

THE MONTHLY

NO. II. VOL. XIII.

NOV., 1894.



GAZETTE

Published under Official Authority, on the 1st of each month, at the Chief Offices of the Cyclists' Touring Club, 139 & 140, Fleet Street, London, E.C.

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

ELSWICKS

IN 1894 CARRY OFF THE

5 MILES N.C.U. ENGLISH CHAMPIONSHIP.

25 MILES N.C.U. ENGLISH CHAMPIONSHIP.

50 MILES N.C.U. ENGLISH CHAMPIONSHIP.

50 MILES in 1h. 56m. 45³/₅s. WORLD'S RECORD, and accomplished in a bona-fide contest. Worth all the waited-for Special-Day Records put together — THEY ARE GETTING TOO HOT.

FOUR SCOTTISH NATIONAL CHAMPIONSHIPS out of SIX.

25 MILES NATIONAL CHAMPIONSHIP OF IRELAND.


LOCAL N.C.U. CHAMPIONSHIPS, CHALLENGE CUPS, and SCRATCH RACES too numerous to mention.

THE GOLD MEDAL at Brussels International Exhibition.

THE HIGHEST AWARD (Diplome d'Honneur and Gold Medal) at Antwerp International Exhibition.

AGENTS WANTED. APPLY

The ELSWICK CYCLE CO. LTD., Newcastle-upon-Tyne.

To Advertisers.  This Magazine has incomparably the largest and most *bona fide* circulation of any wheel paper in the world.

"—a victory for principle"

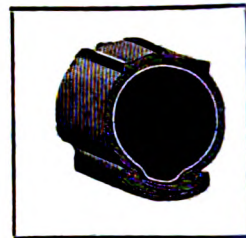
G. & J. RACING TYRES.

The success which has been attained on the track by the genuine Gormully & Jeffery racing tyre is to be regarded as a refutation of the old contention that clincher tyres are not fit for speedy work.

The fallacy of this contention has had the strongest illustration in the "G. & J." Team itself. Last year the members of the team, being possessed of imaginations like the rest of intelligent humanity, and being affected by a very prevalent belief that there was only one good type of racing tyre, refused to use any other.

Behold the change! Bliss, Ziegler, Lumsden, Githens, and a score of others, mounted upon the genuine "G. & J." article, go out among the National and State (and WORLD'S) records this year and scatter them broadcast. IT IS A VICTORY FOR A MECHANICAL PRINCIPLE.

From *Cycling Life*, Sept. 13, 1894.



"—fastest tyre on earth"

"G. & J. TYRE MANUAL" free for the asking.

GORMULLY & JEFFERY MFG. CO., COVENTRY.

CHICAGO.

BOSTON.

WASHINGTON.

NEW YORK.

BROOKLYN, N.Y.

DETROIT.

Absolutely necessary alike for the Tourist and the Racer.

THE

LIGHTNING SPEEDIFIER

Puncture-Proof Bands.

Mr. CRAWFORD broke all Scottish Records from 6 to 25 miles.

Mr. WILLADSEN won the Copenhagen Cyclist Club Road Race, 131 miles, breaking all records for the distance.

Mr. BRENNAN broke the Irish End to End Record, 371 miles.

All using the Steel Puncture-Proof Bands.

The Bands give Riders a feeling of Security hitherto unknown, and also increase the speed of the Tyres.

Send for List with full Particulars and Testimonials; also for a List of our New

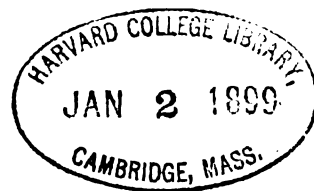
Slip-Proof Speed Bands.

THE PUNCTURE-PROOF PNEUMATIC TYRE CO. LTD

LONDON: 9, Fumival Street, Holborn.

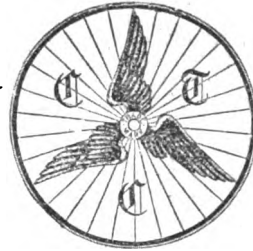
DUBLIN: Middle Abbey Street.

N.B.—When ordering specify make and size of Tyres.



THE

MONTHLY



GAZETTE

[FOUNDED 1878.]

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No. 11. Vol. XIII. [NEW SERIES.]

NOVEMBER, 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.

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Editorial.

Among the diverse matters which RIGHTS AND have received the attention of the PRIVILEGES. Rights and Privileges Committee during the month just ended are those referred to in the following cuttings:—

"MORE RESTRICTIONS.—We believe the Town Council of Peebles have agreed, in response to a letter from a police inspector, to post bills throughout the town warning cyclists not to exceed a speed of six miles an hour. We should like to see those bills, and we should like the general secretary of the S.C.U. to see them. While the Peebles Town Council very likely have power under the General Police Act to make bye-laws for the regulation of street traffic, it is at least a debatable point whether they are entitled to

make a special rule concerning one particular kind of traffic. The matter will bear looking into."—*Scottish Cyclist*, 17th September.

"COUNTY COUNCILS AND CYCLISTS.—The members of the local county council are giving more attention than is agreeable to cyclists, although their number is small in this county compared with neighbouring areas. The Cambridge County Council have caused bye-laws to be posted within their authority, one of which re-enacts the power of a driver to compel a cyclist to dismount by signalling him to do so. Has a county council legal authority to enact what was rejected by Parliament? A member of the Isle of Ely County Council, who is a horse-breeder, and, possibly, opposed to cyclists, has given notice of a motion concerning riders. I will let the editor and *The Cyclist* readers know the result of his action."—*The Cyclist*, 19th September.

"WARNING TO CYCLISTS.—Fred Howarth and William Marsden were summoned for riding bicycles without lights after sunset in contravention of the Oldham Borough Improvement Act. Inspector Wyse said that at twenty minutes to eight on the night of the 5th inst. the defendants rode bicycles down Union Street without lights. One of the young men said they were under the impression that they did not need to light their lamps until an hour after sunset, but it was pointed out that the requirements of the Borough Improvement Act were that lights should be shown immediately after sunset. The Chairman said the inspector had done right to bring the case up, but as it was the first one of the kind brought before that court the defendants would be let off."—*Oldham Chronicle*, 15th September.

The result of making full inquiry into the facts in each case may be briefly stated as follows:—

PEEBLES.—The Town Clerk states that no bye-laws

have been passed, and (presumably) no such order has been issued.

[We may here remark, *inter alia*, it is extremely doubtful that the Borough Police (Scotland) Act warrants the passing of any bye-laws affecting cyclists, but we will return to this subject at an early date.]

CAMBRIDGESHIRE.—The Clerk of the County Council states that his Council "has not issued any bye-laws whatsoever with reference to cycling within this county."

The Clerk probably knows as well as we do that his Council has no power to pass any such bye-laws, but as the rumour made public by *The Cyclist* was repeated in other quarters, the Committee thought it well to trace it to its source. Upon so doing it was discovered that the sergeant of police in charge at Gamlingay had taken it upon himself to provide the local cycling club with an extract from the regulations under which he was acting. This extract embodied, among other obsolete regulations, the "dismounting clause." Communications were accordingly opened up with the Chief Constable of the county, who replied:—

"Referring to your inquiry, there are no Bye-Laws in existence in this county referring to the use of bicycles, etc. There were Bye-Laws before the passing of the Local Government Act; and possibly the sergeant is not up to date in this matter, and has spoken of the old Bye-Laws which were repealed on the above Act coming into operation in 1888."

OLDHAM.—The Borough Improvement Act, the provisions of Section 180 (sub-section 7) of which were said to have been contravened, was passed in 1880; and as everybody knows Section 85 of the Local Government (England and Wales) Act, 1888—for the introduction of which the C.T.C. was responsible—repealed all previous public and private Acts in so far as they gave power to local authorities to pass Bye-Laws relating to the use of cycles.

It may by some be contended that as cyclists are so sure of the ground they occupy it is a waste of time to investigate and expose the untenable nature of these constantly recurring rumours; but, as will be apparent, serious miscarriages of justice may ensue if local authorities be allowed to harbour the pleasing fallacy that they are at liberty to fine a man for offending against the provisions of Acts long since repealed.

For instance, at Newport (Mon.), the Town Council seem to contemplate committing another judicial blunder, as witness the following:—

"NEWPORT WATCH COMMITTEE AND CYCLISTS.—At the monthly meeting of the Newport Watch Committee on Thursday the subject of furious riding of bicyclists was brought up. The committee decided to enforce a regulation that no cyclist should ride at a rate exceeding six miles an hour through the thoroughfares of the town, and it was urged that some of the members of the police force should be set apart as cyclists to ride after offenders against the regulation."—*Western Mail*, 21st September, 1894.

We do not know that matters in Newport have proceeded further, but in the event of the intention of the Watch Committee having been carried into effect, the C.T.C. will do its best to bring the gentlemen responsible for the new ordinance to their proper bearings.

With the reasonableness or otherwise of the proposed regulations we for the moment are not

concerned; the principle we seek to uphold is the dearly bought one that cycling, if it is to be still further "regulated," must be regulated by Statute Law, and not by the pronouncements of Local Authorities, no two of which are in agreement as to what is required to meet the exigencies of the case.

* * *

The happy day when lights upon all "UNIVERSAL vehicles shall be made compulsory at NIGHTS." night is, we fear, but little less distant than the millennium. Parliament is too busy to worry about such a trifle; County Councils are anxious to shift the responsibility upon, or at any rate learn the views of District Councils; and District Councils prefer to see in what light Parish Councils may view the question. And so the little game (of procrastination) goes on.

In the midst of much discouragement, however, it is cheering to alight upon at least one public functionary who is not afraid to advocate a reform the adoption of which would lessen the fees that go into his pocket, *vide* the following:—

"THE THIRSK CORONER ON THE LIGHTING OF VEHICLES.—Dr. J. S. Walton, coroner, held an inquest at Carlton Miniott, yesterday, concerning the fatal accident to Mr. W. H. Wright, farmer.—Henry Swales, hawk, stated that he was driving on the Station Road on Wednesday evening last, the night being very dark, when he came into collision with a trap driven by Mr. Wright, who was pitched into the road and killed. Witness was on the proper side of the road.—The Coroner said his ideas with regard to travelling were very strong, and he had no hesitation in giving expression to them. Every man who risked himself out at night in a conveyance ought to protect not only himself but other people by carrying a light, and it was running needless danger not to have one. Personally he would far rather drive without lights, but as a precaution to other people he always used lights. They compelled a steam engine and a bicycle to carry lights, everything in fact except a man riding or driving, and he considered conveyances should not be without them.—The jury returned a verdict of 'Accidentally killed.'"—*North Eastern Daily Gazette*, Sept. 26th, 1894.

* * *

The Kingston Coroner is obviously NOTORIOUS desirous of sharing the celebrity—KINGSTON. or shall we say the notoriety?—the Kingston Magistrates have already earned, as the following will prove:—

"KILLED BY A BICYCLIST.—At Kingston-on-Thames on Tuesday Mr. Hicks held an inquest on the body of Albert Davey, aged five years, the son of a publican in Kingston.—William Davey, the father, stated that in May last the child, who had up to that time enjoyed excellent health, suddenly complained of feeling ill. He was given medicine, but became worse. Dr. Donald treated the child until his death last week. After the child fell ill the father heard that he had been knocked down in the street outside the house by a bicyclist a few days previously. There was a bruise on the child's head, and the child one day pointed to it, saying, 'The bicycle did that.'—Mrs. Lewis, of Down Hall Villas, Kingston, said that one day early in May last she saw the child run out from the pavement to cross Wood Street, near by his father's house. As he did so he was knocked down by a bicyclist, who was approaching from behind the child. She did not think the collision could have been avoided, as the child ran out so quickly. The bicyclist did not stop, though Mrs. Lewis called out to him. He only said he was

a stranger, and rode on.—Dr. Donald, of Kingston, said that death was due to meningitis, set up by a blow.—The Coroner commented on the danger arising from the increasing number of cyclists in the streets, particularly in the Kingston district. He was told that last Bank Holiday no fewer than 22,000 cyclists had been counted as they passed a given spot during a limited number of hours.—A Juror suggested that cyclists should be numbered like cabmen.—The Coroner: Which would involve their being licensed (hear, hear).—The Jury returned a verdict of accidental death.—The Coroner stated that in the next gross case which came before him he should commit the cyclist involved on a charge of manslaughter."

We yield to no one in the strength of the condemnation we would pass upon those riders—happily a small minority—who are selfishly indifferent to the rights of other road users, but when a public functionary so far allows his prejudices to usurp his sense of equity as to threaten to commit a man who, according to the evidence of the chief witness, could not have avoided the collision which terminated fatally, it is time to enter a protest.

There was apparently nothing to show that the cyclist was conscious of having even unintentionally inflicted any serious injury upon the child, or his refusal to stop would have been altogether unjustifiable. As it is the threat the Kingston Coroner has seen fit to utter will hardly conduce to the adoption of a higher code of honour by visiting wheelmen.

♦ ♦ ♦

We have so often dealt with the ROAD RACING: scandal of road racing—a pursuit to THE TRUTH which either directly or indirectly nintenths of the odium which, in the estimation of the general public, attaches to NUTSHELL cyclists is unquestionably due—that we feel it incumbent upon us to apologise for again making reference to the matter. Since last we went to press, however, our contemporary *The Cycle* has made public so trenchant and withal so truthful an indictment of the body which alone is responsible for the continuance of the scandal that we conceive it to be entitled to further publicity. In its issue of the 5th ult. the journal in question publishes the following letter:—

"To the Editor of 'The Cycle.'"

"HOW TO STOP SCORCHING: A BOLD SUGGESTION."

"Sir,—For some time past I have been watching the progress of the question regarding the best way of putting an end to the disgraceful conduct of cyclists in indulging in excessive speed on the public highways. I am a victim to this fiendish thirst for pace that has invaded cycling circles in all directions, having just got home from hospital after suffering severe injuries through being knocked down by a careless ruffian on wheels. Like imps let loose from the lower regions, these pests swarm over our highways, transforming them into scenes of brutal butchery, and striking terror into the hearts of every peace-loving pedestrian. The police are really anxious to suppress it—and they *can* suppress it, with a little aid from the proper quarter.

"There is an organisation called the National Cyclists' Union, which, I am told, is the cyclists' governing body. I am also told that this N.C.U. is as anxious as the police to suppress this 'scorching.' Bosh! I do not hesitate to

charge that body with the responsibility of the present intolerable system of racing along the roads, and the many accidents—the one to myself included—resulting from it.

"Is there a single member of the N.C.U. with brains in his head who can honestly declare that that body is not deliberately winking at the breaches of the law that occur every other day? Can he deny that it is in its power to settle the question of road-scorching by clubs for ever?"

"This gigantic humbug of a body pretends to be *officially* unaware of the date of forthcoming road-races—that if it were only *officially* aware it would hasten to proclaim such. Officially aware! Is it not sickening?"

"Well, if it is not officially aware prior to a race, it can scarcely be denied that the N.C.U. knows all about it immediately afterwards. It is reported in all the cycling papers and some of the general Press. With that knowledge, having the name of the club, and the name and addresses of the officers and committee who have virtually broken the law, why in the name of common sense doesn't the N.C.U. ban the club, and hand full particulars to the police that the offenders may be prosecuted? Let the N.C.U. be honest. Let it give up its present system of winking at outrages of this sort, and make itself a body to be respected, not to be jeered at and scorned as a mere collection of arrant humbogs. "TRUTH."

