasgow).

The Council.

The usual monthly meeting was held at the "Colonnade" Hotel, New Street, Birmingham, on Saturday, 9th December, 1893, at 1 p.m.

PRESENT:—

C.C. W. KENDALL BURNETT, Aberdeen (Chairman).
R.C. E. W. BURKE, Grouped Counties of Ireland.
R.C. J. P. DERRINGTON, Warwick.
C.C. H. GRAVES, Oxford.
R.C. W. E. ORD, Lancashire.
C.C. Rev. C. E. RANKEN, Malvern.
R.C. J. F. SYMES, Grouped Foreign Countries.
C.C. G. THOMPSON, Birmingham.
R.C. F. H. WARNER, Grouped Counties of England.
R.C. H. COPE WEST, Lancashire.
C.C. J. A. WILLIAMSON, Tynemouth.

On the motion of the CHAIRMAN, it was unanimously agreed that, in the absence of Mr. Shipton—who was confined to his bed by influenza—Mr. J. A. Williamson be appointed to act as Honorary Secretary. The Chairman expressed his sincere regret at the indisposition of Mr. Shipton, a sentiment in which the meeting very fully concurred.

RESOLUTIONS, Etc.

- 119.—"That the resignation of Mr. C. Robbins as Chief Consul of the County of Gloucester be accepted with regret."
120.—"That the resignation of Mr. J. W. Mayfield as Chief Consul of the East Riding of York be accepted with regret."
121.—"That the resignation of Mr. W. Bowles as Chief Consul of the Counties of Cork and Kerry be accepted with regret."
122.—"That Mr. H. W. Grimes, of 11, Queen Street, Gloucester, be appointed Chief Consul of the County of Gloucester."

REPORTS OF COMMITTEES.

FINANCE.

- (a) The Chairman reported that:—

The Finance Committee held a meeting at the Head Offices, on Friday, December 8th. Present:—J. A. Williamson, E. W. Burke, W. Cosens, W. B. Gurney, and the Secretary.

January Gazette.—It was decided to recommend the Council to have an increased *Gazette* in January.

Expenditure on Gazette.—It was also resolved to ask the Council to sanction the expenditure of £75 on the *Gazette* during the first six months of 1894 (a similar expenditure to that voted for this year).

[The amount expended on contributions, etc., to *Gazette* this year has been £87 13s. 3d.]

Advertisement Contract.—This matter is now completed and the letters duly stamped.

Office Expenditure.—This matter was thoroughly gone into. The Committee are satisfied that a great saving is being effected in this department.

Offices.—As one of the four rooms at the Chief Offices is devoted to the Road Book, the rental being £30 for that room, the Finance Committee intend to charge this sum against the Road Book account.

Hotel Certificates.—The paper tickets for 1894 having already been delivered, the Committee do not recommend the Council to incur the expense of new certificates this year. In 1895 a new stock of certificates may be required.

Danger Boards.—The Company who have these in hand promise delivery on December 15th.

Railway Rates.—This matter was fully discussed, and it was decided to recommend the Council to take the opinion of an eminent counsel—such as Sir Richard Webster—at a charge not to exceed twenty-five guineas, as to whether railway companies have power to charge at all for the carriage of cycles when accompanied by the owner.

Road Book.—The expenditure under this head was fully gone into.

Matters generally.—Many other matters were gone into, but the above are the principal ones.

RAILWAY RATES FOR THE CONVEYANCE OF MACHINES.

- (g) The Report—the purport of which will have been gleaned from what appeared in the current *Gazette*—was duly received, when it was resolved:—
123.—"That the Committee on Railway Rates be thanked and discharged."
124.—"That it shall be in the power of the Council to elect by postal vote in such manner as they may determine, as a Honorary Life Member, any member who has, in the opinion of the Council, for a long period of time given efficient service, or who shall have rendered special service to the Club either on its Council or otherwise."
127.—"That the Honorary Life Membership referred to shall only be conferred after a postal vote in which a four-fifths majority of the Council voting shall record their assent."
128.—"That the Committee's Report upon Honorary Life Membership as amended be adopted."

- 129.—"That leave of absence from attendance at the minimum number (2) of Council Meetings during the current year be granted to Mr. W. Dickinson, R.C. Lancashire."

- 130.—"That leave of absence from attendance at the minimum number (2) of Council Meetings during the current year be granted to Mr. J. Constable, R.C. Yorkshire."

- 132.—"That the Map and Road Book (Scotland) Committee be authorised to appoint an Editor to at once take in hand the work of compiling the Scottish Road Book."

- 133.—"That the Council Meetings for the year 1894 be fixed as follows:

January...	...	...	...	London.
February...	...	...	...	Bath.
March...	...	...	...	Leeds (and A.G.M.).
April...	...	...	...	Oxford.
May...	...	...	...	Belfast.
June...	...	...	...	Edinburgh.
July...	...	...	...	Newcastle.
August...	...	...	...	London.
September...	...	...	...	Manchester.
October...	...	...	...	Glasgow (and Half-yearly G.M.).
November...	...	...	...	Crewe.
December...	...	...	...	Birmingham."

- 135.—"That the January Meeting be held on the 6th January."

Comments upon the Agenda were received from the following absent Councillors:—The Rev. E. B. Cooper, Amersham; Dr. F. Powell, Redhill; G. T. Bruce, Inverness; J. Constable, Yorkshire; W. Dickinson, Lancashire; P. E. Dove, Middlesex; A. Hay, Grouped Counties of Scotland; J. T. Lightwood, Lytham; and H. Powell, Llandrindod. The next Council Meeting will be held in London on Saturday, the 6th January, 1894.

The Ladies' Page.

Far more imposing in appearance than its smaller rival was the National Show this year. Of course the Palace is always an excellent setting, and any exhibits have their best chance there. But quite apart from this the exhibits themselves were calculated to attract any amount of admiration, and the tasteful staging of the whole affair was quite beyond praise. It certainly was a charming sight looking down the long nave, and "The best show ever yet held" was heard on all sides as the general verdict.

There were so many fascinating machines that the only difficulty was to decide among them all. Safeties, of course, were in an enormous majority, tricycles among the very few. When one remembers how short a time it is since the safety was only on its probation, and the eyes of most of the cycling and lay public were turned upon it in a kind of pained shock, one cannot help wondering if the rational dress, over which people are still a little hesitating to give a confident verdict, is not going to jump as suddenly and as surely into public favour as the two-wheeler has done, and whether an ordinary skirt will not soon be as much in the minority in the saddle as a tricycle is becoming among riding women.

There were some photographs of French rational dress on the "Raleigh" stand, which were calculated to break down prejudice against them. The full, baggy Turkish trousers were universally voted not half so pretty and so graceful as the short knickerbockers; but almost everybody registered his or her vote in favour of gaiters or long leggings.

Warman & Hazlewood have a very well-guarded safety—a continuous guard and gear case. No frock could be unpleasantly affected by the machine so protected. The "Eureka" has two models—a drop frame and a V. It seems to me the former is infinitely superior, and I was surprised at being told by a maker that it is the stronger make of the two. I always supposed the *raison d'être* of the V-frame on a lady's machine was strength.

The "Lady's Rover" is always a taking machine, and this year it is very nice indeed. The Lady's "Star," a cream-coloured machine, rather loses, to my eye, the good effect its lines would otherwise have by its peculiarly unattractive hue.

The "Saxon Lady's Roadster" has a rather narrow skirt space, but this is in a measure atoned for by a very good perforated leather dress guard.

The "Marriott" tricycle is quite a refreshing spectacle in these days of exclusive two-wheelers.

The Coventry Machinists' "Swift" shows a strongly-built frame, though I could not quite like the very wide space between handlebar and brake handle, which could only be overcome by the grasp of a woman who takes No. 8 gloves.

Messrs. Calcott Bros. show a rather narrow lady's machine; while in Messrs. Hobart, Bird & Co.'s safety one could not but notice that the upper tube of the frame might have been brought lower at the base with advantage.

"Sweet" is as usual the term most ladies would apply to Messrs. Starley Bros.' "Psycho," with its nicely-dropped and thoroughly well-constructed frame.

Mr. Chapman's safety is very well built, with its upper tube well bent to the middle of the lower, thus affording ample dress-space while retaining its strength.

What struck me in Mr. Parkyn's "Olympic" was its particularly well-placed foot-rests at a most convenient angle.

The juvenile machines on the stand of Messrs. Townend Bros. are wonderfully pretty and fetching. One quite longs to see them in nursery use. The fault of the lady's machine at this stand was that it was by far too V in shape. The "Aston" of Mr. Griffiths Booker is also very awkward for a lady's use, as one hardly sees how she would get into the very limited space allowed. The "Galatea No. 1" of the Conqueror Cycle Co. is very graceful and very neat.

Messrs. Bayliss, Thomas & Co.'s "Eureka" I must say I don't like at all. There really is no arrangement made for the frock. This firm must be hearty believers in the rapid progress of the rational dress movement, since they don't seem to think it worth while to take any skirt into consideration in planning for a lady's needs. Another machine on the same stand is very much better, at least to my taste. It has a very well-dropped frame, and looks far more tempting.

The "Viking" is a very pretty, graceful, and comfortable machine, with a nice easy hand space for the brake. Very ornate indeed is the safety of Messrs. Lewis & Harley. The frame is profusely decorated with painted butterflies and flowers. The guards are of ivory-white celluloid, and the whole affair is considerably too gorgeous to suit the ideas of any but a butterfly rider. It is only fair to say, however, that the same build can be had in a simpler form, and that the design is very good.

Messrs. Andrews & Co.'s "Sanspareil" keeps up its reputation. To the old U pattern, which I well remember riding some five years back, and finding most satisfactory, has now been added a V, so all classes of riders may now be suited. The double-tubed safety of Messrs. Buckingham and Adams is very erect, neat, and nice. The "Tower," with its black frame and tyres, is exceedingly business-like and nice, though perhaps a trifle too narrow in construction. The celluloid mudguards look by far too bold a contrast, though celluloid is certainly a good stuff for the purpose, being light, durable, and strong.

The "Rothwell" cycle is evidently only meant for rational dress, since the maker has allowed for little else. He will not improbably benefit by being a little in advance of the time in his ideas, since I was told by a considerable number of the manufacturers that they rather anticipate having this year's patterns left on their hands, with the rush for rational dress in the spring, and that they are somewhat relieved to think that in future planning for safeties no difference between masculine and feminine needs will have to be taken into consideration.

The Quinton scorchers "Victoria" looks as if it well deserved its name. The "Sparkbrook" is long in the frame to look at, but has excellently-placed foot-rests—a very great point.

Very low stands the "Raglan" for boys and girls, and close to the ground, with a delightful little dropped frame. This ought to be safety itself for juveniles and semi-juveniles.

The lady's machine, No. 7, is neat, though ghostly in colour. For my own part I preferred the No. 26.

Too narrow is the dress-space of Messrs. Robinson and Price's R. & P. The lady's "Nimrod" has certainly not this fault, but the effect of the very abundant dress-space is a little straggling. The "Quadrant" always looks a long machine, and I cannot say I have a great affection for a wire dress-guarding. The tricycle is as capital as usual, and the tandem tricycle for two ladies is also very nice indeed.

A beautiful little machine is the Centaur "Queen of Scorchers"; it weighs only 30lb., and is a real little gem, with its well-dropped frame, good guard, and handles brought well down. The tricycle is, however, surely needlessly narrow.

Long, erect, and business-like is "The Globe." The "Triumph No. 13," with lovely bouquets of fresh flowers on their handlebars, are beautiful in finish, erect, but with limited dress-space. The "Modele de Luxe" on Singer's stand was charming; the "New Howe" is near perfection; the "Premier" as excellent as ever; the St. George's Engineering Co.'s "New Rapid" light, airy, and effective; Messrs. Humber's are as perfect as ever, and the "Raleigh" built for Mrs. Frank Bowden is a splendid little machine, with an excellent brake—a lovely little machine for feminine use; while the "Wulfruna" can only be spoken of as a little beauty.

LILLIAS CAMPBELL DAVIDSON.

On the Great North Road.

By W. H. DUIGNAN, of Walsall.

(Continued from page 297, Vol. XII.)

We have a great idea that travelling in old times was mighty slow; but it was fast enough if men wished and were hardy. Up to the middle of the last century the better sort of traveller rode post, that is changed his horse every ten or fifteen miles, by which means a good horseman could accomplish great distances. In 1633 Charles I. rode post from Berwick to London, 339 miles, in four days; and he repeated the performance in 1639. He does not appear to have had any unusual occasion for speed. In 1745 Cooper Thornhill rode, on this North Road, 213 miles in twelve hours, using nineteen horses. Wheel traffic was slow, the roads being little better than tracks, and broken stones unknown—or rather forgotten, for the Romans certainly used them. Up to about 1760 coaches travelled only by daylight, and in the winter, fifty or sixty miles a day was an average performance. It was not until 1784, when mail-coaches were introduced, that any great improvement was effected; and then progress was slow. In 1810 the Holyhead mail was allowed 45h. 5m. for the journey (261 miles), and missed the packet at Holyhead almost as often as it caught it. The road north of Shrewsbury was then so bad that a witness says:—"I have seen many accidents, and several horses with their legs broken; three in one week." In 1838 the mail covered the same ground in 26h. 55m., keeping wonderful time. Turnpike acts, McAdam, Telford, and the Government brought travelling almost to perfection, and further improvements were contemplated when railways were introduced and changed everything.

Half a mile beyond Ferrybridge I took off my hat to the North Road and turned right for Pontefract. I found the travelling better, the limestone metal giving place to a harder stone. Pontefract, or Pomfret as it is usually called, is a handsome clean town, with broad streets, a fine market place, and well-stocked shops. I went to the "Red Lion" for lunch, and was well satisfied. It was an old coaching house on the Glasgow road, and the mail changed here. Nobody knows how the town came to be called Pontefract. I think its right name is Pomfret—as the people call it—and that it is one of the very few names brought into England with the

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Sheffield Society of Artists once invited him to favour them with a lecture. He replied:— "I have written fifty times, if once, that you can't have art where you have smoke; you may have it in hell, perhaps, for the Devil is too clever not to consume his own smoke, if he wants to. But you will never have it in Sheffield. . . . No artist worth sixpence a day would live in Sheffield, nor would anyone who cared for pictures—for a million a year."

The road to Bakewell lies through Abbayeale, a suburb of Sheffield, and Totley, and, four miles out, crosses the Sheaf and passes into Derbyshire. I observed no collieries on this side, and suppose the coal measures thin out. The way is fairly level to Totley, but then ascends continuously to "Owler's Bar," four miles further. The wind blew a gale against me, so that riding uphill was out of the question, and I walked to the head of the pass, glad to slake my thirst at the "Peacock." The view from the top is very extensive, but includes much timberless moorland. The road hence is level for a mile, and from Froggatt Edge descends rapidly, through stony moor, to Baslow. This ridge was formerly part of the Forest of the High Peak; but I doubt if it was ever timbered, except in sheltered nooks. It is composed of millstone grit, and is barren as well as bleak. I was pleased to meet a four-horse stage coach—"Old Times"—toiling up the hill on its way to Sheffield.

Near the entrance to Chatsworth Park are several good-looking hotels. The appearance of the "Peacock" at Baslow pleased me, and as I had had enough exercise and wanted my dinner, I asked if I could stay; but they were full—at least the landlady said so. She seemed half inclined to relent, as if she thought that, though a cyclist, I might possibly be a gentleman; but I knew the hotel at Bakewell to be a good one, and, caring little for the extra four miles, did not give her time to think.

The village of Baslow lies half-a-mile beyond, on the Derwent. It is a pretty way to Bakewell, the country being residential and nicely timbered, but the last two miles are hilly. I got to the "Rutland Arms" just in time to dress and join an angling party at an excellent dinner. They were pleasant company, and seemed to know all that can be known about fishing; but as my ignorance of the gentle art is bottomless, I could only sit humbly at the feet of these Gamaliels. One of them, however, had fished a good deal in Ireland, and over our cigars we discussed the affairs of that "distressful country." He seemed to have fallen into some poor quarters, and was very uncomplimentary to my Celtic friends.

By half-past ten I was

"As fast locked up in sleep as guiltless labour,
When it lies starkly in the traveller's bones."

After Barnsley it was delightful to pass a night in "tired nature's sweet restorer, balmy sleep," undisturbed by railway whistles or steam bulls. I was up by six, and, after a bath, ready for anything.

Bakewell is a very small town of great antiquity. The Anglo-Saxon Chronicle, under the year 924, says:—"In this year, before Midsummer, King Edward went with a force to Snotingham (Nottingham), and commanded the burgh to be built on the south side of the river, . . . and went thence into Peaclond (Peakland) to Badecanwiellon (Bakewell), and commanded a burgh to be built and manned there," etc. "Badecanwiellon" is, in Anglo-Saxon, the dative form of "Badec's well," (Badec being a man's name); and this is clearly the meaning of Bakewell. "Castle Hill," a little to the N.E., probably marks the site of the castle "built and manned" by Edward. The town is situate on the Wye, a tributary of the Derwent, and with the church perched on a hill above it makes a pretty picture. The church is very interesting; it has been pulled about and altered; but here and there are traces of Norman work, mixed with Early English and subsequent styles of architecture. There are several ancient monuments to the

Foljambes, Vernons of Haddon Hall, and their successors the Mannors. Dorothy Vernon, by her marriage to Sir John Mannors, carried the Haddon Hall, Bakewell, and other Derbyshire estates into the Rutland family, to whom they still belong. She and her husband lie under one of the huge pretentious monuments, so fashionable in the reigns of Elizabeth and James. The elopement of Dorothy with Sir John, during a ball at Haddon, is one of the romances of the Hall. There must have been an Anglo-Saxon church here, as a large number of sepulchral slabs and fragments have been dug up and stored in the porch, many of which certainly belong to the tenth or eleventh centuries. In the churchyard, near the east wall of the Vernon chapel, is a cross about eight feet high, rudely representing scenes of the crucifixion. It may safely be attributed to the eighth or ninth century, and is therefore one of the most ancient in England. The font in the south aisle is also very old, and quaintly carved, but I could make nothing of the subject. There are some pretty old cottages near the church, adorned with creepers. We seem to have lost the capacity to build picturesque small dwellings, and to have fallen upon an age of red brick.

Maggie, the waiter, an energetic Irish girl, is a prominent person in the hotel, and appears to be on good terms with everybody. One of the anglers was telling her, at breakfast time, that her country was very ill-spoken of in the smoke-room the previous evening; "And what," said Maggie, "had any one to say against Ireland?" "Why, Maggie," said he, "he described the country as little beside moor and bog, and the Irish as a nasty, dirty people, who never cleaned their bedrooms properly, but only swept the dirt under the bed." This stirred Maggie to the quick, and she demanded, but in vain, the name of "that man." When her tormentor left I said to her, "What's your surname, Maggie?" "O'Neill, sir. "And do you know what O'Neill means?" No, sir. "Well, it means 'of the race of Nial'; he was king of Ireland, and died in the year 405; if you are a true-born O'Neill you are descended from him." "I'm true born, I'm sure," said she; "but I'd like to know the name of the man who spoke against Ireland." Soon after I heard her accurately telling her high descent to a maid on the stairs. This is a good hotel, with ample accommodation, and I was well satisfied with everything, including the charges.

The day was exceedingly fine, indeed the finest since I left home. The ostler told me the nearest way to Ashbourne was unrideable, and that I must go by Haddon and Youlgreave, 18½ miles. Haddon Hall is two miles from Bakewell, and, with its fine park, forms a lovely picture from the road. The five miles to Youlgreave is exceedingly pretty way. Apparently its charms are appreciated, as at Alport, a mile short of Youlgreave, I noticed a quiet and very comfortable looking boarding-house.

(To be continued).

In Search of the Ideal Tricycle.

Looking round the Shows and the new catalogues to see how far the requirements advocated some months back were obtainable, I have still to chronicle disappointment. A few words first in reply to various correspondents who joined in the discussion. One, if not more, thought I had surrendered too much in favour of small wheels. To that I reply that I at one time carried the preference for large wheels as far as any one, and agree that even 30-inch, under old conditions, would have been intolerable. But we have now the better tyres and better saddles, which have changed the conditions, and any rider who refuses to take account of the actual state of things is not practical, but a faddist. I base my opinion upon experience of things as they now are. Others have written of the satisfaction derived from light 26-inch machines. I can only say that my experience differs. I had this summer opportunity of trying a beautiful 26-inch pneumatic

"Rudge," either 36lb. or 39lb., I now forget which. Its ease, as regards muscular effort, I admit to the full; but I could feel all the roughness of the road far more with its pneumatic tyres than on my old 36-inch machine, with common cushion tyres. There was no possible mistake about it. There was far more jolting with the new machine than with the other, and I do not think it is faddism to maintain that ten years' general and tourist tricycle-riding makes a better judge of what average general tourist and tricycle riders need, than any vigorous young record-breaker who has never discovered that he has a spine can possibly be. Two collateral proofs on this point. The first is, that even the makers of these 26-inch tricycles *make 30-inch bicycles*; and it is obvious that the tricycle stands in more need of the two of the "sweetness" of the larger wheel. It is avowedly done for lightness, and all I say is that there is a point where this is bought too dear. For my second illustration, in a very recent number of *The Cyclist* Mr. Sturmeys has been giving his experience of a "Belsize" spring-frame bicycle, scaling as much as 46lb. ! He reports that it was, despite its weight, his favourite mount during the whole time he had it, though he had several stabled at least 10lb. less !

On one point experience has revised my conclusions. The 36lb. or 39lb. machine above mentioned had carried 16st. through the summer and was still as sound as a bell. Hence I believe that, allowing for larger wheels, the weight to carry any ordinary man need not exceed 45lb. with band brake. So far we may raise at least our "ideal."

And now for the present day machines. I was much disappointed with the "Quadrant" tricycle. A notice I had read, by some error, said the wheels were 30in.—they are 26in. The weight being borne on the very hubs of the wheels seems a good thing, but is not peculiar to this "Quadrant." The "Starley" machine does the same; also the "Centaur," and other machines built with the "Starley" axle—which is the first, or has the right to this feature, of course I cannot say. On the other hand, the swivelled bearings seem to me decidedly a source of weakness. The swivels are so arranged behind the bridge that a strong lateral strain must come on their necks, and if there is any failure to carry weight, I suspect it will be here. The arrangement makes it nearly impossible to fit a band-brake, and I understand none such has been fitted. And after spinning the wheels carefully, I came to the conclusion that no ease of motion was gained, but that, if anything, the "Humber" tricycle, in particular, spun the easiest of the two.

The Starley axle seems to me also a distinctly retrograde step. It is impossible to fit to it a band-brake, and while direct weight is carried as in the Quadrant, the case or bridge seems to me dangerously weak in the middle against—not the strain of the chain, which is stayed—but against the *thrust of the road* from the front wheel.

Those who are content with 26 inch wheels, and to whom price is no object, will find other points best combined in the Humber machine, which has a splendid new band-brake, and whose wheels, so far as one can judge by spinning them, appeared to me to run the most freely of any. Those satisfied with front brakes will find the Rudge, and many others, sufficient. Those who want larger wheels, will find 28 inches, with a good band-brake (but not equal to the Humber), in the Coventry Machinists' list, but I think with care these machines might be made lighter than they are. The Sparkbrook Company stand alone (as far as I observed, being of course open to correction) in listing 30 inches, with a note that the drivers can if preferred be ordered 32 inches. I have not been on a Sparkbrook for years, but at that time their band-brake was satisfactory, and probably is so now. The weight is not specified, but some weight is thrown away by making the front 30 inches. After trying, I believe, all sizes from 22 inches to 30, I am certain that 26 is about the best for the front wheel of a tricycle, and moreover (as hinted before) that a certain *difference* greatly increases the "sweet-

ness" of running. A tricycle fitted with gear-case, wire-gauze mud-guards to drivers, and two-speed gear very neatly applied, was shown at the Stanley by Williams & Sons, the wheels 28 inches, but it had front brake and was rather heavy. Nothing else seems to deserve special mention from the point of view here taken.

A few words more on the detestable front brake. Years ago, in solid-tyre days, I saw a machine with it turn almost a somersault. With present tyres it is so dangerous that it is almost a crime to fit it. Young fellows who seldom use a brake are no authorities at all on such a subject: those we are considering do want the relief of down-hills, and to *use their brakes*. Now makers know perfectly well that whenever *brakes are used* thus regularly they destroy pneumatic tyres, as is proved by the many so-called "improvements" of rollers, revolving cones, &c., &c. But that is not all: many makers know well enough, and many riders know but too well, how often *the fork has given way* under a front brake rather suddenly applied. Many such cases have actually happened, as is notorious. I examined the new Gardner brake with interest, but it seems to me of little use to average general tricyclists, because, as I understand it, one cannot put the feet up and rest except down a hill that requires no brake at all. That is very little use to us.

It is gratifying to see tricycles looking up a little on the road, partly owing to Mr. Bidlake's fine riding, and partly to the makers looking after even the one point of lightness. For ladies especially I retain the conviction, that revival of the tricycle is essential to any marked revival of cycling in any form. The orthodox "lady's bicycle" is inherently weak, and a lady writer has recently stated in print that she "broke up" several in one season, and that a friend of hers has done the same. A maker has said the very same thing. Hence the call for "rational dress," and the men's pattern. On the propriety of this I have personally no prejudices: but as matter of probability, I fear that the feeling of their own sex—not of ours—will be too strong. Allowing for all, an "ideal" tricycle will be found to cause no more fatigue, and is suited for that moderate amount of "rationality" in dress which is more likely, I think, to meet general approval. Meantime, I am certain that as a matter of fact ladies *bicycling* has caused a decline in the number of ladies *cycling*, and we must look for recovery to a more "ideal" tricycle.

One thing more. The makers have shown such a disposition to take trouble for, and study the wishes of, a few prominent riders; and what have they got by it? Last year they all boomed out for these customers in geared ordinaries; what have they got by that? This year, in response to them, they boom out in safety tandems, a machine that wears out most rapidly, and is of no use at all save to a pair of riders who suit each other or "nick" well. What are they likely to make out of that? Is it not worth their while to think about the class of people who chiefly ride tricycles, and to give us a machine with 30in. by 26in. wheels, with good band-brake, all real modern improvements, such as hub-bearing, with detachable top-stay for either lady or gentleman, and weight "all on" under 45lb.? Are any of these points to be justly called fads? Are they not all *known to be preferred by the great mass of general riders*? The "Premier" people, with their light tube, would have special facilities for producing such a machine. A word finally on cushion tyres. Those who are afraid of punctures should not be condemned to the far inferior ordinary cushions, but allowed to have the best. There are several on the arch principle, which far surpass the common cushions, but are quite as certain, and remove all anxiety. Take the "Ducable" for one instance; I very carefully examined this tyre, and have no hesitation in saying that it has three-fourths the "bounce" of a really good pneumatic, and more than some; it has a strong rim, and never can fail. It would be a very popular and useful tricycle tyre, with a "life" in it no one would imagine who had not examined.

TOMMY ATKINS, C.T.C.

In the North-East of Ireland.

By E. MCGONAGLE.

"Oh! give me the light of a summer sun,
A heaven of cloudless blue,
A silvan scene where the brooklets run
And the wild birds softly coo,
Oh! give me the breath of the perfumed air,
A vision of rustling trees,
Of emerald ferns and violets fair,
With songs on the rippling breeze."

To the admirers of the beautiful and picturesque no part of Ireland, in my opinion, possesses greater attractions than the coast between Belfast and Londonderry, but especially that portion of it extending from Larne to Portrush—a distance of about sixty miles. Its charming scenery, glorious bays, majestic headlands, mountains, and hills, whose wild beauties excite wonder and admiration, make it an ideal run for the cyclist.

One evening in August my companion and I started upon a few days' tour into Donegal, *via* Antrim and the Derry coast. We set out from Belfast in splendid weather. The road to Carrickfergus proved very heavy and discouraging after recent heavy rain. Carrickfergus, which lies about ten miles north of Belfast, is a very ancient place. It was formerly the county town of Antrim. The principal point of attraction is its castle, supposed to have been erected by John de Courcey, to whom Henry II. granted all the territory he could conquer in Ulster. This stronghold is built upon a rocky peninsula, washed on three sides by the sea. Tradition alleges that it took its name from Fergus, the founder of the Scottish monarchy, who was drowned close by the walls, and whose body, it is further averred, was interred in the ancient church of Monkstown in the neighbourhood. For centuries Carrickfergus Castle was the scene of many sanguinary conflicts. In 1689 Schomberg laid siege to the town, which he took after an obstinate resistance, from two Irish colonels, McCarthy More and Cormac O'Neill. Next year William III. landed here. A large stone at the extremity of the quay is still pointed out as that on which he first set foot in Ireland. It was under the castle guns of Carrickfergus that the famous Paul Jones in 1778 captured the *Drake*, a British sloop of war. The castle is the only existent specimen of the old Norman stronghold in the kingdom. On our way towards Larne the roads improved considerably, rendering the journey hence more enjoyable. Passing through the little village of Kilroot, where the celebrated Dean Swift officiated for some years, we caught a view of Island Magee, an extensive tract of fertile land reaching from Whitehead to the entrance of Larne Lough. Turning a shoulder of the headland by Larne Lough Redhall came into sight. This charming residence, beautifully situate on an acclivity in the bosom of the mountain, commands enchanting views of wood and mountains and of the waters of Larne. Speeding down a steep declivity bounded by mountain and dell Magheramorne was soon reached. This place claims the honour of the birth of St. Comgall, the founder of the great Abbey of Bangor, in county Down.

The village of Glynn is a pretty secluded place. The ruins of the ancient church occupy a picturesque site on the right bank of the river. The stream meanders through a lovely glen, along the base of an eminence which rises above it. Larne, or Inver as it was anciently known, is built at the entrance to the lough. On the extreme point of the Curran—"the reaping hook," so named from its singular shape thrust out into the waters—are the ruins of the ancient Olderfleet Castle, built by the English, but there is no record of the date of its erection. It was considered an important stronghold to ward off the Scots during the reign of Queen Mary. The "King's Arms" Hotel, the headquarters of the C.T.C., proved very comfortable. The next morning the sun shone

brilliantly, and there was not a cloud to be seen. We made for the coast road, a distance of about a mile up a gentle acclivity. All at once the north channel broke upon our view in all its glorious splendour. With hardly a breath of wind the sea lay calm and tranquil, the sunbeams playing upon its surface and turning it into molten silver.

"And o'er us enrolled on high
The splendid scenery of the sky,
Where, through a sapphire sea, the sun
Sailed like a golden galleon."

Ballygalley headland stretched out before us. Beneath this promontory, and on a rock which is completely insulated at high water, stand the ruins of a castle which gives name to the parish—Carncastle—and which derives the prefix Carn from the rock on which it stands. This pile is alleged to have been erected by a prince to protect from the addresses of an unwelcome suitor his high-born daughter. The ancient church of Carncastle, some remains of which are still to be seen in the churchyard, is beautifully situate, nestling under the Sallagh Braes, with Knockdhu hill in the background, and in front the bold headland over the old castle.

Glenarm presents few features of interest. The town is laid out very irregularly; houses and streets have a more or less squalid appearance. Antrim Castle, a large building at present occupied by Sir Edward Harland, M.P., was erected in 1636 by Sir Randall McDonnell. There is a deer park attached to the residence.

Carnlough, built at the base of Craigatinnel—"the rock of the muster"—mountain, on the north side of Glenarm bay, is a bright and pleasant little town. Its chief point of interest is the great earthen fort of Dungallon, which, according to local story, was the last fort in Ireland held by the Danes.

The most imposing of the many majestic headlands on this coast is Garron Point, whose cliffs, towering on high, project fearfully over the narrow road which, white as snow, winds around its base. At the foot of the cliffs are two caves formed by fissures in the limestone rock. One of these, nearly level with the sea, is only five feet wide, but it extends inward about 150 feet, and at its extreme end is a well of spring water, icy cold. The summit is adorned by the beautiful residence, Garron Tower, erected in 1848 by Frances Anne Vane, Marchioness of Londonderry. It contains a fine collection of paintings, including one by Rembrandt, said to be worth £10,000, and a full-sized portrait of Catherine Manners, Duchess of Buckingham, and her three children. Rounding this point, and at a distance of half a mile, Redbay, like an immense crescent, opens out to view, presenting a panorama of the most delightful character. Fringed by a chain of mountains, whose varying colours of brown and purple lend a gorgeous background to the verdant parterre running along their base. The scene is one never to be forgotten, and fittingly embodies the poet's feeling when, gazing on such another scene, he wrote:—

"The streams they were singing their gladsome song,
The soft winds were blowing the wild woods among,
The mountains shone bright in the glorious sun."

A short distance north of Garron Point stands upon the shore a singular mass of natural rock resembling a colossal terminal figure. This curious object, called Cloghastookan—"Stone of the Stump"—is mentioned as the northern point from which Ireland was measured to Mizen Head in the county of Cork. About two miles distant, surmounting a beautiful eminence between the base of a lofty mountain and the sea, stands the ruin of the little church of Ardclines. Near by a stream leaps down the face of the mountain, and then diving into the earth rushes through a natural tunnel beneath the hill and the highway into the sea.

At the head of Redbay, on the north side, stands a lovely little hamlet close by the shore. Resting at the foot of the mountain, protected by sand-dunes from the sea blast, Glenariff seems a wonderfully calm retreat for an overtaxed mind. At this point a road leads up through a mountain pass,

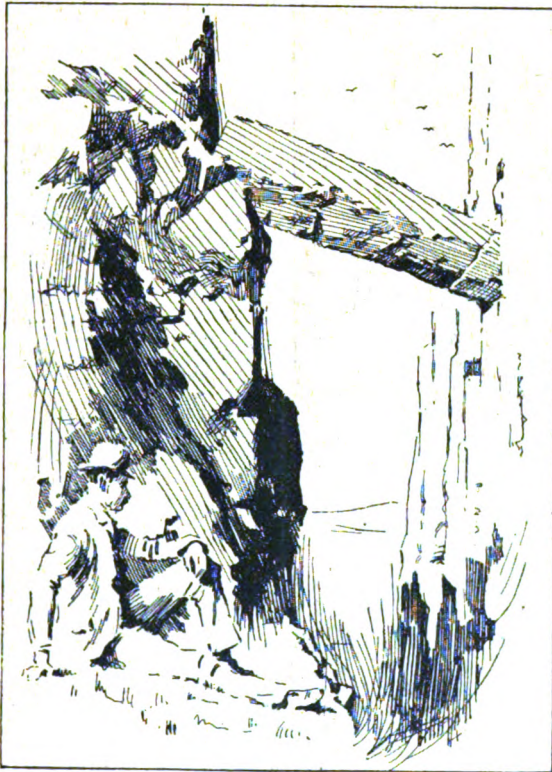
introducing the traveller to new and yet more sublime scenery in the unmatched vale of Glenariff, but our intention was to keep to the coast, therefore we continued our journey towards Cushendall. Before entering this sweet little town we took a glance at the ruins of Redbay Castle, which stands on an eminence about 250 feet high close to the road. This eminence was formerly named Crooksnarick—"Creeping Hill"—because of its difficult ascent. It commands a delightful view of the coast north to Cushendun Bay, south to Garron Point, and west up the entire Valley of Glenariff. Underneath there are caves in the rocks of freestone. One is named Nanny's Cave, from a woman who passed a solitary existence for fifty years in the damp and dreary cavern. She was the original from whom Banin, in his novel "Boyne Water," drew his "Onagh of the Cave." Close to this ruin were found the remains of six skeletons, two bronze axes, and two silver coins, one of Berhtulf, King of Mercia, A.D. 839, the other of Ceolnoth, Archbishop of Canterbury in the same year.

Cushendall! would that I could describe its beauties as they deserve. The first impression is that of inexpressible repose. The air breathes softly as if afraid to disturb the silence that reigns supreme. The beauty of situation, the salubrity of climate, sheltered as it is by the surrounding hills from the force of the winds, which spend their strength upon the mountain ramparts, together with splendid bathing accommodation, ought to make Cushendall one of the most desirable holiday retreats. It possesses two excellent hotels, "Glens of Antrim" and "Delargys." The former is our headquarters. To each of the hills, by which Cushendall is surrounded, is attached some local tradition. Court Mac Martin was the site of a castle which formerly was crowned by a Celtic fort and Crook-na-righe (gallows hill)—so named because criminals condemned at Court Mac Martin, on the opposite side of the river, were executed at this place. At a short distance is a ruined Cromlech or Druid's altar, four feet long and about the same in breadth. It is formed of six blocks of stone. Adjoining is a rude stone circle. This monument is locally named "Ossian's grave." To the west is the mountain of Orra, the scene of a great battle between two local clans in 1583. On Trostan, another high mountain, are the ruins of an ancient castle. The beautiful and conspicuous mountain of Lurigedan, a mass of basalt about 300 feet in thickness, resting on a stratum of indurated chalk, rises to a height of 1154 feet above sea level, and presents a flat and verdant summit, such as would have been selected for an acropolis by the Pelasgic city builders of early Greece. It is surmounted by a rath or fortress, and the remains of a great dyke enclosing about forty acres of the hill are still

to be seen. Local legends aver that both Finn McCoul and Ossian were born on Lurigedan.

Ascending an acclivity of about two miles which runs along the base of a hill, we entered Glen Dun as the day advanced towards evening—a delightful valley, gorgeously verdant. The river Dun, supplied by many tributaries which, with more or less rapidity, rush down the mountains on either side, flows some fifty yards beneath the road. This river is spanned by a well-built viaduct about a mile from the entrance to the valley. Passing over this bridge the road runs along on the opposite side to the road we had already traversed for about half a mile, and takes a sharp turn round a ledge of the mountain, when it becomes too precipitous for riding. A walk of about four miles must now be undertaken.

"The distant mountains that
uprear
Their solid bastions to the
skies,
Are crossed by pathways that
appear
As we to higher level rise."



Grey Man's Path, Fairhead.

From the crest of the mountain we were traversing (Carey) a magnificent view of the valley beneath was afforded. The sun was sinking below the peak of a neighbouring hill, a mantle of purple and gold encircled all the landscape. The mountains dipped their feet into a luminous golden mist that floated above the sea; the rays followed one another in changing colours and then faded away. The hills stood out in sharp and sombre lines against the still luminous sky. In this spot, where man has done so little, the Supreme Artist has painted a magnificent scene. One is possessed by a sense of moral purity on those heights which the foot of man rarely sullies; where the flowers open their cups only to perfume the solitude. The summit presents a striking contrast, covered with dark heath or absolutely naked. The eye, accustomed to the luxuriant pastures through which we had hitherto passed, is

astonished and repelled by the wide extent of hopeless sterility which comes into view—dismissed by nature from her care and disinherited of the favours which she lavished so abundantly in the valley below.

Leaving the most lofty of the hills behind, we descend almost continuously for seven miles into Ballycastle, but Fairhead, which lies in the way, must needs have passing reference. Passing along the summit, several fissures in the face of the beetling precipice are to be seen, one of them the "Grey Man's Path," said to have been so named from some holy man who came here each day to pass his time in prayer and meditation. The entrance to the pass at the top is narrow, and a massive pillar which has fallen across it, and is supported at a considerable height by the rocks on either side, gives to it the appearance of a natural gateway. Through this the path conducts by a gradually

expanding passage, and the scene becomes highly interesting. A beautiful arrangement of basaltic pillars in various degrees of elevation is now apparent, the solid walls of wide and threatening columns increasing in height, regularity, and magnificence until at the foot of the precipice they attain to a perpendicular elevation of 220 feet. The mighty mass upon which the promontory itself is based, and which is peculiarly characterised by savage wildness, is rendered the more imposing from the violence with which the ocean rages around it.

Continuing the journey towards Ballycastle, the eye is charmed with the view of an extensive undulating valley, stretching far away under the shelter of a range of mountains. Farmhouses scattered about give animation to the scene. Ballycastle is a thriving town, but the situation seems too remote from the magnificent bay, the beach of which,

"Where the sand as
silver shines,"

may be said to extend from Kinbaan Head on one side to Fairhead on the other, a distance of four miles at least. The environs of the town afford many fine and cultivated prospects. The inhabitants seem well to do, and very few evidences of poverty present themselves. Within late years Ballycastle has been connected with the Northern Counties Railway by a narrow-gauge line at Ballymoney, which offers easy access to the wild grandeur of the coast.

On the summit of a neighbouring headland, which rises to a fearful height above the sea, stand the shattered remains of the fortress Doonaneneey. The area on which the castle stood was surrounded by the sea on all sides except the south, where it was protected by a moat cut chiefly through the solid rock. The fort of Doonfin crowns a lofty hill overhanging the river Shesk. This hill commands a lovely prospect of the adjacent dales and hills and mountains. Doonfin is associated in all the local legendary tales with Fionn MacCool, whose gigantic proportions are said to have enabled him to perform marvellous feats of strength. It was here he slew his favourite hound Bran. The ferocious animal, excited by a weary and unsuccessful chase, was rushing back ready to destroy his master, when the aged warrior hurled his unerring dart and Bran rolled in the contortions of death into the river. Fionn never afterwards prosecuted the chase, but he solaced his sorrow by composing on Doonfin beautiful lamentations for his noble Bran.

Ballycastle possesses a number of comfortable hotels, notably the "Antrim Arms," headquarters of C.T.C. At no place did we experience such uniform kindness and good treatment as at this "home from home."

Rathlin Island, distant seven miles from the mainland, is communicated with by boats from Ballycastle pier.

When we left Ballycastle the weather was fresh and balmy, after a severe thunderstorm, accompanied by heavy rain, during the night. Climbing a sloping hill, and making a detour of about two miles from the direct road to Bushmills, we passed over Carnthu mountain, and arrived on the headland overlooking Carrick-a-rede. Leaving our machines in safe custody on the hill top, and having obtained the assistance of a youthful guide, we descended the steep

declivity which leads to the ledge of the cliff from which the rope bridge communicates with the insulated rock. From this point is afforded a magnificent view of the perpendicular white cliffs on each side for a distance of about two miles. The scene is one of indescribable grandeur. Carrick-a-rede, or the "rock in the way," so named because it impedes the salmon in their course along the coast, is divided from the mainland by a tremendous chasm, sixty feet wide. The flying bridge which connects the stupendous rock with the mainland consists of two strong ropes extended from rock to rock across the dizzy chasm. Thin planks are laid along on cross ropes, and a rope about three feet higher serves to guide the hand of the venturesome traveller. Fishermen and their wives, often carrying heavy burdens, pass and repass with the utmost contempt of danger, while at a depth of



Carrick-a-rede, and Sheep Island.

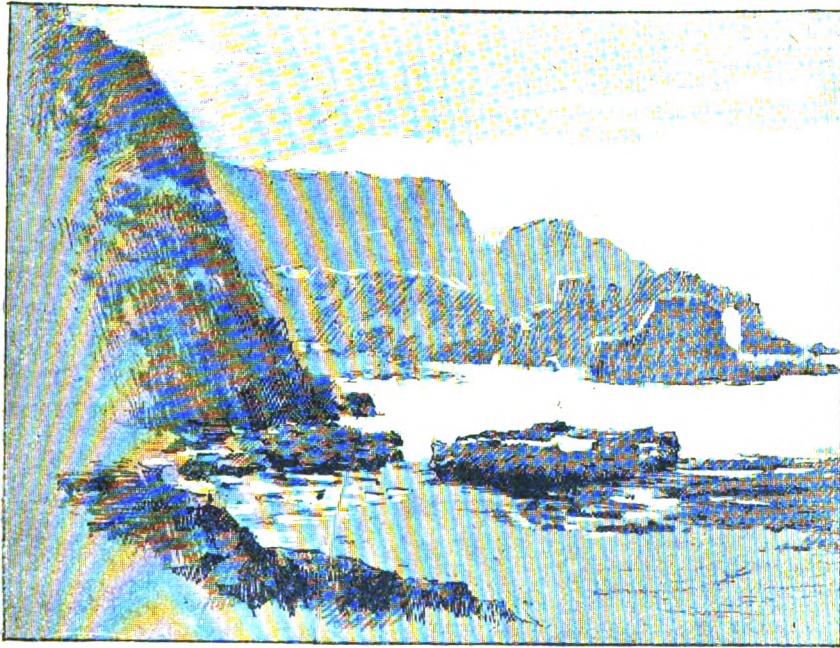
nearly a hundred feet beneath them the green waves foam and dash against the beetling cliffs in awe-inspiring force.

Ballintoy, distant about two miles, is a delightful spot. Among the terrible traditions of blood and cruelty which the war of 1641 has left to posterity, there is one noble act of humanity preserved in the fireside tale which affirms that during the siege of Ballintoy Castle the adjoining church was crowded by a trembling multitude of Protestant women and children. In their dire extremity a Roman Catholic priest named McGlaime, at great personal risk, interfered for their preservation. Having obtained permission to supply them with water, he secretly supplied the vessels with oatmeal, merely covering it with a few inches of water on the top. In this fashion he daily conveyed to the captives as

much food as kept them alive until the siege was raised. Of Ballintoy Castle very little now remains; it occupied a charming site half a mile west of the village. On a headland adjoining the seashore is Ballintoy Demesne, a beautifully-kept plateau. A rocky island opposite the demesne was anciently used as a graveyard. Near by is the Giant's Cut, a long, deep, and narrow opening between two headlands, into which the tide rushes with great fury. In the precipice overhanging Lerrybane Bay are two beautiful caves. The roof of one is fantastically ornamented with dripping stalactites, which hang in pendants to the length of three or four feet. From the floor and walls of the other cave wild ferns grow in profusion—hence its name, the Fern Cave. There is a spring well in the townland, which rises and falls with the tide. Ballintoy possesses the largest cromlech in Ireland. Half-an-hour after leaving this highly interesting little town we reach the famed Giant's Causeway, which is said to be one of the most magnificent basaltic

in Port-na-Spania, which takes its name from one of the vessels of the Spanish Armada having come to grief on its outlying rocks. We spent several hours here, and slept in the hotel on the headland. The following morning found us at Dunluce Castle, after having passed through Bushmills, famed for its whisky.

Dunluce is one of the most interesting ruins in Ireland. The site of the castle is an insulated rock about 100ft. in height above the waves that fret and boil around its base. A chasm 20ft. in breadth, separating the rock from the mainland, is spanned by a wall about 1½ft. broad, which forms the only means of access to the fortress. The entire summit of the rock is crested round with the exterior walls of the castle, and its base is penetrated by caves formed by the incessant action of the sea. The walls of the castle are 8ft. thick, and a small staircase is in good preservation. The great hall measured 70ft. in length and 23ft. in width. One tower has fallen in consequence of



Port-na-Spania and Giant's Eyeglass, Giant's Causeway.

formations in the world. The Causeway consists of three promontories running into the sea nearly on a level with the waves, and composed of a number of articulated pillars of different shapes:—Pentagonal, hexagonal, octagonal, and one or two enneagonal. Each pillar is in itself a distinct piece of workmanship, separable from all the adjacent columns, and can itself be separated into distinct joints—one pillar is pointed out having twenty-eight joints, and it is said two others have been broken off. A beautiful polygonal pavement somewhat resembling a honeycomb is formed by the heads of a number of these pillars, the floor of which is so compact that it would be difficult to insert a knife blade between them, so exactly do the sides of the one correspond to the others which lie next to it, although they differ completely in size and form. In the entire Causeway it is computed there are from thirty to forty thousand pillars, while scattered around lie countless rocks and columns seemingly flung from their original position. South of the Causeway Bengore Head stands out in stern boldness, closing

the decay of its rocky foundation. This occurred on a stormy day in 1639, and nine servants of the Marchioness of Buckingham, then the wife of the Earl of Antrim, went down with the ruin and were precipitated into the ocean. In the yawning chasm may be observed the mouth of a cave 150ft. below.

Portrush ("Port-ruis"), the port of the promontory, is so called from the harbour, which is situated on the S.W. side of the long narrow basaltic promontory running into the sea. The town, which is built on a peninsula, and contains some very fine buildings, is deservedly one of the most popular and fashionable seaside resorts in Ireland. Hotel accommodation is good. The splendid "Northern Counties" Hotel commands a good view of the bay and white cliffs as far as the Causeway head. The strand extends for a distance of about two miles. Leaving Portrush in the evening, we wended our way toward Coleraine. Rain had fallen for some hours previous, leaving the roads in a sloppy condition. The route was less wild than the tract we had passed over

on the previous day, but still beautiful in the careless display of the graces of nature.

Coleraine (in Irish "Cuil-rathan"), "the ferny corner," is a beautifully situated town, whose history proves that it was a place of considerable importance even in the twelfth century. The river Bann, which flows through it, is the richest salmon fishery in Europe. It was here that St. Columbkille ("the Dove of the Church") bid farewell to his native land before he went into voluntary exile in rocky Iona. Passing thence into the open country, we directed our course towards Castlerock, a village by the sea, near the estuary of the Bann, at the entrance to Lough Foyle. The sun was going down over the dark mountains of Donegal far away in the distance when we reached this lovely place. I shall not try to describe the indefinable serenity of that evening hour, the surpassing beauty of the wide expanse of sea so full of grandeur and majesty, and the waves travelling in from afar to close their troubled career upon the strand in audible cadences.

Thirty-five miles distant from Londonderry we sought a well-earned rest, and were lulled to sleep by the music of the sea breaking into foam beneath our hotel window.

Glorious sunshine welcomed our awakening, and, after a bathe and breakfast, we set our faces toward the "maiden city." A ride of four miles brought us to Downhill, a hamlet seated at the very base of a high mountain, from which there is a splendid view of the sea coast to Portrush, and the headlands of north-west Donegal as far as Malin Head. The road from this little village winds round the base of Magilligan mountains for about five miles. The purple hue of the heather on the mountain slopes harmonised exquisitely with the rays of the ripened corn on the extensive plain below. The day was beautifully fine, and the people busy in the fields cutting the corn or binding up the sheaves continually varied the prospect. There are some charmingly-situated residences here, seated on the face of the mountain base and within easy distance of the railway, by which the highway runs for a considerable distance.

Leaving the coast line and taking a southerly direction we crossed the Roe, a famous salmon river, and entered the bright and comfortable market town of Limavady.

The country lying between Limavady and Londonderry is purely agricultural, and presents few features of interest beyond the teeming fertility which abounds. The road thence is kept in excellent condition, and is bounded by groves and orchards for about ten miles, after which Londonderry city breaks upon the view.

Londonderry, situated on the River Foyle, presents a picturesque appearance. Few cities are so favourably situated for displaying the beauties they derive from nature or art as the walled portion of Londonderry. Occupying a noble hill washed by the waters of the Foyle, which expands into a broad estuary immediately below the city, its great natural strength is apparent; while the gray time-worn walls which encircle it remind us how much skill and art contributed to make the "maiden city" impregnable to the attacks of an enemy. Sir Henry Dowra, in the reign of Elizabeth, fortified the town for the English, and cut the timber required for the purpose in the woods of a native prince, but according to his own account "there was not a stick brought home that was not well fought for."

Although we continued the journey into county Donegal I shall not further encroach upon space except to make a few remarks on the road described in order to encourage others to follow our example and see for themselves the incomparable beauties of the Antrim coast, a few only of which I have been able to condense into this narrative. The roads are all that can be desired, and cannot be surpassed for cycling. The most fastidious traveller will find his every comfort amply provided for in any of the many excellent hotels on the way. It hardly admits of doubt that were the enchanting scenery and health-giving resources of this district better known, fewer tourists and invalids would

leave our shores to seek in other countries the variety and the restoratives with which all other countries save their own are—in ignorance—credited.

Jetsam and Flotsam.

SAVING THE ATHLETE.

Is the British athlete a pagan that "special Sunday services" should be considered necessary for the good of his soul? "Church parades," as they are called, have come to be quite a common practice among cycling clubs, just as if their members required the courage of numbers to face a parson. This foolish movement is now stretching to other provinces of athleticism, as witness the invitation just issued by the secretary of a Yorkshire Harriers' Club. This devout official has, it appears, successfully negotiated with the minister of a Presbyterian chapel for a Sunday service expressly designed for the spiritual needs of athletes in general. The music is to be "special;" so is the sermon; both will be as highly flavoured as possible with muscularity. But it is, nevertheless, deemed necessary to classify the young sinners who are to be saved. Patrons of the clubs represented are allowed "first claim" on the best seats: after they have made choice, harriers may pick; footballers must content themselves with the remaining accommodation. On what principle this funny arrangement proceeds we are at a loss to imagine. Not less extraordinary are the motives assigned for holding a "special service." The first is that "it will do a lot of good in helping to raise the tone of sport generally." But if athletic sports are, of necessity, perilous to the soul, surely it would be most unwise to give them an air of respectability by raising their "tone." The second end hoped to be attained is the benefit of local charities; but we doubt whether the attendance will be increased by making this purpose known. As for subduing the prejudices of people who think that because a young fellow is an athlete he must be indifferent to religion—the third object—not all the "special services" in the world would ever influence folk of that stamp to think charitably of their neighbours.—*The Globe.*

PACE ON THE ROAD.

Pace on the road, either in road races or in record attempts, more especially since the advent of the tandem safety, has of late grown to such an extent that we do really think it is time for the Union to take active steps to suppress it, and not merely content itself with discountenancing road racing, and "winking the other eye" at what goes on. This is not the first time we have spoken upon this matter, and, unless something is done by those in authority in cycling to check the growing evil, it will not be the last. When the pace in long distance events, and even in those over comparatively short distances, did not exceed fifteen or sixteen miles per hour, not much harm was done, or rather comparatively little danger to the general public was present, but the case of late years has altered considerably, and no matter upon what road these events take place, or men go for record, these events are not only fraught with considerable danger to the men themselves, but are also a menace to the safety of the public. Take, for example, the beating of the fifty miles tandem safety road record last month by Messrs. Child and Earl. Here the fifty miles was accomplished in 2hrs. 10min. 58secs., including a spill, or a speed of over twenty-four miles an hour all through. Read the account of the performance as told in *Bicycling News* by Mr. Child himself, who says:—

"We started from Hitchin at 11.50, timed off by E. A. Powell. E. Hale started with us, but could not hang on, so went back, and started again with pacemakers. The day was not very favourable, but roads were good. We covered 24½ miles in the first hour. This includes turning

five sharp corners and passing through seven villages. Being Saturday mid-day the traffic was very troublesome, but Chicken and Sandgate Hills were clear, and we shot them at a terrific pace—should say nearly forty miles an hour. By the time two hours were up we had covered about 47½ miles, and immediately after, on turning a bend in the road between Kate's Cabin and Peterborough, we collided with a cow, when going about twenty-three miles an hour. We came an awful smash, and were both badly knocked about, Earl having his collar bone fractured."

Now it is useless to shut our eyes to facts. The ride in question was made under circumstances which are looked upon with favour, and sanctioned by that body known as the Roads Records Association, and consequently it cannot be said that such a ride is not the sort of thing which those in authority in road matters countenance. We have been told over and over again that it is only the short-distance road scrambles, where men ride at a high speed, and pass through towns and villages, which are dangerous, and that the Road Records Associations, which exist in different parts of the country, by prohibiting these short-distance events, and limiting races to fifty miles and upwards, and not recognising road records under that distance, are keeping things in check; and that road races and record trials which take place under circumstances such as they approve are everything that could be wished for. We venture to differ, as we have differed before. In the instance we quote above, the event took place on the North Road, a part of the country where we are told by members of the North Road Club and the advocates of road-racing that no traffic is met with; there is practically no one about to be interfered with. But see what Mr. Child says: "The course includes turning five sharp corners and passing through seven villages." Further than this—"Being Saturday mid-day the traffic was very troublesome;" and again, "Chicken and Sandgate Hills were clear, and we shot them at a terrific pace, should say nearly forty miles per hour." Is not this enough to bring the authorities down upon cycling with iron-bound regulations? Although the hills in question were clear, apparently so, our experience of road-riding is that the unexpected as often as not happens, and the hill which is clear, or apparently so, when we are at the top, is suddenly occupied with something or other when one gets half-way down. In speaking of the traffic as troublesome, it must be remembered that the riders were travelling at between twenty-four and twenty-five miles per hour. What would be said of any one who drove a trap at that rate, if such a thing were possible? We think he would be pulled up very quickly, and why cyclists should be permitted to travel at such dangerous speeds we are at a loss to understand. Then these two experts, these two men who, according to the advocates of road racing, are far safer at their topmost speed than comparative novices at their fourteen miles per hour, these experts met with an accident—Mr. Child calls it "an awful smash," which we can quite understand. They were turning "a bend in the road," when they collided with a cow, going about twenty-three miles per hour—that is to say, they were going at twenty-three miles per hour, not the cow. Both the riders being knocked about, it is not surprising that Mr. Child confines his account to the damage to himself and friend, and says nothing about the cow. From another source we learn that they did not actually smash into the cow, but that they touched it in trying to clear it, and themselves suffered most damage, but we have no doubt that the cow has been nursing a bruise some time since, and the shock to its nerves must have been tremendous. But then it was only a cow; if it had been a human being things might have been different, and there is no reason why it should not have been a human being. It was not in Messrs. Child and Earl's power to arrange that there should be nothing on the road round that bend, and it was but their luck that it was only a cow and not an old woman, or a child, or a man either, for that matter, for the effect would have been the same.

As a matter of fact, the question is not one of skill of the riders at all; the safety of the men and the public is not now a question of their ability to manage their machine at high speeds, but a purely mathematical point. Travelling at twenty-five miles per hour, it is impossible for the course of a machine to be diverted beyond a certain angle without upsetting its riders. It is also impossible in a given distance, which on "turning a bend" may be short, to divert the course of the machine more than a given amount in a given time, and travelling at this speed time is short also, therefore, if a cow or anything else happens to turn up promiscuously round the bend or a sharp corner, or even to alter its own course suddenly on a straight road, it is actually, if circumstances so dictate, an impossibility to avoid a smash. If there was any good done to the pastime by these road records and road races we would be inclined, perhaps, to modify our opinions and let the game go on, but we fail to see how any gain whatever is secured to cycling. The public now know what tremendous speed a bicycle is capable of, and they know, too, what distances have been accomplished in a day, and road performances must always pale before those upon the path, and so far as the public are concerned it matters not to them one iota where a record has been made, but they will accept the longest distance in a given time as the highest proof of the capabilities of a man and a wheel. Thousands of pounds have been spent in the preparation of special racing tracks, upon which men who delight in speed can enjoy their hobby with a minimum of danger to themselves and the public, and the stopping of road racing will, therefore, not be prohibiting our budding athletes from exercising their muscles and displaying their prowess in the form of speed-riding a wheel. It is very certain from facts which have already come to our knowledge that if the cycling authorities do not themselves put a stop to this business, the legal authorities of the land will do it for them, and when they do they will not be discriminating, and the absolute freedom which all riders now possess will be taken from them. That freedom, we again assert, is given us to use, and not to abuse, and it is not fair to the great mass of cyclists that they should be robbed of their much-cherished freedom by the action of a few and the supineness of those at the head of affairs in connection with wheel politics.—*The Cyclist.*

THE DANGERS OF THE ROAD.—The decision of the Court of Appeal yesterday in the case of Thompson v. the Corporation of Brighton is a curious example of the subtleties of the law. In February last the plaintiff, who is an officer in the army, was riding along a public road in Brighton when his horse's foot struck the cover of a manhole which was projecting slightly above the surface of the road. The horse fell, cutting its knees badly, and the plaintiff sued the Corporation in the County Court to recover compensation. The Corporation, it appears, amongst their other duties are at once the sewer authority and the road authority. As the sewer authority they had put the cover in the road, and when they put it the work was properly done. It was level with the road, and there was no defect so as to make it in itself a source of danger to traffic. Had there been any such defect, and had it been the cause of the accident, there is no doubt that the Corporation, as the sewer authority, would have been liable. The accident, however, was due, not to the cover as such, but to the fact that the road had worn away and had left the cover raised above it. Hence the Corporation as sewer authority was safe from liability, and the question arose whether they could be rendered liable as the road authority. But here the law has a distinction wherewith to baffle the hopes of litigants. Undoubtedly the road authority ought to have repaired the road, and to have kept it up to the level of the cover; and it was because they had not done so that the plaintiff's horse had fallen, and all the trouble had arisen. But for merely not doing their duty the road authority—such is the law, and law, too, settled

quite recently by the House of Lords—are not liable. For faults of commission they must pay, not for faults of omission. Hence the plaintiff was without redress. This unsatisfactory result has not been reached without much discussion in this and other similar cases in many courts. The plaintiff started by obtaining judgment for £50 in the County Court, and he maintained this in the Divisional Court. It was not until his case reached the Court of Appeal that he failed. Exception may well be taken to allowing a Corporation thus to divide themselves into two parts, and as sewer authority escape because they were not in default, and as road authority escape on a legal technicality. But the division is sanctioned by the Court of Appeal, and there, unless there should be an appeal to the House of Lords, the matter rests. Clearly the law is deficient. Where a public body neglect their duty, the person suffering injury should have a remedy, and in the first place he might very well have it against the official immediately responsible for the neglect.—*The Daily News*, 25th Nov., 1893.

Multum in Parvo.

The Editor wishes each member of the C.T.C. A HAPPY NEW YEAR.

THE AYRSHIRE CHIEF CONSULSHIP.—The many friends of Mr. David Caldwell, of Ayr, will regret to hear that he is anxious to be relieved of the duties of Chief Consul. Mr. Caldwell has filled the post—with the exception of a short interval—for many years, but his other honorary labours have so increased that he has decided to give up cycling. Any reader knowing of a capable successor is requested to nominate him to the post without delay, upon the forms obtainable gratis upon application.

GEAR CASES.—Messrs. F. W. Potter & Co., of Phipp Street, Great Eastern Street, London, E.C., write:—"We can recommend J. Harrison Carter's 1894 pattern FIXED Gear Case as the best in the market, and in our opinion it will not be superseded. We fit this case at 30s. each, and as the case has been gradually improved during the time we have been fitting it for Mr. Carter, members of your Club may be assured that we shall fit the case satisfactorily. A badly-fitted case is a source of endless annoyance. We shall be glad if you will kindly make a note of this for the information of your members." [We are, of course, quite well aware that in publishing the foregoing we are giving Messrs. Potter an excellent free advertisement; but we believe there are many members possessing case-less machines who will be glad to know where their requirements will be met at a reasonable figure.—ED.]

GAUZE MUDGUARDS.—The *Gazette* for January, 1893, contained a critical article on mudguards in which wire gauze was recommended as a light and efficient material for these necessary accessories to roadster machines. In the light of the information therein conveyed, it was somewhat amusing to find gauze mudguards for bicycles and tricycles exhibited at the recent Stanley Show, and to learn that the novelty (?) was provisionally protected. The date of application for letters patent is so recent as October 13th, 1893, so we fear the patentee will have considerable difficulty in establishing a claim to priority of invention. As a matter of fact the writer of the paragraph in the *Gazette* had been experimenting for some time prior to its appearance on gauze mudguards, and he does not pretend to have been the first to suggest them. Their especial suitability for the side wheels of tricycles was alluded to at the time, though the would-be patentee evidently considers it quite a novel suggestion. For the rest, the articles exhibited at the Stanley Show were well made, and were low in price, and though perhaps a trifle heavier than need be were well adapted for their purpose.

STRABANE.—The C.T.C. has sustained a serious loss in the death of Mr. W. Croom, the local Chief Consul. The deceased gentleman was the life and soul of cycling in the district, and was an inveterate road rider.

ALUMINIUM ALLOYS.—On several occasions within the past few years, it has been pointed out in the *Gazette* that a certain class of alloys of aluminium was more deserving of exploitation for cycle manufacture than the unalloyed metal. Certain exhibits at the recent Stanley and National Shows prove that our recommendation was sound and has borne good fruit. The class of alloys to which we allude was described, and examples given on pages 53, 326, and 328 of the *Gazette* for 1892, and briefly mentioned on page 272 of last year's volume. Essentially they consist of aluminium with from 1 to 10 per cent. of another metal or other metals. In general the added metal has the property of hardening the aluminium, and increasing its tensile strength, while its small amount does not give the alloy a much higher specific gravity than that of its main constituent. The generalisation that metals of widely divergent specific gravities alloy with difficulty is well exemplified in the case of aluminium and heavier metals. In the latest kind of alloy, consisting of aluminium and tungsten in slightly varying proportions, the maximum amount of the latter metal that the alloy can retain is about 8 per cent., but bulk for bulk tungsten is more than seven times as heavy as aluminium. Aluminium, combined with small percentages of tungsten and antimony, forms the basis of "wolframium," a metal exhibited at the National Show. This has a comparatively low specific gravity (about 3.5), and by means of a special nickel solder can be readily joined to other metals, as well as to itself. The joints with steel were especially good, in fact the line of demarcation of the two metals could scarcely be detected. Since steel must remain the material for the wearing surfaces of bearings and cog wheels, the quality of making a good union with steel is a most necessary one in an alloy intended for cycle construction. A bicycle, into the construction of which "wolframium" largely entered, was exhibited, and we await with interest the results of the mechanical tests of the metal which are now being carried out. At the Stanley Show a metal termed "silvinit" was exhibited, and accessories, such as inflators and mudguards, made of it certainly possessed the virtue of lightness. It consists mainly of aluminium. Some perforated sheets of it were considered to be suitable for mudguards.

IN MEMORIAM.—Hats off to a record season, gentlemen! The dead year has been to us a generous and a bountiful, and he must not go down to the tomb of time "unwept, unhonoured, and unsung" (particularly "unwept," for there has been none like him, and too probably never will be again). The sun has scarce hidden his brightness from us since early spring to late autumn, and our rambles have (or should have) been many, long, and unchecked, through scenes continually glorified by the light of his smile. I can recall—and live over again in the recalling—a delightful medley of pleasant prowls among fair unexpected nooks of nature; of exhilarating bowls over brown rolling moorland, where one feels it is worth while to live, if only to breathe; of sweet indolent loiterings and paddlings on rippling mere and river; an unbroken series of pleasurable wanderings that can well be set against the experience of any three other years. In this good time which has come and gone the wheelman has proposed, and the powers that order the elements have not otherwise disposed, and his heart has not been cast down (and his temper soured) at the generally too familiar swamping of his plans and projects by the inopportune flood; but he has gone to his rest confident in the morrow and has not been betrayed. Let us wreath into garlands the miles we have run, and deck them with memories of all fair things we have seen, and lay them gratefully on the grave of 1893. J. C. W.

The National Show.

SPECIALLY REPORTED BY G. DOUGLAS LEECHMAN.

1. Tower Cycle Co., Piper's Row, Wolverhampton. This firm uses a cup and cone bracket with parallel exterior and dust caps screwed on to the end. The back guards are attached by spring clips to the bridges. A neat double tube frame is shown, and another has oval back stays—both uncommon nowadays.

2. Eclipse Machine Co., Oldham. I believe this firm's machines are very well liked at home. They are light, and the wheels have semi-tangent spokes. The tandem has a well-designed frame, eccentric front bracket, and both chains on one side. The back handlebar is clipped to the front saddle pillar.

3. Quinton Cycle Co., Ltd., Coventry. The "Quinton" tandem safety is about the only new pattern, and this is constructed to carry a lady in front. The chain is adjusted by an impinging roller, and the tubes rising from the bottom bracket are strongly braced together. The safeties are chiefly remarkable for straight back tubes and readily detachable guards, the stays being removable without interfering with the wheel nuts. A tricycle, a lady's safety, and two styles of juvenile safeties are included in the exhibit, which is conspicuous by reason of the variously coloured enamels.

4. Sparkbrook Manufacturing Co., Ltd., Coventry. The "Sparkbrooks" look as good and reliable as ever, and the 24lb. racer is probably none the slower for being a pound or two heavier than some of the featherweights. A particularly neat ball head adjustment is used, and the tubular fork crowns look light and strong. Pressed steel joints are largely used in place of the usual castings. A lady's safety on straight lines forms a new pattern, and a medium-weight diamond-framed safety has also been introduced.

5. Taylor, Cooper & Bidnell, Ltd., Raglan Works, Coventry. The "Raglan" safety seems to improve its position steadily. The racer combines width of bearing and narrowness of tread to as high a degree as any I have inspected. The interchangeable gear is operated without disturbing either crank or pedal. The brakes on the roadsters are readily detachable, and provision is made for removing the guards, in some cases without loosening the wheel nuts. Serrated eccentric chain adjustments are used, and the company's detachable gear case is employed. The latter is carried by the back stay, the back end of which is enclosed. Neat and strong safeties are shown for boys and girls.

8. Robinson & Price, Ltd., Liverpool. This firm makes a specialty of the front driver, but shows only two models; they usually fit a curved backbone instead of the straight ones shown last year. A good tricycle, with saddle pillar tube rising from the bridge, is made a specialty of this year. The rear drivers are in some cases fitted with well-arranged cup and cone brackets, with rack adjustment, and one or two minor improvements have been made. There is not much room for large improvements.

9. Travers, Short & Co., Wolverhampton. Mr. Travers is an old hand, as London and Wolverhampton riders know. The new "Travers" safeties are on excellent lines, and the designs have evidently been well considered. Genuine barrel brackets are used, with straight back stays of large diameter. The plate fork crowns are specially strong, and Mr. Travers's transversely corrugated brake shoe is fitted as standard pattern. A straight-tubed leather-guarded lady's safety is included.