The identity of the writer of the foregoing is hidden from us absolutely, but no one who is familiar with the inner working of the N.C.U., and who by extended labours on its behalf has qualified as a judge, can question the accuracy of this critic's assertions. The N.C.U. is a body which from many points of view is deserving of hearty support, but in our opinion it has in this matter basely betrayed the trust formerly reposed in it by the law-abiding cyclist who after all is in a large majority. Is it too late to hope for even a death-bed repentance?

♦ ♦ ♦

A month or two since we had the CYCLE pleasure of making public the decision of the London, Brighton, and South Coast Railway Company to adopt—

with certain reservations—the scale of charges for the conveyance of cycles by passenger train agreed to by the Railway Clearing House Committee. Thereupon the C.T.C. addressed the managers of the South Eastern, and London, Chatham, and Dover lines, asking if they would be kind enough to reconsider their former decision, and join hands with their neighbours. For some time no definite reply could be extracted, but the following letters, which reach us just as we go to press, speak for themselves:—

South Eastern Railway,
General Manager's Office,
London Bridge Station, S.E.,
27th October, 1894.

RATES FOR CYCLES.

Dear Sir,—I have very carefully examined the scale of rates in question, and I am quite satisfied that, all things considered, the proportions that would come to this Company out of the same could not be satisfactory under existing circumstances, and I regret I cannot recommend my Directors to accede to your application for machines to be booked at the Clearing House scale.

Yours faithfully,

E. R. Shipton, Esq.,
Cyclists' Touring Club,
139, Fleet Street, E.C.

MYLES FENTON,
General Manager.

London, Chatham, and Dover Railway Company,
Traffic Manager's Office,
Victoria Station,
London, 29th Oct., 1894.

RATES FOR CYCLES.

Dear Sir,—I duly received your letter of the 6th ult., but after careful consideration I regret my inability to make any reduction in our existing rates for the conveyance of cycles by passenger trains.

I am, dear sir, yours truly,

WILLIAM FORBES,

E. R. Shipton, Esq., Traffic Manager.
Cyclists' Touring Club, 139 and 140, Fleet St., E.C.

It will be recollected that the London, Brighton, and South Coast Company only adopt the Clearing House scale to stations which are not jointly served by themselves and the Companies above mentioned, but we are informed—though not officially—it will frequently be found that a machine may be booked to some non-competitive station at the Clearing House scale and yet be removed from the train at a station nearer the point of starting, which practically means that by a little management a cycle may be conveyed over the London, Brighton, and South Coast Railway at half the prices charged by these three Companies—and these three Companies only—acting in unison.

Official Notices.

THE GENERAL ELECTION, SPECIALLY IMPORTANT.

The Articles of Association provide that the annual election of officers shall take place in December of each year. In accordance with this plan it is essential that nominations to the various posts be invited and be sent in to headquarters before the 20th of the current month. The number of R.C.'s required is fully set out in the following schedule:—

ENGLAND.

County.	No. of Members.	No. of R.C.'s required.	County.	No. of Members.	No. of R.C.'s required.
Cheshire	359	One	Lancashire	1041	Three
Devon	256	One	Middlesex	1588	Three
Durham	284	One	Stafford	298	One
Gloucester	382	One	Surrey	1096	Three
Hants (including the I. of Wight) ..	314	One	Sussex	298	One
Kent	549	One	Warwick	338	One
			Yorkshire	1009	Three

County.	No. of Members.	County.	No. of Members.	No. of R.C.'s required.
Bedford	50	Lincoln	138	Four
Berks	122	Monmouth	51	
Bucks	45	Norfolk	62	
Cambridge	107	Northampton	53	
Channel Islands	24	Northumberland	190	
Cornwall	78	Nottingham	159	
Cumberland	47	Oxford	215	
Derby	144	Rutland	10	
Dorset	51	Salop	111	
Essex	186	Somerset	171	
Hereford	64	Suffolk	55	
Hertford	137	Westmoreland	19	
Huntingdon	4	Wilts	134	
Isle of Man	6	Worcester	186	
Leicester	135			

WALES.

Anglesea	8	Flint	3	One
Brecknock	5	Glamorgan	125	
Cardigan	5	Merioneth	1	
Carmarthen	30	Montgomery	15	
Carnarvon	36	Pembroke	24	
Denbigh	16	Radnor	6	

SCOTLAND.

Aberdeen	55	Kincardine	7	Two
Argyle	9	Kinross	—	
Ayr	25	Kirkcudbright	5	
Banff	—	Linlithgow	203	
Berwick	7	Nairn	8	
Bute	3	Orkney and Shetland Isles ..	—	
Caithness	3	Peebles	—	
Clackmannan	12	Perth	37	
Cromarty	—	Renfrew	87	
Dumbarton	44	Ross	7	
Dumfries	15	Roxburgh	12	
Edinburgh	171	Selkirk	2	
Elgin	9	Stirling	20	
Fife	32	Sutherland	1	
Forfar	52	Wigtown	13	
Haddington	5			
Inverness	9			

IRELAND.

Antrim	80	Limerick	3	Two
Armagh	3	Londonderry	11	
Carlow	4	Longford	1	
Cavan	5	Louth	5	
Clare	7	Mayo	2	
Cork	48	Meath	3	
Donegal	7	Monaghan	—	
Down	31	Queen's	8	
Dublin	185	Roscommon	2	
Fermanagh	6	Sligo	2	
Galway	11	Tipperary	8	
Kerry	2	Tyrone	9	
Kildare	8	Waterford	18	
Kilkenny	3	West Meath	1	
King's	12	Wexford	11	
Leitrim	1	Wicklow	9	

FOREIGN COUNTRIES.

Country.	No. of Members.	No. of R.C.'s required.
Austro-Hungary ..	24	Two
Belgium-Luxembourg ..	28	
Canada ..	13	
Denmark ..	3	
France ..	77	
General ..	163	
Germany ..	120	
Holland ..	13	
Italy ..	67	
Norway ..	5	
Spain ..	9	
Switzerland ..	15	
United States of America ..	113	

It will be observed that the counties and countries possessing less than 250 members are grouped with their neighbours for the purposes of representation, and that in case a larger number of candidates come forward than there are vacancies to be filled, the members in the counties and countries so grouped will, like their more liberally endowed neighbours, when the nominations exceed the vacancies, be called upon to elect their representatives by the usual postal vote.

It is desirable, but not absolutely essential, that candidates should reside in the district they seek to represent.

Any two members resident in a county or country in which a vacancy is notified—either by groupage or otherwise—are entitled to nominate to the said vacancy one or more suitable candidates from among the Club membership.

Any Councillors at present holding office, but who may not attend the minimum number (two) of Council Meetings during the current year, must show good cause for and obtain exemption from the provisions of this rule at the next gathering of the Council, or their nominations will be declared null and void.

It is to be hoped that the liveliest interest will be evinced by the membership in securing the services of the ablest men their districts possess.

All nominations must be submitted upon the printed forms obtainable (gratis) of the Secretary, and must be lodged in his hands not later than the 20th of November instant.

COUNTY OF ESSEX.

Owing to pressure of business and lack of leisure, Mr. Leonard Brown, of Brentwood, the acting Chief Consul, has been compelled to send in his resignation. The Club is greatly indebted to Mr. Brown for his labours in the past; but, as his decision appears to be irrevocable, it becomes our duty to ask the membership in the county to nominate his successor. Forms of proposal are obtainable of the Secretary upon application.

COUNTY OF NORFOLK.

Mr. H. Graves, the present Chief Consul of this county, finding that his professional duties leave him scant leisure in which to discharge the duties of office, is anxious to resign. Mr. Graves stepped into the breach when a C.C. resident in the county was unprocurable, and as he has personally visited and reported upon nearly all the routes to be included in the Road Book, the Club is placed under a lasting debt of gratitude to him.

Any member who knows of a suitable candidate for the vacancy will oblige by nominating him upon the form obtainable of the Secretary.

WILTSHIRE AUTUMN CONSULS' MEETING.

Held at "Red Lion," Avebury, Saturday, 13th October. Present, F. W. Marillier, C.C.; S. R. Brockway, Marlboro; E. J. Lay, Swindon; R. M. Loy, Chippenham; F. E. Ryles, Trowbridge. Letters regretting absence were read from E. C. Isborn, Devizes; Rev. G. W. Kent, Salisbury; J. P. Hanks, Brinkworth.—Report of year's work was read and commented upon.

Consuls' Spring Meeting arranged for first Saturday in May, at Headquarters, Swindon. Decided to invite captains and secretaries of all cycling clubs in the county to attend.

F. W. MARILLIER, Chief Consul.

COUNTY OF LANARK.

A meeting of Councillors and others will be held at the "Grand Hotel," Glasgow, on Wednesday, 7th November, at eight p.m., with a view to discuss matters of interest. All members interested in the Road Book might attend.

J. B. STEWART, Chief Consul.

TO SCOTTISH MEMBERS.

THE BRITISH ROAD BOOK—SCOTTISH SECTION.

I am issuing a second type-written "appeal" regarding road reporting for the Road Book. It is worded as follows:—"Urgently Important.—Dear Sir,—Before the winter sets in and road reporting becomes difficult, it is necessary that the routes yet to be reported on in connection with the above Book be completed. Might I ask you to aid towards this by sending me Detailed Reports on any of the Schedule routes, underlined in red, which lie within your district? I enclose six blank forms; should you require any more kindly let me know." A little effort and the work is accomplished: who will help?

ARTHUR POYSER, Editor.

THE BRITISH ROAD BOOK—SCOTTISH SECTION.

Third list of deletions to be made in June, 1894, Schedule:—

ARGVILL—Nos. 1, 2, 7, 8, 9, 10, 11, 12, 13, 14, 15, 17, 19, 24, 27, and 28.
 AVR—Nos. 5, 6, 11, 12, 13, 14, 15, 17, 22, 23, 24, 25, 30, 34, 35, and 36.
 Towns—Ayr, Kilmarnock, and Maybole.
 DUMBARTON—Delete all the routes.
 INVERNESS, NAIRN, ELGIN, BANFF—Nos. 1, 2, 3, 14, 18, 22, 26, 30, 33, and 41.
 LANARK—Nos. 39, 40, and 41.
 PEEBLES—No. 11.
 PERTH, FORFAR, KINCARDINE, ABERDEEN—Nos. 2, 8, 16, 17, 25, 28, 37, 47, 48, 54, and 58.
 RENFREW—Delete all the roads.
 ROXBURGH, SELKIRK—Nos. 4, 14, 18, 21, and 25.
 STIRLING—No. 5.

EDINBURGH SECTION—RUNS FOR NOVEMBER AND DECEMBER.

Date.	Destination.	Meeting Place.
Nov. 3rd.....	Roslin*	Mayfield, 3.30.
Dec. 1st.....	(Impromptu)	Abbey Church, 3.30

*Note.—Not Crumond, as announced last month.

ARTHUR T. POYSER, Hon. Sec.,
 6, Cameron Crescent, Dalkeith Road, Edinburgh.

THE BRITISH ROAD BOOK.

The C.T.C. Road Book will (when it is completed) consist of a minute and detailed description of all the main as well as the important subsidiary routes throughout the kingdom. It is being compiled from reports furnished by members who have an intimate knowledge of the direction, surface, and gradients of the roads treated of, and its value to WHEELMEN, PEDESTRIANS, COACHMEN, and other travellers by road cannot well be over-estimated. The reception the first volume (which was nearly seven years in process of compilation) has met with at the hands of the Press and the general public is universally flattering, and no member should fail to invest in a copy.

Volume I., which deals with the ground from Kent to Cornwall inclusive (south of the main road from London to Bath and Bristol), is now procurable by members of the C.T.C. at 5/4 post free (6/4 if the Key Map be mounted on inen), or by the outside public at 10/6 and 11/6 respectively.

A greatly reduced fac simile specimen route is obtainable of the Secretary upon application. Members are requested to note that the various Chief Consuls included in the area

of which the book treats will not now supply manuscript information of the roads in their districts.

The Volumes relating to the ground North of London, to Scotland, and to Ireland, are in charge of the following gentlemen :—

ENGLISH ROAD BOOKS :—

Mr. F. W. COOK,
C.T.C. Offices,
140, Fleet Street,
London, E.C.

SCOTTISH :—

Mr. ARTHUR T. POYSER,
6, Cameron Crescent, Dalkeith Road,
Edinburgh.

IRISH :—

Mr. G. A. DE M. E. DAGG, M.A., LL.B.,
Leraw House,
Lisnaskea,
Co. Fermanagh.

Members are requested to note that the above-named will gladly welcome offers of assistance in the shape of reports upon roads at present undescribed, or the checking of the "draft" already compiled, and the co-operation of the membership is earnestly invited by the Council. All who can assist will be at once put in possession of directions how to proceed if they will kindly communicate with the respective Editors.

THE CLUB HANDBOOKS.

The British Handbook for 1894 is still on sale, and every member should make it his duty to provide himself with a copy. Its contents comprise :—A full list of the hotels under contract with the Club throughout the United Kingdom; a specially-drawn and valuable map; lists of officers; rules and regulations; hotel arrangements, and the special tariffs in England, Wales, Scotland, and Ireland; instructions to Consuls; uniform and general information; hints as to touring, and repairing machines; a list of the Chief Consular Divisions, with the addresses of the officers set over them; railway rates; calendar; sunrises and sunsets; the phases of the moon; as well as a complete diary and riding record, etc., etc., etc.

The price is 1s., as hitherto, and, as the edition is nearly exhausted, all who desire to possess a copy should make early application.

The Continental Handbook, containing similar information as regards the Continent, the Colonies, the United States, etc., etc., is obtainable at the same figure.

"RIGHTS AND PRIVILEGES."

The demand for copies of the Manifesto recently issued by the C.T.C. still continues. Members are again reminded that imprints upon paper or cardboard as the case may be are obtainable, post free, by all who make application therefor, and who will undertake to exhibit them in suitable positions. Free libraries, literary institutes, and club-rooms of all kinds afford excellent means of making known what are the rights and privileges of the cyclist, and what are the duties of all road users.

TO PROSPECTIVE LINGUISTS.

The last four winters I offered to help any of our members who intended to study French, German, Italian, or Spanish

during the winter, by recommending books for the purpose, and, if desired, by supplying the same if possible second-hand. The response was such as to induce me to renew the offer. In addition to secondhand grammars, reading, and conversation books, I have some *cheap* dictionaries, including—FRENCH: Fleming & Tibbin's, in two large volumes; Tarver's "Phraseological Dictionary," two vols.; "The International," Spiers; GERMAN: Flügel's, Thieme's, Hilpert's; ITALIAN: Barretti's, Millhouse's; SPANISH: Neuman & Barretti's, Velasquez, &c. Lists sent on application.

If any members wish to get effective music for CORNET and PIANO at small cost, I shall be glad to give them the benefit of thirty years' experience as a cornet player.

S. A. STEAD, Chief Consul Foreign General Division.
30, St. George's Avenue, Holloway, London.

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 :—

Colonel R. Irwin, Castlereas; Rev. F. D. Bouth, Leigh; and Mr. A. S. Fithie, East Newport.

The Council.

The usual monthly meeting was held at the "Grand" Hotel, Glasgow, on Saturday, October 20th, 1894, at 11.0 a.m.

PRESENT :

C.C. W. KENDALL BURNETT, Aberdeen (Chairman).
C.C. J. R. BALFOUR, Beith.
R.C. Rev. A. HAY, Grouped Counties of Scotland.
C.C. A. MARTIN, Glasgow.
R.C. J. S. MATTHEW, Grouped Counties of Scotland.
R.C. A. G. RENNIE, Lanarkshire.
C.C. J. B. STEWART, Glasgow.