10. J. Sprunt & Sons, 288, Old Kent Road, London, S.E. A well-designed tandem safety is included in this exhibit, and the Nottingham eccentric front bracket is used, but the (roller) chains are arranged one on each side of the frame.

11. The Nimrod Cycle Co., College Place, Bristol. The Nimrod spring-frame safety does not appear this year, but a

double or independent driving tandem makes its appearance. It is very similar to that shown by the New Buckingham and Adams Cycle Co. last year. Some well-designed ladies' safeties, ordinary safeties and tricycles are shown, also an old Phantom safety done up in gay colours. A simple and cheap home trainer stand holds one of the rear drivers.

12. The Quadrant Cycle Co., Sheepcote Street, Birmingham. The principal novelty here, the No. 8B tricycle, was so fully dealt with in our last issue by Mr. Thompson that I need not describe it. The idea of mounting the axle bearings in universal joints is excellent so far as it goes, and the same remark applies to running the outside pair of bearings on extensions of the hubs. It can hardly be said, however, that the weight is carried entirely by the outside bearings so long as the inside pair is connected directly to the bridge tube. The contention would be correct if the inner pair were jointed to the chain stays instead of to the bridge, and such an arrangement might be found a success. The new special racer and lady's safety show an advance, and in details there are a new head adjustment and a new pedal attachment. Two nuts, one working on a right hand thread and the other on a left, are used to lock the head adjusting cap. The hole in the crank is tapped and split, the pedal pin is screwed in and locked by closing the split in the crank end by a transverse cotter.

13. Centaur Cycle Co., Ltd., Coventry. The "King of Scorchers" has been improved in various details, among others being the substitution of a genuine barrel bracket for the older and less dust-proof variety, and in this matter all the other patterns have wisely followed suit. The company have not gone mad over narrowness of tread. The "Prince of Scorchers" is a sort of second-grade "King," and forms a new pattern. Then comes the "B.S. Diamond," which, with barrel bracket and Dunlop detachables, is decidedly cheap at £18 list. The "Queen of Scorchers" is now made with straight diagonal tube and extended wheel base; the single curved backbone is of very strong gauge tube, and the machine as a whole will be hard to beat. The "Countess" is lower in price, and has double straight backbone. It weighs about 36lb. only. The new tricycle for ladies weighs about 4lb. more than the "Countess" safety, and yet is very strong. It has Starley's patent axle, and duplex backbone.

15. Pilot Cycle Co., Maidenhead. The "Pilot" tandem safety was greatly admired at the January National Show. A modified form, usable by a lady, was shown this year, and a similar frame was adapted to a tricycle.

16. Reform Cycle Co., Coventry. The "Reform" safeties are light and useful machines. The lady's safety has parallel straight backbones and cord dress guard. The chain wheels are made with two flats in the hole, and are accurately fitted to a correspondingly shaped axle; the wheel can be drawn off after the crank has been removed. The spring-frame safety has the front fork hinged at the crown, and the back stays hinged at the bracket. The motion is controlled by springs, and if these should break there are stops to prevent a collapse.

19. Coventry & Midland Cycle Co., Coventry. The new racing safety has two tubes running from the bottom bracket and joined to the head, one over the other. The diagonal and back fork tubes are separately jointed to the large upper backbone, and the saddle is attached direct to the rear end of it. A tandem safety was shown with removable front allowing the machine to be converted to a single.

24. Triumph Cycle Co., Ltd., Coventry. The brake fulcrum of the "Triumph" cycles is very ingenious. The bolt on which the lever works is screwed into a lug or bracket which fits under the handlebar; between the head of the bolt and the face of the lever lies one end of a flexible steel band. The band passes over the bar and the other end carries a screw. The screw drops into a small fork on the back of the bracket and is provided with a nut which pulls the band tight and holds all secure. By giving the nut a

few turns the whole is loosened and may be taken clear away. The "Triumph" safeties fully maintain their high position.

25. Humber & Co., Beeston, Coventry, and Wolverhampton. The swinging back stays and fork-end chain adjustment used on some of the "Humber" safeties last season has been adopted as standard pattern for next year. It is a very good arrangement. The front forks have more curve on them so that the handles may be brought nearer the rider and the back-bones shortened without decreasing the wheel base. The driving wheels fitted with tangent spokes on the chain side and direct on the other have given satisfaction and are now fitted to all the best machines. As the hubs are built up of several parts, this arrangement is not so contrary to theory as one might at first suppose. The detachable chain wheels are made in one piece with the cranks, so that the two parts are detached together. It makes a firm job and saves some space on the axle. The roadsters are made with conical holes in the crank ends, the pedal nuts are conical and split so that when screwed home they get a double grip, and as they are partly buried in the crank some width is saved. Three sizes of frames are built, and the smallest is fitted to 26in. and 28in. wheels, both the others have 28in. and 30in. The rubber shod spoon brakes are detachable. The powerful band brake fitted to the tricycles may be applied to the front hubs of some of the safeties. The tandem safety is built with straight top tube and another tube runs back parallel to it from the bottom of the head. I do not think it is so correct as the more usual design with good triangulating cross tube. The present pattern of tandem tricycle with Humber steering and driving has evidently had a good deal of careful attention paid to both design and details.

27. Premier Cycle Co., Ltd., Coventry. The new "Premier" tricycle has a safety pattern frame with well extended upper back fork. An extendable tube is placed centrally between the back stays for chain adjusting purposes. It is a good specimen of this type of machine. A second grade lady's safety has been introduced on the same lines as the No. 1, both having two straight backbones. The helical tube is of course largely used even in the No. 2 machines.

28. The New Howe Machine Co., Ltd., Glasgow. This was perhaps the most interesting exhibit in the whole Show, the novelties being very numerous. The new tandem safety has two straight parallel top tubes, like the "Humber," but the rear end of the upper one joins the back diagonal tube some inches below the saddle pillar lug, so that the rear rider is not placed lower than the front; the front bracket is mounted eccentrically, and the parts are locked in a simple manner after the chain is adjusted. A new special path racer was shown with the back stays crossed between the tyre and bracket; they were brazed to each other where they crossed. The idea is to make the frame stiffer sideways, and it may perhaps do this, but it is certainly inferior to the usual arrangement as a support against the driving strain. In striving after a narrow tread the pedals have received due attention; the inside plate is kept flat and runs close to the crank face, the ball race being placed inside the plate instead of outside. This is a really good point much too often overlooked—the more nearly the feet can be got to the ball races of the crank bracket the better. A new brake was shown on one of the roadsters. Two cones are placed apex to apex on a cross bar; as the brake is applied the cones are forced apart against springs, which retard the rotation of the cones, and so retard the wheel. The folding mudguard is made of short plates of aluminium, hinged so that they can be folded on to each other and put in the pocket when out of use. Two patterns in gear cases were on view. One is open in the centre, has telescopic chambers or tubes, and hinged ends. The other is divided lengthwise into a top and a bottom, and is readily attached and detached. The steering lock is made of detachable parts, so that if one fails it can be replaced, which is impossible where the parts are made in

one with the machine. The "Magnum" high safety is built rather shorter than most of its class: it remains to be seen whether or not this is an advantage. The new detachable crank has claws on the inside of the face, which grip into dovetail flats on the axle. In one of the ladies' safeties the sides of the chain guard are made of transparent celluloid, so that the works are always open to inspection, and yet not to visitors of the wrong sort.

31. Allard & Co., Earlsdon, Coventry. "The Allard" roadsters are fitted with open-mouthed clips on the mudguards; the clips engage with the bridges in the forks and the guards may be easily sprung on and off. Nor have the stays been forgotten: the ends are left straight and are gripped by grooved washers and the axle nuts so that by giving a turn to the latter, the stays can be drawn out. The arrangement also allows of the adjustment of the stays for length.

34. H. James, Sampson Road North, Birmingham. The new nuts fitted to the "James" safeties have caps screwed into the ends, and the ball races are on the inside of the caps and the cones screw outwards to tighten the bearings. It makes a good wide bearing well designed to exclude dust; care must be, and no doubt will be, taken to make the screwing of the caps a tight fit and to lock them securely. A screw with winch handle works in the socket tube and is pressed against the inner tube to lock the steering, or rather stiffen it, which is better, as it would give way to a blow.

39. J. Devey & Co., Berwick-on-Tweed. A "Northern Cross" safety for heavy riders was shown, fitted with an extra tube from the top of the head to the bottom bracket, thus converting the quadrilateral part of the frame into two triangles.

40. Singer & Co., Coventry. The bolted-on bottom brackets have been discarded in favour of a bracket that slides into a cross tube, forming an integral part of the frame. This is a great improvement, though I do not quite like one of the bearing cups having to be screwed on to the inner tube. Dust-caps are fitted to both hubs and brackets. The tangent spokes are fitted with washers, which engage with the holes in the hub flanges, and avoid the necessity of making sharp bends in the spokes. A second-grade lady's safety with straight backbone, and a girl's "Miniature" have been added to the other patterns. The tandem tricycle carries both riders within the wheel base, and has a similar frame to one of the tandem bicycles, both having dropped front, and the steering connected by means of a centrally-carried bar. The back handlebar of the men's tandem is free to turn as in steering, though it is not connected—rather a queer idea. The high-frame safety has a long head and short back stays.

41. J. & H. Brookes, Cape Works, Birmingham. Mr. Renouf, who has recently become connected with this firm, has not yet had time to make an impression on the machines, but he showed me a simple bottom bracket with novel points in the locking of the discs and fitting of the detachable chain wheel and cranks, that will be ready shortly.

42. Sharrat & Lisle, Star Cycle Works, Wolverhampton. The "Stars" are well-known as low-priced machines of good value. A narrow tread is obtained by receiving the pedal nuts into the crank ends and by dishing the chain wheels; not by narrowing the bracket. This is as it should be. The saddle pillars are built of two tubes brazed to a solid angle lug, which leaves the outside joint clear and allows the saddle to be moved up to the corner. The lady's safety has a curve in the front part of the upper backbone, and a straight lower tube. I should like to see a stay fitted between them. One specimen had concentric rings of wire laced to the spokes of the back wheel to keep out the dress; it is an ingenious idea, but I think an ordinary guard is better, as it prevents (or should prevent) the dress getting between the spokes and the back fork tubes.

43. Saxon Cycle Co., Coventry. There were several points of interest here. One method of chain adjustment was on the screw-out principle, but instead of fitting a bar across the end of the slot, passed through a projection on the

face of the top part of the fork end, the screw was fitted to the top of the washer. The hole in the washer was large enough to let the adjuster be disconnected from the axle without taking it off the machine. The saddle tension was quite capable of being regulated by an ordinary rider—quite an exceptional thing, as many readers will have experienced. One machine had Owen's tubular hubs, and dust-caps were fitted to the bearings.

44. Marriott Cycle Co., Ltd., Sampson Road North, Birmingham. The "Marriott" safeties are fitted with detachable brakes, and the detachable chain wheels and cranks are made in one piece, and are secured to the axle by the one cotter. A straight-tubed lady's safety has been added to the older pattern with curved backbone. The tandem safety has drop front, and the chains are one on each side, which I think bad, as it exaggerates the cross pull on the back bracket bearing. The front chain should be fitted on the same side, but outside the back chain; this helps to equalise matters.

45. Warman & Hazelwood, Ltd., Coventry. A lower-priced lady's safety has been introduced to meet the well-expected demand; it has a duplex straight backbone. The tricycle is much on the usual lines, but has a good point in the detachable wheel guards.

46. The Coventry Machinists' Co., Ltd., Coventry. The "Swift" safeties have been considerably improved by fitting the back stays direct between the crank axle and driving wheel spindles, the old dropped fork-ends having been at last discarded; the racing machines show a further advance in being fitted with genuine barrel brackets. Most of the frames have been shortened a little, and a steering lock is fitted in connection with the lamp bracket; it is put in or out of action simply by pressing two buttons. The roadster tricycles are built with ladies' and men's modified safety frames, and the racer has single tube frame, and looks very businesslike, if one may use such a word in connection with the sport. The tandem tricycles have both saddles placed forward of the driving axle. A tandem safety, a high safety, and two front drivers were also on view.

47. J. K. Starley & Co., Ltd., West Orchard, Coventry. The "Rover" has been improved by the introduction of larger diameter tubes, but the adjustment of the crank bracket has not been improved, in my opinion, by dispensing with the claw for holding the cone. The best racers are built in two heights, and a second-grade racer has been added. The "Rational Rover" is a thorough roadster with join. wheels and high crank axle. The high "Rover" has the crank bracket carried further forward than in the experimental machine I tried, and the alteration is certainly an improvement. The "Lady's Rover" is built in two qualities, both having single, strong, straight backbones, stayed to the diagonal tube just above the crank bracket; they look very serviceable. The cording of the dress guard is continued right to the back of the mudguard, as it should be.

49. E. Norton & Sons, Kennington Cross, London, S.E. The "Norton" tandem safety has single straight top tube, but the lower part of the frame is duplex, with the members stayed by X struts; the back crank axle is carried in outside bearings, and the front in an eccentrically-mounted bracket. It is worth attention.

52. The Shark Manufacturing Co., of Croydon, are showing a pedal, of which they have bought the English rights, shown at the Stanley as the Neckersaulm. The ball races are formed in one piece with the centre tube, and the outer end is quite closed. The adjustment is made at the inner end, the cone screwing on the pin and being locked by the nut which holds the pedal (in the usual way) to the crank. It is capitally dust-proof, but is rather wide in the tread.

53. Calcott Bros., Much Park Street, Coventry. The XL cycles shown are all rear drivers and include two patterns for ladies; one has single curved backbone stayed at each

end, the other has two straight tubes. The new brake consists of two fixed rollers held in an open frame across the tyre; though it is a direct plunger it is very easily detachable by a button hole and lever arrangement at the fork crown and by a hinged clip on the handlebar. A simple catch is used to engage the inner and outer tubes of the head and so lock the steering when required.

62. Hobart, Bird & Co., Wolverhampton. Nearly all the Hobarts have been remodelled for this season, and several new patterns have been added. A straight-tubed lady's safety supersedes that made with a curved backbone. Juvenile safeties are introduced for the first time, one has a drop frame and another full diamond. The tandem safety is built to carry a lady in front; it lacks a cross tube. The new brake with revolving horizontal discs or spoons may be designed to prevent injury to pneumatic tyres, and may be used with Edwards's cover. The principal novelty, however, is the chain balance, a ring of teeth like a chain wheel is placed in gear with and between the two runs of the chain and rotates as the machine is driven. As the chain wears the ring is slipped back towards the smaller chain wheel, thus taking up the slack. This arrangement allows the frame to be fixed both at the bottom bracket and rear axle, but the fork end on the chain side has to be cranked in a good deal so that the ring shall clear the stay. I am assured that experience proves that the ring is not liable to jump out. A light tricycle with Starley's axle is shown. Detachable chain wheels have been fixed to the Hobart cycles for a long time.

63. Starley Bros., St. John's Works, Coventry. The Starley axle has been further improved by making the end rows of balls run direct on extensions of the hubs; it is shown applied to a lady's tricycle for which it is specially useful, as it allows the gear to be thoroughly covered in. The high-frame safety has the crank bracket well forward and the upper backbone is horizontal, but the handles are dropped, and I should like to see bridges in the back forks. The rubber brake is shown in plunger form and made detachable at the crown. A detachable chain wheel is shown, but is comparatively slow to remove without apparent compensating advantages. The wire lamp-holder has been simplified and put on the head, and a gear case with metal ends and leather centre introduced. I am pleased to notice round front forks on some of the machines.

66. The Favourite Cycle Co., 108, Golden Lane, London, showed a very well-designed tandem. I can only suggest stays between the bottom tubes. The other safeties do not present any novel features. The "Favourite" tyre I described last month.

67. F. Parkyn, Granville Street, Wolverhampton. Mr. Parkyn has added a racer and straight-tubed lady's safety to his other patterns. The former is light, and has strong and light fork ends. Barrel brackets and tubular hubs have been adopted for the better quality machines, and the brakes are made detachable.

68. Townend Bros., Ltd., Coventry. This exhibit comprises a good array of juvenile safeties, and also some for adults. The new tandem is shown for racing and also for road work, the latter having a drop front. Both have connected steering and hinged front brackets, and neither has the cross tube from back bottom bracket to front saddle pillar clip. I think it should be added. Samples are shown of high safeties and racers. A new handle is shown which is formed in one piece with the handlebar, the tube being slit lengthwise, bulged outwards, and supported by an internal ring. It looks capital, but the edges need to be made less apparent. The racing safety has a barrel bracket; though the back stays are large I think a bridge between them would be worth its weight.

70. E. Burt & H. J. Howard, Croydon. A well-considered rear-steering tandem tricycle is shown here. It is built for two ladies, and has tensioned cord steering in place of the usual rack, pinion, and bar. The front crank

axle is geared to the back, and the axle has four rows of balls adjusted by two discs. The steering has a castor action.

69. E. Langley & Son, Shepherd's Bush, London, W. The "Son" was a great tricyclist in his day, as some will remember, and a strongly-built tricycle is shown for Mr. Stamwitz, who, I hope and believe, is included in our ranks. Marshall's detachable gear-case and chain lubricator is shown here; it is lined with cork, and may be "opened by a child," as is proved by practical demonstration.

72. A. W. Mantle & Co., Forest Hill, London, S.E. A racing safety is shown of light weight, some of the small parts being of aluminium. A well-designed tandem forms the principal. It is light in weight and price.

74. Bayliss, Thomas & Co., Coventry. This good old house turns out some remarkably good machines. They show two tandem safeties, the road racer being the better designed, though that has swinging front bracket and the chains placed one on each side. Barrel brackets and swinging back-stay chain adjustment are generally adopted. The racer has tubular cranks and detachable chain wheel. The saddle pillars and handlebar stems are made with two flats, so as to be of kite section. The clips correspond, and so prevent all twisting of these parts. A straight-tubed lady's safety has been added, and the older pattern now has a straight down tube instead of curved, and has been brought up to date along with the other patterns.

75. Viking Cycle Co., Ltd., Coventry. Two patterns of ladies' safeties are shown—one with duplex straight backbone, the other with duplex curved backbone, the two tubes in the latter case being quite artistically stayed together. The brakes are detachable, and in many cases are fitted with Smart's rubber shoes. Dust caps are fitted to both hubs and the crank bracket. The ball heads used are longer than those usually fitted.

77. J. Marston, Wolverhampton. The "Sunbeam" safeties are as bright as ever, and are sold at the same moderate prices. The ball heads have been lengthened, and the hubs made dust-excluding and oil-retaining. The brakes are rubber lined. The new pattern lady's safety is built of straight tubes; the upper backbone joins the top of the head to the crank bracket, and the lower backbone runs from the bottom of the head to an extension below the crank bracket. This arrangement allows more room in the V of the frame than usual. The road racer has $\frac{7}{8}$ in. straight back stays, which should make it immensely firm in the bracket. The fixed Carter case is fitted with lever lid front, and the top half of the back end is detachable for the removal of the wheel.

78. Goy & Co., Praed Street, London, W. The "Witch" safeties are still sold at very moderate prices considering their value. A tricycle is shown with telescopic axle easily manipulated to admit of the machine passing through an ordinary doorway. A number of tradesmen's tricycles are shown, one having a "band" box and another an expanding box for extra deliveries.

80. New Buckingham & Adams Cycle Co., Ltd., Birmingham. The bottom bracket of the "New B. & A." is built on the "Humber" principle, with both discs adjustable and held by racks like the "Æolus" bearing. The rear driving tandem is built low and made for a lady to ride in front, or for a man when the detachable stay is put up. The steering is connected by a rod and ball joints. Rubber brake shoes are used. The "Model E" is a low-priced safety that will be made a specialty of this year.

237. Weald and Crescent Cycle Co. A rather novel lady's safety frame is shown here. All the tubes, except the head and diagonal, are oval, and set with their longer axis vertical. One tube runs from the centre of the bracket to the top of the head, and the other from the ends of the bracket to the bottom of the head.

238. Disc Wheel Co., 60, De Foe Road, Tooting, S.W. The "Disc" wheels have not been materially altered since last year. A tandem tricycle with "Humber" steering is

shown of fairly good design, but the firm does not do much in machine building. They are making sheet steel joints with dovetailed locking edges, and also some hollow rims with transversely corrugated outer shells, which should be very stiff.

236. Borwick, Evans, Borwick & Co., Coventry. Mr. A. R. Borwick was lately works manager at Bonwick and Co.'s, Ltd., and Mr. Evans was foreman there. The new firm has been started but six weeks, and considering this, the machines are a credit to them. The diamond-framed safeties have large diameter tubes, detachable brakes, ditto chain wheels. The ladies' safeties have single curved backbones, with light wire tie underneath, and a detachable bar above. I would rather see the plates of the fork crown further apart.

235. F. Vick, 171, London Road, Sheffield. A neat stand of apparently well-made machines. The chain wheels are detachable without removing the cranks, and the wheels are fitted with unbent semi-tangent spokes. The lady's safety is on good lines, and has cord dress and chain guards.

55. The British Cycle Manufacturing Co., Liverpool. The lady's dress shown here will no doubt be done full justice to by Miss Davidson. Some of the safeties have swinging upper fork but straight fork ends, the ends of the upper fork being slotted to allow of the movement. The lady's safety apparatus was not on view at the time of my visit.

56. Jackson & Beeston, Green Lane, Wolverhampton. A nicely-built Wolverhampton "Globe" safety for juveniles is shown, resplendent in a full coat of nickel plate. The adult machines have large back stays but no bridges except where mudguards are used.

58. Raleigh Cycle Co., Ltd., Nottingham. The photographs, medals, and record machines make this exhibit interesting. The new lady's safety has a straight main backbone with a short horizontal stay above the bracket and another running from the front end of this to the top of the head. The cords of the dress guard are not radiated but placed parallel to one another and at right angles to the upper back fork. Two tandem safeties are shown; the racer has a very fair frame; the roadster, which is built to carry a lady in front, looks a muddle at first but improves on acquaintance. The bottom tube is single and the front bracket, which has a much-dished chain wheel, is hinged. The high safety has a slight angle in the bottom frame. A front-driving safety also is on view. The "A A" path racer has wooden rims, and in one case straight back stays. Some mudguards made of sheet rubber held by light detachable clips and wires are shown on one or two machines. A detachable spoon brake is shown hinged on a bar passing through the tubular fork crown. A rather nice lady's tricycle is shown with raised handles. The detachable chain wheels and other "Raleigh" features are continued. The cranks are deeply fluted along the back.

59. J. Barratt, Wolverhampton. The "Wulfrunas" show a decided advance. The detachable brake has a shoe with parallel tubular sides; the tubes are open on the under side and contain rubber blocks, which press on each side of the tread of the tyre when the brake is applied. The rubbers are easily renewable. The lady's safety has a capital frame. The two tubes of the backbone are of large diameter; the upper one starts from the bracket and runs to the top of the head, the other starts from an extension below the bracket. As the top tube is slightly bent there is more room in the V than is usual with the pattern. The two tubes are stayed together. T pillars and dust-caps to the brackets are fitted on most patterns.

60. Hotchkiss, Mayo & Meek, Hill Cross Cycle Works, Coventry. The "Coventry Eagles" have become so popular that the firm have had to extend their works. The front driver, with Meek's patent gear, is shown in improved form, and a high safety with slightly-angled lower frame is here too. The barrel bracket has been replaced by one on the cup and

cone principle, but dust is excluded by fixed caps over the ends. Dust caps are also fitted to the hubs. A new brake is shown, in which a large roller turns on cones pressed into the sides by springs, so as to transfer the friction from the tyre to the roller. The other brakes are made detachable, and a simple form of detachable chain wheel is exhibited—removing the crank cotter allows both the crank and wheel to be removed. The new safety bicycle stand is one of those simple and ingenious articles that take well and give satisfaction. It consists of a doubled wire rod, which is slipped over the pedal and forms a "third point" for the machine to rest on when leaned over. Another leg can be added to hold the machine upright.

61. Fulwell Cycle Co., Coventry. The "Fulwell" is a clean-cut fast-looking mount, and in its tandem form has a well-designed frame with the front chain adjusted by a roller, which is found a success. I am glad to notice that it is fitted with a very powerful front fork. The lady's safety has double parallel backbone and adjustable backbone footrest. The racing safety looks speedy, and has the chain wheel built in one piece with the crank, thus saving width and allowing of ready detachment.

183. Sewing Machine and Cycle Factory, Stettin. A roller rubber brake is shown here, in which the roller rises under a shield when applied, and is itself thus "broken." The machines appeared to be well finished.

85 and 86. Birch & Co., Coventry. The "Foleshill" racer safety contains a detail alteration in construction that strikes me very favourably under the circumstances. To get a narrow tread the back stays stop short of the chain and are united by a bridge; instead of two single tubes running forward from this point to the bracket one single tube of large diameter is used. It should be very rigid as these things go. The lady's safety has a strong frame, and a new tilting handlebar is fitted to one machine allowing the height of the handles to be altered while riding, so as to get a good pull for hill climbing, for instance; a simple detachable chain wheel is fitted to the racer, which has a decidedly narrow tread.

128. E. J. West, Foleshill, Coventry. The "Progress" safeties are fitted with such modern improvements as large-sized tubes, detachable brakes and guards, and to and fro screw chain adjustment, but the "Humber" bracket has been discarded in favour of the cup and cone, the former having given more complete satisfaction. A high-frame safety forms a new pattern, and the new rubber brake shoe forms about the best thing of the kind that I have come across. It consists of a sort of cap or cover that fits over an ordinary spoon: when it is worn out it can be slipped off and another sprung on in a moment. A special point is that the brake is not useless or injurious to the tyres when the rubber is worn through, as the metal spoon would then come into play.

136. Granville Cycle Co., 132, Clapham Road, London, S.W. The £10 10s. cushion-tyred "Granville" is improved up to date, and a lady's safety with single curved backbone, barrel bracket, and cord guards is sold at the same figure, and looks capital value. Two tandem safeties are exhibited. The roadster has connected central steering and a band brake on the rear wheel; it is made to carry a lady in front. The racer is on capital lines, with eccentric front bracket, and the handlebar carried in a separate socket behind the front saddle.

139. H. S. Roberts, Deanshanger, Bucks. The special safeties have been re-christened with a more specific name—the "Condor." The best machines have barrel brackets, changeable gears, and, in the case of the full roadsters, steering locks.

141. Cycle Supply Co., Bournemouth, exhibited a twin safety, formed by connecting two rear drivers side by side with suitable bars. The steering is differentiated. These machines are not a great success as a rule, probably owing to the side drag caused by the unequal pedalling.

ACCESSORIES.

148. Hermit & Miquit, Paris. This firm makes the cork handles with celluloid and vulcanised fibre ends. These are a great improvement on the old handles which are so liable to lose their metal caps and clip.

149. A. V. Spratley, Luton. This pneumatic saddle has been on the market some time, the peak has been narrowed and a cheaper one is now made with the leather passing right across the two tubes in the peak instead of passing down between them. They are made as covers also. A still cheaper article consists of an inflatable pad to go on the back part of the saddle under the cover. The felt saddle covers are being increased in substance.

151. English Watch Co., Ltd., Birmingham. The Watkins Cyclometer has been improved throughout. The action is made more positive, the setting facilitated, and the weight reduced. The price is 12/6.

J. Lucas & Son, Little King Street, Birmingham. The principal lamp returns to its old name of "The King of the Road." It is made in four sizes, the smallest being arranged to give as much light as the second-sized "Holophote" of last year. An important improvement consists in protecting the ventilation holes by wind shields. The socket is adjustable with key, which makes the lamp difficult to steal. The "Kingleit," "Leader," "Captain," and "Midget" lamps are lower in price and of good value. The "King of Bells" is known as the "New Departure" in America, and is probably the nicest-looking bell ever offered in this country, the dome is clear of nuts, &c., and the action is smooth. Two circular strikers come in contact, by centrifugal force, with a projection in the dome when the plate carrying them is rotated by moving the finger piece. A new oblong oiler that squirts only a small quantity of oil at a time is introduced. The "Reversa" inflator allows the connection tube to be carried inside the piston rod when not in use. The stirrup pump and valves have been improved. The "Rational" pedals have the ends of the rat-trap bars turned up instead of using guides on the end plates. In the racing pattern the outer ends are left clear so that any width of shoe may be used, certainly the simplest way of accomplishing this end. Several patterns of toe clips, adjustable in length, are made. The "Little Samson" lock and chain are new; the chain is made of endless folded links, and the lock is secured in an ingenious manner. A hinged trouser clip has been added to the old spring pattern.

161. Barton & Loudon, St. George's Works, Coventry. The Barton & Loudon or "Simplex" gear-case has been simplified by doing away with the gauze sides and making it of sheet metal throughout. The construction has been altered so that by taking away the top and bottom the chain and other parts can be got at without removing the centre of the case, which is fixed to the back stay, though the whole can be detached if required. Loudon's brake shoe is shown, too. It consists of two rubber cylinders, fixed on the arms of a wide A at the foot of the plunger rod. They show other gear cases, and a new pattern hollow rim, with hollow beaded edges.

162. J. B. Brooks & Co., Criterion Works, Birmingham. The principal novelty here is the introduction of stranded wires for the springs. It is claimed that these are stronger and more flexible than single wires. They certainly look very nice when new. The new racing saddle is built of very fine wire, and weighs but 14oz. It is fitted with a simple and strong tilt. A slightly heavier and more springy pattern is made for road racing. Chain and dress guards are made both in leather and gutta-percha cord.

162c. T. Beevers, 8, Victoria Street, Westminster, S.W. Here we have the enthusiastic inventor in all his glory. His idea consists in an inflated pillow or cushion held firmly by an adjustable pillar just in front of the rider's stomach, the object being to give the rider increased leverage by pressing forward against the rest, but seeing that driving

tends to push the rider back, instead of forward, I should think it would be far more likely to be effective if the rest were placed behind the rider, instead of in front. Some spring clips for holding inflators, lamps, etc., are shown here too; they seem to be more effective than they look at first sight.

172. J. Grose, Marefair, Northampton. The celebrated "Grose" gear-case is now provided with a lubricator that may be shut off at will, so that the oil will not waste on to the chain when the machine is out of use. The smaller lacings have been replaced by slides.

173. Lamplugh & Co., Birmingham. The principal alteration in Lamplugh's saddle consists in the method of fixing the bolts to the cantel plate. The heads of the bolts now lie under the main plate, and are held by pieces turned under from the edges of the plate. The firm have taken up Pattison's divided peak saddle, which has claims to hygienic qualities. The "Cantilever" saddle has a strong girder frame and a tilt. Some good things are shown in attachable baskets for scorchers and platform carriers for utilitarian cyclists. The new lamp bracket has the advantage of detachability, and the tongue may be set to any angle—a good point, as it is of importance that the lamp should be carried in a vertical position.

H. Smith & Co., 29, Finsbury Pavement. The "Corn Cob" handle is shown here, for which it is claimed that it is all a handle should be, light, strong, clean, &c. A wheel is shown with a serpentine ridge on the outer cover to prevent slipping. It should serve its purpose, provided no brake was required to be used on it.

175. J. E. Salisbury, Long Acre, London, W.C. The Salisbury lamp has been improved by a new fixing for the well; it still has the lighting facilitator and other good points. The "Fairlight" is of cylindrical form, and is both light and cheap.

176. The Manchester Pedal Co., 359, Deansgate, Manchester. This pedal has several undoubted advantages. Instead of putting a solid pin through the blocks, each block is made with a flute along the back and front, and lies between two hollow pins. Thus there are four pins to each pedal. The inner two are fixed, but the others are readily removable so that new blocks are to be inserted, and the pedal does not have to be taken to pieces for the purpose. The blocks cannot slip round, and a better quality rubber than usual is employed. There is room for shoe-bars as used with rat-trap pedals, and they would come in contact with the fixed hollow pins. Wire toe clips are made to use with these pedals, the ends of the wire fitting into the ends of one of the hollow pins; the wires do not lie on the rubber. A saving of some weight is made, and the lady's pattern has no spikes on the end plates.

180. Henson & Co. A new saddle or seat is shown here. It is without the usual peak, and is divided centrally, so that each part can give independently. The seat is cushioned or inflated, and hollows are made for the tuberosities of the ischia to rest in. Mr. Henson's knowledge of anatomy has been exercised, and measurements have been made of a number of bodies in preparing the dimensions of the saddle. It is more or less in an experimental stage at present, but more is likely to be heard of it. The difficulty of using a narrow tread with a wide-peaked saddle is of course entirely got over.

82. The Moto Pedal Co., 60, Chancery Lane, London. The "Moto" pedal has been reduced in price and weight, but in these points it is still beyond all others.

91. Knox & Co., Houndsditch, London, E.C. A new cylindrical lamp is introduced called the "Fireball." The winder works through ball gearing from underneath and a self-lighting arrangement is provided. A new adjustable wrench is shown in which the lower jaw slides on the handle and locks by the cross pressure when power is applied. The new toe clips are applicable to either rubber or rat-trap pedals clipping on to the side plates. A good skeleton platform handlebar carrier is introduced.

94. H. A. Ward, Weaman Street, Birmingham. The "Oxford" round-fronted lamp looks as nice as ever. A new back is shown on another pattern, it has a single hinge which gives a circular instead of a parallel motion, I should not think it would prove a success.

141. Cycle Supply Co., Bournemouth, have a stand which is adapted for holding machines in different positions for workshop purposes. There are some light and cheap wire pump clips here too, the "cyclecleaners" and a quantity of other goods.

138. W. Guest & Son, Sheffield. The pump clips here are made of hand steel bent to a modified S form. There is a link in the middle of the S to keep the pump out of contact with the machine. The new pocket stand consists of two hinged arms like a pair of compasses but with racks down one side. The stand fits astride the pedal pin and the racks engage with the outside plate, and form a third point for the machine to rest on. A new valve is introduced in which no rubber is used and which has a larger air inlet than usual.

135. May & Clay, 169, Bishop Street, Birmingham. A pneumatic saddle is introduced here which may be readily converted into an ordinary suspension if the bladder gives out. The saddles are fitted with a clip adapted to hold any sized saddle pillar between $\frac{3}{16}$ in. and $\frac{7}{16}$ in.

126. E. Hill, Beta Works, Sheffield. Mr. Hill was one of the first to make tyre inflators. Among others he shows a sort of home trainer cycle, which blows up a tyre in no time.

125. Brady Bros., Price Street, Birmingham. This firm shows saddles with a strong adjustable clip and a tension which connects the nose of the saddle to the clip with a swivel and right and left-hand threaded screws.

122. W. Middlemore, Little Park Street, Coventry. The Pneumatic Buffer saddle is practically a suspension saddle mounted, springs and all, on a cheese-shaped inflated buffer. It rocks to the motion of the rider; it raises the saddle higher than usual from the 7 pillar.

115B. J. Findlay Guild, 6, St. Andrew's Street, Dundee. Here is an invention in which the chain-wheel is driven through a spring which compresses at the beginning of the stroke and expands near the end.

115A. The Jointless Rim Co., Rea Street, Birmingham. The jointless rim is the invention of Mr. C. H. Pugh, well known in connection with the Whitworth cycles. The rims, or the two parts of a hollow rim, are made from rings cut out of sheets and wrought into shape by machinery. In the hollow rims the edges of the outer section are "spun" over the inner, and in some cases they are riveted. It makes a very nice job, and the only question is whether it does not require strengthening at the valve hole.

114A. Richardson & Co., Rea Street, Birmingham. A safety is shown here with folding handles for storage purposes and a foot lever band brake. They also have a combination tool and a cord network tyre cover to prevent slipping.

108. T. Warwick & Sons, Birmingham. A new rubber handle is shown here in which strips of rubber, felt, or cork project between and beyond strips of metal. The handle is clipped to the bar instead of cemented. A pedal is shown with closed end and renewable rubbers. The wearing part of the rubber brake also is readily renewable. At the same stand is shown Wolframium, an alloy of Wolfram and Aluminium. It is very light and white and appears to be stronger than some other similar alloys. A machine made from it without tyres, saddle, &c., is stated to weigh 10lb.

103. Coventry Plating Co. show the "Lightning" gear-case in improved form. It divides along the centre into an upper and a lower part; the two parts are held together and to the back stay by a few easily-worked slides.

97. Albion Mills Co., Birmingham. The "Albion" saddle has an aperture through the nose; through the aperture passes a bolt with a rubber ball on the head and a hook at the point. The hook engages with the front of the frame, and the leather is slung, so to speak, on the rubber

ball. A wedge locking-clip is used, and the leathers are blocked so as to give a good purchase for the thighs in driving.

96. Foley & Webb, City Works, Birmingham. The principal article here is Rath's Saddle. This is like an ordinary suspension saddle with a $\frac{1}{2}$ -inch layer of sponge rubber on it, and over that again a seat of leather.

H. Miller & Co., Birmingham. The "Lito" Lamp has been improved in the oil tank and top, and is as ever a really good, light lamp. The new "Bell Rock" has the top hinged to one side of the tank, and is perhaps even better for lighting purposes. The "Miniature" may be filled without opening. The "Cyclamp" and "Cyclight" are still cheaper in price. A new bell clip, to fit any size bar, is on the way, and two new inflator clips are shown, one of wire, the other of band steel. A good little Yankee spanner made of steel, not malleable iron, is guaranteed. But perhaps the greatest novelty, and one of the smartest things in the Show, is a simple little trouser clip. It consists of one spring steel deep U sliding in another. As the inner one is drawn out it opens, and may then be readily put in place. Telescoping the U's pinches the clip tight, one of the ends of the inner U having an inwardly-curved end for the purpose.

TYRES.

28. The Busby Pneumatic Tyre Co., 21, Cochrane Street, Glasgow. The "Busby" tyre was shown at the New Howe Co.'s stand. It has an outer cover of leather, the edges of which overlap in the rim and are held together by studs, one projecting into eyelets in the other. It is, naturally, little liable to side slip and would resist many punctures; on the other hand, it is hardly as flexible as rubber, and it would weigh up considerably if soddened with water.

188, 189, and 190. The Pneumatic Tyre Co., Ltd., Dublin. The '94 "Roadster Dunlop" tyre does not differ in appearance from the '93, and the new racing tyre I think I have described in a recent issue; and the wires lie over the edges of a shallow crescent rim, and are connected by the canvas which envelops the air tube. Various traps and other vehicles were shown fitted with the roadster tyre.

191. The Edlin Tyre Co., Conduit Yard, Coventry. The "Edlin" attachment or flap for getting at the inside of a '92 Dunlop pattern tyre has been lightened, and now makes an excellent job.

192. The McDonald Puncture Proof Pneumatic Tyre Co., Ltd., Dublin. The "McDonald" tyre has one edge of the cover fixed to the rim by an endless wire. The other edge passes round under the air tube and partly up the other side; it is held in position by the pressure of the air. The air tube is butt-ended, and is enclosed in a canvas pocket provided with an opening covered by a sleeve. A sheet of thin rubber is placed between the canvas and the cover to resist punctures, with how much success I am unable to say.

193. Acme Pneumatic Tyre and Brake Co., Dublin. The "Acme" pneumatic brake was shown here. The plunger rod is forked at the lower end and carries a flat bar or spoon on a horizontal pivot; the parts of the fork then run forward and carry a rubber ball. The back end of the spoon is hinged to the fork crown so that when the rod is lowered the front end of the spoon is lowered more and the ball is squeezed between the tyre and the spoon, so that the harder the brake is applied the more difficult it is for the ball and wheel to rotate.

194. The Fleetwood Tyre Co., Coventry. I have recently given a full description of this excellent tyre; since then it has been provided with a smooth lining to the outer cover, which should prevent any risk of the air tube chafing against it.

195. The Preston-Davies Tyre and Valve Co., Ltd., Wandsworth Bridge Road, Fulham, London, S.W. The transverse overlapping strip lining of the outer cover of the P.D. tyre and the air tube remain as last year, otherwise all is changed. A trough-shaped or "Seddon" hollow

rim is used, and the tyre is fixed to it by two wires fitted one in each edge of the outer cover. The two wires are at present fitted in the same way, so I need describe only one of them. The ends of the wire overlap and project from the edge of the cover, one end is provided with a button, and the other with a short length of bell chain, a screw is attached to the end of the chain. A button hole is made in the bottom of the rim and a few inches from it is a short tube or turret passing right through the rim, one end lying flush with the bottom of the rim, and the other projecting a little beyond the back. The button on the one end of the wire is hitched into the button hole, and the screw on the other is passed into and partly through the turret. A nipple screwed on to the projecting end of the screw draws part of the chain into the turret and pulls the wire tight. The corner between the end of the turret and the bottom of the rim is rounded over to let the chain bend easily. Rubber flaps cover the holes in the bottom of the rim. The screws are provided with two flat sides to prevent their twisting as the nipples are turned. It is a much cleaner job than the old spiked rim and tyre, but the two turrets look rather unsightly. The stranded wires have been discarded in favour of the single wires with chain ends.

196. The Rapid Pneumatic Tyre Co., Clapham, London, S.W. The "Rapid" pneumatic tyre is fitted to a nearly flat rim with slightly upturned edges. The outer cover is shaped to fit the rim and the edges meet under the air tube. The tyre is held to the rim by inflation and when empty the interior may be got at quickly. I think it would be wise to cement one edge to the rim so that the tyre could not fly off when deflated.

202. East London Rubber Co., 8, Shoreditch, London, E. The "N. & S. Detachable" tyre has a series of studs along the inside of the rim near to each edge. The cover has a series of corresponding eyelet holes and hitches on to the studs, and is further secured by the pressure of the air in the air tube. The eyelet holes are covered on the inside, but the studs make decided lumps, which I should think would be liable to injure the air tube.

203. The Midland India-rubber Co., Birmingham. The "Mirco Green" tyre has the cover attached by two wires, one in each edge. One end of the wire is formed with a rack, and the other with a short tube having a branch containing a catch. This branch extends through the rim. The rack is passed into the tube and held by the catch until such time as it is released. One or two other ideas were shown, but they are hardly ready for description.

204. The Beeston Pneumatic Tyre Co., Ltd., Coventry. The "Beeston" tyre is practically the "Automatic" of the January show. It has, however, been considerably modified in detail. Stranded wires are used, and they now lie inside the rim as in a "Dunlop." The overlapping cover is a very ingenious idea, and the tyre should succeed on its merits.

206. The Cycle Rubber Works, Ltd., Vyse Street, Birmingham. The "Trigwell" tyre is continued on the same principle. The cover has been strengthened, particularly in the tread.

207. Seddon's Pneumatic Tyre Co., Ltd., Openshaw, Manchester. The fastening of the wires in the "Seddon" tyre has been altered, with considerable advantage. Instead of the "Railway" coupling a perforated plate or bar is used, and the hook ends of the wire are hitched to it. It is then turned over lengthwise, thus causing the ends of the wire to overlap and tighten, and remains in this position when tucked into the position it is specially shaped to occupy in the rim.

209. W. & A. Bates, St. Mary's Mills, Leicester. The "Bates" single-tube tyre has been considerably improved by reducing the unnecessarily large number, six, of canvas plies to two. The weight has been considerably reduced, a 28in. by 2in. weighing about two pounds and three-quarters. The tyre is now cemented into the rim, and to prevent creeping it is provided with a flap on the under side; six

holes are made through the flap and in the rim, one hole is occupied by the valve, the other five have hard rubber studs fitted into them to prevent creeping.

210. J. L. Hancock, Goswell Road, London, E.C. The "Acme" pneumatic tyre has been considerably modified since last January, when it was shown by the P. T. Development Co., and called, I think, the "M. J.," after its inventor. One wire is fixed, the ends of the other nearly meet and are provided with studs which project through two holes made close together in the side of the rim. A pin passes through the ends of the studs and holds all secure.

211. Michelin & Cie., Clermont-Ferrand, France. The outer cover is now made with a thickened tread and is lined with two thicknesses of canvas, one vulcanised and the other solutioned in place. The wires or bands are of square-sectioned steel tube and two semi-circular bands are now used on each side. Two self-repairing air tubes were shown, the "Lapsoln" and the "Loisel." The former had a spirally-wound overlapping flap on the inside, and acts on the same principle as the "Torrilhon." The other had an inner tube of large diameter contained within a smaller; the small sample practised on did its work admirably.

212. Aston Tyre Syndicate, County Chambers, Birmingham. The "Aston" tyre has three coils of wire to each edge of the cover; two coils lie inside the edge and one out, or more correctly two half coils lie outside each edge, the halves being parts of different coils. The rim is of trough section. To open the tyre, it is first deflated and then a loose part of the wire is drawn up and over the edge of the rim; the coils then readily loosen and allow the edge of the tyre to be passed out of the rim. It would seem that the wires do not bind the cover tightly to the bottom of the rim when the tyre is inflated, if so there will be some risk of creeping.

216. H. W. Page, Roxboro' Road, Harrow, Middlesex. The "Imperial" tyre is a German article. The edges of the outer cover are corded and are held into the rim by a band with overlapping ends which may be locked and unlocked by a key applied from outside the rim. When the ends of the band are free the edges of the cover can be easily inserted or withdrawn from the rim.

222. Irwell Rubber Co., Salford, Manchester. The "Swiftsure" has been altered in name (having been previously known as the "Perfect" and "Holdfast") and in detail, but still acts on the same principle. The rim is formed with a narrow-necked or overhung groove along the centre. The edges of the outer cover are provided with beads of cord rubber, and may be easily passed into or out of the recess one at a time, but when the tyre is inflated the air pressure tends to draw them both out at once, but the neck of the recess is too narrow to allow of this, and the tyre remains securely attached to the rim. It is a neat idea, and the air tube is kept well out of the rim and away from the spoke heads, which lie at the bottom of the recess.

Several other tyres were exhibited on stands in a "promenade." I must apologise for the absence of any description of them, but I did not discover their position until too late, and do not care to "cook up" a criticism of exhibits I have not inspected. Probably the omission will be the more readily forgiven owing to the considerable length to which this report has already run.

THE TANDEM SAFETY.—"Enquirer" writes:—"May I ask you to state that my letter on this head in the November number should read as 'Crypto-geared' were printed instead of 'light-geared' and 'low-geared.'"

* * *

A GOOD EXAMPLE.—The Club is indebted to Mr. Lex de Renalt—to whose disinterested and valuable aid we have made previous reference—for the sketches accompanying the article entitled "In the North-East of Ireland."

We Were Seven.

BY A LADY MEMBER.

Ladies' safeties are commoner than they were, and although one still has to put up with a good deal of chaff, and some few sneers, one feels that the cause is making satisfactory progress, and that where last year one heard of one lady who dared to make the venture, one now hears of at least a dozen. The makers, too, find it worth their while to cater for us, and it is possible to get a good choice of machines; and so it happened that when seven of us started, on a bright sunny morning at the end of June, to ride northward from Somerset, four were ladies, and each was on a mount of a different make.

The roads we travelled have been so often described in the *Gazette* that we do not propose to re-traverse them here, but only to jot down a few remarks that may be specially interesting to lady riders.

Warwickshire and the immediate neighbourhood forms an almost ideal ground for a ladies' tour—the roads are good and many of them very beautiful, undulating but not too hilly, and the objects of interest along the road and the quaint old towns in which to sojourn are numberless.

Starting from Worcester we rode to Stratford-on-Avon, where we visited the Shakspeare relics, then on to Warwick by the low road, which is longer but less hilly. In one of the many beautiful parks by the wayside we saw more than a hundred deer crossing a stream. The beauty of the animals themselves and their graceful movements as they leapt into the water, tempted us to linger long on the picturesque old bridge. After tea at Warwick and a hasty visit to the Leicester Hospital, we rode on to Rugby, regretfully leaving the grand old castle and Guy's Cliff, and many another relic of a past age, over which we might have spent days; but our aim being to get into Yorkshire by a certain date, we had no time for leisurely sightseeing. The next morning we rode from Rugby to Leicester *via* Lutterworth, where we visited Wycliffe's old church, and were much entertained by the old man who showed us round. He several times emphatically informed us that he had been "paid man and boy fifty-four years," and that during all that time he had never missed ringing the Curfew. He showed us an ancient moth-devoured vestment, under a glass case, which he averred had been worn by Wycliffe. When asked how he knew, he replied indignantly, "It's always been here; it's in *history*!" That, of course, settled the question.

Leicester being the destination of some of our number, we were no longer seven but only three, two ladies and a gentleman. Half way between Leicester and Derby, as we ate oranges by the roadside in the beautiful evening light, forgetful of all care and rejoicing in what we had done and what we still looked forward to doing, we thought there could be no pleasure equal to touring with a bicycle, and we envied the road tramp the delights of his free outdoor life. But we changed our minds somewhat as we neared Derby and found the roads getting muddier and muddier and the clouds duller and heavier. The entrance to Derby was ugly, uphill, and dispiriting, and as we had foolishly left the C.T.C. Handbook at home we had some difficulty in finding the hotel. People seemed to know nothing of any club except local ones, and were much readier to examine our machines and to crowd round and make remarks upon ourselves than to help us out of our difficulty. At last, however, we were directed to the St. James's Hotel—C.T.C. headquarters—and there we took refuge.

Here, perhaps, a word about quarters and headquarters may not be out of place. In travelling over the country one finds the accommodation extremely various. Often quarters in one place are more comfortable than headquarters in another.

We left Derby early and in the rain; we were almost afraid that we should have to proceed by rail, but the day gradually

improved and we rode on through Belper, Fritchley, and Citch to Matlock. After a stay in Matlock we made our way to Haddon Hall and much enjoyed the romantic old building and its magnificent surroundings. By this time the weather was so bad that, if it had not been for the convenient Derbyshire footpaths, we might have fared badly, and at Bakewell we were obliged to take the train for Sheffield.

Bad weather and a visit to friends passed the next day or two, and then, bereft of our one remaining gentleman, we, who were seven and were *now* only two ladies, rode on through North Yorkshire to the Lakes. One of the most beautiful rides we took was from Settle over the Pennines into Westmoreland. After passing the Ebbing and Flowing Well of Giggleswick (which was at its best that day) the road gradually rises till it winds across a great lonely moorland, with mountains on every hand and no human habitation in sight. How we enjoyed the wide sense of freedom—the feeling that we were right away from all the trivialities of life and amid such grand scenes—just our two selves and our machines! But alas! we soon discovered that we were pursued—black and threatening loomed the enemy behind us, and though we put on our utmost speed and kept just ahead for two miles, as we were entering Ingleton the cloud broke, and in less time than it takes to write it, we were drenched to the skin. At the friendly Bridge Inn we were soon dried and refreshed by a good tea, and as the rain had stopped, we rode on to Kirkby Lonsdale, where we spent the night at a little Temperance Hotel kept by the most delightful little old lady. At first she hesitated to take us in, as she had been cleaning her rooms the day before and had not put up the blinds and other etceteras. We assured her that did not matter, and we were soon on the most friendly terms, chatting by her kitchen fire and making our own bed, in fact the dear old lady made us very happy by letting us be quite “at home.” She told us she should be getting up at three o’clock “to wash,” and this suited us admirably as we wanted to start early; so punctually at five a.m. she had a very comfortable breakfast ready and we reached Kendal in time for second breakfast with some American friends, who were celebrating the Fourth of July by breakfasting round the American flag. With them we visited Leven’s Hall, a magnificent old mansion with glorious wood carving and other antique treasures, and the most perfect English example of the old Dutch gardens with box borders and fantastically cut yew-trees.

From Kendal to Ambleside was a hilly and somewhat tiring ride, the wind being strongly against us, but the first sight of the lakes repaid us for all! After tea we rode beside them with the mountains all round us and a glorious sunset above, past Rydal Water with its sedgy border and Wordsworthian memories, past Grasmere with its beautiful reflections, to Grasmere village. There we put up for the night, and were most comfortably cared for at Dixon’s private hotel close to the church. We left our machines, and went for a walk; we visited the church and the Wordsworth tombs, and of course we visited the “Wishing Gate,” and wished all our friends as joyful and happy lives as those enjoyed by cyclists, and then we slept the healthy sleep of tourists, and knew no more till morning.

If the ride overnight was “pretty,” the morning journey was grand! Then, for the first time, we were really among the mountains. Massive and cloud-capped, peak over peak, Helvellyn, Saddleback, and Skiddaw; it was a ride that we shall never forget. Over Dunmail Raise, where, a stone-breaker told us, King Dunmail was buried, by the side of Thirlmere, we rode into Cumberland, and on through pretty lanes, where the wild roses were a deep red and many of the early Spring flowers were still blooming, till presently we found ourselves in Keswick. Half-a-day in Keswick was all too little to do a quarter of what we might have done, but we visited Greta Bank, the home of Coleridge, and watched the process of pencil-making at the factory of “Ann Banks.” In the office of the factory we noticed an old coat and night-

cap, and on inquiry we found that they had once been the property of the poet Southey.

Lodore was at its best as we rode up Borrowdale, and the view across Derwentwater was worth coming all the way to see! We left our machines in the road below, and climbed the Bowder Stone, and, like everybody else, shook hands underneath. An old woman came from a hut near, and gave us a book in which to inscribe our names, afterwards charging us a penny each for the privilege. We spent the night at Seatoller, and intended the next day to cross by Honister Pass, and to end our delightful fortnight’s riding at Loweswater, where we had friends.

People told us it was foolish to take our machines over the pass, but our faith in our own powers was unbounded, and at first all went as well as we could wish. It was a glorious sunshiny morning, and alternately pushing and sitting down to admire the view, we reached the top—“The Horse,” as they call it there. We should have liked to climb up to the quarries on the crag, but we got no encouragement from the manager, whom we met, and, on second thought, it seemed wiser to push on. Then came the descent among the loose boulders! After walking some quarter of a mile it suddenly clouded over and began to rain. Seeing a little hut close by, we lifted our machines over the stone stile and begged shelter. We were made most welcome by the family of seven who lived in the miserable shanty of one room. It was eleven o’clock in the morning, and we hoped the storm would soon pass, and the sun shine out again—but alas! the wind rose and blew as, I am sure, it never blows anywhere but in Honister Pass; it tore and howled round the house and blew the rain wreaths along the face of the great crag in front of us in a way that was grand to witness! The quarryman told us that he worked at “making slate” right at the top of that crag which rises sheer up in front of the house 1500 feet!

Twelve, one, and two o’clock went by, and the storm grew grander and more terrific. We were getting very hungry, and beginning to wonder if it would be our fate to stay there all night. Three o’clock struck and no sign of dinner; the poor things sat like us watching the storm, and telling us how lonely it was there, far away from every one, with nothing to read, and no school for the children, and provisions so difficult to get all the way from Keswick! At four o’clock the storm was raging as wildly as ever, and we made up our minds to go out and face it, and get at least as far as Buttermere. Now, however, a new difficulty arose. A quarter of a mile lower down there was a “beck” to cross, and this would now be so swollen with the rain that, the man told us, it would be quite impossible to get over—the only thing to be done was to go back up the pass some way and cross where there was a sort of footbridge, and then get our machines down through the boulders and grass on the other side. The man took one machine on his shoulders, and set off to carry it over. It seemed a very long time till he got opposite the house on the other side the beck. We accompanied him with the other machine, and then came the most terrible time of all. We were absolutely drenched in a few minutes, and sometimes we sank knee deep in the boggy ground; sometimes we were driven against the rock by the force of the wind; and sometimes we wondered our machines were not broken to pieces with the treatment they underwent. All things have an ending, however, and so had this. Once out of the pass, we were out of the worst of the storm, and able to ride again, only, somehow, my machine seemed difficult to mount, and the balance seemed very strange. However, we rode all along the shores of Buttermere and Crummock, round Hawes Point, and by the side of Loweswater Lake to Waterend, where, drenched and famished, we found kind friends, who clothed and fed us; and now we look back with nothing but pleasure to our adventure in Honister Pass. We have learnt how quarrymen live, and many another useful lesson, and though the neck of my machine proved to be broken, the makers promptly mended it, and I look forward to many another pleasant ramble in its company.

Companion to the Road Book.

TAUNTON TO MINEHEAD.

Route 363.



ROUTE 363 comprises a distance of fifty-nine miles, from Ilfracombe to Taunton. Considering that places so famous for their beauty and interest as Dunster, Porlock, and Lynmouth are passed through, it is apparent that this is not to be rushed over: indeed, the idea of "rushing" any part of the way between Porlock and Lynton would be ridiculous to any rider who knows the difficulties of that road. Here are hills—precipices one might call some of them—before which the "scorchers" from the eastern counties must dismount and humble himself to the level of the despised wayfarer in search of wayside attractions, who sometimes cares to do little more than Dr. Richardson's proverbial thirty miles a day. Such a jaunt as that will now be described, and for all who love beautiful scenery and nothing better than to linger among picturesque villages, churches, and manor houses, the distance from Taunton to Minehead will be found sufficient. To Dunster alone should be devoted three or four hours, say of a summer afternoon, after a comfortable lunch at the "Luttrell Arms" or elsewhere. To continue the sequence of the trips already described in the Companion, Route 363 has been taken in the reverse order, as described on page 423 of the Road Book.

Leaving Taunton by North Street, and passing the villas and gardens of a suburban district, we come to the Independent College, in its pretty grounds on the right. The latter cover twenty-seven acres, and include a cricket field and open and covered playgrounds; there is also a gymnasium and a swimming bath. The college was established in 1847 to supply an undenominational education: the present fine buildings date from 1870, and accommodate 150 boarders.

From the bridge, beyond the college, there is a good view over Taunton. From Staplegrove to Bishop's Lydeard the way is very pleasant, the road-surface good, and the scenery well wooded. The Quantocks come in sight on the right, and the road gradually nears them until, at Crowcombe, it passes by the foot of these wooded, rugged hills. Bishop's Lydeard is a pretty little place lying in a valley to the right of the road, which goes between the picturesque thatched inn and the post office. That

is all the passing traveller sees of the place, except for the splendid perpendicular tower of the church, which rises out of the trees, and rears its red column far above them, against the dark background of the Quantocks. This tower is one of the noblest examples of its class, concerning which there is the following interesting note in Parker's "Introduction to Gothic Architecture"—an admirable work, by the way, but one which is guilty of the fault, unpardonable according to Carlyle, of possessing no index. "The towers in this style are frequently extremely rich and elaborately ornamented, having four or five storeys of large windows with rich canopies, pinnacles, and tabernacles; double buttresses at the angles, and rich deep open parapets, with pinnacles and crocketed turrets at the corners, having small flying or hanging buttresses attached. These very gorgeous towers are chiefly found in Somersetshire." The tower of St. Mary Magdalene, at Taunton, of this class, was illustrated in the November issue of the *Gazette*.

Beyond Bishop's Lydeard the quality of the road deteriorates, and is more or less "bumpy" all the way to Minehead. There is a sharp pitch downwards to the railway bridge at Combe Florey, a straggling hamlet of thatched cottages that in the day-time appears to be principally inhabited by ill-favoured looking chickens, which birds have a habit of amusing themselves by rushing in front of your wheel in the middle of the descent. Beyond the bridge the road passes up a valley to the right, in the direction of the Quantocks, and then turns left to Seven Ash.

In this lonely spot there is a police station, and adjoining it an inn, which, with the eye of the law constantly upon it, is doubtless most highly respectable. At all events it is picturesque, having a fine thatched roof, and a sign-board which portrays a handsome stag's head, and is really a bold and clever bit of drawing.

After a dive into a deep hollow the road makes for Crowcombe, and the first view one gets of it is that shown in the drawing at the head of this chapter. The great hill, which rises above the village, is a spur of the Quantocks, and is clothed with dense woods, but the adjacent hill-top is red with heather. Against the sombre masses of the trees rises the tall church tower, of a reddish-tinted stone; below this come the grey thatched roofs of the village and the bright foliage of orchards and gardens. Altogether the situation of the place has a remarkable beauty, and it abounds in detail of picturesque architecture and sylvan scenery which the loiterer will delight in; yet Crowcombe is practically unmentioned by the guide-books, except as a wayside railway station on the Taunton and Watchet line, which is one and a-half miles southward.

The road makes a devious entry into the place, passing the handsome church on the right and the gate of the court close by it. The latter is a fine old red-brick mansion, seen across the grounds: it was formerly the home of the Carews, and has a small but good collection of pictures, including some Vandycks, a Holbein, two Rubens, and two Rembrandts. Near the turning that leads to the stables of the court stands the village cross on its rough Calvary by the roadside. It is unusually perfect, and very slender for its height, which is about 15 feet. The head was broken off some years ago, and carelessly repaired. The occasion was presumably some local celebration, as a line of flags was stretched from a neighbouring tree to the head of the cross, with a result that a little common sense would have foreseen. It seems a grievous thing that such interesting relics of the past—a part of which only too little is known to modern Englishmen—should be absolutely unprotected from local stupidity or greed. Year by year they disappear in hundreds—ancient crosses, earthworks, bridges, and houses—in towns and

villages and remote country districts alike, sacrificed to the silliness of a rustic beanfeast, used as material for building purposes, or allowed to drop to pieces from sheer neglect and the lack of a few shillings for repairs. Sooner or later, when very little of the beautiful handiwork of our forefathers is left, a more enlightened generation will arise, and they will assuredly condemn us as Vandals.

Outside the porch of the church is another cross, of fourteenth century date, and about 9 feet high. The parish church of the Holy Ghost is in the perpendicular style, with chancel, nave, aisles, south porch, and a fine western tower, embattled. The latter had formerly an octagonal spire, but it was destroyed by lightning in 1735. The oak benches are dated 1534 and have finely carved ends; there is also an ancient screen. The reredos is a memorial to Mrs. Boles, wife of a late rector; and there are also mural monuments to members of the Carew family.

To the west of Crowcombe rises Hurley Beacon, with the largest barrow on the Quantocks on its summit. The dimensions of the latter

are 225 feet round at the base, and about 7 feet high. From the village the road runs to Bicknoller over high land from which one gets distant glimpses of the Brendon and Croydon Hills on the skirts of Exmoor. Bicknoller lies to the right, its church-tower a conspicuous object against the woods on the steep flanks of the Quantocks. The porch, as will be seen from the drawing, seems to have a remarkably high gable; this is due to the existence of a parvise chamber, which has an old oak waggon roof. The church possesses a large quantity of sculptured stone work, and the bench ends are beautifully carved. The latter feature, it is interesting to note, is found in nearly every church in the Quantocks. The rood staircase is still to be seen, and there is a magnificent carved oak screen, dated 1726. The churchyard boasts a grand old yew tree, and an ancient stone cross some 12 feet high on an octagonal base of three steps.

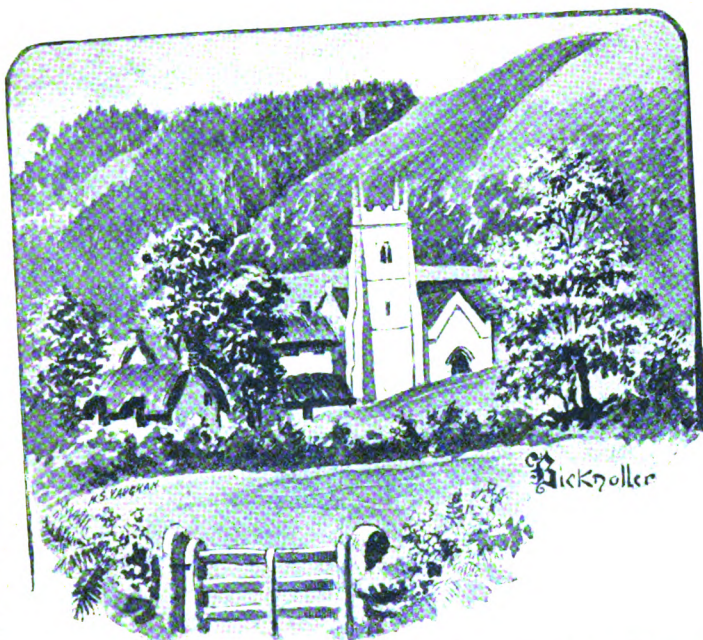
Thus it will be seen that Bicknoller is well worth a halt, although it lies a little to the right of our main-road. If the visitor to it can spare time to climb the hills behind he will be rewarded by delightful views, even if he take small interest in the remains of prehistoric races which are to be seen. On the slope of the hill behind the village, towards the east, is a big earthwork, locally called Trendle's Ring. The derivation is presumably from the Anglo-Saxon, *trendle*, a circle, but the fortress itself is one of a series erected on these hills before Saxon or even Roman times. The railway has cut through and nearly destroyed another earthwork, called Turk's Castle, and an ancient legend of the countryside used to tell that fighting once took place between this place and Trendle's Ring. However this may be, it has

with much reason been suggested that these forts were part of a chain of posts which stretched from the summit of the Quantocks to Elworthy Barrows on the Brendon Hills, thus completely barring the approach of an enemy up the broad valley between the two ranges. At Curdon Farm there is another "camp," and in this case we have an evident Celtic derivation, from *caer dun*, a fortified hill.

About half-a-mile beyond Bicknoller, there is an open green, which is almost the only unenclosed ground our road crosses on the day's journey.

It seems odd that while in thickly populated counties such as Surrey and Essex the traveller meets with innumerable commons and village greens, in counties like Devon and Somerset he seldom encounters unenclosed land while on the road. The reason is, of course, that here the "waste" lands lie entirely upon the hills, and stretch for miles unbroken, while below in the fertile valleys, through which the roads pass, every acre is brought under cultivation. The population, too, is sparse, comparatively, and the necessity for "common rights" not so great.

Beyond the green we come shortly to the railway, which crosses the road on its way to Watchet, passing through a lovely combe or narrow valley, which it has nearly succeeded in spoiling. Without falling into Ruskinite language—which it is difficult to avoid in these days of the hopeless disfigurement of much of our best scenery by means purely commercial, and in the interests of greedy speculators—one is bound to regret that these necessary railways must generally be carried, in hilly countries, through the river valleys, for in the latter, especially in Devon-



shire, lie many of the fairest spots and most primitive hamlets. Somerset, by the way, is ere long to be astonished with a worse eyesore than a railway; a project is on foot for cutting a ship canal from Bridgwater to the confluence of the Axe and Chard, and so into the English Channel at Seaton. When this modest undertaking has been "floated" a spectator on the eastern spurs of the Quantocks will be able to descry the ugly forms of the Cardiff coal-ships and Bristol cargo-boats passing in and smoky procession between lines of warehouses, wharves, and factories, through the vales that "be so fruitful with the zun and zoil that no manure be wanted."

From the hill above Williton there is a pretty glimpse of the town (over a gate on the right), with the last spur of the Quantocks and the waters of the Bristol Channel in the distance. The road, a rough and stony one, leads down to a little town that is not very prepossessing; indeed, its modern houses are aggressively ugly. Nevertheless the place is ancient and has some little interest of its own, and it is the centre of a very beautiful district. At the corner of

the "Egremont" Hotel, where the road for Dunster turns to the left, there is the *forlorn-looking* stump and pediment of a village cross,—one wonders how it got to such a position: did it mark the cross-roads in ancient days before the inn was built, or was it moved hither, to serve as a leaning post to village toppers, by some Vandal of post-Reformation days?

There are several interesting places close to Williton. A day's ramble over the Quantocks would be full of charm. There is West Quantoxhead (1½ miles E.), with its fine church, rebuilt by Sir Peregrine Acland, and East Quantoxhead, concerning which Leland wrote: "I saw a fair Park and Manor Place of the Lutterelles caullid Quantok-Hedde because it standeth at the Hedde of Quantok-Hilles towards the Se." This "Manor Place" is the fine Elizabethan mansion called the Court House, which is now occupied by Captain A. F. Luttrell, of the Grenadiers, whose family have held the estates in the direct line ever since the Conquest, perhaps the most remarkable instance of the kind in the West of England. In the old church hard by the Court there is an altar tomb, with the following oddly-spelled and worded inscription:—

"Here luyt hugh luttrell Knyght wyhe departed 1522 the first day of february, here lyt andro luttrell Knyght his son wyhe departed the yere of our lord god 1538 the 3 day of may on whoys souly ihu have mcy."

Then there is St. Audries to be visited, the beautiful estate of Sir A. Hood, and Alfoxton, or Alfoxden, once the residence of Wordsworth, and described

by Miss Wordsworth as "charmingly situated on a slope within sight of the sea, and in the midst of woods as wild as fancy ever painted." Close by dwelt Coleridge, at Nether-Stowey, and for a year or more—which Wordsworth himself described as one of the most pleasant and productive times of his life—the two poets lived and worked in closest intimacy. Out of this intercourse arose the "Lyrical Ballads," published in 1798. "Their plan was the joint production of the poets, and a distinct part in its production was assigned to each. It had arisen out of the idea that a series of poems might be composed of two sorts. In the one the incidents and agents were to be in part supernatural; in the other, the subjects were to be chosen from ordinary life. Accordingly the supernatural or romantic section was assigned to Coleridge, while Wordsworth was to give the charm of novelty to things of every day and to awaken 'the mind's attention to the lethargy of custom, and to direct it to the loveliness and the wonders of the world around us'."