E. R. SHIPTON, Secretary.

- 129.—"That the resignation of Mr. E. C. Duchesne, of Bournemouth, as Chief Consul of Hampshire and the Isle of Wight, be accepted with regret."
130.—"That the resignation of Mr. R. Rugg Monk, of Plymouth, as Chief Consul of the County of Devon, be accepted with regret."
131.—"That Mr. Herbert Rankilor, of Ailsabrook, Tiverton, be appointed Chief Consul of the County of Devon."
132.—"That Mr. Walter Judd, of Solent House, Crofton, Fareham, be appointed Chief Consul of the County of Hants."

REPORTS OF COMMITTEES.

MAP AND ROAD BOOK (ENGLAND AND WALES).

- (b) The Chairman reported that another meeting of the Committee had been held at which the reference embodied in Resolution No. 106 of the August Council Meeting which runs as follows :—

"That the consideration of the following motion be referred to the Map and Road Book Committee, who are hereby asked to report as to the practicability and advisableness thereof."

"That Vol. III. of the British Road Book be placed in the hands of the Secretary to edit and bring out, and that the work be proceeded with at once."

was the subject of careful consideration. Leaving, however, out of the question the compensation that would undoubtedly have to be paid Mr. Cook for work already performed, and for relinquishing the editing of Vol. III., the Committee were unanimously of opinion that the suggestion that the Secretary should take up the editing of any portion of the Road Book is altogether impracticable.

The matter of the suggested insurance of the Club's property in the Road Book is still under consideration, but in the meantime the matrices of Vol. I. have been removed to headquarters, so as to minimise the risk of total destruction of the letter-press by fire.

The work in connection with the production of Vol. II. appears to be progressing as speedily as could reasonably be looked for.

At the meeting above referred to, the Honorary Editor of Vol. I. of the Continental Road Book also reported progress, and said that he confidently hoped to be able to place the MSS. in the hands of the Committee not later than the end of the current year.

MAP AND ROAD BOOK (SCOTLAND).

- (c) The Chairman submitted a schedule shewing the progress of the work in the Editorial department since the Scottish Editor was appointed. Speaking roughly, it appeared that one half the total number of routes required to be embodied in the book had already been contributed, but the work in some of the counties was still in a very backward condition. He further submitted a memorandum shewing how the £20 already advanced to the Editor to cover his travelling expenses had been expended, and also laid before the meeting a memorandum of incidental outlays amounting to £6 2s. od., which he recommended should be passed for payment. He further recommended that the Editor's application for £20 on account of his personal remuneration should be acceded to. It was thereupon resolved
- 133.—“That cheques be drawn in favour of Mr. A. T. Poyser for £20 on account of his personal remuneration in respect of the Scottish Road Book, and £6 2s. od. in respect of incidental expenses.”

MAP AND ROAD BOOK (IRELAND).

- (d) No report forthcoming.

RIGHTS AND PRIVILEGES.

- (e) The Chairman reported that the matter of restrictive bye-laws had been the subject of careful consideration since the last meeting, complaints having been received from many quarters. It appeared, however, upon investigation, that the statement of the *Scottish Cyclist*, in its issue of the 19th ult. (made without doubt in good faith), was shewn to be misleading, for the Town Council of Peebles, upon being officially communicated with, disclaim having issued any bye-laws.

As regards the alleged passing of bye-laws by the Cambridge County Council it appeared upon careful investigation here a similar condition of things applies, the real truth of course being that no County Council has the power to pass bye-laws of any description bearing upon the use of cycles. Cases relating to other parts of the country are still the subject of consideration.

Complaints as to the action of various railway companies who control the level crossings over their lines were being carefully investigated, preparatory to addressing remonstrances to the offending parties.

An application having been received from the Northumberland and Durham District Association of the C.T.C. that the Rights and Privileges Committee would supply them with a pamphlet dealing with the Universal Lights question, which pamphlet they undertook to distribute among the candidates for election to the Parish Councils in the area under their charge, the matter has been carefully considered, and although the Committee do not recommend the adoption of this plan the country through, they think the wishes of the Association might well be complied with, and they make recommendation to the Council accordingly.

Since the last Meeting the following Danger Boards have been erected:—

Name of Hill.	Locality.
Winkworth	Godalming.
Well Flashes	Well, Bedale, Yorks.
Budgenor	Haslemere and Farnhurst.
Friday's	Haslemere and Farnhurst.
Couban	Buxton.
Rectory	Amersham.
Hurst	Rusper, nr. Horsham.
Knock	Scotlandwell, Kinross.
Fox	Woodford to Towcester (Northants).

The question as to whether any, and if so what, Danger Boards should be provided for the Lake District is at present the subject of debate by the Chief Consul and the leading local riders, and the result will be reported at a subsequent meeting.

The Committee have addressed communications to the South-Eastern and the London, Chatham, and Dover Railway Companies with a view to getting these lines to adopt the almost universal tariff for the conveyance of machines by passenger train, but up to the present only the usual stereotyped acknowledgment has been received.

Advice and assistance have been given to members who have applied therefor.

ADVANTAGEOUS PURCHASE OF MACHINES.

- (f) The Chairman of the meeting stated that acting on behalf of Mr. George Thompson, the original Chairman of this Committee, he had drafted for signature a report which was unfortunately signed too late to admit of its circulation with the Agenda of this meeting; the subject would, however, appear upon the Agenda of the November gathering.

COUNCIL MEETING FIXTURES.

- (g) The Chairman reported that the subject was still under consideration.
- 134.—“That a certificate of appointment be prepared for issue to Official Repairers, distinguishing between ordinary and first-class repairers.”
- (i) The resignation of Mr. Leonard Brown, as Chief Consul for the County of Essex, was tendered to the meeting, but as it had arrived too late for the current Agenda its consideration was postponed until next month. Meantime the Secretary was instructed to appeal for volunteers through the *Gazette*.
- (j) The Secretary laid before the meeting an application for Life Membership from Mr. Arthur Picton Saunders Davies, J.P., D.L., of Pentre Boncath, R.S.O., Pembrokeshire, which gentleman desired to obtain the sanction of the Council to his becoming a Life Member without waiting the two years referred to in Article 8. It was thereupon resolved:—
- 135.—“That the necessity for two years' standing on the part of an applicant for Life Membership be dispensed with in the case of Mr. Arthur Picton Saunders Davies, J.P., D.L., of Pentre Boncath, R.S.O., Pembrokeshire.”
- (k) The Secretary laid before the meeting a letter from Mr. J. Drake, of 13, Church Street, Halifax, wherein it was pointed out that when making application, as he did some three months since, for his out of pocket expenses in connection with a prosecution instituted by him for assault, the Council were labouring under a misapprehension in supposing that the N.C.U. had interfered on his behalf, and had obtained credit therefor. The facts appear to be that the Hon. Secretary of the N.C.U. Local Centre acted for Mr. Drake in a friendly capacity, and the N.C.U. was not officially concerned in the matter at all. This being so, it was resolved—
- 138.—“That the C.T.C. do refund to Mr. J. Drake his out of pocket expenses (amounting to 12s. 6d.) incurred in prosecuting the defendant in the assault case in which he was the victim.”

The next Council Meeting will be held at Crewe, on Saturday, the 10th November next.

The Half-Yearly General Meeting.

[SPECIALLY REPORTED.]

On Friday evening, 19th October, the half-yearly general meeting of the C.T.C. was held at the Grand Hotel, Glasgow. There was a fair attendance, the following places being represented:—Aberdeen, Barrhead, Beith, Carmunnock, Cathcart, Edinburgh, Hamilton, Kilmarnock, Glasgow, and Govan.

Mr. W. Kendall Burnett of Aberdeen, presided.

The Secretary having read the notice calling the meeting,

The CHAIRMAN said that the first business was for the Secretary to read the minutes of the annual general meeting, held in London, on May 17th last.

The minutes were read and adopted.

Mr. J. B. STEWART (Chief Consul, Lanark) then moved the following resolution:—

- 2.—“That all saleable articles belonging to the C.T.C., with the exception of the Club badge, be offered for sale to the public at a reasonable price.”

For a long time it had seemed to him that it was a rather selfish policy the C.T.C. was pursuing in keeping the uniforms in their own hands, and not allowing the outside public to buy them if they thought proper. The Club had a valuable property in its uniform, its *Gazette*, and its Road Book. Formerly the *Gazette* was merely a pamphlet issued to the members of the Club—that was when the Club first started. At that time it only contained official notices, but nowadays, under great pressure, it had improved to such an extent as to be valuable to the public, as well as to the members themselves. They had tours described in the *Gazette* which were valuable in themselves. Another argument for distributing the *Gazette* amongst the public was that it would increase the value of its advertisements. It was not as if the *Gazette* were purely confined to members of the C.T.C., for copies were distributed amongst friends. If valuable to their friends, it was also valuable to the public. As to the uniform, he did not see why every one should not be able to wear it if he liked. The Club went to a good deal of trouble and care in producing the best cloth that could be got in its way. It offered the uniform to its own members, and yet not one-tenth of the members bought that uniform. If it were possible for outside cyclists to wear the uniform he did not think the Club would suffer in the slightest. If they had the uniform the tone and look of the cyclists would be considerably improved. The cost of the uniform would be lessened to the members if it were more used. The Club had a monopoly of that cloth, and if other people could buy it, he reiterated, it would be sold at less money to the members. He knew one club which swore that it had got the same uniform, with the same trademark on the cloth, at a much less price than the C.T.C. were paying for it. In these circumstances the C.T.C. would do well to allow every one who wished to purchase the uniform. Then the Handbook should be sold to any one who might ask for it. Their Secretary had told them in days gone past that 5000 copies per annum had been sold. This year he feared a great many less would be sold. If in a constituency of 15,000 they could sell

5000, how many could they sell in a constituency of 2,000,000 cyclists? (hear, hear). There were lists of hotels given, and the names of consuls. Now, cyclists buying the book would see that it was to their advantage to join the Club. The fact that that book was issued to the public would be the best advertisement that the Club could have. There were thousands of cyclists who had never heard of the Club. Another possession of the Club was the Road Book. Only a small portion of it existed at present; they should popularise that book also. It was offered to the members at 5s. and to the public at 10s. 6d. The latter was a most ridiculous price for any book. In fact he had never heard of such a book being priced at 10s. 6d. Who wanted a book containing only the description of a corner of England for 5s. for members, and for 10s. 6d. for outsiders? Why not make the book 2s. 6d. for members, and 3s. 6d. for outsiders? Popularise the book! In that way they would increase its sale.

Mr. A. G. RENNIE (R.C. Lanark), in seconding the motion, observed that Mr. Stewart had made out a capital case. There was only one little part that he would draw the members' attention to, and that was the over-elaboration contained in the Handbook. He did not think that the Handbook was a paying department of the C.T.C. It looked well in the financial statement; but they should think of the unsold copies at the end of each year. It could not be put down as a reliable publication on which they could get a reasonable profit. If the *Gazette* and the Road Book were open to the public, sixty pages of the Handbook could be done without. There was a diary which took up fifty pages, which could be condensed into one solitary page. There were given there ideas—amateur ideas—how to choose a machine. Why, these ideas were in the cyclist papers every day of the week! That superfluous information could be cut out, because it consisted of old-fashioned ideas, and he was about going to say "nonsense," but would say "old theories" instead. There used to be a part telling what one should take when going on tour. If they were to take all that was suggested, they would require to take a train along with them (laughter). There was a lot of other things which could be judiciously pruned down, so that the book could be sold at a profit to the C.T.C.—that was to say, if the public were allowed to purchase the book. Again, if the *Gazette* were sold at 3d. it would become a profitable investment to the Club. Of course, that matter would require to be gone into minutely by the Finance Committee. Twelve times 3d. was 3s. That would be a price that the public would be willing to pay for the *Gazette*. As to the price of the Road Book, he heartily agreed with what Mr. Stewart said. The present price was too high. He thought that the price should, at least, be reduced 25 per cent. (hear, hear).

The CHAIRMAN: Any counter-motion?

Mr. HAY moved the previous question. He said that a number of remarks had been made quite outside of the discussion. He asked what would be left to the C.T.C. if they passed that resolution of Mr. Stewart's? Nothing! They would have the privilege of wearing a badge that they paid 3s. 6d. a year for, and they would do away with that which kept them together as a club. First of all there was the *Gazette*. Well, as an unattached cyclist, he did not think he would pay three pence for a C.T.C. *Gazette* even if it were improved, more especially when at present they could get cycling papers at a penny each. Remember what the *Gazette* was for. It was a means of communication between the members, and it was of special interest to the members of the Club. If they offered the *Gazette* to the public they did away with that altogether. The *Gazette* played a particular part, and if they made it popular for the outside public, they did away with its most valuable feature (hear, hear). Then as to the Handbook, were they going to issue it too for the general public? The hotels mentioned in it were only for C.T.C. members. What was the use of the Handbook to the public? If non-members went to these hotels, they would be asked, "Are you C.T.C. members?" They would reply "No." "Well, what is the use of you coming here?" The Handbook was published solely for the use of C.T.C. members (applause). It would be a rather heroic thing to arrange for repairs for the outside public. They did not exist for that. They existed as a club. They arranged matters in order that there might be smooth sailing for themselves (hear, hear). Then there was the uniform. It was there as a distinction; it was worn by cyclists to show that they were members of the C.T.C. He, however, thought that they should try to popularise the Road Book. If they could get up a guide book for Scotland, he would buy it on the morrow; but if they passed the resolution as it stood, they would write down the C.T.C. as a useless body (hear, hear). They must first of all consider their own interests (hear, hear).

Mr. SMITH seconded the previous question. As to Mr. Stewart's remarks regarding the Road Book, he had a great deal of sympathy with them. The sum was too large. After the book was finished it would be of a monumental character and would live for many generations. As to the other matters they had been thoroughly treated by Mr. Hay. He agreed with him that if they took away those privileges which the members of the Club paid to enjoy, then their reason for existence was no longer apparent.

The SECRETARY, at the request of the Chairman, said that he would state some facts which perhaps were not generally known to the meeting, but which might have a bearing upon the motion under discussion. With regard to the Road Book, the only volume they had ready was Volume I., each copy of which, sold at 5s. to members and at 10s. 6d. to outsiders, cost 10s. to produce; it would therefore appear that a considerable reduction in the price charged to the outside public could not be seriously considered. Another difficulty was that even if the book had cost very much less they could not have sold it to the outside public for a less sum than the price members were asked to pay *plus* the

annual subscription, or, as would be apparent, the outside public would be better off than the member, who by lending cordial support to the Club had helped to render the production of the book possible. As regards the Handbook, this would probably show no profit this year, because they had not published as many copies as they formerly did. Having in view the increase in the subscription they had only published an edition of 4000, and the cost of each copy had in consequence increased until it only left a very small margin of profit. Commencing next year, however, they would have an entirely new system of appointing hotels. The tariff of each hotel would be set out against the house in the Handbook, and that would increase still further the cost of production. If therefore it were decided to throw open the sale of the Book to the outside public they would probably be involving the Club in a heavier loss than ever. As to the uniforms, the Club had, as they knew, an arrangement with Mr. Holding, which arrangement was binding for five years. Under that arrangement the Club got the benefit of 5 per cent. in the way of royalty, so in that way he was afraid the Council would find their hands tied if they contemplated a serious reduction in the prices at present charged. When the brown cloth was introduced prices were lowered. They would therefore gather that so far as the uniform was concerned the Council had not that liberty of action they formerly enjoyed; upon the Handbook there would probably be no profits in future; and the Road Book had actually cost them twice what they were selling it at.