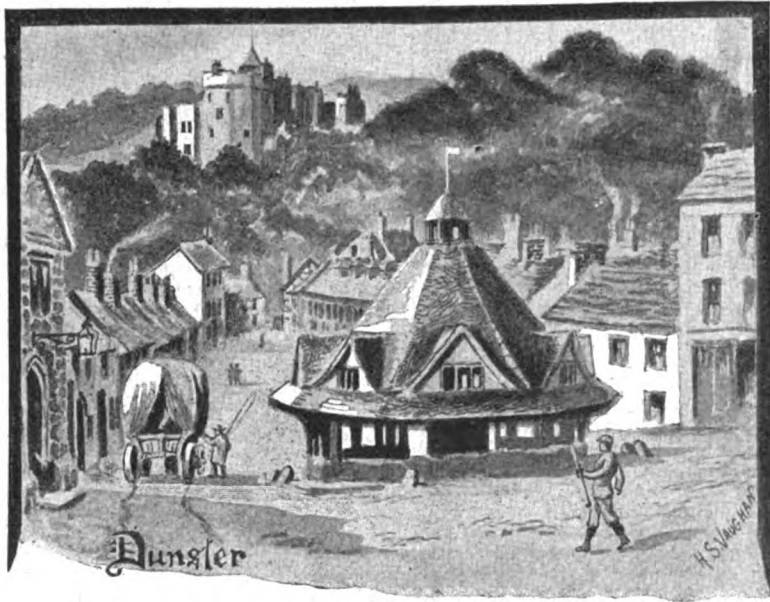
Wordsworth himself has left the following account of the

interesting circumstances under which the "Rime of the Ancient Mariner" was made. "In the spring of the year 1798, Coleridge, my sister, and myself, started from Alfoxden pretty late in the afternoon, with a view to visit Lynton and the Valley of Stones near to it; and as our united funds were very small, we agreed to defray the expense of the tour by writing a poem, to be sent to the *New Monthly Magazine* set up by Philips, the bookseller, and edited by Dr. Aikin. Accordingly we set off, and proceeded along the Quantock Hills, towards Watchet; and in the course of this walk was planned the poem of 'The Ancient Mariner,' founded on a dream, as Mr. Coleridge said, of his friend Mr. Cruickshank. Much the greater part of the story was Mr. Coleridge's invention; but certain parts I myself suggested We began the composition together on that, to me, memorable evening. I furnished two or three lines at the beginning of the poem, in particular

'And listened like a three years child,
The Mariner had his will.'

'The Ancient Mariner' grew and grew till it became too important for our first object, which was limited to our expectation of five pounds; and we began to talk of a volume."

As this happy trio made their way along the coast we may well believe that some of the romantic and even weird scenes they passed may have suggested to them thoughts and little touches of reality to be worked into that wonderful poem. Minehead, for instance, or some



other of the many similar little ports a'ong this coast may be the original of that harbour whence the doomed ship sailed:—

"The ship was cheered, the harbour cleared,
Merrily did we drop
Below the kirk, below the hill,
Below the lighthouse top."

Coleridge had settled at Nether-Stowey in 1796, with his young wife, in a cottage rented at £7 a year, for the sake of being near his friend and patron, Mr. Thomas Poole. The poet, in a letter to a friend, gives an interesting picture of this amiable little colony in the wild Quantocks, wherein very "plain living and high thinking" were the order of the day. "Mrs. Coleridge," he writes, "likes Stowey, and loves Thomas Poole, and his mother, who love her. A communication has been made from our orchard into T. Poole's garden, and thence to Cruickshank's, a friend of mine, and a young married man, whose wife is very amiable, and she and Sara are already on the most cordial terms."

Professor Morley tells us that "when Wordsworth and

Coleridge were at work on the 'Lyrical Ballads,' Wordsworth one day, being at Nether-Stowey, produced the poem known as 'We are Seven,' all but the first stanza, in a little wood near by."

Here, then, is a country very full of interest to admirers of "the poet of Nature" and his more erratic friend. The Quantocks have other interests, too. There is Stogursey (originally Stoke Courcy, from the Norman De Courcys or De Courcelles), with its grand old church and fragment of a castle; Dodington, with its ancient manor-house; and the great earthwork of Danesborough (properly "*dinas*," Keltic, a camp, the "*Dunes*" being evidently a local corruption or adaptation of later date), which has a double rampart, and is more than a thousand feet above sea-level. All these places may be included in a day's walk from Williton by a healthy man, and they lie in the midst of most attractive scenery.

If it be intended to spend a night in this neighbourhood, for the sake of exploring it, the little port of Watchet would prove a better halting place than Williton, it having the attractions of a small watering-place, some pretty coast scenery, and the opportunity for a morning swim. The church (St. Decuman) contains some monuments and a brass of 1371, and there is an ancient churchyard cross. Blue Anchor is another pretty seaside village, to the westward, like its neighbour Watchet, bent on doing a good business in the future with "accommodation for lodgings."

From Watchet the lover of wild hill scenery should take a trip on the "mineral" railway (fares 1s. 1d., 9d., and 6d.) to the Brendon Hills, which are really an offshoot of Exmoor.

Washford, which we pass on Route 363, is close to Cleeve Abbey, the ruins of which are well worth a visit. They are those of a Cistercian House, founded in 1188, and are extensive, and, in parts—such as the great gate-house—well preserved. The village of Old Cleeve has a good church and a churchyard cross.

In and about Bilbrook there are some old thatched farm-buildings that are worthy of a page in one's sketch-book, if only as specimens of a type that is fast vanishing. Carhampton (Crampton) has nothing of much interest; from it the road winds to the left on its way to Dunster, and presently brings us to a most admirable view, very un-English in its way, and such an one as we might expect to see portrayed in a drawing signed by Joe Pennell, after a Continental sketching tour. Its only fault is that it refuses to be "taken," except by instalments. That is to say, it is of the panoramic kind, and too long to make a satisfactory picture of it upon one plate, or upon one page of the sketch-book. It wants to be taken complete, and, so taken, I am not sure that this first view of Dunster does not bear away the palm from the many others in the place. Facing the lovely park, which stretches up to the road, we look straight across to the ancestral castle of the Luttrells on its wooded hill. To the right of it, in a long irregular line of red and grey, is the ancient town, its white smoke rising round the tall church-tower against a background of woods; and, to the right of this again, the castle hill is matched by another tall crag, densely clothed with trees, and bearing on its summit the picturesque Conygar tower. This latter hill ends the range, which here falls abruptly to the level plain that stretches to the sea.

Having climbed the steep road that leads to Dunster we see at once that here is no ordinary town—here, in fact, is a mediæval town clustering at the foot of its baronial castle, and very little altered by the inroad of modern habits and institutions. In front of us is the scene shown in the drawing of Dunster; the famous old Yarn Market, a relic of the flourishing days of the town's wool trade, stands a little to the right; it was built by George Luttrell in 1609, and one of its beams still shows the mark made by a cannon ball during Blake's siege. To the left stands the "Luttrell Arms," the noble porch of which is just shown in the drawing. This splendid old house is thought to have been

at one time a residence of the Abbots of Cleeve: it is fortified to a certain extent, for the great porch is furnished with loop holes from which the defenders could shoot not only ahead but askew. One of the upper rooms in the ~~inn~~ has a remarkable overmantel in plaster, which is probably of Tudor date. These overmantels are a peculiar feature of many of the old mansions in this part of the county.

Dunster at one time had a Priory, but little remains of it now, except the monks' barn and the dove-cote. These remnants are to be found adjoining the old church, which stands on high ground above the main street, and may be reached by turning to the right near the approach to the castle. Just after turning notice the tall house on the right with tiled front and two overhanging storeys; it is one of the oldest in Dunster. The churchyard is entered past an old timbered lodge, which was, I believe, originally a priest's house.

The church is a highly remarkable building, like a small cathedral, in its way. It is cruciform, with a grand central tower on massive piers. In style it is Perpendicular, but a fragment of the earlier church is to be found in the fine Norman West Doorway. To digress for a moment, there is a view in the churchyard—from a point twenty yards or so N.W. of this same Norman doorway—which is curiously comprehensive; it includes a portion of the ancient Priory on the left, the great church in the centre, the ruined churchyard cross, the venerable yew tree, the timbered lodge, and a fine background of the dark woods on the hill with a part of the castle above.

To return to the church: the tower is 90ft. in height, and was built in 1443. The most striking feature of the interior is the superb carved oak screen of fourteen bays, or openings, which divides the building into two parts. Until 1499 the church was used for the common worship of the parishioners and of the monks from the adjacent Priory. In that year, however, a serious dispute arose about the matter, and recourse was had to a method of settlement which many worthy persons appear to consider as quite a recent discovery, viz., arbitration—a method, by the way, which it is the latest fashion to refuse (as an insult) if there appears to be any prospect of the arbitrator giving a decision adverse to one's case. So they arbitrated: and the parish got the nave and the monks got the east part of the church. Hence the screen. This state of things lasted until the dissolution, soon after which, Leland has recorded—in that execrably bad spelling of his—that "the hole church of the late Priory servith now for the parochie church: afore tymes the monkes had the est parte closid up to their use."

Among other interesting objects in the church is the fine canopied altar-tomb of Sir Hugh Luttrell and his lady, 1428 and 1433 respectively. In the clock case of the belfry is to be seen—painted on a slab—a set of five quaint verses known as the "Articles of Ringing," of which here is one as a specimen:—

"If any one shall wear his Hat
When he is Ringing here,
He straightway then shall sixpence pay,
In Cyder or in Beer."

Turning now to the castle,* we are confronted with an antiquity practically measureless. Here, undoubtedly, was a Keltic hill-fort; and that was probably a mere successor of the rude stronghold whose owners the Kelts drove out. Almost the first that history tells us, however, is found in Domesday Survey; and, as usual, it is brief and business-like. "William de Mohun holds Torre, and there is his castle. Alaric held it in the time of King Edward."

Of the castle owned by De Mohun, to whom the Conqueror gave the manor, nothing remains. But the history of his descendants is very fully written in the old records: and it is a history of stirring deeds. One of the name, for instance,

* Tickets to all the grounds and castle may be had at the "Luttrell Arms."

held the place against King Stephen, who stormed it and besieged it in vain. The last De Mohun was one of the first knights of the Order of the Garter: he died in the 48th year of Edward III. Collinson, in his "History and Antiquities of Somerset" (1791), gives the following pretty story of his wife. "Of this John it is recorded that upon a petition of the inhabitants of Dunster for certain lands adjoining to the town, whereon to depasture their cattle freely and in common, he allowed his lady, Joan Mohun, who supplicated in the townsmen's behalf, as much soil as she could go round in one day barefoot, for the purpose above mentioned."* One can well imagine the quaint ceremony and procession of the townsmen and priests, with which the brave lady was doubtless accompanied on her toilsome round.

In 1376 the Luttrells acquired the castle by purchase from the De Mohuns, and by them it has been held ever since. The main part of the building dates from the reign of Elizabeth, though the present south front was erected by Henry Fownes Luttrell about 100 years ago. The oldest part of the existing building, the chief gateway, is of the time of Edward III. There is a fine hall and a grandly-carved staircase. In the dining-room, and in the bedroom occupied by Charles II., are specimens of the plaster over-mantels referred to above. There are some good pictures, including a curious one by Lucas de Heere, representing the escape of Sir John Luttrell from the wreck of a ship in which he was a prisoner, during the Scottish War of Henry VIII.

In the Civil War the castle was garrisoned and held by Colonel Windham for the King, while Admiral Blake besieged it for six months. This defence was one of the most splendid episodes of the war. Windham was a warrior of exceptional dash, and some of his exploits were remarkable. Thus, on learning that the Parliamentarians had sacked his kinsman's house at Sandhill and ill-used some of the women, he sallied out of Dunster with thirty picked men, and fell upon the Roundhead force of two hundred and fifty at Nettlecombe, routing them with much slaughter, and returning again to Dunster. The story of his heroic reply to Blake's intimation that unless the castle were surrendered Windham's mother should be placed in the front of the Admiral's force, with which she was a prisoner, is well known, but deserves repeating. "If you do what you threaten," he wrote, "you do the most barbarous and villainous act was ever done. My mother I honour, but the cause I fight for and the masters I serve, God and the King, I honour more. Mother, do you forgive me, and give me your blessing, and let the rebels answer for spilling that blood of yours, which I would save with the losse of mine owne, if I had enough for both my master

and yourself." To which the good lady sent this stout message:—"Sonne, I forgive thee, and pray God to blesse thee for this brave resolution. If I live I shall love thee better for it: God's will be done."

The visitor to Dunster speedily discovers that the place is remarkable for picturesque views; one of the best of these is gained by ascending the steep hill above the Yarn Market, following the side of the wood until a sufficient height is gained. It embraces not only the town, castle, park, and church, but many miles of heather-covered hills and deep wooded glens beyond Dunster in the direction of Exmoor.

It goes without saying that an excellent lunch can be obtained at the "Luttrell Arms," but for those who, being travel-stained and weary, do not care to be ushered into a smart coffee or dining room and attended on by two or three waiters, amid a lavish display of electro-plate and coloured wine glasses, the following bit of information may be useful. There is a cottage at the bottom of the street, by the castle entrance, the mistress of which is willing to supply a simple meal, such as tea, new-laid eggs, preserves, etc., for not

more than three or four persons, I believe, at a time. I discovered Mrs. Hill's cottage quite by chance (it adjoins the timbered house with peaked gable seen in the sketch at the end of the street on the right), and she provided me with an enjoyable tea. The cottage is about 400 years old, and has an ancient oaken door, and a fine fuchsia tree outside it.

Minehead, after Dunster, is apt to seem rather tame. Here we meet once more with the "cheap tripper," hailing not from London, of course, but from Bristol, Taunton, Swansea, or other Channel towns. The place has been very much cut up and altered in the last few years, and many of its fairest spots given over to the villa-builder. The long

street leading down to the "Beach" Hotel and station, and the big red villas between it and the hill, are entirely out of keeping with the old village of whitewashed "cob" and grey thatch, which still clusters round the church on the hillside. This church is of fourteenth century period: the tower dates from 1500. There is no chancel, properly speaking, as the nave runs from end to end without a break, but is divided off by a beautiful carved screen dated 1499. There is a curious table monument with the recumbent effigy of a priest, and a statue of Queen Anne, presented by Sir Joseph Banks in 1719.

Up to a few years ago the old English sport of "Hobby-horsing" was still carried out by the men and boys of Minehead on May Day, but I do not know if it still goes on. The little harbour of Minehead accommodates a few schooners and ketches for the coasting trade; it lies under the hill, and is somewhat like that of Clovelly in size and shape, but far from being as clean or picturesque. The hotel and lodging accommodation of the town is neither abundant nor very good, but perhaps one expects too much, as in spite of its pretentious red villas and new roads it is scarcely more than



* Fuller gives the same story more poetically. "She obtained from her husband so much good ground for the common of the town of Dunster as she could in one day (believe it a summer one for her ease and advantage) compass about, going on her naked feet."

an overgrown village as yet. There are many charming walks in the neighbourhood, and steamer trips from the harbour during the summer.

It is at Minehead that we bid adieu, so far as the road is concerned, to some of the distinctive features of the scenery of Somerset, and in the continuation of this route make acquaintance with the more rugged beauties of Exmoor. One such feature, on the road described in this chapter, is the immense number of apple orchards. Often, for a long distance at a time, the scent of the apples is in the air, like the rich smell of cider; the sight of the trees weighed down with fruit and the gleaming piles of yellow apples on the grass beneath them, is refreshing enough to the Londoner, with whom the apple tribe is chiefly represented by the gaudy but insipid American barrel variety. There used to be a Somerset custom, which I believe still prevails in a few remote spots, of visiting the orchards at the Fall for the purpose of toasting the trees. The farmer's family and the farm hands being gathered, hot spiced cider was handed round, with apples afloat in it. The trees were toasted, and some of the beverage was poured upon them, while the following incantation was sung:—

"Health to thee, good apple tree!
May you bear haws full,
Caps full, three-bushel bags full!"

This was called the Watsail, the Anglo-Saxon derivation of which is obvious. Brand suggests that this custom may be a survival of the ancient heathen sacrifice to Pomona. But here we are trenching upon the dangerously-fascinating subject of folk-lore.

The total distance of that portion of Route 363 described above is not much more than twenty-five miles, but by making the excursions indicated in the Quantocks district a good day's run of fifty or sixty miles may be made up, though little time would be left for seeing objects of interest in the places passed through.

Notes on the National Show.

By C. W. BROWN.

Although I have headed this article "Notes on the National Show," I find it will be impossible to keep strictly within the limits prescribed by this title, because, while most of the remarks I have to offer refer to the Crystal Palace exhibition, a few will necessarily relate to exhibits at the Agricultural Hall which, owing to the short time at my disposal when I penned my Stanley Show notes, were unavoidably passed by.

Taken as a whole, I must admit that I was disappointed with the exhibits at the National Show, for there was an absence of that care and thoughtful attention to details which was so characteristic of the previous exhibition.

Following the course I adopted in my last article, I will take the classes of machines separately, and will begin with the rear-driven safety.

The "Humber" pattern frame as the general design was quite as much apparent at the National as at the Stanley Show, and we, perhaps, may expect no alteration in this for many years to come, but the deplorable point about the Crystal Palace exhibition was that the manufacturers, save in one or two isolated cases, seemed perfectly content to copy everybody else, and the competition which must exist between the rival firms did not lead to attention being given to those little details which, while trivial in themselves, go so far toward perfecting the modern cycle. As an illustration of my meaning I may point to the undue width of tread which was to be observed on many of the machines exhibited, a width which was in nearly every case absolutely wasted, for examination frequently revealed the fact that the ball-races of the crank-brackets were no further apart than on many

machines with treads from 1 in. to 1½ in. narrower than those to which I refer. Indeed, in several instances there were very perceptible spaces between the gear-wheels and the barrels of the brackets, an error which is very grave, for not only does it widen the distance between the pedals to no purpose, but it actually increases the cross strain on the bracket by reason of the chain pull being further than ever outside the ball-races. Let my meaning, however, be distinctly understood. I am not one of the believers in the 4 in. and 4½ in. treads advocated by certain gentlemen who when they get hold of a good thing never rest until they spoil it by going to extremes. I believe in narrow treads *in moderation*, but think that 6 in. is about right for everybody, except absolute dwarfs.

The crank bracket seems to be still the weak point of the modern safety, and but few of the gear wheels exhibited really carried out the idea of placing the peripheries between the ball-races, and so equalising the strain upon the bearings. The R. F. Hall Manufacturing Co. had an excellent chain wheel constructed of a steel forging, the spokes being on one side of the rim, which is thus placed at any rate above the ball race—that is, always supposing the bearing is carried out sufficiently, which, as I have already pointed out, is not always the case. Messrs. Humber & Co. and several other manufacturers used either this gear wheel or one of exactly similar pattern, and it is a very good type, although I should like to see the periphery carried still further over the bearing, even at the cost of a little increased weight. The adoption of this principle was not nearly so common as at the Stanley Show, which is a very extraordinary fact when we consider that the cream of the cycle trade was supposed to be at the Palace.

The crank brackets themselves, too, were as a rule disappointing; many makers, I might perhaps say the majority, reverting to the old method of construction, in which the adjusting cone screws on the axle itself instead of the bearing being tightened by means of a collar screwing into the barrel of the bracket, a device which is in every way preferable. The cone method not only renders accurate adjustment difficult, but also leaves about three times as much opening for the dust and grit to enter the bearing, while in addition to these drawbacks there is the liability of the cone to wear loose on the thread of the axle. Its only advantage is cheapness, but on a high-class cycle this should not be a great consideration.

One or two "Humber" pattern brackets were on view which were advertised as dust-proof and oil-containing. For instance, the Electric Cycle Co. exhibited what they were pleased to call a new dust-proof and oil-retaining bracket, but which hardly came up to its name, except that it, like most of the others, retains the oil where it is not wanted—namely, in the bottom of the barrel between the bearings. Nearly every "Humber" pattern bracket is oil-retaining in this sense, a circumstance which is greatly to be deplored. The difference in the "Electric" bracket is that there is a lubricator in direct communication with both ball races, and in this it is slightly better than some of its neighbours, but inasmuch as there is no inner sleeve over the axle between the inner bushes of the barrel, the oil will escape between the edges of the said bushes and the axle, into the bottom of the barrel, "just in the old sweet way." Messrs. Perry & Co. have just brought out a bracket in which they adopt a double ball bearing at each end of the barrel, a method which doubtless gives immense rigidity, but which renders the bearing difficult to adjust; at any rate in the case of the unmechanical rider. The bracket is really a combination of the old spindle adjustment plan and the "Humber" type, the axle cone tightening the inner rows of balls, and the outside collars, screwing into the barrel, the outer. It naturally follows that the collars at both sides of the bracket must be adjusted, and thus it will be seen that there are three movements required, the difficulty arising in ascertaining that all the rows of balls are tightened just sufficiently and no more. I think that in this lies the weak point of this other-

wise excellent bearing. Perhaps Messrs. Perry & Co. will be able to get over this difficulty.

Although there were many machines at the National Show fitted with detachable gear-wheels, the vast majority were not, another proof that the makers, as a body, do not like to move with the times. Many of the detachable wheels were of the "Whitworth" and "Rudge" types described in my last article. The Marriott Cycle Co.'s wheel was constructed in one piece with the crank, thus necessitating a new crank with every change. The arrangement is attached to the axle by means of cotter-pins in the usual manner. Another variety was of somewhat similar pattern, the difference being that the periphery was attached by screws to the spokes or arms which projected from the elongated crank-boss, which was, however, not sufficiently lengthened to leave room between the gear-wheel and the crank for a chain-case, a defect which, of course, renders it unworthy of further consideration. Starley's detachable wheel is good so far as security goes, but it has a terrible defect in that it cannot be removed without pulling the crank-bearing to pieces. Its method of attachment is as follows:—Upon the axle, close to the crank, are four square teeth which engage with an equal number of spaces cut in the boss of the gear-wheel, which is put on from the opposite end of the axle, and is held fast against the teeth by a cone screwing on after the wheel has been put in place, and which forms the ball-race on the chain side of the axle. The bracket is, of course, of the old type, that is, with the adjusting cone on the axle itself. The gear-wheel thus attached is perfectly rigid and very neat, but having to remove the axle to detach it is, to say the least, a drawback. Before leaving gear-wheels I may remark that Messrs. Starley had one which was considerably belled, but they omit to carry the bearing under the periphery. It would indeed be interesting to know their reason for this—if they have one.

Bearings showed no change in size, but several of the manufacturers seem to realise that the further they can get the ball-races apart the better, and in many cases this was well carried out. There is another point in connection with the bearings which is not so satisfactory, and that is that the makers of some of the cheaper qualities are in several instances turning the cones and ball-races too much to fit the balls, *i.e.*, to follow their shape too closely, so that instead of the balls only having a rolling contact, as should be the case, they are frequently in friction with the ball races for a considerable portion of their circumference.

Several machines were exhibited which had dust-proof caps over the ends of the crank-brackets. These caps revolve with the axle, and are lapped over the outside of the bracket barrel about a quarter of an inch. This is a great advance, but, unfortunately, the improvement is only applicable in its present form to the old-pattern cone-adjusting brackets. There is, however, no reason why the caps should not be adapted to the "Humber" pattern bracket by being pushed over the axle before the crank is put on, and if they were constructed with a split sleeve to grip the spindle they would be held quite firmly. Their weight is a mere nothing, and their utility very great. The "Viking" people adopted this system of dust-proof caps to the hubs of their machines, though in a modified form.

The manufacturers who exhibited at the National Show have, for the most part, adopted tubes of larger diameter than last year, and one or two have fully realised the gain in strength and rigidity which is thus obtained, more particularly in the construction of ladies' safeties, to which I shall refer later on.

The "Premier" people had a capital show of machines constructed of their "Helical" tubing, which has now been before the cycling world for a year, and has, so far as I know, given universal satisfaction. I give below a brief extract from a report of some testing experiments carried out by Messrs. Kirkaldy & Sons, which seem to prove that the "Helical" tubing is, weight for weight, stronger, under

steady pressure, than the best weldless tubing hitherto produced:—

	Weight per foot.	Deflection at 350lb.
"Helical"	359lb. ...	09in.
Weldless	339lb. ...	33in.

Distance between supports, 15in.

Handle-bars are in many instances constructed with an adjustment entirely independent of that of the head, which is an improvement, for with the arrangement now common of employing one bolt to lock both the handle-bar and steering adjustment it is often difficult to alter the height of the handles without either loosening or tightening the head. The chief drawback is that in most cases two bolts are used, which gives a rather clumsy appearance, but Messrs. Langley and Son had a peculiarly neat device, by means of which the steering adjustment collar was held firmly in any required position by a little pressure plate actuated by a small screw.

Copies of the "Giraffe" were even more numerous than at the Stanley Show, and were for the most part of sufficiently long-wheel base, though several could well be made six inches longer. The "High Rover" and one of the "Raleigh" patterns may be said to be a cross between the "Giraffe" and the R. D. proper, inasmuch as the lower or main backbone is bent at the crank bracket, so that the pedals are some three inches lower than in machines of the "Giraffe" pattern. I do not think much of this innovation, and if I took to the high safety myself, I should certainly not deviate from Mr. McCormack's design.

In ladies' safeties the National Show was very prolific, and many excellent patterns were shown, in which plenty of clearance was allowed for the dress. This latter is where the usual straight-tubed frame fails, for, as a rule, the V formed by the upper front tube and the diagonal is too small, and consequently the upper backbone has a tendency to lift the dress unnecessarily high. The ladies are certainly worth catering for in this respect, as I fancy (and hope) but few will so far forget what they owe to their sex as to adopt the knickerbocker costume which certain misguided young people have taken to as a means of self-advertisement.

Messrs. J. K. Starley & Co.'s "Lady's Rover" greatly took my fancy. It had a single tube backbone of very large diameter, which is carried straight from the crank to the bottom of the head. This backbone is stayed to the diagonal by a short strut, which is on a level with the top of the chain-case, where all struts of this description should be placed. I never can understand why manufacturers do not avail themselves more of the opportunity for raising such stays to a height slightly above the top of the gear-wheel, for it is obvious that the rider's dress has to clear the chain-case, and, therefore, it might just as well pass over a strut at a similar height at the same time. Singer's "Modele de Luxe" carries out the idea of keeping the top tube high, and is also strengthened by the lower tube being carried from underneath the crank-bracket to the bottom of the head. The machine is, however, spoilt by the upper tube joining the head almost at the same spot as the lower one. If it were connected to the main tube about midway by a short strut, and then carried nearly vertically upward to the top of the head, it would be an improvement. The "Queen of Scorchers" is of the curved-tube variety. A lower backbone of large diameter is carried forward horizontally from the crank-bracket for some distance, and is then curved upward to the bottom of the head. It is stayed to the diagonal by a curved strut which, on joining it, is flattened and carried along its upper half for a little distance, thereby considerably strengthening the frame. There is room in this machine for the rider's dress to fall in front of the gear-case, which is a consideration to ladies who are not blessed with pretty ankles.

The Marriott Cycle Co. had a frame apparently built with the same idea in view, but in this case the diagonal is carried

down a little below the crank axle, the forks joining it at its lower end and continuing forward to the bottom of the lower backbone. From the crank-bracket a strut runs forward to the front tube, while a straight stay from the top of the head descends to the strut, which would be better if placed about two inches higher. Messrs. Burt & Howard showed a lady's safety of the bent tube type, but in this case the tubing was of very large diameter, and oval, the measurements being 1½ in. by 1¼ in. This frame allowed plenty of clearance for the dress.

There were a number of gear-cases, several of which deserve notice, but I saw nothing to shake my belief in the "Harrison Carter" fixed pattern, while if I adopted a detachable case myself I should certainly have a "Dover." Messrs. Starley Bros.' case consists of two detachable semi-circular ends fitting over the gear wheels and fastened to a skeleton central frame supported on the rear forks by clips. The central portion is covered over with leather and the case is of course not intended to hold oil. No doubt the leather will make it noiseless, but I am afraid that after a time when this portion has been exposed to wet it will not be quite dust-tight, where it joins the detachable ends. Marshall's detachable case is in reality only partially so, for the side nearest the wheel is a fixture on the machine. The whole of the rest of the cover can be removed, and it is fastened to the fixed portion with wire bolts. To prevent rattle it is lined with cork, which will I think be likely to chip and get into the chain. The case is, of course, not oil tight. Barton and Loudon's "Simplex" case is a good one. It is divided in half longitudinally and is attached to the forks somewhat after the manner of the "Presto," but is said to be oil-tight. Bluemel's chain-cover is constructed of celluloid, at least the main part of it is, for the side nearer the wheel is of leather, and is attached to the frame of the machine by stays and clips. The edges of the leather overlap the celluloid portion, and are fastened to it by steel spring slips, with reverse eyelets passing over suitable studs. The case is necessarily not intended to hold oil.

An effort has certainly been made toward improving mudguards, but so far I have not seen anything I like better than the angular pattern shown by the Whitworth Co. at the Stanley Show. I think this pattern is stronger and lighter than any other constructed of ordinary metal. Nevertheless the guards known as "Corrugated" deserve notice. In this pattern a depressed groove is formed about half-an-inch from each edge, and this no doubt strengthens the guard considerably, but it has the objection of retaining mud. Still, as the corrugations are very shallow, this may be only a theoretical drawback which may not be apparent in practice.

Bluemel's celluloid guards are very nice in appearance as well as light, and I can see no objection to them, always supposing that they do not crack where the bolts clip them to the machine. Several portable mudguards were shown, some made of thin rubber and some leather; but those designed for the back wheels did not as a rule reach far enough. I do not like the front guards which fasten to the frame of the machine, because they do not protect the feet of the rider in the least, since the action of steering necessarily throws the mud past them on either side. Bluemel's guard is a very neat arrangement which obviates this objection, for by means of a light steel wire stay on each side of the front wheel it is moved from side to side with it. In addition to this, the guard—which is made of leather—widens considerably at the bottom. It can be detached from the machine in a few moments, the wire stays folded up, and the leather wrapped round them, the whole forming a small and neat parcel.

I was pleased to note that some very good detachable brakes are now applied by several makers who have taken advantage of the opportunity offered by the present style of open crowns to construct a brake clip which passes round the steering post between the crown plates. The lever

bearing of course clips to the handle-bar in the same manner, and the result of the arrangement is that the brake can be entirely removed from the machine without leaving the objectionable and unsightly lug projecting from the front forks. This is an improvement which, if not increasing the easy running of the machine, certainly adds to its neat appearance. Another thing in connection with brakes which deserves notice is the hollow lever which was exhibited by the Butler's Cycle Parts Co. It is simply constructed of brazed tubing, oval in form, and bent to the required shape. It is very rigid, and of course much lighter than the usual pattern. Surely, it might be adopted generally, at any rate on first-grade machines.

The brake "fad" of the Show was the "Automatic," and it displayed an amount of ingenuity which is, I think, misdirected. The arrangement consists of a gear-wheel of peculiar construction. The spokes, of which there are five, radiate from a central boss, but are separate from the periphery. This latter has a central internal groove running round it, and divided into five equal portions by stops. In this groove the ends of the spokes, which are shouldered and nicely fitted, slide, the periphery being free to revolve in either direction one-fifth of its circumference. From one of the spokes a strong arm projects towards the centre of the machine, and a similar arm is attached to the periphery of the wheel close by the one from the spokes. The two arms are connected by an ordinary leather-lined brake band which passes round a fixed drum on the end of the crank-bracket nearest the gear-wheel. The action of the device is as follows:—In pedalling forward the spokes come in contact with the five stops in the groove, in which position the arms holding the band are furthest apart, and the brake is off, the band revolving with the wheel. When, however, the rider back-pedals he causes the spokes to slow, and the periphery is free to run forward one-fifth of its circumference, or rather it would do so were its movement not checked by the two arms being brought closer together, which has the effect of tightening the band round the fixed drum on the crank-bracket and so applying the brake. The inventor claims that the rider has full control of the brake, and can apply it either lightly or heavily at will, and that there is no jerk to the pedals. This I very much doubt, but in any case, as the brake power is transmitted through the chain it is an objectionable pattern, because, if the latter is at all loose, it must receive a jerk which will be likely to cause fracture.

If there was a falling off in the number of geared ordinaries at the Stanley Show, what can be said of the National? These machines are apparently hopelessly out of it in the race for public favour, and bid fair, if matters go on as at present, to follow the G.O.O.—of which, by the way, I only saw one solitary specimen—into obscurity. It is evidently no use wasting much space on the front drivers, there being practically nothing new in connection with this type of cycle. The "Crypto" gear more than holds its own, and the only other one which I shall mention was shown by Messrs. Hotchkiss, Mayo & Meek. In this machine the axle passed through ordinary bearings in the front forks and terminated at each end with a small cog-wheel. The forks were carried downwards, and at their lower extremities supported bearings in which revolved large gear-wheels constructed of plates of steel, kept apart by shouldered rivets, upon which were rollers which geared with the cog-wheels on the axle. Of course the arrangement means independent cranks, and it may, therefore, be dismissed without further comment.

With regard to the "Fenner" F.D.R.S. I may say that I have not had an opportunity of trying the machine up to the present, though I hope to do so at an early date. I cannot, however, report upon it in this article from personal experience as I said in my Stanley Show Notes I would do, but I may remark in this connection that I do not think that the R.D. has anything to fear from machines of this type.

Before leaving front-drivers I may mention that Messrs. Singer & Co. had a very neat leg guard attached to the

front forks of their F.D. It should keep the rider's legs well away from the front wheel.

Tricycles did not seem to be very popular at the National Show, although there were one or two very good patterns. The "Humber" appeared to me to be about the best. The "Centaur" had a neat frame in most respects, but the back tubes from the saddle lug to the bridge were too much spread out, reaching indeed nearly to the ends of the latter tube. About half this amount of spread will, I am sure, be found best in practice, and it has the advantage of giving greater facilities for mounting. The tricycle built for Mr. Stamwitz by Messrs. E. Langley & Son is a nice machine, but is rather too wide.

Turning from single machines, I will next consider tandem safeties. In these the National Show was far behind the Stanley, for, horror of horrors, nearly one-third of the machines exhibited had the chains on opposite sides. It is simply astounding that such firms as Singer & Co., Bayless, Thomas & Co., and Brooks & Co. should fall into this grave error, which involves duplicating all the cross strain upon the rear crank-socket, to say nothing of the frame, and with such examples it is perhaps but little wonder that the smaller firms should follow suit, and that a representative of one of them should actually endeavour to maintain that the arrangement was correct when I spoke to him upon the matter! Surely, this point is worth considering by the firms named, if indeed they really have not fallen into the error purely from want of thought.

Of tandem frames there is one pattern which I do not at all like, and that is the one wherein the central rhomboid between the riders is not stayed by a diagonal reaching from the rear crank-socket to the lug of the front L pin. This extra tube will take a great deal of the strain off the angles of the frame, and will brace it immensely. The "Norton" was somewhat out of the common, in that it had independent bearings to the rear crank-socket, which enabled it to carry the gear wheels between the ball-races. The upper horizontal backbone was of a single tube, as was the portion of the frame running from the bottom of the head to the front crank-socket, but the rear lower portion was duplex. The design was good, but the chains were on opposite sides, though as they were both *between* the rear crank axle bearings, this was not quite so bad as it is in machines of the usual types of frame.

Most of the tandems constructed for the use of a lady and gentleman were much too narrow in the front V, this being evidently caused by a desire to strengthen the front portion of the frame. This can certainly be done without in any way curtailing the space for the lady's dress, as we have seen. The "Centaur" Co. endeavoured to give more room, but in doing so placed the two tubes stretching respectively from the front crank socket and the diagonal to the head too close together. The upper tube, too, was of smaller diameter than the bottom one, which was itself none too large, and this gave a slight appearance of weakness.

The "Pilot" frame, on the other hand, gives plenty of clearance for the dress, and is said to be light, but it is fearfully and unnecessarily complicated, and there are far too many short struts and brazed joints, at least to suit my ideas of the fitness of things.

A few of the machines had hanging brackets in front, wherewith to adjust the forward chains, but I think that all things considered, the eccentric method of tightening the chain is preferable, and in every way the neatest: its only fault being that there is so little of it. However, with proper gear-cases chains will not stretch much, so perhaps this latter fault of the eccentric brackets is not a very grave one.

I do not like the tandem safeties with the steering coupled at the ends of the handle-bars, because in the event of a side slip the front rider is so much shut in. I am certain that a way can be found of carrying the coupling rod low down

under the frame, and yet make it rigid, and at the same time allow of free steering. To attain both these latter necessities the rod must be connected with ball bearing joints, which, of course, adds considerably to the cost of manufacture. The "Granville" tandem was connected in this way but there was only a coupling rod on one side. Personally I should prefer to have the steering double coupled in case of breakages. I have no fancy for risking my neck, though for but a few moments, to the steering of any girl, not even if she were the most accomplished lady cyclist.

Of tandem tricycles I liked the "Humber" best of those exhibited at the Crystal Palace, though there were several very nice front steerers, notably the Coventry Machinists' Co.'s "Marlboro," the rear tubes of which from the L pin lug to the bridge were spread, but not too much so.

A rear-steering tandem of the "Invincible" pattern was shown by Messrs. Burt & Howard, the steering being actuated by wire cords and small chains passing along the backbone. Ball-toggle tubular rods might be substituted for this arrangement, and would I think be preferable. The frame did not strike me as being so good as that of the "Pollard" tandem of the same type which was exhibited at the Stanley Show.

Passing from complete machines I will next consider one or two essential parts. Of felloes I liked Pugh's "Jointless Rim" as well as any, though the "Westwood" is undoubtedly very strong. The spokes join this latter rim at each side instead of in the centre and might with advantage be crossed so that those from the left side of the hub would join the right side of the felloe. By doing this a far narrower hub could be used, while the angle of the spokes would not be altered. In this case the hub should be continued in the form of a sleeve right under the gear wheel with the ball-race well outside the latter, and not just under it as in so many of the improved hubs which profess to place the chain between the ball-races.

At Warwick's stand was exhibited a new metal called "Wolframium," the basis of which appears to be aluminium. It is certainly extremely light, and the tubing constructed of it seemed to be rigid enough when of heavy gauge. The metal is said to be hard enough for chain wheels, and even for bearings, but I very much doubt this latter statement. The inventor informed me that it is weldable by electricity, but the tubes of the machine exhibited were joined by a hard solder—probably a modification of the metal itself—and I should not care to trust this method without some very exhaustive evidence as to its strength. As a proof, however, that, provided this difficulty can be got over, the metal would be a great gain in cycle building on account of its lightness, I may remark that the machine exhibited, which was a full roadster, fitted with brake, mudguards, and a steel roller chain, weighed only 11lbs. The inventor is very sanguine of the success of his discovery, but as he informed me that he proposes to do away with the chains on his machines, and to connect the crank-axes and hubs by endless bands constructed of the same metal as the cycle itself, I fear he is scarcely a practical wheelman. Endless bands, like bevel gears, never can be successful so far as cycling mechanics are concerned. I certainly think that the new metal will be very good for mudguards and such parts as are not subjected to the sudden and heavy strains to which the more important portions of cycles are liable.

I was pleased to be able to see Mr. R. W. Thomas's pneumatic hub. This certainly is a very ingenious contrivance, far and away in front of previous efforts in this direction. It consists of a light central hub upon the ends of which two large aluminium flanges are fixed. These flanges are about 6in. in diameter and $\frac{1}{4}$ in. thick. On their inner faces are four circular hollows penetrating to a depth of about $\frac{1}{2}$ in., and $1\frac{1}{2}$ in. in diameter, and situated equi-distant from each other. Between these flanges or

discs works the movable portion of the hub, which is constructed of two light rings of nearly the same diameter as the outer discs, and into which the spokes of the wheel are screwed. The rings are kept apart by four tubular struts, terminating flush with them, the ends of which are each cupped to receive about half of a large ball, the other half of which is received by the corresponding hollows in the side flanges fixed to the hub proper. Round the central hub is the air tube which, when inflated, presses equally upon the four struts and so holds the hub central by the action of the rubber and not of the air, the use of which is apparent only when journeying over rough roads. Between the spoke rings described is a light shield ring formed concave on its inner side like a mud guard, which is only designed to keep out the dust and never approaches nearer to the struts than about $\frac{1}{2}$ in. Through this shield the valve of the tube passes, but it should be distinctly understood that the air chamber never touches this outer ring, but is entirely free to expand and contract within the space between it and the struts, between which latter the air tube bulges slightly. This is the real secret of the resilience of the hub, because the air is never confined or compressed between metal surfaces. Of course the centre portion of the hub is free to move about $\frac{3}{4}$ in. in any direction—other than laterally—that distance being the radius of the circular hollows in the side flanges into which those portions of the balls which are not received in the cups in the ends of the struts project, and through which the driving power is transmitted by means of their edges coming in contact with the balls. Lateral adjustment is easily accomplished by tightening a threaded collar on the central hub, which brings the flanges nearer together. I should think that the arrangement will have the effect of considerably reducing vibration, and it should be noted that this is done before that enemy of the cycle reaches the bearings of the wheel, but I am sure that it will never supplant the pneumatic tyre, nor do I think it is intended to do so. As an auxiliary to luxurious riding it may answer well, but it will not, I think, add in any way to the speed of a machine, and I fancy it will not give very satisfactory results unless used in conjunction with pneumatic tyres, for vibration should certainly be stopped at the rim of a wheel, where it commences. However, Mr. Thomas's hub is the very best thing of the kind yet introduced, at any rate in my opinion.

Pedals were certainly not so good taken as a whole as at the Stanley Show, for very little attention was paid to the dust proof qualities, and a great many were of the open pin pattern, and consequently distinctly bad for road work. The larger makers seemed perfectly content to fix their pedals with ordinary nuts, no advance being made upon the old style in this respect. The "Moto" pedal (which consists of a deep ring through the sides, and across the diameter of which the pin passes, and upon which works another ring free to move in either direction, so that the toe of the rider may be pointed first on one side and then on the other) seems to be gaining a little favour. The upper ring has raised spikes, which give a good grip to the shoe, and the lateral movement is said to increase the power of the rider, though I cannot quite see why it should do so. I mean to experiment with a pair of the "Motos" at an early date. I did not see any pedals specially designed for the use of ladies, except in one or two instances, when the side plates were fully $\frac{3}{4}$ in. apart, or quite $\frac{1}{2}$ in. too wide for the average feminine foot.

Of saddles there were but few in any way out of the common, and of these I liked Messrs. Foley & Webb's "Rath" the best. This is an ordinary saddle in appearance, but under the leather is a cushion of sponge-rubber which forms a soft pad and yet retains its shape. It will doubtless be cooler than pneumatic saddles of the Guthrie-Hall type, which latter will, I think, have a tendency to cling to the rider. I should like to have a "Rath" saddle in combination with a "Lycett" spring and air-pad, an arrangement which would, I feel sure, prove an excellent one. Perhaps

the manufacturers referred to might be able to come to an agreement which would enable them to combine their present patterns.

There were numerous clips designed to hold saddles firmly to hollow L pins, but most of them had the drawbacks of being complicated and liable to rust. The "Grip-clip," which is upon the wedge principle—the tightening of a nut forcing wedges against the pin—has a number of crevices in to which mud and water will be thrown by the back wheel of the machine.

I was, when at the Crystal Palace, shown a chain, the name of which I do not know, by Mr. Rowland, of the North London Cycling Club. It is of the "Humber" type, but every link easily takes to pieces. This is accomplished by the side plates being constructed with long slots which are widened out in the centre, so that when what would be called the rivets in the ordinary chain, but which must in this case be dignified by the name of bearing pins, are slid back to the central position, their heads will pass through the widened slots in the side plates, which can then be entirely removed. The great feature, however, is that every link of the chain is adjustable, for the pins are grooved in such a manner that they are eccentric and can be turned round in the side plates, but as the grooves are flattened on each side this can only be accomplished when the pins are in the central position. The idea is certainly clever, but I do not think I should like to have a chain every link of which was formed of loose detachable parts, for, although I admit that, while the chain is kept properly adjusted, it cannot come to pieces in actual riding, yet I fancy there will be a tendency for the pins to wear the side plates—owing to their not being riveted—and thus in time they might revolve at the ends of the slots. When this happened the eccentrics would instantly fall to their lowest points, so that all the adjustment would be gone. Take the eccentric part away, and I think the chain has its uses, for a link or two of this pattern might be inserted in the ordinary chain, and would be an improvement on the present screw and small nut connection, especially in gear cases. I would suggest that about three links should be inserted in different places for the sake of convenience in looking for the join. Two or three links might also be added to a chain when a larger gear-wheel is put in, and could be removed with but little trouble when occasion required. For this purpose the method by which this chain is joined is a capital one.

Spring frames were at a decided discount at the National Show, whereat I was not sorry. The "Quadrant" was perhaps the most striking, its peculiarity consisting in the forks being constructed of spring steel wire, such as is used for saddle springs, but of course considerably stronger. The demand for spring-framed machines is evidently not great.

At the Stanley Show a Mr. Boudard exhibited a machine, the principle of which was, up to a certain point, similar to the "Loco." The crank gear-wheel had an internal-toothed periphery, which geared with a spur-wheel on the end of a secondary axle, situate immediately behind the crank axle proper, and which was considerably geared up. On the opposite end of this axle was a small cog-wheel, which was connected by an ordinary chain to the rear wheel of the machine, *which had a much larger hub gear-wheel than is usually the case.* It will thus be seen that Mr. Boudard first gears his machine up and then down, which is a roundabout method, to say the least of it. There is a duplex cross strain on the secondary axle and double friction by reason of the two sets of gears, and yet, strange to say, the machine ran well—in fact superbly—when the wheels were spun. True, it had no work to do, and the friction of the cog wheels and the cross strain referred to would increase with the force applied to the pedals, but I am informed by independent authorities that the machine really does go well in practice. If it do, I am inclined to think that the larger gear wheel on the hub has something to do with it, the sole reason being that the chain has much less

strain upon it than in machines fitted with the small gear wheels now so common. It cannot be the gearing as Mr. Boudard understands it, because his explanation and theory are based on an obvious fallacy. He claims that he obtains more power by adding the radius of his inner toothed gear wheel to the crank length, which, to quote Mr. Euclid "is absurd." The explanation of the easy running of the machine is, I firmly believe, to be found in the comparatively slight strain on the chain and back forks, and if so, large gear wheels would give the same result without the complication, but alas, the manufacturers will not let us have them!

Writing of large gear wheels reminds me that many of the tandem safeties had cog wheels of good diameter for the front chain to run on, but in no case was this carried out at the back. One large manufacturer took me round to see his tandem and specially pointed out the size of the front chain gear-wheels, which he said reduced the strain and friction very much. I let him expatiate upon this matter for some time, and then asked him why he did not carry the theory out on the back chain which passed over the usual small cog wheel on the driving hub, and he actually said that the theory did not apply to the rear chain, notwithstanding that it has to transmit the combined power of both riders! And of such are the cycle engineers of this enlightened nineteenth century!

The great "fad" of the Show was the "Patent Spring Driving Gear for Cycles," shown by Mr. J. Findley Guild, jun. It consisted of a shallow circular hollow drum or box the outer periphery of which carried the teeth of the ordinary chain gearing. This drum is passed over the axle, but is not fastened to it. From the crank axle a flat piece of steel projects straight across the diameter of the drum, in which it can turn completely round were it not for two stops at opposite sides of the box wheel, which divide its path into halves. As a matter of fact the movement of this cross-piece is but slight, because two strong spiral springs fill up the circular paths its ends would follow, and keep the cross-piece pressed against the stops when there is no driving pressure on the pedals. When, however, force is applied to the cranks the opposite ends of the cross-piece leave the stops and compress the springs, and it is only when these are compressed sufficiently that the machine is driven. The inventor claims that by this means the cranks get to a position of power sooner than with ordinary gearing, and that when the dead centres are reached the springs re-act and impart an impetus by their stored-up energy to the gear wheel during the interval when the rider has little power on the cranks. From this it is evident that the springs must be peculiarly good-tempered, nay, positively obliging, and far cleverer than Archimedes, since they are said to do their work without a fulcrum, and to prefer to drive the whole weight of the machine forward rather than push the light cranks back when the rider can no longer exert force upon them. Of course, joking apart, the only effect of the spring is to keep the cranks at the dead-centre until the stops of the drum catch up the cross-piece, and so carry them over, so that supposing, for the sake of argument, that the cranks do get into power sooner at the top of the stroke, the gain is all lost at the bottom, *plus* the extra friction of the mechanism. The wheel has several other disadvantages, its loose bearing on the spindle being by no means the least. The inventor, or it might have been his assistant, informed me that I was ignorant of the rudiments of mechanics, so my old friend Mr. Halliwell has found a companion.

Again I am compelled to leave out the tyre section, partly for want of space and partly because it would be to a great extent a wearisome repetition, the general principles of all the successful tyres being so well-known, and there would be little gained by my describing the small differences in couplings and such like more or less trivial details.

In conclusion I may briefly summarise the two shows as demonstrating the superiority of the rear-driven safety over its competitors, and also pointing to the fact that little or no improvement is to be looked for in general design for some

years to come. Details yet offer a wide field for the inventor, and I hope that the healthy competition which exists between rival manufacturers will soon result in approximately perfect cycles and the final abolition of "fads." Perhaps the day is yet distant when this will come to pass, but it is surely coming.

The Royal Irish Constabulary and their Road Book.

BY THE CONSUL FOR STRETFORD.

Of the relating of cycling tours in Ireland there is no end. Although in September last I had a most enjoyable ten days' trip on my bicycle in that island, this infliction shall be spared your readers, before whose notice I wish, however, to bring more prominently a most remarkable book bearing on this subject.

The book is "Devia Hibernia, the Road and Route Guide for Ireland of the Royal Irish Constabulary," compiled and edited by Mr. District-Inspector Dagg, and quite recently published by Messrs. Hodges, Figgis & Co., Limited, Dublin.

The editor claims that it is almost exhaustive of all the roads in Ireland, and that in each case the route from place to place (both ways), with nearly every turn, every hill, and every cross-road met with, is indicated, and the distance between each one and the next adjoining given. The whole of the R.I.C., consisting of, as he informs us, 12,577 individuals, has apparently been engaged in the compilation of this work, their assistance it is stated having been freely and ungrudgingly tendered.

The plan of the book is simple in the extreme. It is based on the police organisation of the sister isle, and almost all its details are inserted with reference to this fact.

Every place that boasts a police station (even though it be a mere hut) appears in its proper alphabetical position, while places that are so unfortunate—or fortunate—as to be deprived of that resource of civilisation are simply ignored.

Each police barrack is the centre of a circle of "circum-jacent stations." Each police station has sent in a return on identical lines, giving similar information as regards itself and neighbouring barracks.

All the public roads which are radii of intersecting circles, whose centres are R.I.C. stations, and whose circumferences pass through adjacent stations, are described in the guide. The information is imparted by means of disconnected letters and figures, each of which, as it were, speaks volumes, and to the uninstructed reader, who scans any of the 344 pages of this work, it appears a bewildering mass of hieroglyphics, and might be mistaken at first sight for an algebraical treatise. It is, however, not difficult to understand, and it is remarkably easy in practice when once you have "caught your bobby." First comes the name of the police-station, next whether it be a city (C), a town (T), a village (V), or on the roadside (R). Next comes the population. Then follow the names of the barony, Parliamentary electoral division, county, riding, and province. Then an indication as to whether the place has a telegraph office, and the hours of business. The dates on which fairs and markets are held are next given; whether a district inspector or county inspector of the R.I.C. or a resident magistrate is stationed there; whether there is a public boat for police use; petty sessions days; polling stations; the initials of the railway company, and the nearest railway station, and the distance. Then (1) the times of arrival of the mails, (2) times of their despatch, (3) whether post office savings bank or money order office, (4) number of cars for hire, (5) names of places of beauty or interest locally or historically, with distances, dates, and short details. Here comes in the name of the member of the force who supplied the information.

Now follows in five columns the especially distinctive feature of the work. In column 1 are placed the names of the circumjacent police stations, distinguished as city, town, village, or rural. The names of such stations are printed in different type to indicate whether the stations are in the same district inspector's district or not. In column 2 come the distances of the adjacent places from the principal place. In the 3rd column capital letters indicate the kind of roads that are met with:—A "level and broad"; B "level and narrow"; C "up and down hill and broad"; D "up and down hill and narrow"; E "uphill steep and broad"; F "uphill steep and narrow"; G "downgrade not too steep for use"; H "hilly, so steep as to necessitate walking"; I "impassable for ordinary wheel traffic." In column 4 the capital letters indicate the character of the surface of the road, thus G=good; B=bad; I=indifferent; R=rocky or rutty; S=stoney or sandy; P=poor; F=fair. S shows where there is a cross road or two roads fork. X indicates a cross road where you go straight on. A dangerous hill is shown by Δ for an uphill and V for a downhill. F indicates a ferry; Δ shore of the sea; W fresh water. P in column 4 means paved, and M macadamised.

The conciseness of the system will best be explained by taking a specimen paragraph, e.g.,

KILNALECK V. (pop. 323). Castleraghan: East Division: Co. Cavan: Ulster: F. 2 Feb., 25 Mar., 13 May, 11 and 29 June, 10 Aug., 11 Sept., 1 Nov., 17 Dec.: P.S., last f.: M, th: Ballywillan, 7, M.C.W.Ry.: Tel. 8—8. (1) 8.30 a.m., (2) 5.30 p.m., (3) P.O., S.B., M.O.O., (4) Yes, 8 (5) Lake Sheelin (good trout lake), $\frac{2}{2}$; Kill Lakes, $\frac{1}{2}$; coal mine (now closed), 1.—James M'Garvey, sergeant.

1. Ballinagh V. $\frac{6}{4}$ B.D. ... G.R. $\frac{1}{2}$ R $\frac{1}{2}$ L $\frac{1}{2}$ X $\frac{1}{2}$ R $\frac{1}{2}$ R A $\frac{1}{2}$ L $\frac{1}{2}$ X
2. Ballyjamesduff V. $\frac{6}{4}$ B. ... G. $\frac{1}{2}$ L $\frac{1}{2}$ R $\frac{1}{2}$ X $\frac{1}{2}$ L $\frac{1}{2}$ X
3. Capragh V. 3 B. ... F. $\frac{1}{2}$ R $\frac{1}{2}$ R $\frac{1}{2}$ R $\frac{1}{2}$ L $\frac{1}{2}$ R $\frac{1}{2}$ X
4. Crosskeys V. $\frac{5}{4}$ D. ... F. $\frac{1}{2}$ L $\frac{1}{2}$ L $\frac{1}{2}$ R $\frac{1}{2}$ L $\frac{1}{2}$ R $\frac{1}{2}$ X
5. Mountnugent V. 4 A.B. ... F. $\frac{1}{2}$ R $\frac{1}{2}$ L $\frac{1}{2}$ X $\frac{1}{2}$ L $\frac{1}{2}$ R $\frac{1}{2}$ L

which being interpreted is, that Kilnaleck (the principal place) is a village, with a population of 323 persons, in the barony of Castleraghan, whose Parliamentary electoral division is the east division of county Cavan, in the province of Ulster; that fairs are held on the dates named, petty sessions on the last Friday in the month, markets on Thursdays; that Ballywillan, seven miles distant, is the nearest railway station on the Midland Great Western Railway; that Kilnaleck has a telegraph office, open for business from 8 a.m. to 8 p.m.; that the mails arrive at 8.30 a.m. and are despatched at 5.30 p.m.; that it has a post office, transacting savings bank and money order business; that it has eight post cars for hire; that the local objects of interest are Lake Sheelin, the Kill Lakes, and a coal mine, distant respectively two and a-half, one and a-half, and one miles, and that James M'Garvey, sergeant of the R.I.C., supplied the information contained in the paragraph. Passing to the small type, we see that there is a police station at Ballinagh, a village in the same county, but not in the same district inspector's district as Kilnaleck, from which it is six and a-half miles distant; that the road is at first level and narrow and then up and down hill and narrow, that the surface is good and afterwards rocky or rutty, that to get to Ballinagh we must in half a-mile from Kilnaleck police barracks turn to the right at a cross road or fork, in one-eighth of a mile to the left at the next cross road or fork, in one and three-eighths

miles keep straight on, in one mile turn to the right, in half a mile to the right up a dangerous hill, in one mile to the right again, in one and three-quarter miles to the left, and in a quarter of a mile we arrive at Ballinagh police barracks. The remaining small type can be read in similar fashion.

The "Force" have varied notions of objects of beauty or interest; round towers, abbeys, and salmon fishing frequently figure. Belfast is noted for having a Lord Mayor, "although Manchester and Liverpool have only Mayors." A considerable number of places are noted for murders or "moonlighting." One sergeant gives a local herbalist a gratuitous advertisement! Mitchelstown, it seems, is "remembered" for its caves and castles.

The book is stated to have been provided for the use of the police, and of cyclists and tourists, but much of the information printed in heavy type can only be of service to the former. I have tested the small type information in a 400 miles ride round the north and west coasts, from Belfast to Galway, and half-way across the interior to Athlone, and I have found it in the main accurate. The most glaring defect is that where there is no police barrack, for there the cyclist or tourist is assumed not to go! For example, I found it plain sailing from Belfast to Cushendall, fifty-nine miles. The way from the latter place to the town of Ballycastle is by a modern well-engineered road, sixteen miles long, which is not even mentioned because there happens to be no police barrack on any part of it. For the same reason the Guide maintains an absolute silence for a further sixteen miles until Bushmills is reached, even the Giant's Causeway being ignored. You are now duly directed to Coleraine, *via* Portrush; no one, however, is supposed to need any direction as to the route from Coleraine to Limavaddy, sixteen miles and a-half. Here, by making a lucky guess that Eglinton (a roadside barrack not marked on the map) is on the way to Londonderry, we arrive safely at that city. Hence we can get to Donegal and on to Bundoran, if we can find our way between Raphoe and Ballybofey, twelve miles, without the aid of the police guide. From Bundoran we may possibly with difficulty arrive at Ballina, *via* Sligo, if we are able to ascertain beforehand the names of the various insignificant roadside barracks omitted from the map.

It is easy to discover the route from Westport to Galway through Clifden, if we are 'cute enough to first turn up a collection of cottages known as Errif Bridge, and work backwards. It is hopeless, however, to trace our way between Galway and Athlone, fifty-four miles, without an intimate knowledge of the names of the numerous rural police stations, only attainable, one would imagine, by a district inspector.

The map of Ireland (by Keith Johnston), supplied with the book, is an excellent one, as far as it goes; but the plan of the work demands that every police barrack should be shown on the map, which is far from being the case. Distance lines give the shortest route between some thousand places, and these lines the traveller finds very useful for a rough and ready calculation.

Taken as a whole, after testing it in no hostile spirit, I have come to the conclusion that the Guide is *not* adapted to the use of cyclists, however suited it may be to the constabulary, and that, while I readily bear witness to the monumental industry and exactness displayed in its compilation, I am of opinion that the wheelman must look forward to the publication of the Club's Road Books as the only satisfactory solution of the great route question. Until that time arrives, we must continue to "ask a policeman," who, by the way, I found in Ireland to be an individual most sympathetically inclined toward the touring cyclist.

[The foregoing unbiassed and masterly criticism of Mr. Dagg's marvellous book confirms to the letter our contention that the work is of little use to, and is never likely to become popular among cyclists as such, the pronouncements of the *Irish Cyclist* (which asserts that the private effort has provided for the wheelman what the C.T.C. has failed to accomplish) notwithstanding.—ED.]

By the Merry Moselle.

A CYCLING TOUR IN LAZYLAND.

BY WILFORD F. FIELD.

Author of "Campstool and Camera," "A Scamper to Trèves," "Cycling in Flanders," &c.

It was Washington Irving who thus orated to his irrepressible American *cicerone*, "Recollect, my friend, that I am tired of churches, convents, palaces, galleries of paintings, subterranean passages, and great men. If you have anything else to show me, *allons !*"

If any reader of this journal is inclined to follow the edict set forth by the gifted author of "The Sketch Book," to him this tour by the merry Moselle should prove the identical thing he is craving for.

It is somewhat remarkable that the beautiful Moselle Valley has not received more patronage at the hands of cyclists, for it vies with the Rhine in many respects for grandeur of scenery. The roads on either bank are fairly good, the country folk are polite and interesting, the air is delightfully invigorating, and to laze away a week or a fortnight in this veritable Lotus Land is a joy to anticipate, and one that should be indulged in where possible. Touring by the merry Moselle is a strange contrast to the Thames siders, or even your friend who pins his affections to the Rhine. All the irksome preliminaries of fashion are set aside here; one can breakfast at any hour in a charming grape-laden arbour with the merry Moselle rippling and bubbling at his feet. Or, one can join the mid-day banquet at the *gasthof* and, despite dust and other attendant marks of cycling, one may rely on a cordial welcome. Palatial hotels with electric light, flunkies galore and 'Arry abroad—are not. You cannot find them in this LotusLand. It is a Liberty Hall, where one does as he pleases, without fear of interruption or blue-coated officialism, so common in other quarters of the Fatherland. A cyclist may spin the entire distance between Coblenz and Trèves and not encounter one of his own countrymen!

Everything is picturesque; the blue mountains topped with crumbling castles, which suggest pages of romance; the primitive *diligence* that rumbles lazily along, a jolt in which is a novelty not to be omitted; the quaint old ferry, dating back centuries; the pretty vine-clad houses, nestling in a bower of foliage, are all here. Go to Berncastel once, and you will never rest till you have paid a second visit; try a spin from Alf to Cochem, and dot it down in your reminiscences as the red letter day of your cycling career!

Pages might be written, and poetasters might attune their lays in praise of the merry Moselle. Byron has immortalised "The castled crag of Drachenfels," and Heine, daintiest of poets, has chanted sweetly of the Lurlei, but the merry Moselle has been neglected. What a thousand pities to treat so scurvily the prettiest valley in Europe!

Enough has been said, by way of introduction, to prove that a cycling expedition in this district is not without its attractions.

When the Poppyland poet, Mr. Clement Scott, was charged by one of his admirers with letting the world into his secret, and thereby spoiling the district in the future, he retorted, "Perhaps that is true, but I cannot help it. I could not refrain from telling others how happy I was."

So it is with the merry Moselle. Twice I have skimmed along its banks, my second visit only prompting me to go again; not so much *pour encourager les autres* as to sip of the sweets of an excursion in Lazyland.

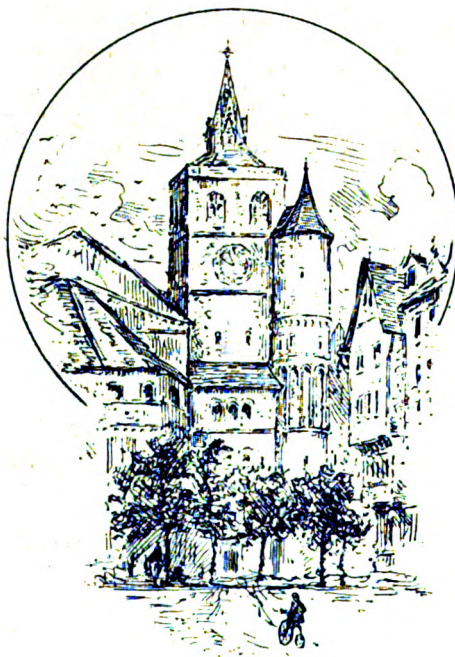
THE ROUTE

to the Moselle is a matter of choice, and will depend largely on the time at our disposal. A fortnight is none too short to spy out the beauties of the land, nor is a month too long, providing we can spare that period. "But, my dear sir," adds my friend the pace-maker, "I could cover the distance in two days!" Possibly; but what can you learn of the joys of the merry Moselle?

The question to decide, before selecting the route, is the itinerary the cyclist proposes to use. Thus, he can book by the Great Eastern Railway, *via* Harwich, to Antwerp, first class £2, second class £1 4s.; safety 10s., tricycle 15s. He can then train it from Antwerp to Brussels—first class 3fcs. 35 cents—and, after a peep at Paris in miniature, he may continue his journey by train from the Nord Station to Luxemburg, 17fcs. 20 cents. Here he can stay for the night, resuming his pilgrimage next morning to Trèves, the starting point for the tour to Coblenz; following the devious windings of the merry Moselle, the distance is nearly 120 miles. Arriving at Coblenz he can book through to Cologne, 7 marks 30 pfennig, and from there can travel on to Rotterdam for 22 marks 30 pfennig.

Without doubt the most economical way is to book one of the Great Eastern Railway circular tickets; they are an immense saving of worry and annoyance, and, at the country stations, "English as she is

spoke" is not always intelligible to the rustic stationmaster. Moreover, one is often delayed through the express service, which only carry passengers at increased rates: holders of circular tickets are relieved from all this, and have the option of travelling by any train—a concession one can value after spending an hour or so in a dusty, badly-ventilated waiting-room on a July afternoon with the thermometer climbing up to tropical heat. Two circular tours have been organised by this company, and are as follows:—"9A London, Harwich, Rotterdam, Gouda, Utrecht, Arnheim, Zevenaar, Cleve, Crefeld, Neuss, or Emmerich, Wesel, Dusseldorf, Cologne, Bonn, Godesberg, Mehlmer, Rolandseck, Remagen, Neuwied, Coblenz, Cochem, Bullay, Uerzig, Wittlich, Trèves, Saarbrücken, Metz, Diedenhofen, Luxemburg, Bettingen, Namur, Brussels, Antwerp, Harwich, and London. First class, £5 11s. 6d.; second class, £3 18s. 5d.; available for forty-five days." Or, as an alternative, the following is suggested:—



Trèves.

"10A London, Harwich, Antwerp, Brussels, Namur, Dinant, Bettingen, Luxembourg, Diedenhofen, Metz, Saarbrücken, Trèves, Wittlich, Uerzig, Bullay, Cochem, Coblenz, Neuwied, Remagen, Rolandseck, Mehlem, Godesberg, Bonn, Cologne, Dusseldorf, Wesel, Emmerich (or Neuss, Crefeld, Cleve), Zevenaar, Arnheim, Utrecht, Gouda, Rotterdam, Harwich, London. First class, £5 14s. 3d.; second class, £4 os. 6d.; available for forty-five days." For those who do not object to roughing it, I should add that third-class coupons can be obtained, but only at the Continental offices.

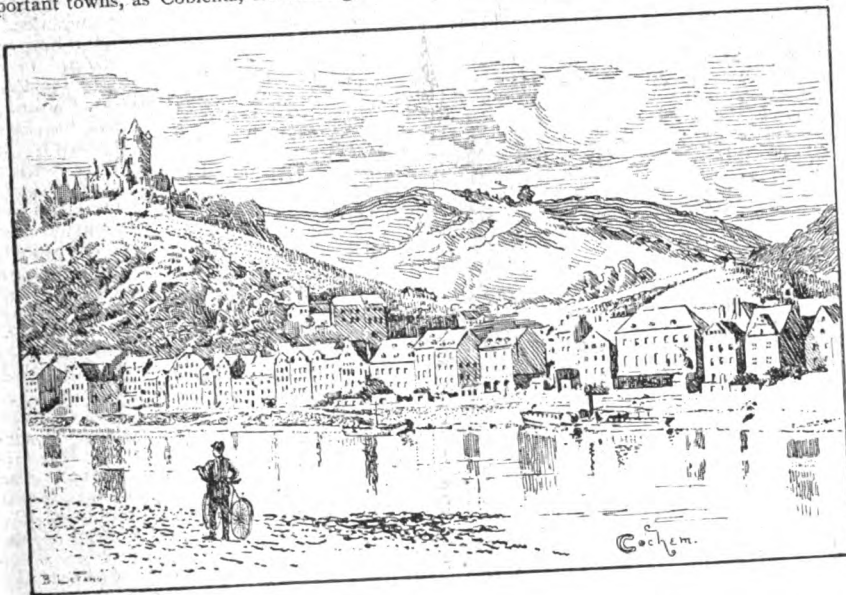
An alternative route is to train it to Namur, and wheel by way of Givet, St. Hubert, Houffalize—nasty descent here—Carrefore, Ettelbrück, Diekirch to Echternach. Thence there is a good road to Trèves, passing Roosport and Wasserbillig *en route*. This, of course, is not recommended to those whose leisure is limited to say five or six days, but with a fortnight or three weeks at disposal there is not a more delightful trip imaginable than this.

So much for the route. Now a word about the hotels. At the more important towns, as Coblenz, Luxemburg, and

about this when he wrote in his mirth-provoking skit on "Up the Rhine," "Don't wash or be shaved; go like the hairy wild men, play dominoes, smoke, wear a cap, and frock smock it. But if you speak English, or look like it, then, take care of your pocket!" And half a century, although it has played havoc with many of us, has not influenced to any appreciable extent the method adopted by shrewd *restauranteurs* on either bank of the Rhine. Get coupons, then, by all means.

NECESSARY OUTFIT.