Mr. STEWART, in reply, said that the cost of the *Gazette* was a matter for the Finance Committee to consider. He had understood that there was a profit on the Handbook. If there was a profit just now, there would be a greater profit if they sold two or three times the number of copies. Mr. Hay was a bit "off" in his argument that the Handbook contained only a list of the hotels to be used by C.T.C.ites. Surely the hotel people would accommodate others as readily as they would assist members of the C.T.C. The book would be of use to all cyclists. If they were a philanthropic body they should do something for the benefit of wheelmen in general. On the Road Book he was quite aware that the Club had incurred a tremendous loss. If they did not make it saleable to the public, they would just incur a further loss. It was a curious argument to say that a person would join the C.T.C. for its publications. If he joined the Club to get the Handbook and the *Gazette*, he joined it for a very poor reason indeed ("Oh!"). Why, if a friend wished the Handbook, he let him have it ("Certainly!"). The best advertisement they could have for their club was to spread its *Gazette* and Handbook broadcast. Cyclists would see the discounts they could have if they joined the Club. The uniform was not the monopoly of the Club, for any man could buy the uniform. ("Query?") No man was reckoned a member of the C.T.C. unless he could produce his ticket, therefore, he thought the argument about having one uniform and keeping it in reserve for the Club was rather "off." Why should they not press the sale of that uniform? Let Mr. Holding sell the cloth to the public and continue to give the club a royalty on it. He agreed with Mr. Hay that a Road Book for Scotland at five shillings might be reasonable, but the volume complete would cost about £1 for members. That was a bit too high. Half-a-sovereign was quite enough for the whole book.

The CHAIRMAN said that the subject was one of very great importance. He had very strong opinions on it himself, but he had always felt that as Chairman it was his duty to express no opinion on subjects upon which two sides had been taken. Therefore, he would say nothing with regard to his individual views, and would simply ask for a vote.

For Mr. Stewart's motion there voted 5, the rest of the meeting voting for the previous question.

Mr. STEWART: I bow to the decision! (applause).

Mr. J. R. BALFOUR (Chief Consul, Renfrew), moved the next resolution as follows:—

3.—"That this meeting urges upon every member—and particularly upon Scottish members—the urgent necessity of contributing to the work of collecting the required information for the Scottish Road Book."

He said this Road Book was one of the most important questions that they had to deal with at the present time. It was one that every member ought to try and get enthusiastic over, and it was with that view that that motion had been submitted by him. Since Mr. Poyser was appointed Scottish editor he had rearranged all the routes. A schedule in the form of a booklet was issued to the members in July last, and it was with great pleasure that he had to say that in three months a very great deal of work had been done. The number of routes that related to Scotland amounted to 471. These did not include the Skye routes. It was important that members should send in to the editor routes that they had covered. Of course, that was the bright side of the picture. There were dark spots. One or two counties had not been covered. Ayrshire was very backward. Mr. Caldwell, the chief consul of that district, had so many duties to perform that he could not undertake the work of the Road Book. Another of the backward counties was the one in which they lived. Only twelve routes in Lanarkshire had been received, thirty-one were still to be furnished. Renfrewshire was complete.

Mr. POYSER, the Editor of the Scottish Road Book, in seconding the motion, said that half of the work had been done. The Scottish Road Book was started eight years ago, but very little had been done up to the time of his appointment, and it was now expected of him that the work would be finished by the Spring of 1895. They would therefore see that there was very little time at their disposal. Some members had handed in no less than thirty or forty routes. They had cleared away whole counties. He had done his best to visit the officials of the Club and get them to take an interest in the work; they required individual

effort. The most backward counties were Lanarkshire and Ayrshire, but the latter was now getting well covered. Caithness and Sutherland were so far out of the way that it might be expected these would be the counties which would have held out the longest. Perthshire was complete. The Lothians, Linlithgowshire, Roxburghshire, Selkirkshire, Renfrewshire, and Dumfriesshire were all finished. There were a few routes in Argyllshire yet to be overtaken. They had not got all the routes yet up by the Caledonian Canal; Ullapool, and other places up in that direction. The routes in Skye were promised. There were a few routes in Peebleshire to be overtaken, and a few in Kincardineshire and Aberdeenshire. In giving the routes it was not advisable for the reporter to state that—"Here did King Edward pass a night," and "here did Queen Mary stand" (laughter). A "general description of the road" with some cyclists meant a general description of the scenery of the country (laughter). The reporters should rather tell whether the road was good, bad, or indifferent (applause).

The Representative from Kilmarnock said that he would be happy to supply the routes in his district.

Mr. HAY said he had been informed by Mr. Poyser that he had not even got a description of the road from Rutherglen to Glasgow (shame!). They had got a most enthusiastic editor in Mr. Poyser, and it would not be his fault if the book were not a brilliant success. It would altogether depend upon the members whether he had the book ready by Spring.

Mr. LAWRIE, Glasgow, had been over the Caledonian Canal Route as late as the summer before last, but he could not sit down and write off a description of that road to be worthy of the book. He had undertaken to give Mr. Poyser some routes in Ayrshire and down Ballantrae direction (applause).

Mr. POYSER said the reports should be written in such a way that one could read them as well the reverse way as in the forward direction.

The CHAIRMAN felt disappointed that Lanarkshire had not been covered. It was somewhat derogatory to themselves that it should be so. It was long since seen by the Council that unless they got a Scotch editor of the Road Book they could not make any progress; but then they were tied to Mr. Cook in the first place. He had a right to compile and edit the whole work, and very naturally he was unwilling to give up the task, unless he was compensated for the amount of labour he had certainly expended; then he had naturally calculated upon the possible glory that he would derive from the publication of the book; then there was the expense the appointment of separate editor would entail; then they were met with the question of speed. Well, he calculated that the book would be out by the Easter of 1895, and he so informed the Council. Through that meeting he appealed to the large body of cyclists to carry out the suggestions of Mr. Poyser, the editor (applause).

The motion was carried unanimously.

Mr. RENNIE then moved

4—"That in future ladies and gentlemen shall be eligible for membership provided they be amateur cyclists according to the definition in force in the country in which they may be resident. Applicants resident in countries not having a recognised amateur definition shall be eligible for membership on complying with the definition as accepted by the International Cyclists' Association."

He said that they were asked on the application form, and in the Articles of Association, if they were amateurs according to the definition of the National Cyclists' Union? The amateur definition as accepted by the Scottish Cyclists' Union was good enough for Scotchmen. Every one would agree that it was only right that one in Scotland should subscribe to the definition of amateur which was in vogue at present in Scotland. The Executive of the National Cyclists' Union in England had the power to suspend any person without having the slightest proof. They went on the assumption of suspicion only. He thought that point had been debated years ago. It was an anomaly in the amateurism of England to find a man should be proved guilty before he was tried. The idea in Scotland was that a man had proved himself innocent first, the proof of guilt resting with the prosecutor, and not with the defender (hear, hear).

Mr. HAY seconded Mr. Rennie's motion.

Mr. SHIPTON said that hitherto they had not reproduced upon the back of the application form the definition favoured by the Scottish Cyclists' Union, nor the definition favoured by the Irish Cyclists' Association. The truth was they had had the same form in type for years, and as the three definitions were practically identical it had not been considered necessary to re-model the blank. Was he right in believing that Mr. Rennie wished to have the Scottish definition, in so far as it varied from the English, placed on the back of the form?

Mr. RENNIE: There is no necessity to put the definition on the form at all.

Mr. SHIPTON: You must get each applicant for membership to state that he is an amateur according to some definition, or you have no contract to which you can hold him. At present the definition to which the applicant subscribes is always on the form that the man signs.

Mr. RENNIE: It is not on the form of application for membership in the Scottish Cyclists' Union.

Mr. SHIPTON: What general and comprehensive definition can we substitute for the one that we have at present? Is it not a fact that save as regards the power retained by the N.C.U. to "suspend upon suspicion" the definition of that body is in every particular identical with that of the S.C.U.; and is it not also a fact that the definition of the International Cyclists' Association (with the view of finding a workable compromise between the countries comprised in the Association), is less stringent than that of either of the bodies first mentioned?

The CHAIRMAN: The matter is a very simple one. If the resolution

is carried, you will be satisfied to leave the carrying of it into effect to the Council.

Mr. RENNIE: If it goes to the South of England, you don't know what will happen to it.

The CHAIRMAN: Assuming this resolution is carried to-night, the Council are bound to act upon it whether they meet in Penzance or in Inverness. I have confidence in the Council that they will carry out the resolution come to here (applause).

Mr. RENNIE: I'm willing to go by the International Cyclists' Union's definition.

A gentleman rose and moved the previous question. He found no second.

The CHAIRMAN: There is no use in discussing the question, as we are almost all of one mind, and it is, that this resolution is a wise one.

Mr. RENNIE was quite willing to leave the matter in the hands of the Council. There would presently be a great upheaval of the question of the amateur definition.

The whole meeting except three voted for Mr. Rennie's motion.

Votes of thanks to Mr. Shipton, the Secretary, and to Mr. Kendall Burnett, the Chairman, for presiding, concluded the proceedings.

Meets and Meetings.

NORTHUMBERLAND AND DURHAM DISTRICT ASSOCIATION.

A meeting of the committee was held at the Hotel Metropole on Wednesday, October 10th, Mr. Geo. Bartram (Sunderland) in the chair. Also present, Dr. Blacklock (Gateshead), Messrs. J. A. Williamson (Tynemouth), G. Watson (Monkseaton), P. M. Laws, J. M. Gibson, J. Wright (Newcastle), J. K. Spink (Gateshead), T. Phillipson (Stockfield) and R. T. Lang (South Shields), hon. sec. Letters of regret were received from Messrs. J. B. Clark, J. I. Heslop, J. R. Hogg, W. C. Brown, and H. G. T. Barningham.

The CHAIRMAN stated that the "Universal Lights" bye-law would come before the Works Committee of the Durham County Council during the current week, would probably be passed, and would then come before the full Council. It was decided to watch the progress of the measure, the chairman and secretary being instructed to take any steps they deemed necessary.

It was decided to impress upon the Council of the Club the necessity for action amongst the Parish Councils, in Northumberland especially, in the matter of "Universal Lights."

The question of special facilities from the North Eastern Railway had advanced a step, but was still in a state of indecision.

It was reported that the Stockton and Jarrow authorities had agreed to the suggestions of the Committee re street watering and loose metal.

The question of Vol. III. of the Road Book it was agreed to refer to the subsequent General Meeting of the Association.

A member of the Association reported having been obstructed at a level crossing at Brampton, the keeper compelling him to use the wicket, and refusing to open the gate. The hon. sec. was instructed to take up the matter with the railway company.

A vote of thanks to the chairman, after a quantity of minor business had received attention, concluded the proceedings.

The next meeting will be held at the Hotel Metropole, Newcastle, on Wednesday, November 7th, at 7.30 p.m.

NORTHUMBERLAND AND DURHAM DISTRICT ASSOCIATION.

A general meeting of the members of this Association was held at the Hotel Metropole, Newcastle, on Wednesday evening, October 10th.

Mr. Wright moved, and Mr. Gibson seconded, that Mr. Geo. Bartram do take the chair.

The hon. sec. having read the minutes of the meeting on April 18th, they were adopted on the motion of Dr. Blacklock, seconded by Mr. J. A. Williamson.

The Hon. Sec. then read the report of the committee, as follows:—

The Council of the Club approved of the Association at their meeting in June, and made a grant of £10 to cover working expenses. The first meeting of the Committee was held on July 9th. Four meetings have been held—three in Newcastle, and one in Sunderland, with attendances as follows:—Messrs. G. Bartram, J. A. Williamson, and R. T. Lang, 4; J. K. Spink, R. J. Smith, J. Wright (Newcastle), J. M. Gibson, and P. M. Laws, 3; J. I. Heslop, G. Watson, C. Caldclough, H. G. T. Barningham, W. C. Brown, T. Phillipson, and Dr. Blacklock, 2; G. Barker, 1; and J. J. Wright, F. W. Hardy, W. Cross, J. B. Clark, G. Stoney, A. Day, A. Simpson, and J. R. Hogg, none.

Mr. Geo. Bartram, of Sunderland, was elected Chairman of the Committee; and Mr. R. T. Lang, of South Shields, hon. secretary and treasurer.

It was decided to hold meetings of the Committee on the first Wednesday in each month, Messrs. Bartram, Williamson, Wright (Newcastle), and Lang being appointed an Emergency Committee to deal with all matters arising between such meetings requiring immediate attention.

The secretaries of the local branches of the National Cyclists' Union were informed of the formation of this Committee, and a desire was expressed for harmonious and co-operative action. It is a pleasure to

state that this offer has been met in a similar spirit by the N.C.U., and already joint action has been taken on more than one matter.

The quorum for Committee meetings was fixed at five.

It having been reported to the Committee that the road from the east side of the Railway Bridge to Seaham Hall Gates, in the Seaham-Rhyope Road, was in extremely bad condition, the proprietor of the road, the Marquis of Londonderry, was communicated with, and he has replied stating that he has given the desired instructions to his surveyor.

The Tynemouth Corporation has accepted the suggestion of this Committee that the sewer gratings in North Shields, which were all placed lengthwise, should be replaced by safer gratings, so far as the main thoroughfares and those most frequented by cyclists are concerned.

The Committee regret that pressure of business compelled Mr. T. Robinson to resign his seat, and have elected Mr. J. R. Hogg, C.C., to the vacancy.

Messrs. A. Day, M.B., and A. Simpson resigned their seats, as they would be unable to attend the meetings. The Committee, however, considered that it would be advisable to have representatives in these outlying parts (Wooler and Alnwick) and asked these gentlemen to reconsider their resignations and report by letter on any matters in their districts requiring attention. This they agreed to do and withdrew their resignations.

A member of the Association having reported the want of a danger board at Hutton Rudly, Mr. Barker kindly agreed to take the matter in hand, and progress is being made with it.

It was reported to the committee that a repair to the road two miles south of Belsay was left unguarded on the nights of July 29th and 31st. The County Surveyor was informed of this, and replied that such neglect was directly contrary to his instructions, and he would deal strictly with it. The committee will be glad to hear of any other such cases coming under the notice of members.

Application has been made to the North-Eastern Railway Company for members of the Association, when travelling on the North-Eastern railway accompanied by their cycles, to be allowed to travel at the rate of "fare and a quarter" for the double journey. The matter is still receiving the consideration of the railway company.

In conjunction with the N.C.U. letters were sent to the County Surveyors of Durham and Northumberland, asking them to leave a strip by the side of all loose metal for the use of cyclists, and replies were received stating that instructions are given for this to be done, and the surveyors will be pleased to hear of any case where such instructions are not carried out. Similar letters, also asking that in watering the streets the crown of the road be left dry, were sent to the surveyors of Sunderland, Gateshead, South Shields, West Hartlepool, Hexham, Morpeth, Blyth, Stockton, Darlington, Bishop Auckland, Newcastle, Durham (city), Jarrow, and North Shields. The Hartlepool, Stockton, Jarrow, and North Shields surveyors agreed to the proposals, those of Sunderland and Newcastle declined. The others have given no definite reply.

The attention of the Borough Engineer has been drawn to the condition of Chester Road from Keryll Road to Western Hill, and of the Durham Road past the Infirmary, with a request that they may be put into better order.

The Committee had asked the Rights and Privileges Committee of the Club to issue a special circular to Parish Council candidates, on the question of "Universal Lights": were watching the progress of the measure proposed in the Durham County Council, and were prepared to interview all Parliamentary candidates in their district so soon as there were signs of a general election.

The case of a cyclist being stopped at a level crossing at Brampton was about to be taken up with the North-Eastern Railway Company.

The thanks of the Committee were tendered to the surveyors in the two counties and the Press for their assistance during the past three months.