Cyclists have long since learned that luggage, in any shape or form, is an encumbrance, particularly is this the case when touring abroad. A comfortable, easy-fitting suit, a soft hat, a supply of flannels (in case one is caught in a shower), a phial of arnica (invaluable), gloves, boots or shoes that are a not new, will complete your outfit. A writing satchel, a supply of English tobacco—if a smoker—and a good map, are also useful. To this may be added "Baedeker's Rhine," and Percy Lindley's invaluable little brochure, "The Moselle," published at 125, Fleet Street; one penny. Don't despise



Cologne, no difficulty is experienced in finding a first-class house at which "English is spoken"—"spoken" but mildly conveys what is meant—and where every luxury may be indulged in at fabulous prices; but once in the Moselle Valley all this is changed. The village *gasthof* is scrupulously clean; the cooking is excellent; the wine good; and, if one can be satisfied "to do as Rome does," there is absolutely nothing to complain of. Breakfast, consisting of delicious white bread, honey, and butter, accompanied by capital coffee, forms a *menu* not to be despised; the capital coffee, forms a *menu* not to be despised; the *mittagessen*, or "one o'clock ordinary," is what Cousin Jonathan would unhesitatingly describe as a "square meal," it usually consists of half-a-dozen courses, and then there is supper—a meal one can enjoy after a lazy day spent in pedalling the banks of the merry Moselle. The cost of living at the best hotels in the valley does not exceed six shillings a day, and at the smaller inns is considerably less. It is a good plan to decide which centres you intend to stay at, and from them to make a pilgrimage and explore the surrounding district. It is worth while taking Cook's or Gaze's coupons for the Rhine hotels where extortion is not unknown. The Prince of Wits, Tom Hood, knew all

it on account of its price, as it will prove a trusty friend, philosopher, and guide in your peregrinations.

And now, taking it for granted we have booked our circular ticket, say 10A, we hurry down to Liverpool Street Station one evening, and take our places in the eight o'clock Continental express. Harwich is reached at ten o'clock, and we land at Antwerp the following morning to find the through train to Brussels awaiting us at the Quai du Sud. Brussels is touched at 10.42. It is just possible we may decide to stay a few days here, in which case the cyclist cannot do better than mount his machine in the square outside the Nord Station and pedal along the B'd Hainant to Hôtel Royale—a decidedly comfortable hostlerie, and one that I can cordially recommend from personal experience. After having explored "the lions" of the gay little city we can proceed by 11.46, Nord Station, or 12.5, Leopold, to Luxemburg, which is reached about seven p.m. We select one of the hotels in the vicinity of the station if we propose to travel by early train next morning; but the old Roman city is worth a few hours, if only to admire the viaduct and the citadel. Our circular ticket will frank us to Metz, memorable as never having surrendered till 1870, when

173,000 men and 6000 officers became prisoners of war to the invaders. The old Cathedral of St. Stephen's is necessarily the first object we visit, and it is worth climbing the 387 steps of the tower to feast on the unrivalled panorama stretched out before the gaze of the spectator. Returning to the station we have a choice of two routes, either direct to Trèves, *via* Luxemburg, or, away through Saarbrücken, where another landmark of the struggle between France and Germany can be seen. It was here that 9000 brave soldiers fell to rise no more. A morning spent on the battlefield and a visit to the museum, where are to be seen the relics of the sanguinary conflict, will remind one of De Sivry's quotation, "The art of conquering is that of despising death." When the journey is resumed, we pass the beautiful Saar valley, and finally

ALIGHT AT TRÈVES.

How peaceful Trier looks this morning as we step from the train and make our way out into the streets. Bustle there is none; everything wears an aspect of tranquillity, but it is not always thus even here; for does not the ancient cathedral contain the most precious of relics, "The Holy Coat"? This is exhibited every fifty years, and when it is added that in 1892 the relic was inspected by no less than five millions of pilgrims, it will be seen that the good people are justly proud of their treasure. There are seventeen other "original" Holy Coats in Europe.

I do not recommend wheelmen to postpone their trip to Trèves till the next exhibition; there is nothing to afford any satisfaction to a wheelman, who would be disappointed were he to choose this for the time of his visit. As, however, the "Holy Coat" is only shown twice in a century, it is just possible that but few readers of this paper will be "disengaged" for that function. A truce to moralising! We mount our machines outside the station, we bowl down a shaded avenue—vile road, by the way—and suddenly Porta Nigra breaks on the view. What recollections it calls up; it is one of the few remaining relics of the bygone ages. Trèves, the guide will tell you in execrable English, was the second Rome, and this historic old gate is one of the landmarks of history that for over a thousand years has braved the storms of political and meteorological strife. If we have a camera it is only natural that we should bear off a sun sketch of this relic; and, failing our snap-shot friend, a capital photograph can be obtained in the city for a mark (1s.). Of course we stay at the "Roths Haus" (Red House) Hotel, if only for the novelty; for this same hostelry dates back to the fifteenth century, and was the Town Hall in years gone by. In the cool of the evening one can sit

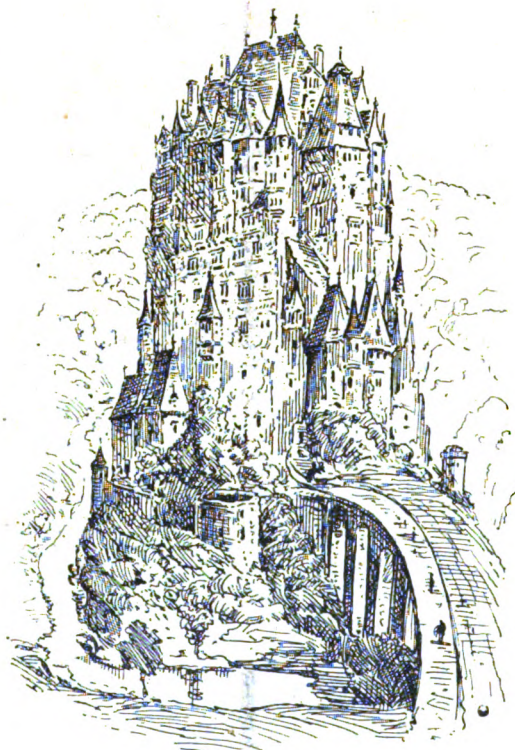
outside and listen to the musical ripple of the fountain yonder. The "Red House" is situated in the busiest part of Trèves—if the lethargic movements of the natives can be termed busy—and we are within a stone's throw of the Dôm, dwarfed, by the way, with the tower of St. Gangolph, which is not far away.

A wheelman can find plenty of recreation in Trèves for a couple of days; thus, he can devote a morning to pedalling round the city. Leaving the "Roths Haus," and spinning along the Simeon's Strasse, he will pass through Porta Nigra, already referred to, and continue his journey westerly till the merry Moselle is reached. In all probability he will dismount and tramp on to the bank to catch a glimpse of the pictures boasted of by that writer in the *C.T.C. Gazette*—and further, he will, after a brief deliberation, arrive at the conclusion that the outlook is very ordinary, that picturesque it certainly is not, and, that on reaching home his first duty will be to interview the Editor and tell him point blank that his contributor, like dear old Goldfinch, has been looking at these things through a pair of golden spectacles, and that the Thames at Richmond is a thousand times prettier!

But softly! we have not yet commenced our tour on its banks; it would be unfair to form premature opinions. Remounting our machine we wheel on, past the Quai to Brücken Thor, then we change our course and steer along Kaiser Strasse, a grand road with welcome foliage to shade the cyclist. The route is followed to Pallast Platz, whence we make our way back by the station to Porta Nigra. We do full justice to the "Red House" *cuisine* after this excursion and retire early anticipating the joys of the morrow.

Early next morning we bid adieu to our genial host, and cycle down to the river bank, heading away in the direction of Schweich. Already the scenery is improving, and we slow down to admire it. After leaving Helzerath we bear to the right, and proceed to Osann. Between this point

and Maring there is a nasty hill, with an equally disagreeable curve; screw on the brake at once, and turn your attention from the mountains to your steering; the advice is necessary, for it was here the writer made an impromptu and undignified cropper for disregarding a simple injunction. Cues is reached shortly after leaving Maring, and a quarter of an hour later we enter Berncastel; the town lies on the opposite side of the river, and we gladly avail ourselves of the use of the primitive ferry, and, landing on the other bank, make direct for "Hôtel Drei Könige," celebrated for the Doctor's brand, and, let it be said, in justice to the worthy disciple of Galen, that his brew is delicious; indeed, the



The Castle of Elz.

The Moselle.

"Berncasteler Doctor" is, without doubt, the finest vintage to be found in the valley. Two days may comfortably be devoted to Berncastel and its surroundings. There is a capital excursion to Wengerohr-Wittlich—follow the *diligence*, which starts from Berncastel. Again, there is a trip to Fischbach, but a whole day is necessary for this, as the distance there and back is dangerously near sixty miles, and, pray remember, we are in Lazyland, where exertion is entirely out of place. A pleasant afternoon may be spent on the opposite side of the river in the peaceful hamlet of Cues. Here one may ramble, undisturbed, among avenues of grapes, or smoke a cigarette under the shade of the walnut. Away up the valley a mile or so is a pretty waterfall, which looks gloriously cool this hot August afternoon; if you continue your ramblings through the valley one can revel in scenery that is unique in every respect, and, at the little inn at Monzelfeld, a bottle of wine can be had from the fruit of the district.

TRABACH

is our next stopping-place, and may be reached by two routes, thus: there is a short cut over the hills which I have not ridden, and can only vouch for its existence; or there is a more circuitous road following the windings of the merry Moselle, and cycling through Graach, Zeltingen, Erden, Lindell, and Wolf. The distance is about thirteen miles, and truly "every prospect pleases." The lofty vine-clad heights, surmounted by crumbling castles, with the swift, deep, crystal river below, are here seen in all their magnificence; no one will regret that they have selected the longer road.

At Trabach we put up at "Hôtel Bellevue," and, for once, the hotel merits the title bestowed on it. The village is comparatively new, having been destroyed by fire as recently as 1857, and re-built by the good folk with a happy consciousness that Trabach would resolve itself in the picnic ground for miles round if something were not done. Fortunately the devouring element did not reach the castle, which, by the way, was built from the ransom extracted by the Countess Von Starkenburg from the fighting Archbishop Baldwin, of Trèves—Place aux dames!

It would be unwise to predict the length of our visit to Trabach, as there is a fatal fascination about the place that will inevitably bring about a fit of procrastination, despite the copy-book maxim that it is the thief of time. One rises early, with the fixed determination to get off, but there are whispers of an excursion up the Kautenbachthal, and a couple of English tourists at the

"Bellevue" extend an invitation to us. Presto! Away flies our good intentions and we devote a day idling about the lovely valley and devouring the contents of the hamper provided by mine host of the "Bellevue" with a zest that would drive a dyspeptic to despair. Cycling and the merry Moselle may not figure in British Pharmacopoeia but they form sovereign specifics worth the attention of the faculty generally.



ALF IS OUR NEXT STAGE,

and, having quaffed the pleasures of the Kautenbach to the full, we pedal away *vid* Reil, Punderich. Here there is a short cut across the heights to Alf, or we can book by the steamer—a course to be recommended—and reach Alf in an hour or so. "Hôtel Port" is to be recommended, and, early the next morning we leave our trusty steed at home and again taking a luncheon basket with us, climb the Marienberg. If there were nothing else to be seen in the valley the *coup d'ail* from the summit would alone repay the exertion consequent on the visit. On a clear day Coblenz can be seen, and the merry Moselle resembles a silvern snake as it winds along its course, dancing and rippling in the morning sun. An excursion to Bertrich must not be omitted from the itinerary; the road by the river is very tolerable, and although Bertrich cannot vie with either Schwalbach or Wiesbaden, it is an ideal resort, and one that should not be forgotten. Good accommodation will be found at "Hôtel Pitz," which adjoins the Curhaus, or "Hôtel Schneiders," equally comfortable.

The time for our departure having arrived we try an early morning spin for the novelty. Rising at five a.m. and mounting our steeds we push on to "Hôtel Gietzen" at Eller. There is a delicious novelty about this cycling in the valley; the air is invigorating and untainted by the smoke of towns or busy cities; it is as beneficial as the ozone which people rush away every year to inhale, and it is quite as exhilarating. We stop at "Hôtel Gietzen" for breakfast. While this is in course of preparation we stroll out and inspect the little village which had its history in the days of the belligerent bishops. A mile down the stream we can discern the Towers of Ediger peeping from behind the mountains, and very pretty is the effect. Our meal over—we blush at our voracious appetites—we continue our spin along the



left bank, passing Mesenich and, on the opposite coast, we catch a glimpse of Beilstein and Ellenz. The way we are travelling is not the shortest, but as our ramble in Lazyland is intended to trace the meandering course of the merry Moselle, not an inch of the valley should be missed.

At the first blush Cochem reminds one of some old Italian city; the houses facing the river are shaded with refreshing canopies of varied tints, while the vine creeps wilfully over the entire house, its verdure lending a freshness to the picture. And this Cochem has a history of its own, which Jules, the courteous waiter at "Hôtel Union," will lay bare, should you desire it. Those narrow byeways have more than once been the scene of carnage, and, when besieged in 1689, the gallant residents drove back the invaders over and over again. Their pluck did not save them from Marshal Bouffler, who finally ordered their total annihilation. You will enjoy your luncheon not one whit the worse if you can betray Jules into a recital of the incident.

We explore the remains of the old castle, admire Salvati's mosaic of St. Christopher, and go into raptures over the clever and beautiful frescoes in the Rittersaal. Yonder is the ancient Capuchin Monastery, while, with the aid of the glass, we can distinctly see the Tower of Winneburg.

Life is very pleasant at Cochem, and the cyclist will do well to make a stay here. The roads in the district are good, and several excursions may be made, not omitting a visit to Cond on the other side of the river. A peculiarity of the merry Moselle is its rapid current; to venture on the river on a boating expedition without the aid of a native is an extremely injudicious thing to do. "Experience teaches even *litterateurs*," and I have the liveliest recollection of an attempt I made one evening last year to cross the stream at Brodenbach; the journey occupied nearly an hour, and then, had not a native good naturedly come to my rescue, I should not like to say what the consequences would have resulted in. This by the way.

From Cochem we go on to Carden, where the ferry is crossed. Comfortable quarters will be found at "Hôtel Brauer." Absolute tranquillity is the leading feature of Carden; it is Lazyland personified, and the roads near are distinctly good, whereat all good wheelmen will rejoice. With an afternoon to spare, spin down the river bank to Treis, and if you have a camera with you do not come away till you have secured a photo. of the ruins of Wildenburg and Schloss Treis. The pretty little church, too, which speaks volumes for the artistic architecture of Lassaulx, is worth the expenditure of a few plates.

Moselkern will monopolise a day at least: both the hotels are good and reliable, and wheelmen receive every consideration—it is not always thus in merrie England! To enumerate all the charms of a sojourn at Moselkern would be to exceed my limited space, but when it is pointed out that there is the delightfully picturesque valley of the Eltz to explore and that there are several other easy trips in the district, enough has been said to demonstrate the advisability of allotting two days to this village.

It is a day's journey to our next station, Niederfel; doubt-

less the distance could be covered in a couple of hours, but the temptations to loiter *en route* are legion.

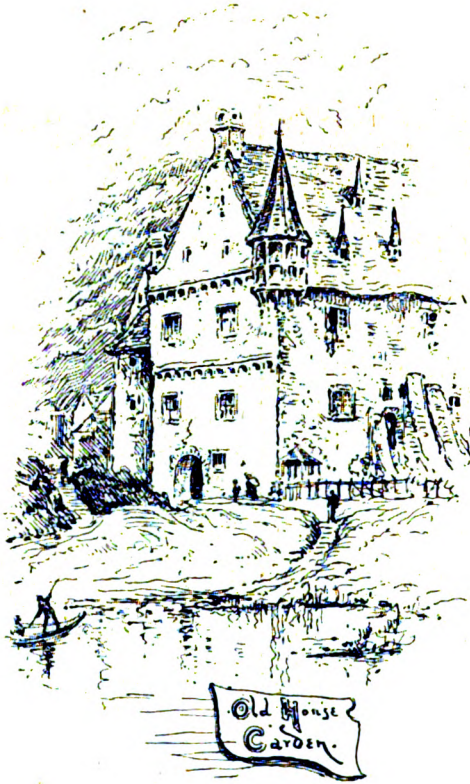
No one can forbear from spending a little time at Burgen, and below Brodenbach is the finest ruin to be met with on the river bank, viz., the Castle of Ehrenburg. Alken is also alluring in its rustic beauty, and it is with a sigh of regret we wheel away, heading on to Niederfel, where we are soon comfortably housed at "Hôtel Gapp." The final stage of our trip is from here to Coblenz, where, of course, we make direct for "The Man in the Custom House"—it is the thing to do.

A couple of days may be devoted to Ehrenbreitstein, reached by a bridge of boats, but pray do not take your camera inside the fortifications; it may lead—as in our case—to complications. There is a fine run along the Rhine promenade to Bonn, or, if not too fatigued we can wheel on to Cologne. Here we journey by train, *via* Wesel, Emmerich, Arnheim to Rotterdam.

The night boat leaves at 6.30, and London is reached the following morning. The cost of cycle from Cologne to Rotterdam is about 9s., if accompanied by owner.

Should there be any matters connected with the trip on which further information is desired, I shall only be too happy to supply it. Meanwhile, to those who undertake this tour by the merry

Moselle, I promise a unique holiday, and now, messieurs, *bon voyage*.



Answers to Correspondents.

No. 4961.—The duties of Consuls are clearly set out on p. 26 of the current Handbook, which reads:—"It shall be the duty of the Consuls to give any information as to roads, hotels, places of interest, &c., to any members calling upon them; also to answer letters from the Secretary, or Chief Consuls, as to those roads, &c., but not to answer letters from ordinary members, nor any but official letters from other Consuls. They must be willing and desirous to co-operate with their Chief Consuls in filling any vacancies in the list of Hotels, Consuls, or Repairing Smiths; and endeavour to collect subscriptions from any apathetic members; as also to canvass their immediate neighbourhood, and secure for the Club adherents from among the respectably connected riders in their locality. They must, if requested, be willing to keep a watchful eye upon the comfort and interests of any touring members who may visit the local Headquarters; and, in short, to the best of their ability enhance the prestige and the welfare of the Club generally. All Consuls must be members of the Club, and reside within a reasonable distance of their consulates."

E. J. L. (Manchester).—The matter of side-slip is open to discussion if you have any original observations to offer.

Our Boys' Column.

CONDUCTED BY HECTOR MALORY.

To resume the subject of winter cycling. In its relations to the constitution of our clubs there is not, I should say, much of a difficulty. With junior clubs the situation is even simpler. The clubs have but to concede somewhat to the demands of rationality, and to meet at the same time the desires of all the members. This is no new problem proposed to perplex committees, nor to ruin the clubs in the event of its misapplication. It is the only common sense course, and will be found quite workable. And it is this: Let summer clubs establish two winter sections; one for members who do not intend to relinquish their wheels altogether, and the other for those who favour football and cross-country work—these two divisions of the one club will not only obviate the necessity of forming new clubs, but will prevent members scattering to join other clubs already existing, and will therefore keep them in the company they are accustomed to at other times of the year. And that alone is a strong point. Moreover, it does away with the double subscription question most effectually. When winter work is over the members of the two sections re-unite themselves to the general body of the club, and, in due course, open their summer season as usual. Thus winter riders and non-riders are provided for without severing their connection for the time being with the club to which they belong for the greater part of the year. But I have one further suggestion to make. There should be a blank month both at the end and beginning of the ordinary summer season. We will say the season opens on the first Saturday in April, and continues until the last Saturday in September. Then begin the winter sections with November, and close them with February. Thus you leave the months of October and March vacant. And I will tell you why I make this recommendation. It is because you will find in practice that these blanks will afford two breathing spaces as it were. To run a club from year's end to year's end without cessation would surely be akin to discovering the secret of perpetual motion, and the discovery in this case would turn out anything but a profitable one. A few delightful people find a season of three months quite enough for them: what would they say to a season that showed signs of being extended to remotest posterity? And that is just the sort of season an all-the-year-round club would be threatened with if we overlook the disagreeable possibility of premature decease. Now a blank month between the seasons would obviate this appalling monotony of existence, and supply rest that would otherwise be lacking. We all know the feeling of listlessness that creeps over us towards the end of a long and busy summer season. It is with something of a relief that we think of an early cessation of clubdom for a while, if only to give us the opportunity of descending from the saddle and stretching our legs a bit. But in a week or two the enforced abstinence from our accustomed pastime becomes quite as monotonous, and we want to jump into the saddle again. The blank months should meet this state of things admirably.

But I am afraid there are few of our clubs willing to be the first to test this scheme, though, were it fairly tried, there need be no qualms as to its staying power. We are very much the slaves of custom, and do as others do. When an innovation is imminent we prefer that someone else should take it in hand before us, and then we may embrace it when success has been stamped upon it. But surely all this is antagonistic to real progress. Our sport and pastime is yet in its youth, and has wider scope and greater possibilities before it than some non-cycling pessimists would like us to believe. It is, then, our duty to help in the realisation of that fair Utopia (unlimited), and not to hinder its approach. The pedantry of an absurd conventionalism must go to the wall, and give place to the untrammelled

rationality that frees us from shackles to our forward course. This may seem, to the sceptical, empty bombast, and little else. But we cannot afford to go to sleep at this time of day, and so cannot overlook untested resources when they are ready for the testing. And if our cycling clubs are to be of any conceivable use at all, they must adapt themselves to the spirit of the times, and move onward. Instead of that they are, in the majority of cases, absolutely immovable. I do believe there are some few clubs that would rather shirk development, go on year after year in the same perfunctory manner, and eventually die of inanition, than show a spark of progressive energy and life. With these we cannot deal: they are irreclaimable. It is, therefore, to our junior clubs that these suggestions and appeals are directed. Too long have they, too, held back because their seniors would not take the initiative. And this question of winter cycling in relation to clubdom is but one of many needing a sweep of the proverbial new broom. As I have said elsewhere, in these days of pneumatics and light, yet strong, machines there need be no object shuddering at the bare idea of winter cycling. It is akin to likening the pastime to a delicately-nurtured hot-hous plant that would pine away after the first nip of frost. "As well play cricket in December as cycle in mid-winter," I have heard folks say; a pithy observation but a ridiculous one. A gentleman who very frequently contributes smart poetry and entertaining prose to the most northerly journal connected with our sport—the *Scottish Cyclist*—has gone so far as to compare winter riders to a class of madmen who are not to be held responsible for their actions. But opposition begets strength, and that's just what we want. In course of time we may recognise that our enemies are those of our own household, and may be able to thank them for the indirect help they have given us. In this case it is just as we find it very often in others. The first to oppose any movement are those who have given it a very insufficient and unlucky trial, and, in consequence, they have hastily developed a disgust for it. Winter cycling must be tested fairly. If, at the beginning, we happen to find it disagreeable because the elements are at war with us, it is not reasonable to suppose they will always be so, and that there is positively no bright side to the experiment. He must be hard to please indeed who fails to receive the keenest enjoyment from a good winter's cycling. And he must be a notable exception to the general rule who prefers to lounge the bright, frosty winter afternoons away in an easy chair before a blazing fire. To enjoy the luxury of a fine fire one needs previously to have come across the white moorland on the ice-bound roads, and have dismounted at the roadside inn, with the feeling that bodily comforts have been fairly earned. Some friends of mine are enthusiastic members of "Ye Nondescripts," the Edinburgh winter club, and the reports I receive of its success are quite convincing. Its annual meeting before the opening of the riding season (which commences in November) has just been held. At this meeting the zeal of the members was, I believe, very encouraging. Perhaps the peculiar construction of this club in matter of details may interest those who intend taking up this branch of cycling. I think I mentioned last month that this club's membership was limited to twenty-five. It has been extended to thirty, and is likely to expand year by year, in spite of the fact that each member admitted must promise to be an active attendant at all the weekly runs as far as possible. It is not the glory of number these "Nondescripts" want, but the *men*. The subscription is only one shilling, and the club pays its way admirably on the small funds at its disposal. This low subscription, in spite of attempts to double and even treble it, has been found ample for all requirements, and so it has been retained. The name of the club describes its constitution and the aim of its founders. As no Scottish clubs have hitherto adopted the winter section scheme, it was found necessary to constitute a club devoted to winter riding alone. Its members are gleaned from the large number of summer clubs, and as

each of these clubs has its own particular uniform, the effect at "Nondescript" runs is peculiar and novel. As so great a portion of the evening is spent indoors, at the weekly destination the members entertain one another by their musical and literary abilities. Fresh club-songs and club-poems are forthcoming each season, and are eventually collected into a big club-album. In many other such ways does it prove itself to be a social and intellectual club, and that is the sort of club to succeed in the long run.

Correspondence.

We shall at any time be glad to give prominence to letters from members on subjects of interest to the generality. Correspondents are requested to write on one side of the paper only, to forward their letters to the Editor, and to give their names, addresses, and membership numbers for his private information. We do not hold ourselves responsible for the views or opinions expressed.

"Ignore all selfish ends and interests of thine own—
He lives for little good who lives for self alone."

(* The letter marked with an asterisk was crowded out of previous issues.—ED.)

To the Editor of the C.T.C. Gazette.

COTTON v. WOOL.

Sir,—I have read Mr. Tomalin's letter, and must call the attention of the membership to the fact that if it is not a free advertisement for Dr. Jaeger's Sanitary Woollen System Co., Ltd., the writer can hardly be called unprejudiced in the matter, or uninterested in the sale of Dr. Jaeger's goods. His remarks about the wearing of damp cotton by night as well as by day are quite irrelevant. Every one knows that while the average person takes no harm in wet clothes, whether cotton or wool, so long as he keeps moving, it is very dangerous to sleep in a damp bed. I suppose Mr. Tomalin is not a cricketer, or he would know that many thousands of cricketers wear linen shirts. I believe I mentioned in my last letter that I had heard it was the opinion of the medical men in Germany, not of my friend alone, that the all-wool idea was being a bit overdone now. Personally, I like feeling wet and cool, or chilly if you like to call it so, on a hot summer day, and I know a very large number of people who like it too. As a matter of fact that's why they bathe. What I do not like, and I am sure Mr. Tomalin will agree with me, is the uncleanness which comes from the soaking of the cotton paddings which tailors will insist in putting into one's coats. I don't mind the wetness, it is the uncleanness which is so horrible. Perspiration is not quite the same as pure water. Now I want to know if this uncleanness would disappear entirely if woollen stiffenings and paddings were used in the same quantity as the cotton ones?

No. 1914.

RAILWAY RATES.

Sir,—All riders will thank the Club for its efforts on their behalf in obtaining a reduction of the fares for conveyance of cycles. I regret to see, however, that our suggestions as to carriage of tricycles have been ignored. As a frequent tricycle tourist I am convinced that the companies would not be losers if they extended their liberality to the three-wheeler, and I hope you will not relax your efforts until some concession is obtained. I frequently find touring tricyclists who would gladly make a practice of taking a lift by train were the charges not almost prohibitive. As to the three non-consenting Southern companies, their greed is inexplicable, and it is to be hoped they may yet see in which direction their real interest lies.

No. 13,315.

"SELF-CLOSING TYRES."

Sir,—I may say that I have had the same trouble with Silvertown Closure tyres as 3364, having had to send the back tyre twice to be remoulded in six months, but I think that I have now overcome the difficulty by treating them as non-closure single-tube tyres, and have mended a large cut right through the tyre by dropping solution into it, which I have found quite satisfactory.

No. 6489.

Sir,—I was pleased to see in the November issue a letter from No. 3364 detailing his experiences with Silvertown Closure tyres. I fully agree with his remarks thereon, "only more so." My first puncture took place in March, and after sundry attempts at repair by myself and cycle agent, was finally despatched to makers, who nursed the tyre for nearly a month and returned the wheel with a fresh tyre attached. Another puncture followed almost immediately, and after further attempts at repair by myself and two cycle agents, I gave up in disgust, had '93 Dunlops fitted to wheels, and have been happy (from a cycling point of view) ever since. I may say the first puncture was accompanied with a bill for 13s. 6d.

No. 7622.

Sir,—I ride a 67½ geared Silvertown pneumatic, and after seven months' hard wear and over 2000 miles riding, I can testify to the efficiency of the tyres in question, which, although punctured several times, and once with a sharp thorn ¾ in. in length, no permanent harm has followed. Unlike the Dunlop—and more especially the Clincher type—very little inflating seems necessary. In fact, when the tyres are in good order, the inflator is not required more than half a dozen times in as many months. There is one thing, however, that puzzles me, which perhaps others can explain. During the cold weather my tyres—which were not more than three-quarter full—suddenly became quite hard, and have a somewhat flattened shape, i.e., covering more ground at the base than before. The machine is not unpleasant to ride (the tyres being so hard) but there is less give and take and the motion is not so easy on rough roads. Warm weather causes the tyres to become more pliable or elastic. I always thought heat had the opposite effect by causing expansion. Can any one explain this apparent contradiction of nature's laws? I shall also be much obliged for information of the protecting tyre covers reported to have been seen at the late Stanley Show as a guard against side-slipping and protection from puncture. I have searched the *Gazette* report but cannot identify the makers, although, no doubt, they are mentioned by Mr. G. D. Leechman or Mr. C. W. Brown. Side-slipping seems to be the bane of air tyres, and is very prevalent at this season.

A. F. P., No. 5082.

SILVERTOWN CLOSURE TYRES.

Sir,—*Audi alteram partem.* As your correspondent No. 3364 has called public attention in this month's *Gazette* to his unsatisfactory experience of the above tyres, I should be glad if you would allow me, in justice to the manufacturers, and almost as a duty due to them, to make equally public my experience of the tyres. Two of the 1893 pattern, fitted to my tricycle, have carried me 3610 miles, have not been pumped more than a dozen times, and appear as if they would carry me many more thousands of miles. The third tyre, after having carried me 2370 miles, received an ugly gash from a broken bottle, and though I might have repaired it myself sufficiently to have carried me for some time, I thought it best to have it properly done by the makers, and it was returned as good as new. It is not claimed for these tyres that they are self-closing after a deep rough cut, but that they do close after ordinary punctures. Those supplied to me have certainly entirely borne out this claim; and for tourists I consider them the most reliable tyre, unless they get the recently invented Puncture-proof band, which I believe ensures any tyre with an inner tube against punctures,

and very probably against cuts. Is it possible your correspondent had the 1892 pattern? These were not satisfactory, and I had to complain of my first set. The makers admitted the justice of my complaint, and said they had discontinued the manufacture of that pattern. May I add that my trusty little tricycle, of which mention was made in your August and September issues, has now carried me 6950 miles.

Iredon, Honiton, Dec. 18, 1893. G. E. STANLEY.

THE F.D.

Sir,—Wishing to add my experiences of the G.O. to the various opinions that have lately appeared in the *Gazette*, I am pleased to say personally I could not wish for a better mount as a touring machine. I have had since Easter a 38in. geared to 63in., with Dunlop detachable roadster tyres, and Crypto gear. I have done a lot of town riding on it in all sorts of weather, and while feeling a small amount of slip on the *greasiest* of roads I have never had a fall, and on *wet* roads there is not the slightest inclination to slip. I can fully endorse all that has been said concerning its cleanliness in bad weather, comfortable position, the sense of security in coasting ordinary hills with legs over handles, etc. As racing men seem to be of an opinion that it does not quite equal a safety, I submit to their decision, although Shorland's 413 miles in twenty-four hours speaks volumes. I can get sixteen miles an hour out of my machine for an hour or two without any strain, and I do not think any tourist ever requires a higher speed. I am sorry to see that Mr. Brown, in his report on the Stanley Show, did not put in a word for its touring capabilities, especially as that report was supposed to be read mainly by tourists, who, as a rule, look more to comfort than speed. I may also add that I have not had a puncture. An improvement I think might be added with regard to the brake if the gear case could be strengthened and placed outside the spokes and a band brake fitted round it. I do not think the extra width of tread would cause any inconvenience.

No. 5899.

DON'T CHAINS EVER STRETCH?

*Sir,—I do not think Mr. J. Cory Withers has quite understood me. My letter, which was not originally written for publication, was perhaps not sufficiently explicit. It did not refer to the wear of a chain, but to stretching before it was sensibly worn. The slack at that time was trivial, about $\frac{1}{4}$ in., whereas the total stretch (real and apparent) was $1\frac{1}{4}$ in. The fact that this occurred on a new chain in 400 miles might alone be considered evidence that it was not due to wear. After that, the chain had a season's use, and was both much worn and stretched. The total is $2\frac{3}{4}$ in., or possibly $2\frac{1}{4}$, of which I find that $1\frac{1}{4}$ is due to slack. My view is that the chain first stretched largely, and later very slowly; whilst the effect of wear was at first small, and later large. Of course the chain was a bad one.

OLIVER HEAVISIDE.

HOW TO ENLARGE AND STRENGTHEN THE CLUB.

Sir,—You invite correspondence on how to enlarge and strengthen the Club. I would suggest—

First, by still further developing the *Gazette* in those directions most likely to be of use to the majority of its readers. The present number, December, affords illustration of what many of us appreciate. I would mention Mr. C. W. Brown's pertinent criticism of the "Loco" compared with Mr. Leechman's insipid paragraph on the same, a very good instance of what we *do* want and what we *don't* want to be told about a machine which lays claim to supersede the chain; Mr. Brown on the "Palmer" tyre, though I wish he had mentioned his personal requirements, his remarks are especially interesting side by side with the letter of 3364; Mr. Brown on the "Carter" case, the "Peregrine,"

and, indeed, everywhere; Mr. Leechman on "Puncture Bands." Here to my mind is exactly a case in point. The puncture evil must be a matter of great interest to thousands of your readers. Many are very likely even keeping clear of pneumatics because of it. If, then, Mr. Leechman is prepared to use the words COMPLETE SUCCESS, I would give them far greater prominence and the puncture bands the benefit of an authoritative and official pronouncement from the C.T.C. Here is the guidance readers want. At the same time I wish he had compared them with the new "Maltby" tyre, which claims, apparently with reason, to establish a still greater immunity, and not only not to impair but even to increase speed and resiliency. I maintain that a formal and official verdict in our *Gazette* on improvements which make high claims such as puncture bands, two-speed gears, as "Monopole," &c., would be most useful to members and most valuable in every way. I consider we are fortunate in having contributors apparently able to do this for us.

Secondly, by strengthening the conviction that we have those steering the ship who are strenuously endeavouring to study the advantage especially of the poorer members of the Club. If the reduction in railway charges is to be laid to the credit of the C.T.C., our best thanks are due for a work so essentially appropriate. At the same time I would suggest that we have no element in the *Gazette* which answers to the part which "Æolus" takes on behalf of cyclists in the pages of Messrs. Cassell's publication, "Work." Æolus is a friend of cyclists who have to study their pocket. I don't know that we have any such friend on the staff of the *Gazette*; if we had I believe our membership would increase. Further, when one looks at the cycle not merely from a touring point of view—to which, surely, we are not limited—but as a great national boon and one of the greatest inventions of the nineteenth century, one's equanimity, to say the least, is somewhat ruffled by the high charges made by the trade, especially for pneumatic tyres, which, as Mr. Brown says, are surely "out of all reason." Yet, what is the case? Seventeen thousand of us are united together in one club for our mutual benefit, but we stand looking on aghast like 17,000 sheep without gaining the slightest advantage from our great numerical strength. Perhaps 12,000 of us will next year invest in a new saddle; we shall each purchase independently of each other. Surely there could be some machinery by which we could to some extent act together, and save even on one article more than the 3s. 6d. which I now enclose.