Mr. Bartram moved the adoption of the report. In seconding, Mr. W. A. Todd (South Shields) congratulated the Committee and their Secretary on the work, but suggested that some action should be taken to obtain the free passage of cycles across the High Level Bridge, Newcastle. If this could not be done they might see if the foot-passengers could not be prevented using the roadway, which was a common source of danger to cyclists. Dr. Blacklock (Gateshead) would be glad to support the movement at the High Level Bridge.

Mr. Todd, continuing, said he thought the Committee should take some action in opposition to the evil which was growing amongst them, the so-called "Rational Dress" for ladies. There ought to be some very strong protest made against it. Mr. G. Watson (Monkseaton), opposed, stating that, in his opinion, "Rational Dress" was an extremely good thing, and that to compel women to ride in skirts was nothing short of "cruelty to animals." Dr. Blacklock (Gateshead) had seen several cases in touring from Brighton to Newcastle recently, and immediately fell in love with it. Mr. Lang (South Shields) thought the Committee would be wise not to interfere with ladies' fashions. Mr. Bartram (Sunderland) agreed with the last speaker, but must admit that the only "Rational" costume he had seen appeared to be a strong argument against its general adoption.

Mr. Olliff (Newcastle) asked why the words "on springs" were inserted in the proposed lighting bye-law in Durham county, for vehicles. He considered many farmers' carts equally objectionable.

The Chairman explained that the farming interest was very powerful in the Durham County Council, and the words were inserted to meet their opposition. Cyclists must take what they could get, and hope for better things to come.

Mr. J. A. Williamson (Tynemouth), speaking with reference to the High Level Bridge proposals, did not think the Railway Company could prevent foot-passengers using the roadway, but thought they

might be asked to place a notice at each end of the bridge asking foot passengers to keep to the footpath. The Secretary having promised to do so, the report was adopted.

The Hon. Treasurer's report showed a good balance in hand.

Mr. Phillipson (Stocksfield) stated that he had interviewed the Blaydon County Councillors, and they had both expressed themselves in favour of the "Universal Lighting" bye-law.

With respect to a winter programme the Chairman said that a lantern exhibition, a smoking concert, and a dinner had been suggested, and he would like to have the opinion of members on the matter.

Mr. Lang suggested that a dinner be held in Newcastle on the same evening as the annual meeting. Mr. Smith (Sunderland) supported this idea, as a dinner was much superior to any other form of bringing the members together. Mr. J. A. Williamson thought it would be better to hold the dinner and the meeting on separate evenings, say the latter a week after the former. A circular could be sent to all the members calling the meeting, and asking if they would support the dinner. Messrs. J. Wright and W. A. Todd agreed, and eventually the matter was left to the Committee.

With reference to Vol. III. of the Road Book, Mr. J. A. Williamson thought some action should be taken at once. He thought a separate editor should be appointed for the book. Mr. Bartram agreed with this, and considered it was high time something was done. Mr. J. Wright thought a motion should be made by this Association asking for immediate steps to be taken with the volume, that a separate editor be appointed, and that the appointment of the editor be left with this Association. Mr. Todd agreed, and said he ordered a copy of the book two years ago. Dr. Blacklock moved, "that this Association exceedingly regrets that there has been no further progress with Vol. III. of the Road Book, and strongly urges upon the Council the necessity for appointing a separate editor and proceeding at once with the book, that it may be got out in our time." Mr. Olliff seconded the motion, which was carried unanimously.

Referring to the hotel system Mr. Bidgood (Gateshead) stated that he had just returned from a tour in France, and could strongly recommend the French system. Mr. J. A. Williamson stated the new programme of the Club, and a general discussion ensued in which Messrs. Watson, Wright, Gibson, Bidgood, Lang, and Smith joined.

A vote of thanks to the Chairman concluded the proceedings.

Answers to Correspondents.

H. W. GAINSBOROUGH.—The contention that if cycles were taxed their owners would possess a *locus standi* and a status they do not at present possess is a fallacy. A cycle is by Act of Parliament declared to be a carriage, and the owner is often a ratepayer. Besides, if a tax were levied upon machines there is no reason to believe that it would be exclusively devoted to road repair, and there is less reason (if possible) why it should be, for a cycle wears the road surface less than a foot passenger.

"BRAKE."—We have had no practical experience of the pneumatic brake, but we doubt the wisdom of discarding the ordinary plunger variety—fitted with the "Roper" brush or the "Hall" rubber blocks—for this the latest novelty.

No. 924.—A cyclist cannot be successfully prosecuted for wheeling (*i.e.*, pushing) his machine upon a public highway at night when unprovided with a light. In old days he could have been, but the C.T.C. was, happily, instrumental in removing this and many other disabilities.

No. 12,950.—We advise that you get a pneumatic-tyred machine and a sensibly-constructed saddle, such as Brook's Bgo, and you will then have no need to fear vibration.

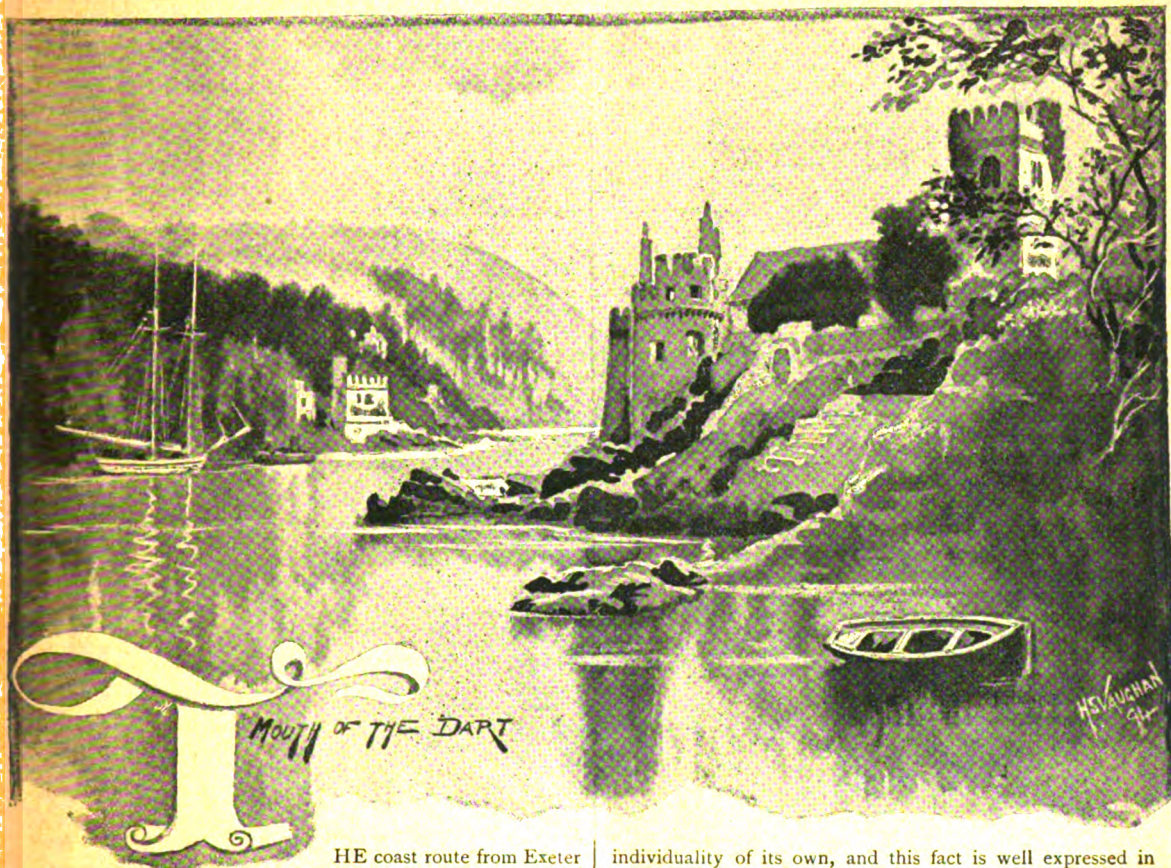
No. 4785.—A machine fitted with pneumatic tyres if laid aside for the winter should be kept in a dry place where the temperature is preferably about 60 degrees. The tyres should be moderately inflated. This is theory: in practice many machines will have to take care of themselves.

BICYCLES AND PERAMBULATORS.—At the Kingston-on-Thames County Bench yesterday the magistrates were engaged for some time hearing a batch of summonses against persons for riding and wheeling bicycles on the footpath.—The Chairman (Mr. W. Y. Cockburn) asked under what Act proceedings were taken against those who had simply wheeled their bicycles on the footpath.—Police-inspector Walters said under the II. and III. Victoria, chap. 47, section 54, sub-section 7.—The Chairman (reading from the Act) said it appeared to be unlawful to lead or drive any vehicle, bicycle, velocipede, or any other machine on the footpath. What, then, he asked, would become of perambulators. According to the Act the police would have to summon every nurse in Kingston—(laughter)—and he was not sure that that would not be a good thing (renewed laughter).—The summonses for wheeling were dismissed, and small fines were imposed in the other cases.—*Daily News*, 28th Sept.

Companion to the Road Book.

EXETER TO DARTMOUTH.

Route 345.



THE coast route from Exeter to Plymouth is one of the most interesting of the routes described in Vol. I. of the Road Book; it abounds in good things of all kinds, and the traveller who follows it will pass through the richest and most varied scenery of the southern coast of England. The alternative route to Plymouth is by No. 343, which is entirely inland, and is about twenty-five miles shorter; it does not pass through places of any importance, but, as it skirts the south side of the moor, and traverses some very beautiful districts, it also merits a description, which will be given in a later chapter. The route now under consideration may be most conveniently divided into two portions of about thirty-four miles each, by making Dartmouth one's halting place, and spending a few days in that quaintest of towns, with intent to explore the exquisite scenery in the valley of the "English Rhine," as somebody—with but little regard for the accuracy of the comparison—has called the Dart. The Rhine scenery is striking, magnificent, and even in parts highly theatrical, as befits a mighty continental river; in parts—as near Bonn and some other towns—it is at times terribly disfigured by the smoke from hundreds of factory chimneys. The scenery of the Dart—by comparison a humble trout stream—is on a far quieter scale; exquisitely sylvan, and with nothing theatrical about it, except perhaps the landscape which includes the two castles at its mouth; it has a complete

individuality of its own, and this fact is well expressed in Whitfield's fine verses:—

"Bold is the rush of the kingly Rhine,
Bright is his coronet, bright is his wine;
Soft in the shade of his mountain zone
Laughs the blue glance of the bounding Rhone.
Proudly the yellow-haired Tiber may flow,
Singing his dirge to the dead below.
Which of the river-gods, which may it be,
Beautiful Dart, to be mated with thee?"

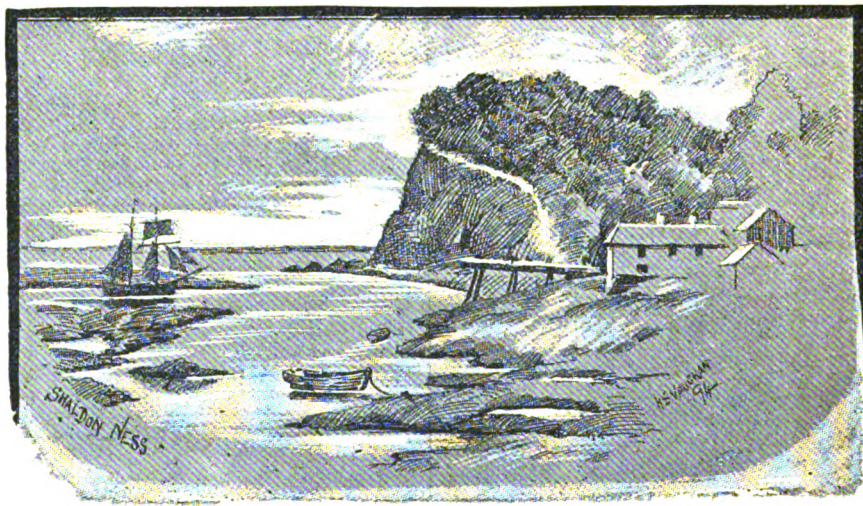
As always, in going west from Exeter, we first make the steep descent of Fore Street to the old bridge—an approach which must have been of immense defensive value in ancient times—and then, getting clear of the narrow city streets, follow a broad level road to Alphington. Here there is a fine parish church with a tall red tower, a conspicuous object from many parts of the country round. Thence the road undulates to a good run down past the foot of a large conical hill on the left; the latter has a most peculiar appearance. It is capped by a small thick group of dark trees; its steep banks are coloured crimson from the nature of the soil, and this tint, which looks blood-red at sunset, added to the abrupt way in which the hill rises above the plain, gives it a very odd appearance. After passing the white mansion against the farther hillside, there is a pretty view looking back towards Alphington, with the conical hill in the foreground. The river is now in sight again, and the villages of

the opposite bank are visible here and there among the trees. The large gateway passed on the right of the road, just before entering Exminster, is that of the County Asylum, and not the approach to some local magnate's grounds, as might be supposed.

The red tower of the church looms up over the hill as we enter the village; the winding street of humble cottages offers no inducement to linger, unless it be to make a sketch of the thatched blacksmith's shop—a typical village forge. Exminster's only title to fame is its connection with Dr. Bucknill, the "Father of the Volunteer Force" as he is called in the West, who has so recently been knighted by the Queen for his patriotic services. At the very outset of the "movement"—as it was the fashion to call it in those days—and when nobody dreamt that such a body could ever attain the present official position of the Force as a well-trained and important division of the British Army, Dr. Bucknill, with great labour and enthusiasm, succeeded in establishing and promoting the success of the first Exeter Rifle Corps, and it is chiefly due to his efforts, which gave Devonshire the honour of being the first county to turn out

and influence, so that the family motto seems very much to the point: "*Ubi lapsus? Quid feci?*" Powderham is held by a younger branch of the family in the direct line. For permission to see the castle send a line to "The Steward, Powderham Castle, near Exeter."

Passing through Kenton, where there is a good church, we come to Starcross (or Staircross), an uninteresting ferry town in the bight of the Exe, within the old river bar called the Warren. Across the water there is a pleasant view of Exmouth, with a sprinkling of small craft making their way in or out of the river-mouth. Hence our road runs parallel with the railway-line for some distance, and the surface slightly deteriorates. At Cockwood, where the railway-bridge crosses a little creek, the road turns away to the right, ascending a flat-bottomed valley between low hills. This is a very picturesque spot. The line of hills across the valley on the left is well wooded, and is ascended in three places by little clustering hamlets of thatched cottages, from which, across the quiet meadow intervening, come the voices of children at play, and the scent of peat-smoke. A little way up this valley the road crosses the stream, and thence undulates to



a regiment for the new Force, that the present Volunteer Battalions of the Devonshire Regiment rank first in the Army List. Devonians, who love to honour the services of their great men, and particularly those of their soldiers and sailors, are now busy erecting what will be a very handsome memorial of the work of Dr. Bucknill in the gardens of Northernhay, Exeter.

Beyond Exminster the road approaches the beautiful groves of Powderham, the historic seat of the Courtenays, Earls of Devon: passing a lodge, it dips steeply down beneath a picturesque bridge on to level meadow-lands, and across these, on the left, rises an abrupt wooded hill surmounted by a modern castellated tower called the *Belvedere*. On the farther, or river, side of this hill is the real castle, with its noble deer-park and oak woods. Powderham first came into the possession of the Courtenays in 1325, when Hugh, the second Earl, got it by marriage with the daughter of Humphry de Bohan. Hugh's son built the castle, and the oldest parts of the present structure (two towers and the chapel) belong to that period. The history of the Courtenays—once the most powerful family in Devon—is an eventful and romantic one; but after the attainder of Henry Courtenay, Marquis of Exeter, in 1538, they lost both lands

the hill above Dawlish, where we get a good sea-view for the first time; the descent to the town is steep and rather dangerous.

Dawlish is a pleasant little town without any very prominent attractions: it is a great favourite with family parties, and is an excellent place for children. It is built on each side of a shallow coombe, the centre of which is occupied by a beautiful lawn and garden, through which the Dawlish Water flows, over its little weirs, and under its little bridges, down to the sea. This character of littleness strikes one at first sight; even the shops are small and unimportant. But it is all very pretty and very pleasant. The sea-front, however, is considerably spoilt by the railway, which runs along the edge of the beach. The churches of Dawlish are modern, and of no interest. The C.T.C. Headquarters here is excellent in every way.

The bathing arrangements at Dawlish are distinguished by quaintness, if by no other remarkable quality. At the south end of the beach there is a jutting headland, or bluff, of the red cliffs which extend from here to Babbicombe. Through this headland the railway tunnels on its way to Teignmouth, and the effect, to the passengers by a fast train, of being "whizzed" out of dark tunnels into little sunny

coves in which the sea is lapping the many-coloured rocks, and shining sand and shingle, is very odd. This line, by the way, is probably one of the most exposed in England; for a considerable distance the sea-wall on which it is carried runs altogether outside the actual coast-line, and in times past it has suffered severely from some of the winter gales. During the great blizzard of 9th March, 1891—a storm which passed almost without special notice elsewhere in England, only to work the most terrible devastation in Devonshire and Cornwall—great anxiety was felt as to this portion of the line, but luckily no disaster to a train occurred. In an interesting little work printed at Devonport, called "The Blizzard in the West," there is an illustration from a clever photograph, which shows an immense breaker bursting at the foot of the sea-wall and almost entirely enveloping an express train which is bound for Dawlish.

But to return to the bathing arrangements. Parallel to the railway tunnel a smaller tunnel was cut, and this gives access to the men's bathing cove. In this spot a very fair "dip" may be had. There is also bathing from the town beach, of a more conventional kind. Many years ago I recollect that it used to be the practice of the local small boy to skip through the railway tunnel about the time when a train was due, under the pretext that the tide was too high to reach the bathing tunnel!

At the top of the hill by which our road goes on to Teignmouth, a gate on the left gives access to a very pretty little public garden on the cliff edge; from this spot there are some good views in the direction of Exmouth, and over Dawlish itself. The journey from this spot onwards to Teignmouth involves some rather stiff hill-work; the sea comes in sight through several pretty combs that slope shorewards on the left, but otherwise there is nothing much in the way of scenery. The descent to Teignmouth is dangerous—long, twisting, and on bad surface,—there is a quaint glimpse of the town near the bottom. To find one's way through the many twists and turns of the old-fashioned town and out over Shaldon Bridge, is not an easy matter for a stranger.

And, after all, except that being a cyclist one *has* to ride through it, there is nothing in Teignmouth itself that is much worth going to see, or to be compared for a moment to that glorious view of it from the top of Shaldon which we shall presently get on our way to Torquay. So that one may well be content to take the place "in the lump" as it were; its narrow streets are infinitely more attractive viewed as a whole than in the rather wearisome detail. Yet the immediate environment of Teignmouth is extremely pretty, and its situation, on both sea and estuary, is picturesque. The Sandy Den, with its spacious lawn and its ugly iron pier, presumably forms the chief attraction for the average summer visitor; the artists' eye, alas, quarrels with that black trumpery-looking pier as the only discordant thing in the lovely view from Shaldon. Very different is the appearance of the wooden bridge which spans the estuary; it was built in 1825 and is one of the longest in England. As Mr. Page aptly remarks: "To cross it in winter with a grim north wind coming straight down from snow-covered Dartmoor must be an experience of the most *searching* character." For the view up the Teign valley leads the eye to the famous Heytor Rocks, on the edge of the moor itself.

There are no buildings of any importance in Teignmouth (pronounced Timnuth). This in spite of the fact that in ancient times it was of sufficient size to have attracted the polite attentions of the French,—who burnt it twice. Its churches have no architectural merits, and one of them—that nearest to the bridge—has an extraordinary looking body with a "pepper-box" top to it that is profoundly ugly. But, as I said above, one must not quarrel with the details of Teignmouth; see it from Shaldon Ness and all the imperfections are forgotten. It is anything but a dull scene: full of life, movement, and colour; the ferry plying from the sandy Den to the little village of Shaldon at the foot of the cliff;

the fishermen, at work with their seine nets in the mouth of the river, whose voices and the sound of their oars one can hear plainly; the coasting vessels which lie off the town, or work their way in or out with much shouting and hauling from their small crews; the railway, which still sticks to the water's edge on its way up the estuary to Newton Abbot; the bright sea front of fashionable Teignmouth and the sombre mass of the old town behind, with the green heights of Little Haldon at the back of all. It is a scene that fascinates one more than many a wider view of distant hill and plain, where the human interest is, perhaps, only faintly indicated by some hardly perceptible church tower.

Those who do not mind taking a round-about way from Teignmouth to Torquay may avoid some very stiff hills, and, at the same time, see many of the beauties of the lower Teign valley by following Route 346 to Newton Abbot, from which place Route 349 leads to Torquay. Newton Abbot may also be reached by turning to the right over Shaldon Bridge, and then following the road through Combe-in-Teignhead and Netherton. After the latter hamlet is passed there is a stiff climb over Milber Down, with a grand view to compensate. At the former place there is an ancient school-house with carved oak mullions to its windows. At Combe Cellars, on the river hard by, there is an inn much frequented by pic-nic parties. Kingsteignton is the only village of importance on Route 346. A great deal of clay is produced here, and in this connection it may be remarked that at Aller Vale, a short distance from Newton Abbot, some very artistic pottery, in special designs, is made, and supplied for sale in most of the big Devonshire towns. In Kingsteignton Church there is the following curious "*apostrophe ad mortem*" by way of epitaph to a vicar who died in 1670:—

"Damn'd tyrant! can't profaner blood suffice?
Must priests that offer be the sacrifice?
Go tell the Genii that in Hades lye
Thy triumphs o'er this Sacred Calvary
Till some just Nemesis avenge our cause,
And force this kill-priest to revere good laws."

Newton is a fairly large town, but it has few interesting features. The chief of these is the stone in Wolborough Street upon which stood Parson Reynell, of Wolborough, to read the first proclamation of William of Orange as King of England. The stone, with that abominable lack of taste which usually distinguishes local authorities in their dealings with anything historical or picturesque, has been surmounted by a modern street lamp. The tower behind is that of the demolished church of St. Leonard.

Ford House, close to the town, has also memories of King William, for he slept a night there on his way to Exeter as Charles I. had done sixty-three years before. The house is a fine old Tudor mansion. During the Civil War it saw an exceptional amount of fighting, having been taken three times by the Royalists and three times by the Roundheads.

The latter party finally retained possession of it under Waller, but luckily that individual, with his Puritan ruffians, does not seem to have adopted here his usual plan of wrecking and demolishing everything beautiful and costly which he could lay hands upon.

Richard and Lucy Reynell, owners of Ford before the war-time, are commemorated in a fine monument in Wolborough Church, near Newton. Their names are included in this curious cryptogram upon the monument:—

"Who Care to Live who Live and love to leaRne
Who leArne to dyE shall In their Deaths dyScerne
Such caRes rewaRde, thUs live You all in whiCh
You shall livE happy aNd beE sure dyE ryCh."

The church also contains a fine fifteenth century screen, and there is a curious embattled lych-gate.

The old road from Newton to Torquay goes over Milber Down, and cuts through the Roman Camp there on its way. Route 349, however, follows the railway line on more level ground in the valley, passing through King's Kerswell; the

church (Perp.) contains some effigies *temp.* Richard II. The entrance to Torquay by this route is not so impressive as that by the coast route from Shaldon, to which I will now shortly refer.

The surface of Shaldon Bridge is so smooth as to form a refreshing contrast to the roads of the neighbourhood, but one should not spin across without stopping to admire the views up and down stream; even when the tide is out and the narrow channel is bordered by acres of mud and shingle, the scene is still full of colour, and the fishermen seem as busy and as light-hearted as ever, though their boats and nets are high and dry; the sketch of "Shaldon Ness" is taken from the bridge. After crossing the bridge, bear to the right where the road forks, and ascend the hill to the left; a direction post is badly wanted at this fork, as one is liable to go on to Shaldon village by mistake. The latter is a quaint little place, sheltering under the handsome cliff, whose crimson colouring is so deep that an ancient legend avers it to be due to the slaughter that the Danes committed here some nine hundred years ago. Ringmore, a hamlet close by, has one of the most complete and interesting little thirteenth century churches in Devonshire, with a very fine east window.

Having lingered to admire the view from the top of Shaldon Ness, the worst part of the ascent lies before us, on turning to the right, away from the view-point.

The road surface is apt to be "rutty" and stony, and when you have arrived at a certain gap in the sky-line, which you fondly believe to be the crest of the hill, it is only to find that the road turns to the right and still goes up. A steep and winding descent follows, requiring reliable brake-power—a fact which I discovered by unexpectedly meeting a carriage on its wrong side half way down, the driver of which, in spite of due warning, forced me to make a wild plunge into the hedge in order to get past him. Another long tedious climb, and then commences the descent of Watcombe Hill, the upper portion being a rather risky winding slope between stone walls and trees. At the foot of the hill are the well-known Watcombe terra-cotta works. The shop on the right of the road contains samples of the pottery, &c. From here the spire and tower of the two churches of Marychurch are conspicuous, and we soon enter the outlying part of the town. We may then either keep straight on, entering Torquay by a rather dull road in about two miles, or, diverging to the left, pass through Marychurch town and visit Babbicombe and Austis (or Austey's) Cove on our way. For those who purpose spending a day or two in Torquay, the best course is undoubtedly to make straight for the town first, and afterwards visit the Cove and Bay by following the cliff path, a most delightful stroll. But cyclists passing through Torquay may take these famous beauty spots on their way.

Marychurch is notable only for its two churches, one of which, the Roman Catholic Church by Hanson, is of great architectural merit, and has a lofty and graceful spire. The parish church—the lofty tower of which was rebuilt as a memorial to Dr. Phillpotts, Bishop of Exeter, who is buried in the churchyard—is in the Early Decorated style, and has a very handsome chancel. The font is of Saxon workmanship, although its mounting is modern.

Babbicombe—"Sweet Babbicombe," as it is often called—is far from being the secluded hamlet it was some years ago; the builders have got hold of it greatly to the detriment of its original charms, and, as usual, it seems to have been nobody's business to look after the preservation of the natural features of the place—its real "stock-in-trade," to use an objectionable term—so long as land was to be sold, and money made by speculating in house property. Only those who knew Babbicombe in the old days would appreciate what it has lost, for happily much of its beauty is indestructible; but certain sketches of mine, made ten or twelve years ago, as compared with two or three made there this year, tell a melancholy tale. The beautiful white beach,

of course remains, and the superb coast-view from Babbicombe Down, one of the finest things in all Devonshire. Such a combination of glowing colour it would be hard to match in any part of England—the rich hue of the red cliffs that stretch from Babbicombe up past Teignmouth and Dawlish to Sidmouth, continued thence in a fainter line of white and yellow along the Dorset coast to Portland; the green of miles of woodland and grassy down; and the peculiar peacock blue of the west-country sea. All this it will be very difficult to spoil, unless, indeed, the "carriage-drive and promenade" fiend comes along and insists on abolishing the beautiful natural fore-shore, and running on his "sea-wall" of concrete and asphalt as far as Teignmouth. Or perhaps the advertising fiend will forsake Nelson's Column, the front of the National Gallery, and other public monuments on which the authorities now permit him to do "business" by electric light, and will inscribe his Liver Pills and Soap in gigantic letters along the South Devon Cliffs! Everything is possible in this happy island to a "smart and energetic" tradesman—for "nobody cares!"

To see Austey's Cove at its best one needs a still day of undiluted sunshine, such as you get—or are supposed to get—in September. Of course it is a pretty scene at any time, but *then* it is perfection. Here, instead of the red sandstone you have limestone, and so the colouring in the cove is quite different to that on which we have just looked in the view from Babbicombe,—pearly shades of pink, and white, and grey predominate. To come out here on a warm summer morning and lie peacefully on the short turf, or on the beach below, is to find life worth living beyond a doubt. For under certain conditions of light and atmosphere there is an almost tropical richness in the look of things, which induces the feeling that you have been suddenly transported to some fairy-like island of the Southern Seas, where Nature is bountiful, money grubbing is not a necessity, and black fogs and sunless months are unknown.

Standing on the edge of the pink cliffs, up which the samphire and rock-ivy clamber in abundance, one can look down on to the white beach in the cove; though the height is considerable the sound of voices and of words comes up plainly to one's ears from people on the rocks. The blue water is so clear that, even at this height, the bottom—like the white tile floor of a swimming bath—can be seen for some distance out, and every movement of the pink limbs of the bathers is visible. So, too, are the merry gambols of a pair of porpoises which enter the cove, pass round it, and disappear. There is no need to resist the temptation to go down and join the swimmers in that bright transparent water, for, even if you have not brought your towel on the chance of a bathe, there is a worthy individual below who will supply your need.

On the south side of the cove there are no bare cliffs, but wooded hills falling steeply to the water. On the seaward face of these hills runs a narrow rocky path, often overhung with clematis and honeysuckle and ferns, and by this path those who are unencumbered with cycles can return to Torquay, getting on the way many charming views of the coast scenery. For those who are riding through to Dartmouth, the road must suffice: it may be either the direct Babbicombe road—past the late Bishop Phillpott's villa of Bishopstowe—or the road that follows the coast-line more closely and enters the town past Meadfoot Sands.

In Torquay—apart from its superb situation and the advantage which has been taken of the latter to make it by far the most beautiful of purely modern English towns—there is little enough of interest. It is a town of villas and of gardens, but they are villas and gardens whose romantic setting of hill and valley and flashing bay redeems them from all possibility of the common-place. The waters of Tor Bay, by the way, seem to have a peculiar "flashing" quality: the least blink of sunshine suffices to set them sparkling. It is this setting

of crag and woodland and water which is responsible—as much as the fact that most of the houses are built of the white limestone—for the un-English look of the place as seen from a distance, the air which it wears of being some bright seaport on the Mediterranean shore. Mr. Ashby-Sterry (among scores of writers who have waxed enthusiastic over Torquay) says that “it reminds one more of a view of one of the Italian lakes than anything else. . . . The whole picture helps the delusion, in the store-pines away to left, the terraced gardens gay with flowers, the vegetation growing right down to the very edge of the sea, the town with its white villas rising one above the other, embowered in foliage, the trees flourishing so luxuriantly below you and round about, the bit of the tiny pier you can spy from your point of observation, the distant coast beyond Roundham Head and towards Brixham Quay, and the fishing-boats you see with fishermen hauling away at nets.”

The little harbour is not of much importance, but Tor Bay as a roadstead ranks among the best on the south coast. As every one knows, it is one of the great headquarters of English yachtsmen, and it is one of the places of rendezvous for the fleet during the annual naval manoeuvres.

It follows that to see the bay and town at their best and liveliest, one should go to Torquay during the regatta season, or at the time of the naval mobilisation. By the term “regatta season” I allude, of course, to the general yacht-racing season, and not to the objectionable saturnalia to which west-country seaside towns are subject on the occasion of their local regattas, when hustling crowds, vulgar “shows,” noise and rowdiness, and, in particular, the incessant braying of the steam-organs of the “merry-go-rounds,” combine to drive every quiet visitor out of the place for a day or two.