F. A. W.,

Author of "The Cycle: Its Worth to the Nation" (prize essay).

"UNIVERSAL LIGHTS."

*Sir,—In the report of the half-yearly General Meeting of the C.T.C., held at Newcastle on 20th October, and which appears in the *C.T.C. Gazette* for November, I notice that in the remarks made by Mr. Kendall Burnett, anent the "question of all vehicles being compelled to carry lights" (see page 279), he is reported to have said, "Mr. Rennie acted in the interests of the members of the S.C.U., and the result of his action was such that the sheriff declined to sanction the amendment in its entirety, as he took off the month of August."

As Mr. Burnett informs me that he did not mention Mr. Rennie's name in connection therewith, perhaps you will allow me to explain what did actually take place.

An advertisement appeared in the Aberdeen papers that the County Council were going to apply to the sheriff to authorise the bye-laws to be amended, so that during the months of May, June, July, and August it would not be compulsory for vehicles to carry lights—cyclists not being included in the exemption. The matter was brought before the Northern District Council of the S.C.U. by Mr. Beddie, our hon. secretary, and we decided to employ Mr. George

Croll, advocate, to attend at the Sheriff Court, and object to same, with the result that August was not allowed by the sheriff.

The point gained by us was not a very large one, but it shows that cyclists are a power in the land, and that their opinions are entitled to be recognised when any law or bye-law is made or unmade, and in which they are interested.

CHAS. JAS. SIDLEY,

Chairman Northern District Council S.C.U.

Albert Quay, Aberdeen, 8th November, 1893.

THE REPRESENTATION.

*Sir,—I have been somewhat interested in the constitution of the Representative Council. In view of the fact that the general election is so shortly about to take place, a few remarks that occur to me may be found to be of some general interest. I can hardly hope that you will be able to find room for the statistics I enclose, but if you can manage to do so, they cannot fail, I think, to command a certain amount of attention. My authority is Whitaker. Fractions of a half and upwards I have counted as units.

The point that first attracted my notice was the representation of the grouped counties of England. These include counties as far distant from each other as Cumberland and Westmorland, from Cornwall and Channel Islands; and Monmouthshire and Herefordshire, from Norfolk and Suffolk. The aggregate number of members of these grouped counties is 2478, so that it will be seen that there is one R.C. to 619 persons. This is a far smaller proportion of R.C.'s than will be found in any single county which is individually represented. The average number of members to each councillor in other counties ranges from 1 to 253 in Essex to 1 to 524 in the case of Middlesex. Devon, Essex, Hants, Northumberland; Worcestershire, all give under 300 members as constituents to each representative. Cheshire, Gloucester, Middlesex, Surrey, range from 424 to 524. The grouped counties show an average of 619.

Now, I am aware of the principle of the scale upon which the number of representatives is determined—that there is no individual representation for numbers under 250; that two councillors are given for numbers between 250 and 500; three only, and not four, for 1000 members, and only one for each additional 1000. I am not prepared altogether to dispute this progression. It may be perfectly fair and reasonable in a small, compact county as Middlesex, where each councillor has a district under sixty square miles, for there the increase in numbers does not cause a proportionate increase in the size of the district. But in less densely populated districts, and more especially in the case of district grouped counties, it leads to the most anomalous results, such that a councillor has an average representation of 6259 square miles; and, what is more important, the grouped members do not get fair treatment. They are 2478 in number, and therefore return four councillors—that is to say, one councillor not for 250 people, but 619½. Now, if out of all the grouped counties, a few smaller groups were severally made for contiguous districts, they could be represented at the rate of one councillor to 251—499; if, indeed, it is fair even that numbers so different as the two quoted should return the same proportion of councillors.

I will put the point, if I may intrude so far upon your space, in another way. I must, however, admit that in some cases the estimate by area does not agree with the proportion by membership. Nevertheless, my cardinal point is unaffected, and in the main the results are the same.

In Middlesex and Surrey there is a councillor to 60 square miles and 241 respectively. This is, of course, an exceptional case arising from the dense population of London. In Lancashire there is one to 629, in Worcestershire to 738 square miles. The largest mileage represented by a single councillor in individual counties is 1622 in Hants (without the Isle of Wight), 2016 in Northumberland, and

an almost identical, though rather larger, rate in Yorkshire, and 2586 in Devonshire. But when we turn to the grouped counties of England, we find the mileage to each councillor is 6259.

I will admit that my argument by area is not so strong as that by population. But I do ask how a man can be expected to represent Northumberland, Channel Isles, Monmouth, Rutland, and Norfolk among his twenty-six constituencies.

Could not some better arrangement be arrived at? Might not Northumberland, Cumberland, and Westmorland be grouped together with one councillor for their 377 members, instead of being members of a group that all together return one representative for 619 members! Could not a geographical distribution be consulted to a certain extent in order that the councillor might know better the requirements of his constituencies? Let Leicester, Northampton, and Notts unite; Dorset and Somerset; and Bedford, Oxford, Bucks, and Berks. All these groups are entitled to a member severally.

I hope that the matter may be taken up by somebody more influential than myself. Anything I can do to bring about a revision I will. The cases of Scotland, Ireland, and Wales I have not pursued. No doubt they are not dissimilar, but I must not trespass further on your space. On the Continent, where the proportion of members is comparatively so very small, we cannot, of course, expect a precisely organised representation. But surely something could be done to improve ours at home and get rid of at least a few of its anomalies. I enclose the statistics to which I refer, in case you have room to print them, or care to glance at them yourself. For their absolute accuracy I will not vouch, as I have had to reduce acres to miles, and am no mathematician, but I trust I have made no mistake which could affect the truth of my arguments.

County.	Number of Members to each R.C.	Number of miles to each R.C.
Cheshire.....	424	1089
Devonshire.....	279	2586
Durham.....	344	1012
Essex.....	253	1542
Gloucestershire.....	449	1224
Hants and Isle of Wight	*294	1622
Kent.....	354	761
Lancashire.....	351	629
Middlesex.....	†522	60
Northumberland.....	267	2016
Staffordshire.....	354	1169
Surrey.....	443	241
Sussex.....	331	1458
Warwickshire.....	397	885
Worcestershire.....	280	738
Yorkshire.....	348	2021
Grouped Counties.....	619½	6259

* Hants alone.

† Which calls for a revision by the existing rules.

Fractions under ½ disregarded; of ½ and upwards counted as 1.

C.T.C. 2391.

THE BELGIAN CUSTOMS: A WARNING.

*Sir,—As a rather disagreeable experience befell the writer and other three members of the C.T.C. while on tour on the Continent, I wish to place the facts before the readers of the *Gazette* so that any who may go to Belgium with cycles may avoid the annoyance and loss to which we have been subjected. We arrived at Brussels at eight o'clock a.m. by night mail from Basle on August 1st. On going to the van and claiming our cycles we were informed that we could not get possession of them, on the ground that they had not been passed by Customs at the frontier station. Having passed through Holland, Germany, and Switzerland, where no question about cycles had been made, we did not expect a

different regulation would obtain in Belgium. As Customs officers do not put in an appearance till ten o'clock we proceeded to carry out our programme of visiting Waterloo. Returned at four o'clock, bought our tickets for Antwerp, as we were booked to sail that evening for Leith, and with these tickets obtained entrance to the station, but our cycles were gone. After about quarter of an hour hunting from one official to another we at last made out that they had been removed to the Custom House in the town. We drove there, but found that head officials had left. We explained that our steamer was to leave same night, and that there was not another for four days; but the case was hopeless. We had either to leave our cycles, or wait for next steamer. The latter did not suit our holiday arrangements, so we obtained a receipt for our wheels, and left our address distinctly written, and the official promised to forward them to Antwerp following day.

We received them on October 7th—more than two months after—and when received had been robbed of nearly all the fittings, tool bags emptied, waterproof capes and straps, walking sticks, even the caps of the valves taken off, besides tyres punctured, mud guards torn off, and lamps smashed.

We had written the shipping agents at Antwerp who held our receipt, but they could get no information about them. Then we wrote to Mr. Ipperseel, the C.T.C. Consul in Brussels, and he made seven or eight attempts to get information before he succeeded in finding out that the cycles had been sent to London instead of to Scotland, and I believe it was owing to his inquiries that we ultimately received them.

Another point worth noting is that cyclists are not allowed to ride in the streets of Cologne. We did not find this restriction obtain in any other town. We cycled up the Rhine to Maintz, then through Black Forest to Falls of Rhine, where we entered Switzerland.

R. B. ARCHIBALD, No. 3804.

GEAR FORMULA AND CYCLOMETERS.

*Sir,—Allow me to thank Mr. Withers and "Cyclo-Metro" for their interesting replies to my queries. I am glad to find that my experience of pneumatic vagaries has not been unique.

As to Cyclometers and Logs, I have not found one yet that was accurate. Nominally set to a certain gear, I find they are generally at least 5 per cent. out. A Cyclometer I had registered 5 per cent. too much. A Crank Log I have now registers 5 per cent. too little. Of the two I prefer the former, for at any speed over ten miles an hour the Crank Log sticks, owing to the rapid revolution, and I have found it as much as 25 per cent. short of the correct distance.

EDWD. W. WILMOTT.

THE GREAT NORTH ROAD.

*Sir,—I trust I may be allowed to criticise a few statements made by Mr. Duignan in his interesting article "On the Great North Road."

He refers to York as "a badly-governed, smoky, noisy town." In the first place, the municipal affairs of York are in a highly satisfactory condition, being under the hegemony of such men as Aldermen Sir Joseph Terry, J. Sykes Rymer, and other members of the corporation whom space forbids me to mention by name.

Secondly, I know no place of equal size and importance in Great Britain so free from smoke, a fact to be accounted for by the paucity of factories in York and its suburbs. As to the cathedral close, the saw-mill which produced the smoke of which Mr. Duignan complains must have been erected since I was in York last August, and I may truthfully say that in no other city in England have I seen so few ragged and barefooted children in the streets.

One more remark and I have done. I passed three or four nights in York last August, and on none of these did I hear a single railway whistle from night to morning.

I have read this article "On the Great North Road" with much interest, but I really must say a word to obviate the misconceptions which any one reading Mr. Duignan's article would inevitably form of this grand old city.

H. W. HAWORTH.

*Sir,—Mr. Duignan, in his article on the "Great North Road" in the October *Gazette*, p. 261, makes a mistake in describing the "Great North Road" as that running through Royston and Ware: this is the "Old North Road": and the road through Baldock and Barnet is the "Great North Road."

I have always remarked the absence of milestones for some distance north of Retford (also the bad surface); and am interested to find the explanation given by Mr. Duignan, that it is a duplicate, or loop road: but I gather that the original road is disused and probably unrideable.

My "Paterson's Roads" (1808) says at Markham Moor; "Left, the Forest road to Barnby Moor Inn, leaving Retford on right, 8 miles": and gives the road through Retford as the one the mail coach travelled: but makes the distance 7½ miles: rather shorter, not longer, as Mr. Duignan says. Will he say if the Glasgow Mail went from Doncaster to Newark through Tickhill and Worksop: because Paterson says "That road for 9 miles is very indifferent, a great part of it being a heavy sand." I should hardly have thought mail coaches would have travelled by such a road, as they had to keep up a good average pace. Perhaps this road was improved after 1808.

No. 433.

"ALL IS NOT GOLD THAT GLITTERS."

*Sir,—With your kind permission I should like to relate my experience in the purchase of a safety bicycle from a well known firm. I took a fancy to a double-frame diamond pattern safety, made by a firm near London, till lately pretty well known on the path and road. However, to make sure I looked up Mr. Brown's review of their machines in the Club *Gazette*, and also sent their name with that of other firms to a leading cycling paper, asking their opinion, and was recommended to have the machine I fancied. Well, I had it. On account of my being above the average in size and weight the machine had to be built for me specially, but the makers assured me that they perfectly understood what was wanted, and would send me a good machine. The machine was listed at £20, and extras ran that up to £24 10s.

I first found that cog on back wheel was not screwed on firmly, and one of the cup bearings had never been fastened in to hub. The cranks were so very soft and bent so easily that I got makers to exchange them, and I was a month without the machine while this was done. The bearings then began to trouble me, and also the gear case, which was badly fitted. In about four months or less the frame broke, and I at once returned the machine to makers, advising them. The first reply I had was that the business was sold to a Limited Company, and nothing was known of my transaction. I gave full particulars, and then found that my machine was refused because carriage was not paid. I paid carriage 5s. and got the machine back by means of constant letters and telegrams in a fortnight, with another 5s. carriage to pay. Nothing had been done except the breakage cobbled up. Next week the crank axle broke off, being badly flawed.

Briefly, I have managed to ride the machine for about six months (some 1800 miles) only by means of spending £3 on repairs, and now the hub and spindle of back wheel have given way, meaning another 25s. about for repairs. I think this must be record, and shall certainly recommend (?) the firm in question to all my friends.

No. 3594.

The Club Uniform.

SPECIAL AND IMPORTANT NOTICE.

The uniform stock is transferred from 140, Fleet Street, to No. 7, Maddox Street, Regent Street, London, W., where it is under the direct management of Mr. T. H. Holding, who will execute WHOLESALE and RETAIL orders as heretofore, and at the same tariffs.

The new Uniform Catalogue and Price List is now ready, and will be sent to all new members in due course, while any old members will receive one by return of post on sending stamped and addressed envelope to Mr. Holding at the address referred to.

All Orders should be accompanied by the needful remittance. Cheques and Postals should be made payable to T. H. Holding, crossed "— & Co., Not negotiable," and P.O.O.'s should be made payable at Vere Street Post Office, London, W.

LIST OF OFFICIAL TAILORS HOLDING APPOINTMENTS.

(The firms marked with an asterisk have been appointed Ladies' Tailors also, at the usual prices.)

ABERDEEN—K. Maclean & Son, 17, Bridge Street.
 ACCRINGTON—J. W. Foster, 25, Blackburn Road.
 AVR—Currie, Rae & Co., Aitla Buildings.
 BAËL (Switzerland)—V. Setten.
 BANBURY—W. Walton, 62, High Street.
 BARNLEY—
 BARNSTAPLE—J. N. Brewer, Cross Street.
 BATH—*Gould & Son, 23, Milson Street, and 1 & 2, George Street.
 BEDFORD—J. Beagley, 5, High Street.
 BELFAST—J. Stringer, 47, Donegal Place.
 BERLIN (Germany)—W. Köpsel, W 8, Mohrenstrasse 50.
 BERWICK-ON-TWEED—Paxton & Purves.
 BIRMINGHAM—*Husband Bros., 21, Paradise Street.
 BLACKBURN—Tomlinson & Co., 17, Aspend's Buildings.
 BOLTON—J. Boyd & Co., 21, Fold Street.
 BOURNEMOUTH—W. Rogers & Sons, 1, Albany Terrace.
 BRADFORD—Macvean Bros., 17, Darley Street.
 BRIDGORTH—W. Jones & Co., Waterloo House.
 BRIGHTON—R. Needham & Son, Castle Sq., Old Steine, and Palace Place.
 " F. Willard & Son, 2, Western Road.
 BRISTOL—Randall & Wallis, 50, Park Street.
 " *B. Thomas & Co., 54, Park Street.
 BURNLEY—J. Leedam, 5, Red Lion Street.
 BURTON-ON-TRENT—W. Brown, 184 and 185, Station Street.
 BURY—J. Burrow, Silver Street.
 CAMBORNE—J. Vivian & Brother.
 CAMBRIDGE—J. Gillings, 14, Alexandra Street.
 CANNOCK—C. H. Cope.
 CANTERBURY—J. G. Jackman, 6, Parade.
 CARDIFF—E. J. Baker, 33, Queen Street.
 CARLISLE—Clark & Son, 35, Bank Street.
 CHATHAM—J. W. Taylor, 191, High Street.
 CHELMSFORD—J. P. Green.
 CHELTENHAM—S. King & Son, 35, Winchcomb Street.
 CHESTER—J. T. Davis, The Cross.
 CHICHESTER—W. Long & Son, Southgate.
 CIRENCESTER—G. Fraser & Son.
 CORK—J. Drew, 34, Princes Street.
 COVENTRY—B. Riley, King's Head Buildings.
 CREWE—Vickers & Son, High Street.
 DARLINGTON—W. G. Wallis, 4, North Gate.
 DERBY—*Gamble & Cunningham, 54, Sadler Gate.
 DEVIZES—Parsons Bros., 3, St. John Street.
 DONCASTER—G. Goldthorpe & Son, St. George Gate.
 DORCHESTER—H. Bascombe, High West Street.
 DOUGLAS (Isle of Man)—J. Hale, 6, Athol Street.
 DUBLIN—*T. J. Callaghan & Co., 15 & 16, Dame Street.
 " *Pim Bros., Ltd., 75, South Great George's Street.
 DUDLEY—W. R. Kneale, 251, Castle Street.
 DUNDEE—Tocher & Henry, 63, Reform Street.
 EASTBOURNE—
 EDINBURGH—*Gulland & Kennedy, 55, North Hanover Street.
 " John Hay & Co., 58, North Bridge.
 ELY—H. Kempton & Co., High Street.
 EXETER—*J. & G. Ross, 227, High Street.
 FAVERSHAM—F. C. Jackman, Market Street.
 FALMOUTH—W. Gooding, 34, Market Street.
 FOLKESTONE—W. Ward, 38, Guildhall Street.
 FROME—Swaine & Son.
 GLASGOW—R. W. Forsyth, 13, 17, Renfield Street.
 GLOUCESTER—Wareing & Son, 3, Westgate Street.
 GREAT GRIMSBY—C. H. Thompson, 127, Cleethorpe Road.
 GUILDFORD—J. Levy & Co., Bank House.
 HALIFAX—W. H. Graydon & Son, Northgate and Crossley Streets.
 HANLEY—T. & R. Gillman.
 HEREFORD—C. Wits.
 HULL—C. H. Capes & Son, 20, Savile Street.

ILFRACOMBE—R. Jewell, 123, High Street.
 INVERNESS—H. Fraser, 23, Bridge Street.
 IPSWICH—W. Damant, 13, Butter Market.
 JERSEY—E. P. Falle, 10, Beresford Street.
 KIDDERMINSTER—Thos. Bennett, 6, Oxford Street.
 LEAMINGTON—T. Claxton, 106, The Parade.
 LEDBURY—C. Wits.
 LEEDS—L. W. Rowland, 36, Albion Street.
 LEICESTER—*F. Brett, Peterboro' House, Granby Street.
 LEOMINSTER—C. M. Binyon, 1, Corn Square.
 LIMERICK—Cannock & Co., Limited.
 LINCOLN—J. W. Martin, 2, Silver Street.
 LIVERPOOL—*G. E. Young & Co., 49, Dale Street.
 LLANELLY—Davies & Parry, Compton House.
 LONDON—H. Brinkman, 253, Oxford Street, W.
 " Clare & Son, 102, Fenchurch Street, E.C.
 " T. H. Holding, 7, Maddox Street, W.
 " W. J. Pile, 171, Fenchurch Street, E.C.; and 71 and 73, Park Street, Camden Town.
 " The West End Clothiers Co., 37, Ludgate Hill, E.C.
 " FOR LADIES ONLY.—John T. W. Goodman, 47, Albemarle Street, Piccadilly, W.
 (Mr. Goodman, although not the holder of an official appointment as gentlemen's tailor, is yet prepared to cater in the best West End style for those members who do not object to pay an increase of the usual tariff.)
 MAIDENHEAD—R. Whitaker & Sons, 12, Queen Street.
 MANCHESTER—*Meggitt & Co., 22, Cross Street.
 MARLBOROUGH—J. Russell & Sons, High Street.
 MIDDLESBROUGH—W. Sherwin, 15, Corporation Road.
 MULHOUSE (Alsace)—H. Dusserre.
 NEWBURY—A. Smith, 88, Northbrook Street.
 NEWCASTLE-ON-TYNE—W. Caldwell & Co., 43, Grainger Street.
 " J. Turnbull, 43, Pilgrim Street.
 NEWPORT (Isle of Wight)—G. B. Purkis, 51, High Street.
 " (Mon.)—Wildings, Limited, Bon Marché.
 " (Salop)—H. Harper, Market Place.
 NEWTON ABBOT—C. Pope, 42, Courtenay Street.
 NORTHAMPTON—Blacklee Bros., Gold Street.
 NORTH SHIELDS—*D. Hill & Co., Howard and Union Streets.
 NORWICH—Downes Bros., 29, London Street.
 NOTTINGHAM—W. Gabbattis, 20, Market Street.
 OXFORD—Arthur Shepherd, 6, Corn Market Street.
 PARIS—J. Drouart, 9, Rue de l'Echelle.
 PERTH—W. Byars, 88, High Street.
 PLYMOUTH—L. Sansom, 17, George Street.
 PORTADOWN—*W. Paul & Son, 46, High Street.
 PORTSMOUTH—See Southsea.
 PRESTON—W. Elton, 11, Lune Street.
 RAMSGATE—G. Wellden, 40, High Street.
 READING—E. P. Silver, 17, King Street.
 REDRUTH—J. Evans, Tower House.
 RETFORD—C. J. Merryweather, Bridge Gate.
 RHYL—Hughes & Son, 56, High Street.
 SCARBOROUGH—J. Etches & Son, Huntriss Row.
 SHEFFIELD—R. R. Neill & Co., 12, Change Alley.
 SHREWSBURY—W. F. Watkins, 6, Pride Hill.
 SOUTHAMPTON—J. H. Gilham, 29, Hanover Buildings.
 SOUTHPORT—*E. Trounson, 213, Lord Street.
 SOUTHSEA AND PORTSMOUTH—*Chase & Tighe, 82, Palmerston Road, Southsea.
 " John Maltby, Commercial Road, Landport.
 SOUTH SHIELDS—Mackey & Co., 23, King Street.
 STIRLING—Jas. Robertson & Sons, 16, Murray Place.
 ST. LEONARDS—*H. Angliss, 44, London Road.
 STOWMARKET—F. Ward, Ipswich Street.
 STRATFORD-ON-AVON—S. Williams, 25, Bridge Street.
 SUNDERLAND—*J. Gillies & Son, 56, Fawcett Street.
 SWANSEA—H. Thomas & Son, 9, Heathfield Street.
 SWINDON—R. L. Mugford, 15, High Street.
 TAUNTON—Josiah Lewis, 11, North Street.
 TORQUAY—Montgomery & Dolbear, 49, Fleet Street.
 T. KALEE—B. Smith & Co., 4, Denny Street.
 TROWBRIDGE—W. Weaver.
 TUNBRIDGE WELLS—J. Pickett & Son, 25, Grosvenor Road.
 " E. C. Jenkinson, 28, Mount Pleasant.
 UTRECHT (Holland)—J. de Gooijer, jr., 394, Kromme Nieuwe Gracht.
 UXBRIDGE—Carrick & Coles, Waterloo House.
 VIENNA—F. F. Kadcik, Rothenburgstrasse 31.
 WALSALL—J. Day & Son, Park Street.
 WARMISTON—Foreman & Son, 22, Market Place.
 WATFORD—*J. P. Taylor, 95, High Street.
 WELLS (Somerset)—
 WESTON-SUPER-MARE—*Tytherleigh & Son, Church Road, and 20, Regent Street.
 WIGAN—Coop & Co., 23, Walgate.
 WINCHESTER—F. W. Flight, 90, High Street.
 WINDSOR—R. Whitaker & Sons, Peasod Street.
 WOLVERHAMPTON—H. B. Burslem, 19, Darlington Street.
 WORCESTER—H. Parsons, 82, High Street.
 YORVIL—J. A. Milborne, 21, Prince's Street and Church Street.
 YORK—W. R. Beckwith & Son, 30, Colliergate.
 ZURICH—A. Whittingler, Bahnhofstrasse.
 " T. A. Harrison, Anglo-American.

List of Candidates, January, 1894.

Amateur Bicyclists and Tricyclists—Ladies and Gentlemen—in all parts of the world are cordially invited to join the Cyclists' Touring Club. The Subscription is a nominal one: Three Shillings and Sixpence per annum only. The Entrance Fee is One Shilling in addition, and both are payable upon making application for admission. Forms of Application for Membership are obtainable gratis of the Secretary.

ARTICLE 6.—All Members shall be elected in the following manner: The candidate shall apply for election to the Secretary on such printed form as shall be from time to time prescribed by the Council. His name shall be sent by the Secretary to all members of the Club in such manner and with such particulars of his application as the Council may from time to time direct, and at the expiration of seven days from the issue of such notice he shall become duly elected providing that no protest shall have been lodged against him with the Secretary. In the case of a protest being lodged against any Candidate for election the same shall be considered by the Council at their next meeting and they shall have full power to elect or reject such Candidate. The Council may temporarily set aside or anticipate the usual formalities relating to the election of a candidate should good cause be shown and grant upon such terms and conditions as they may determine a provisional certificate of membership in advance of the time at which the member would be entitled to the ordinary ticket.

ARTICLE 7.—The Secretary shall send a copy of the Memorandum and Articles of Association of the Club with a ticket of membership and other rules and regulations of the Club as the Council may from time to time direct to every member within one month from his election.

ARTICLE 8.—Any member of not less than two years' standing may become a Life Member upon payment of such sum as a composition for all future annual subscriptions and upon such application and notice as a General Meeting shall from time to time determine, but the Council may in special cases dispense with the necessity for two years' standing. In every respect except the payment of annual subscription, a Life Member shall stand upon the same footing as an ordinary member. All moneys received from Life Members shall be dealt with and applied in such manner and form as a General Meeting shall from time to time determine.

NOTICE.—This List is published with the "Monthly Gazette" on the 1st of each month. "Application for Membership" forms must reach the Secretary not later than the first post on the 20th of the preceding month to ensure insertion.

* The Names and Addresses of the Chief Consuls set over the various Counties will be found in the Club Handbook (price One Shilling, of the Secretary).

BUCKINGHAMSHIRE.		GLOUCESTERSHIRE.	
<i>Verney, Miss L. S.</i>	<i>Claydon House, Winslow</i>	<i>Bower, Miss J.</i>	<i>The Braze, Minchin Hampton</i>
CAMBRIDGESHIRE.		<i>James, R. V.</i>	<i>24, King's square, Bristol</i>
<i>Frost, E. P., J.P., D.L.</i>	<i>West Wrattling Hall, West Wrattling</i>	<i>Perkins, Mrs. J. H.</i>	<i>14, Victor square, Clifton, Bristol</i>
<i>Stearn, G. A.</i>	<i>72, Bridge street, Cambridge</i>	HAMPSHIRE.	
CHESHIRE.		<i>Allen, R.</i>	<i>183, High street, Southampton</i>
<i>Eaton, P.</i>	<i>Cecil House, Cecil street, Boughton</i>	<i>Jarvis, W. T.</i>	<i>65, Gordon avenue, Pottsworth, Southampton</i>
<i>Hindley, R. T. (Cheadle C.C.)</i>	<i>Adswold Grove, Adswold, near</i>	<i>Kimber, F.</i>	<i>1, Russell terrace, Portswood road, Southampton</i>
<i>Taylor, R. W.</i>	<i>Stockport</i>	<i>Roberts, R. J.</i>	<i>Argyle House, Kingston crescent, Portsmouth</i>
	<i>4, Parkfield, New Ferry, Birkenhead</i>	<i>Smith, Mrs. M. Heckstall</i>	<i>Overbeck Villa, Woolston, Southampton</i>
		<i>Smith, Rev. E. P. Boys, M.A.</i>	<i>Hordle Verge, Lymington</i>
CORNWALL.		HEREFORDSHIRE.	
<i>Voa, J. B. (Falmouth C.C.)</i>	<i>Marine Hotel, Falmouth</i>	<i>Berry, A.</i>	<i>The General Infirmary, Hereford</i>
CUMBERLAND.		HERTFORDSHIRE.	
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DERBYSHIRE.		<i>Waddington, A.</i>	<i>Bayfordbury Farm, near Hertford</i>
<i>Flint, J.</i>	<i>Whittington Moor, Chesterfield</i>	KENT.	
<i>Peacock, Rev. B. W., B.A.</i>	<i>Hackenthorpe, near Rotherham</i>	<i>Cockram, E. W.</i>	<i>60, Heavitree road, Plumstead</i>
<i>Willatt, F.</i>	<i>80, Abbey street, Derby</i>	<i>Drysdale, A. T.</i>	<i>The Oaks, Shortlands</i>
DEVONSHIRE.		<i>Dunk, J. de L., jun.</i>	<i>Tontine street, Folkestone</i>
<i>Martin, J. S. (Oxon. U.B.C.)</i>	<i>Darlington Parsonage, Totnes</i>	<i>Harvey, A.</i>	<i>27, Vanbrugh hill, Westcombe Park</i>
DORSETSHIRE.		<i>Manley, W. H.</i>	<i>33, Jerningham road, New Cross</i>
<i>Dunkley, H.</i>	<i>Soldiers' and Sailors' Institute, Portland</i>	LANCASHIRE.	
DURHAM.		<i>Bamber, J.</i>	<i>Tithe Barn street, Poulton-le-Fylde</i>
<i>Ordish, J. S.</i>	<i>Norton, Stockton-on-Tees</i>	<i>Bentley, Rev. W. E., M.A.</i>	<i>5, Eastwood street, Blackburn</i>
<i>Robinson, J. T. (Darlington B.C.)</i>	<i>King's Head Hotel, Darlington</i>	<i>Edleston, A. E.</i>	<i>Corrie Lodge, Polygon road, Crumpsall, Manchester</i>
ESSEX.		<i>Fawke, J. M.</i>	<i>307, Lord street, Southport</i>
<i>Alston, A. E.</i>	<i>High street, Manningtree</i>	<i>Furness, C. C.</i>	<i>2, Winkley square, Preston</i>
<i>Barker, J. W., A.M.I.C.E.</i>	<i>4, Kirkdale road, Leytonstone</i>	<i>Gallé, L. A.</i>	<i>Arncliffe, Middleton road, Crumpsall, Manchester</i>
<i>Barker, Mrs. J. W.</i>	<i>"Oakhurst, Loughton</i>	<i>Green, T.</i>	<i>337, Milton terrace, Padiham road, Burnley</i>
<i>Murch, H.</i>	<i>Felsted School</i>	<i>Johnston, J., M.D.</i>	<i>54, Manchester road, Bolton</i>
<i>Rogers, F. B., M.A.</i>		<i>Kelsall, W. H.</i>	<i>114, Oxford street, Oldham</i>
		LEICESTERSHIRE.	
		<i>Tyers, W.</i>	<i>1, Sutherland street, Highfields, Leicester</i>

LINCOLNSHIRE.

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 Josse, H. H. A. Errington, Mrs. Becklands, near Great Grimsby

MIDDLESEX.

Adams, S. A. 21, Ivy lane, Newgate street, E.C.
 Abbott, W. J. The Vicarage, Paddington, W.
 Angel, F. H. 50, Russell road, Kensington, W.
 Burch, W. 58, Hallford street, Essex road, Islington, N.
 Clench, R. H., Mrs. 244, Stanstead road, Forest Hill, S.E.
 Crampin, W. (Grosvenor C.C.) Ball court, Giltspur street, E.C.
 Cork, R. T. The Laurels, Stonebridge Park, N.W.
 Gainsford, B. H. 54, Munster road, Fulham, S.W.
 Hall, L. K. 22, Kensington court, W.
 Holmes, T. 37, Cephas street, Mile End, E.
 Magnay, A. 10, Sussex place, N.W.
 Mason, H. T. 9, Pembridge place, Bayswater, W.
 Newell, F. A. 176, Church street, Stoke Newington, N.
 Pritchard, S. C. 3, Pond street, Hampstead, N.W.
 Rance, C. H. 23, Lewisham road, Highgate road, N.W.
 Ramsey, E. J. Lightcliffe House, Tottenham lane, Hornsey, N.
 Tooth, H. H., M.A., M.D. 34, Harley street, W.

NORFOLK.

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 Gubbins, Q. E. B. " " Stoke Ferry
 Steele, H. F. " " "

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 Stracey, H. T. Cheswick School, Beal
 Wallace, W. G. 173, Portland road, Newcastle-on-Tyne

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 Cooper, A. J. St. Stephen's Lodge, Dale street, Old Sneinton, Nottingham
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 Jones, D. V. Ovington 26, Elms road, Clapham Common, S.W.
 Maxwell R. Caerlaverock, Oakwood road, Horley
 Overton, C. A. 4, Foxton terrace, Friar's Stile road, Richmond
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 Smith, V. Sherborne, Thurlow Park road, West Dulwich, S.E.
 Wright, W. F., B.A. 2, Grafton square, Clapham, S.W.

SUSSEX.

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 Greenbrough, J. Loxley
 Hunt, A. Signal Hayes, Walmley, nr. Birmingham
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YORKSHIRE.

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 Hawksworth, T. E. 136, Middleton view, Beeston road, Leeds
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 Marshall, J. 7, West Newington place, Edinburgh

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LANARKSHIRE.

Smith, S. 392, Caledonia road, Glasgow
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 Wade, T. G. 28, Upper Fitzwilliam street, Dublin

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 Brun, P. Le 80, Rue Los Croussart, Bruxelles
 Brun, Ve Le " " " "
 Thierry, E. (Veloce Club) Luxembourg

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 Ponza, Captain G., Unione Velocipedistica Italiana 14, Piazza S. Giacomo Marina, Genoa
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PROOF

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BANDS

we could not tell which was which." That they do not in any way affect the resiliency is conclusively shown by these extracts.

DUBLIN EVENING TELEGRAPH, September 23rd, 1893.

"REMARKABLE BREAK-DOWN THROUGH PUNCTURES.—In the Fifty Miles Bicycle Race, from Cork to Youghal, no less than five out of the twenty competitors were unable to finish the race owing to their machines getting punctured. The race was promoted by the different cycle clubs in Cork, and the starters included Oswald of Dublin, the Waterford cracks O'Brien and Shalloe, and several well-known Cork cyclists. Shalloe got his machine punctured when riding to the start, and had to get it repaired. Oswald, the two O'Briens, and two Cork men, also got their machines punctured, and were thus put out of the race. Most of those who were able to persevere to the end had their tyres fitted with the puncture-proof bands. The limit man, Healey, quite a juvenile in Cork cycling centres, having his machine fitted with the puncture-proof bands, rode without a mishap and won easily, while those who came to grief through the punctures were well-known cracks. The net time of the winner was 3 hrs. 25 mins. 55 secs., a very good performance. This shows that the bands do not retard the speed of the machines in any way. We learn that Oswald, after his accident, being disgusted at losing the race (it being his second mishap in a road race during the week), went immediately to the Puncture-Proof Factory at Middleton, and got his machine fitted with the bands."

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