But when some of the big-raters—such as *Satanita*, or the late-lamented *Valkyrie*—are in the bay, surrounded by a crowd of the smaller racing and cruising craft, the sight from the hills of Torquay and from such a vantage point as the neighbourhood of Daddy Hole Plain, is a very charming one. So, too, it is when the imposing battleships and cruisers of the fleet are here; the visitor from inland parts, who is fond of asserting that the modern war-vessel—of which he has probably never seen a specimen—is a hideous hulk, will be astonished to find how bright a scene it is. The sunlight gleams from yellow funnels and military-tops, and from the long lines of smart white upper-works: it lights up the colours on signal-flags and white-ensigns, and the white sides of the many-oared boats and the steam-pinnacles that ply to and from the shore. Shore-boats and excursion steamers, perhaps, are on the move with parties of visitors

for the fleet, and, if opportunity offers, such a visit may be strongly recommended as a delightful experience, for the courtesy and hospitality of the blue-jacket are never-failing.

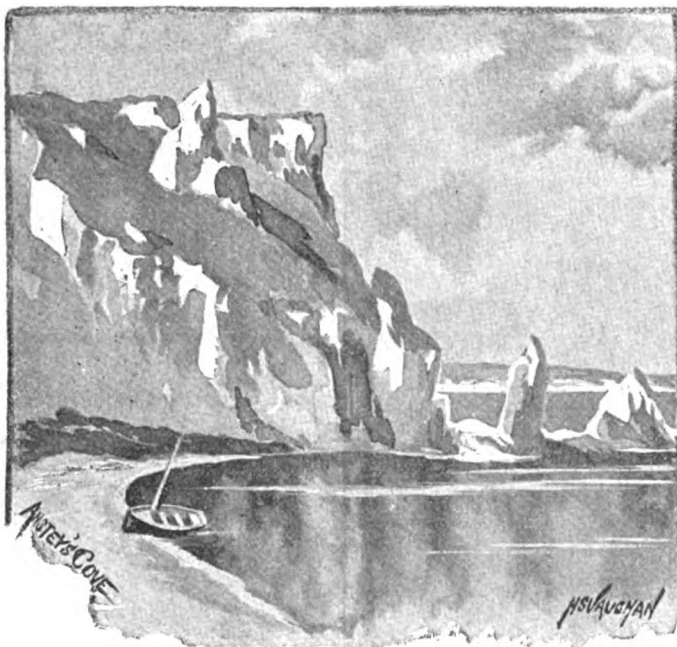
Of antiquities, Torquay itself possesses few calling for remark. The parish church is St. Saviour's, Tor, which contains a few monuments to the Carys: Tor Abbey, the seat of that family, was built in 1555. There are ruins here of a Norbertine Abbey, founded in 1196, including a 13th century grange, known as the Spanish Barn because the prisoners from an Armada ship, the *Capitana*, were confined in it. But, about a mile from the town in the direction of Babbicombe there is an antiquity beside which the relics of Norman or Roman times are but as things of last week. This is Kent's Cavern, the exploration of which in 1846 and subsequent years by Mr. W. Pengelly, F.R.S., and other great scientists, yielded results which have assisted to revolutionise the study of geology as connected with the antiquity of the human race. Many of the wonderful things

found in the cave are preserved at the Museum of the Torquay Natural History Society, and this institution it is now proposed to enlarge as a memorial to Mr. Pengelly, who died at Torquay in the spring of this year.

The extraordinary results which were obtained from the exploration of Kent's Cavern led to similar explorations and investigations in many parts of England and the Continent, in which such men as Lubbock, Lyell, and Boyd Dawkins were engaged; a new science speedily arose, concerned with the study of prehistoric man, and to this study almost every kindred science has since been indebted for startling discoveries and

developments. There is a curious inscription in the stalagmite floor of one of the chambers in the cavern. It runs: “Robert Hedges, of Ireland, February 20, 1688.” This inscription has gained some fame as being a remarkable link in the chain of evidence. It was seen in 1825 by the Rev. J. MacEnery, who found some fossil teeth in the cave, and he left among his papers a note to the effect that the inscription was “slightly glazed over by a film of stalagmite.” It is now covered by a film about the twentieth of an inch thick, and this has taken 200 years to form. Yet, beneath a flooring of stalagmite five feet in thickness—which must have taken 216,000 years to form—there were found many traces of man. There was also an older and thicker stalagmite, and below that yet another deposit older than all; in this deposit human implements were found!

The “finds,” generally, have been of remarkable interest, and are classified according to the strata of various ages of which the bottom of the cave consists. Thus, in the top stratum, or *Black Mould* (from three to twelve inches in depth), they included bone combs and other implements, amber



heads, pieces of smelted copper, fragments of bronze and pottery, and teeth and bones of man, bear, red deer, seal, badger, dog, pig, &c., but of *no extinct animals*. These remains are believed to date from Keltic times. The next strata (*Granular Stalagmite*) contained bones of elephant, bear, hyena, man, &c., with implements and charcoal. Then came a bed consisting largely of charcoal; it contained tools of flint and bone, including a harpoon head, and remains of animals and man; a layer known as *Cave Earth*, with implements, burnt bones, and remains of *extinct* animals as well as of types now in existence; *Crystalline Stalagmite*, with bones of bear only; and the *Breccia* (or

Since the exploration of Kent's Cavern by the Committee of the British Association a large number of other caves in various parts of Britain have been examined, and have everywhere yielded practically the same results. The caves of France and Belgium have supplied more important evidence; so that, as Mr. Laing writes, "We know more about the men who chased the mammoth and reindeer in the South of France perhaps 50,000 years ago, than we do about those who lived there immediately before the classical era, or less than 5000 years ago." As a spectacle, Kent's Cavern is neither magnificent nor astonishing, and I have no doubt the "cheap tripper" often expresses his opinion of it on leaving as a "bloomin' fraud." But for those who recognise that from this cave sprang a revolution in Science, and for those who will penetrate a little behind the dull statistics of text-books—or avoid them altogether and read instead such a fascinating book as Sir John Lubbock's "Prehistoric Times"—or the chapter on the "Antiquity of Man" in Mr. Laing's "Modern Science and Modern Thought"—Kent's Cavern will be found full of interest.

A very pleasant run from Torquay is that to the picturesque village of Cockington, thence to Marldon and Compton Castle; the total only ten miles out and back. At Cockington there is an ivy-covered church in the grounds of the Court; notice the pretty thatched and timbered lodge of the Court. Marldon Church was built by the Gilberts, of Compton, in 1348. Compton Castle, a castellated mansion (now a farm), was built by the Gilberts in 1420; of this family was Sir Humphrey Gilbert, the coloniser of Newfoundland.

Resuming Route 345, we leave Torquay by the Torbay Road, skirting the bay on what is one of the handsomest sea-drives or promenades in England—not a monotonous straight line of concrete wall and iron railing, but a road-way that sweeps in bold curves along the winding shore, bordered by a low massive wall of rough-hewn stone, that is picturesque alike in colour and form. Crossing the railway at Tunnel Hill, where there is an ugly gasworks colony, we reach Paignton in a mile or so. This place suffers by comparison with Torquay, and seems "flat" in more than the physical sense of the word. It consists entirely of modern villas and streets of a more or less commonplace

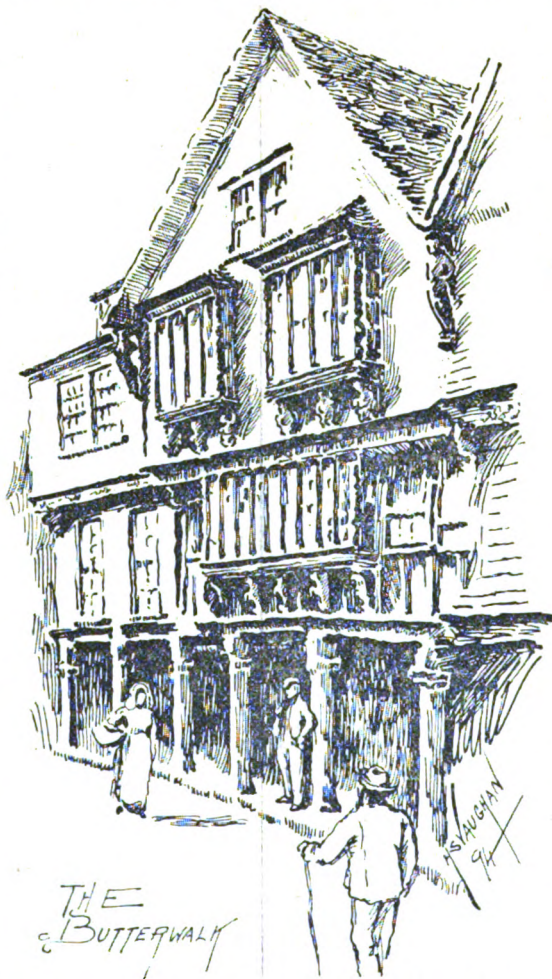
type. There is a splendid sandy shore which affords capital bathing. The church has a Norman doorway, and a good stone screen (in the Kirkham Chapel). There was formerly an Episcopal Palace here, of which an ivy-clad tower (near the church) remains.

After climbing the long hill beyond Paignton we bear to the right on a road overlooking the railway in the valley below (notice the remarkable curve which the line makes by the viaduct), and then, at the direction-post, cross a small common, which—as seems to be the fate of most English commons nowadays—is apparently usurped by golfers, to the peril of the rest of the public. "Ware heads!" Churston Station is just beyond, and here one may either turn to the right for Dartmouth, or keep straight on and pay a visit *via* Churston Ferrers to Brixham. As at all fishing ports there is not a little picturesque life to be seen at Brixham Quay, as the lower part of the town is called. The Brixham trawlers are famous, and there is no handsomer vessel, of the kind, to be found in British waters; there is plenty of work for the pencil and camera here. The town itself is of no interest, At Brixham it was that William of Orange landed, but, as Macaulay says—"The whole aspect of the place has been altered. Where we now see

a port, crowded with shipping, and a market place, swarming with buyers and sellers, the waves then broke on a desolate beach."

Berry Head is worth a visit for the sake of the view: its ruined forts were erected during the French War.

From Churston Station the whole stage to Kingswear is most trying. The first portion of it is a long dreary ascent up a narrow lane of rough and stony surface. The neighbourhood is a very lonely one and one meets few people of whom to inquire the way, so it is advisable to take a full note of the directions in the Road Book. At two miles beyond the station a choice of two routes offers for the rest of the way to Dartmouth. The main-road is that which goes



direct down to Kingswear; it is described at page 398 of the Road Book. An occasional glimpse of the hills up the Dart valley is obtained from the road here. On descending to the second toll-house, keep to the right. This part of the road should be approached with great care; it is most important to have an absolutely trustworthy brake.

The descent is long, winding, and in parts strewn thickly with stones; one has also to beware of any carts which may be toiling up from Kingswear, as they will probably be on their wrong side and will be unable to get clear in time. The descent is continuous as far as the steam-laundry, which stands at the head of a pretty inlet across the mouth of which, facing the town of Dartmouth, runs the railway to Kingswear Station. Then comes a short rise and a drop past some cottages to the Ferry-slip, adjoining the station, and there, as we step on the boat, our adventures of the road for the present end. The sudden change from the dangerous hill-road, with the mental strain and physical discomfort involved, to the rippling waters of the Dart, the gliding of stately yachts, and the rich panorama of wooded hills and charming villas, which opens out before us, is one of the most pleasant things of this trip.

A stay of two or three days in Dartmouth, while exploring its beautiful neighbourhood, is strongly recommended. The Club headquarters is comfortable, and there is plenty of other accommodation. The town abounds in quaint "odds and ends" (and "ups and downs") of street architecture. The most famous instance is the Butterwalk, shown in the sketch above. St. Saviour's Church has a remarkable screen and pulpit. St. Petrox Church and the castle, at the mouth of the Dart, are the chief features in what is one of the most striking views on the South Coast; in the same view, which forms the heading to this chapter, the castle and wooded hills of Kingswear appear. Of this neighbourhood and the valley of the Dart generally I shall give a short description in the next chapter.

To be continued.

The Ladies' Page.

Conducted by Miss F. G. ERSKINE.

October as a rule marks the close of the active riding year. After this month, we may expect roads heavy with mud, and besprinkled with stones of all shapes and sizes. It is difficult to quite know how to take these matters. Roads while being mended are very horrible, yet, unmended—as one sees them sometimes in the country districts—no words are too bad for them. In either case, they are distinctly not good for cycling.

And yet I think if only people rode regularly all the year round whenever the weather was not absolutely impossible, they would continue to do so, finding out how many beauties there are to be seen in the course of a spin on a fine autumn or winter day. As I am writing now, some rides come back to me which I would not have missed for anything, yet they were always, so to speak, in the off season. Cycling on icy roads is the acme of enjoyment—with the glassy surface beneath and a blue sky above, every twig swollen to treble its size in a thick coat of white rime. One winter in Northumberland, I had six weeks of this. Again, in autumn, it would be ten thousand pities to miss the gorgeous sunsets and the equally gorgeous colouring of the leaves. At the present time, both are most glorious. I am a dismounted cyclist for the time being, and *Les Avants* is not very suitable for cycling, but the colours of the foliage cannot be expressed by any words of mine. Golds, browns, and all the varying shades up to the most brilliant orange-vermilion, stand out on the mountain sides backed up by the dark fir trees.

It seems a sorrowful fact that the steady and safe tricycle is being ousted by the safety bicycle—both for men and women. I am sorry for this. There are many who like to go at an easy pace, as in my own case, to carry a camera and sundry other things, and ride steadily, easily, and not race along. For what is the pleasure of racing? In its own place a very nice thing—for young and active men—but leading to many follies. As for women racing, well, it is to be hoped their number is small, and will each year grow smaller. The same may also be said of those curious composite persons who have adopted manly (!) attire. Were this attire quite indispensable to cycling, there might be some excuse for it. A certain amount of rational dress I am fully in favour of, but at the same time there is a limit, and once this limit is over-passed cycling will lose caste in the eyes of any who have a proper regard to the appearances of life, and will go out of fashion as suddenly as this "manikin" tribe has appeared in our midst.

It is the fashion to trace most things to evolution. In this case the germ came from Paris, where the bicycle has attained a phenomenal popularity. Five years ago a lady bicyclist would have had a very bad time indeed, had she appeared in the Bois de Boulogne as she now does. However, now, some say that the Americans started the fashion; others that having mastered the rudiments of the cycle dress-makers set their brains to work to hatch out a dress to suit. One good lady, I am told, appeared in a frilled-divided skirt, and the effect was far from good. Well, it is somewhat odd for us, the pioneers in cycling, to borrow ideas from Paris in sporting matters—and, moreover, the French ladies ride because it is the "mode," not from motives of pleasure and utility, as we do. The "manikin" cyclist has made a prodigious stir—so far so good in this notoriety craving age—but it has caused, and in conjunction with the reckless riding of those who should know better, is causing a great feeling to arise amongst the better classes against the sport, that something must be done to check those who, unfortunately, lack sufficient good breeding and feeling to check themselves. In Chicago (I think) a limit is put on speed in the streets. In Austria, a lady of Royal birth has fallen into dire disgrace for letting fancy outrun discretion. In England the offenders are too low in the social scale to have the privilege of posing as martyrs and coming into collision with the Lord Chamberlain, but none the less by their folly they will cause a great outbreak of indignation one day.

I suggest, and shall be glad if any lady members of the C.T.C. will help me, that, during the slack season, an effort should be made to devise a really rational and lady-like cyclist's dress. It should be light, neat, and weatherproof. We could retain the woollen knitted stockings, spats, and shoes, which are suitable, and most delightful to ride in. We should abolish petticoats, which would be out of place on a cycle; but our chief energies would be directed toward devising a specially cut skirt, which should be so arranged as not to look different from other ladies, but at the same time to look well on the machine. I speak subject to correction, but it seems to me that riding with properly adjusted saddle and pedals is the great thing. It is astonishing how much difference half an inch makes. The rider should look at home on her machine, and study to combine a maximum of speed with a minimum of effort. I am glad to see that both English and American papers condemn the "humped" attitude. This again is a case of "copying." A is in doubt about the correct form to ride in, so meets B, who is a trifle more advanced, and has a most decided fancy for making himself into a note of interrogation. According to B, his model is a notorious racing man. There is a great difference between racing on a track and taking a quiet ride on a road, but neither A nor B sees this. So things go on *ad infinitum*, the health-giving cyclist is objugated as the Bicycle Fiend, and even in this age of County Councils, steady riders appeal for a tax to free their ranks of this pest. What tax should not be put on "The Manikin Cyclist."

Coventry Notes.

By G. DOUGLAS LEECHMAN.

** * Manufacturers and others having novelties they desire to have noticed, or any news suitable for this column, are requested to give early intimation thereof to the Editor.*

I have received a prospectus dealing fully with Professor Everitt's spring wheels. As might be expected, the invention shows considerable ingenuity. The hub has large flanges pierced as for tangent spokes, but the holes, instead of being equidistant, are arranged in pairs close together; this makes the spokes depart slightly from the radial position, half sloping forward and the remainder back. Pressure applied to the pedals tightens one set of the spokes and slackens the other set. The outer end of each spoke screws into a nipple which is made in the form of a hook, and is hitched on to the side of the wheel opposite to the flange to which the other end of the spoke is attached. The spokes all cross the plane of the wheel, and are arranged in this fashion to reduce side-play of the rim. The inner end of each spoke is provided with a small stirrup, and is hooked to the flange by a small coil (? spiral) spring having a swivel hook at each end. It is pointed out that this arrangement is better than merely forming part of each spoke into a coil (? spiral) spring, as such springs would not usually be powerful enough, and the spokes themselves would snap at the flange owing to the springs allowing the spokes to bend considerably before they would drive the rim and tyre. Another interesting feature of the invention consists in setting one flange a good deal further from the central plane of the wheel than the other, so as to increase the lateral firmness; the strengths of the springs on the respective sides of the wheel are adapted to their different positions, and it is stated the arrangement worked perfectly in the first instance (when one flange stood out $1\frac{1}{2}$ in. further than the other), and is now regularly employed on wheels built for frames with a narrow tread. Of course, it is the chain-wheel side that is set nearer to the centre. It is not denied that the springs absorb a certain amount of power, but, on the other hand, it is not contended that they give out at the end of the stroke what is absorbed at the beginning. The wheels, of course, diminish shocks from inequalities in the road surface, and they also give laterally as well as vertically, which is said to reduce side-slip. Personally, I doubt the advisability of introducing a spring between the pedal and the driving wheel rim—i.e., anywhere in the driving gear—but the Everitt wheel appears to be an advance on its predecessors.

The Moonlight Lamp Co., of Fenwick Chambers, Liverpool, have, in response to an inquiry for particulars, kindly forwarded me one of their cycle lamps for trial. The lamp itself appears to be one of Miller & Co.'s "Litos," so I need say nothing as to its qualities in this direction. The wick holder is soldered in, and a cup is provided on the outside of the lamp for pouring the benzoline into the well. The well contains a quantity of absorbent fibrous material, and so much of the benzoline as the material will not soak up should be poured out again. The benzoline vapour passes up through the wick holder, which is about $\frac{7}{8}$ in. wide, and is lit by a match in the ordinary way, except that it ignites at once, which is anything but the "ordinary way" with most oil lamps. A cap fits over the holder to prevent loss of the vapour when the lamp is not in use. The wick hardly shows above the top of the holder when giving a good-sized flame, and does not seem to char nearly as much as when oil is used. The makers recommend that the wick shall be turned low when lighting up. The following advantages claimed for the lamp appear to be well maintained:—Cleanliness, absence of smell, cheapness of the illuminant, good light, quick ignition, and safety. It is stated that it will burn for six hours at one filling, but I have not tried this. The liquid should not be exposed near a naked light, as the vapour will

ignite at some distance, and the lamp should be wiped after filling and before lighting. The cup for filling, and the means of applying the wick cap might be improved, but taken as a whole the lamp looks like a distinct advance on the present oil lamp. The Company's principal business is with lamps for household purposes, &c. Ordinary oil may be burnt if the benzoline cannot be obtained when required.

One or two attempts have been made in times past to build cycles of wood instead of tubular metal, and now a Wolverhampton firm (Harrington & Co., Zoar Works) are adapting bamboo to the purpose. It appears that bamboo may be had either rigid or springy, and the idea is to make a natural spring frame. It would seem advisable to make at any rate the back stays of a rigid cane. The difficulty of making good joints has been met by utilising vulcanised fibre or a similar material for the solid parts. As the experimental machine weighed about 23 lb. only, there should be plenty of room for the introduction of additional material to increase rigidity where required. A number of these bamboo bicycles are being prepared for exhibition at the Stanley Show this month.

For the last two months or more I have been riding a Swift Road Racer, by the Coventry Machinists Co. It is one of the new patterns introduced under Mr. Bale's management and does him great credit. That it can go has been well exemplified by the performances of Messrs Peterson and Chase, and my experience of it is that it is an exceptionally easy-running machine. The particular specimen entrusted to me weighs, with brake, tools, and bag, within an ounce or two of 34 lb., but one could hardly wish a freer-running steed. The frame is of the universal type, with well-raised bracket, large tubes and swinging back fork. The socket head is 9 in. long, a good length, and is provided with a lubricator to the bottom ball cup. The handle-bar brings the cork grips back about $8\frac{1}{2}$ in., it drops about 2 in. (which is 2 in. too much), and measures about 23 in. between the tips, which feels a comfortable width. The front fork is built of two large oval tubes, especially valuable for their transverse width, and the fork crown has the plates about an inch apart, as they should be; the fork ends might well be slotted out and at present one bears direct on the thread of the spindle. The upper back fork is not bridged—a disadvantageous feature of swinging back forks—though it might perhaps be got over by button-holing the lower ends. The back stays are bridged. The bottom bracket is of the genuine barrel variety and the adjusting disc has a serrated edge and is locked by a claw, a safe contrivance but occupying a little valuable space. The end of the barrel is slightly overhung by the chain wheel, which is dished somewhat and is carried by the right crank. The cranks, for no good reason that I can see, are each set out about 3-16 in., the bracket is $3\frac{1}{2}$ in. long, the axle $5\frac{1}{4}$ in., and the distance between the crank faces at the pedals is $6\frac{1}{2}$ in. The last measurement might be reduced $\frac{3}{8}$ in. and the bracket extended by nearly as much with benefit; the bracket bearing would itself be widened and the pedal leverage on it reduced at the same time. The wheels are 28 in. (bare) back, and 30 in. front, laced spokes, hollow rims, and Dunlop special road-racing tyres. The front hub has large ball races and $\frac{1}{4}$ in. balls, the cups are oil-retaining, and the bearing was fairly clean when I examined it. The fixed cone has a square on the base which prevents it and the spindle twisting round in the fork end, which is as it should be, but the flats on the adjusting cone were thinner than the spanner, and there was no shoulder for the fork end to bear on, which is not as it should be. The back hub also has quarter balls, and the cones have shoulders for the forks to bear on, but the fixed one is not squared and is liable to turn round, in the usual aggravating manner, when one tries to loosen or tighten the nuts. The chain wheels have eight and eighteen teeth, making the gear about 63 in. Appleby Albert Humber chain. Draw-screw chain adjustment. The saddle was a Brook's Bio, a beautiful little article and comfortable considering its

extreme lightness, but I preferred a roadster saddle with Lycett's air pad. The brake is detachable, leaving all clear. The steering lock is one of the neatest I have seen; by pressing a vertical spring button the steering is locked, and by pressing a horizontal ditto it is freed again; there seems to be no risk of its locking accidentally. The pedals have rubber bars and covered centres, and screw into the cranks at $6\frac{1}{2}$ in. throw, they are further secured by their lock nuts. The steering is all that can be desired. No step or footrests are fitted. Spring band lubricators are fitted to the hub and two spring-topped cups to the bracket. The material and workmanship are of course of the best, but the plating has not stood very well; perhaps a little weight-saving has been tried here. Though a few points might well be altered I do not recollect any machine that has given me greater pleasure or called for less exertion. No doubt Messrs. Philpot and Radford, who are now in charge, will further improve it.

Jetsam and Flotsam.

THE ADAPTATION OF PNEUMATIC TYRES TO GENERAL ROAD CONVEYANCES.

Being a Paper read by Mr. Arthur Ducros before the Institute of British Carriage Manufacturers.

Mr. Chairman and Gentlemen,—The subject of the paper to which I wish to claim your attention for a brief period this evening is "The Adaptation of the Pneumatic Tyre to General Road Conveyances." By pneumatic tyre, I mean, of course, the "Dunlop" pneumatic, manufactured by the Pneumatic Tyre Co. Limited. I am perfectly aware that the subject of my lecture, even in its most general sense, has not hitherto presented itself very forcibly to many of the assembly I have now the honour of addressing, and that to some it will come as entirely new. It may be said of me that I shall seek only your good opinion of pneumatic tyres, and bring before you theories and facts tending to win that opinion, keeping in the background many features not to their advantage. But such is not my intention. I will give you only facts which my own experience, and that of other gentlemen here present, have well attested. I am anxious, gentlemen, that you will carefully note the claims I make for the introduction of pneumatic tyres to your business, and will ask you to give, when I have finished, your opinions and criticisms, that I may learn your views, and either endorse or explain them away. Only a perfect confidence, derived from knowledge that all my claims can be attested by well authenticated facts, prompts me to invite such criticism. I know that I can bring many practical proofs to my aid, and practical proofs are incontrovertible things. To bring the subject of my lecture more closely home to you, I must ask you to go over with me the change which pneumatic tyres have effected during the past six years in connection with the cycle trade.

Cycle building, six years ago, had achieved a very high degree of perfection. The trade was, however, constantly being confronted with two very great disadvantages, which the cyclist of that period urged against the machines put upon the market. They were, first, the immense amount of motive power required to propel the cycle any considerable distance; secondly, the painful vibration experienced when riding. Complete bodily exhaustion was the result of these two evils to any long-distance rider. The idea that these two great disadvantages could be remedied by a change in the tyre, had never occurred to the cycle builder. The solid band of rubber, used as the tyre, was looked on as, if not quite the best thing that could be had, still quite good enough in its way; and as you in the coach-building trade now look on an iron-shod wheel, so the cycle trade looked on the solid tyre five years ago. The cycle trade was satisfied that it could

not be supplanted by anything better, or else, that so far as the grievances complained of by the cyclist were concerned, there was no need to change it. The frame received every attention, but although matters were remedied in one direction, both makers and the public found themselves checkmated in another, for the strength and beauty of the machine had to give way to the introduction of anti-vibration parts; yet, with all conceivable innovations, the cyclist still grumbled about friction and vibration. Mr. J. B. Dunlop, five years ago, saw what we cyclists and scientists all see now. He saw that any one seated on a vehicle propelled over a rough surface is certain, no matter what appliances are in the interval, to get bumped up and down in proportion to the roughness of the surface travelled over, so long as a part of the vehicle, perfectly unyielding, passes over the uneven ground. The introduction of pneumatic tyres for cycles met with the fiercest opposition from the cycle trade. This opposition was not unnatural, for the cycle trade was confronted with a complete revolution in business—a revolution which meant the destruction of all existing models, and the reversal of all previously existing ideas regarding the construction of cycles, and all to gratify what seemed to many a mere "fad"—a whim of a moment. It did not, however, take long for the pneumatic tyre to prove the wisdom of Mr. Dunlop's views. For some six months it made a very slow headway indeed, and that only in Ireland. But it once more proved the old comfortable adage, that "Worth is certain to assert itself" and, after the first half-year's struggle, the tyre forced its way into public favour. The undoubted qualities of the tyre gained public approval, and, consequently, created a demand which the cycle builder was obliged to satisfy. You know, gentlemen, the public is the business man's director. Manufacturers were forced to yield to the public demand, and since then its success has been unprecedented. I must admit, though, that the greatest advocates of the tyre five years ago looked grave over, and had to acknowledge its defects. They were, however, in detail and construction, not in principle. The great disadvantage of the old tyre was its difficulty of repair when punctured. This disadvantage was fully and absolutely overcome towards the close of 1892, when the tyre, in its present form—the idea of Mr. Kingston Welch, the patentee and inventor for the company—was introduced. This pattern has stood the test of public criticism, and is to-day acknowledged to be perfect in every detail. Fortunately, the coach-building trade has not to face a crisis similar to that with which the cycle trade was confronted. In the coach-building trade it does not mean any revolutionary change, and I am confident that before we part I shall be able to convince you that the general adoption of pneumatic tyres as applied to all classes of road vehicles, is only a question of a little time, and that they will as materially benefit your trade as they have benefited the cycle trade. So far as principle of construction is concerned, the vehicle tyres are built on exactly similar lines to present-day "Dunlop" pneumatic cycle tyres, with some valuable patented improvements specially designed for this class of work. They have many advantages even over the cycle tyre. Weight and speed need not be taken so much into consideration in carriage tyres, and the outer cover can be made as thick as desired, in fact so thick as to prevent any possibility of puncture. Speed, too, and resiliency, I will ask you to note, are preserved, for by placing a thickened thread (as on this wheel) over the outer cover, guarding the surface which touches the road, the sides of the cover can be left so thin as to retain perfect elasticity and resiliency. The wires joining on the outer cover are subjected individually to a test many times greater than that which they will be put to when in use, and to this point the greatest attention is given. Nearly all adverse opinions regarding the application of tyres to carriages hinge on the wires; yet I have never known a case where they have failed. The strain on them

is very much less than that which they are capable of bearing. They are firmly held against the flange of the wheel by the pressure of the air, and when the tyres are inflated there is no possibility of their moving. Having referred briefly to the construction of the tyre and its adaptability, so far as it concerns your trade, I wish you to bear with me while I, as briefly, pass from one to the other of its many claims to your favourable consideration.

First, I will ask you to look on its introduction from a trade point of view. If you will trouble to look up cycling statistics for the past ten years, you will observe what an enormous increase in the output of machines there has been, year after year, since the introduction of the "Dunlop" pneumatic tyres. Cycling, before their introduction, was looked on as a healthy pastime, but, as I have already shown, not having much claim to being considered a particularly comfortable one. "Dunlop" pneumatic tyres brought to it its pleasure and comfort. Now, gentlemen, is there not an opening for these desirable innovations into driving? You may tell me that cycling is a new industry,—that only during the past few years has public interest been so centred in it, that even if pneumatic tyres had never been introduced, cycling statistics would year after year have increased. They might have increased—I have no doubt they would,—but not to one-fifth part of what the figures amount to to-day. And, gentlemen, as you make progress in building and contriving your vehicles to meet the desire of the wealthy for comfort and elegance, so, proportionately, will driving, as an amusement and pastime, be advanced. Even to pedestrians, pneumatic tyres will come as a boon. Their conversations can be carried on in a lower tone, and heard with greater ease by a companion, than when drowned by the din of running iron-shod vehicles. And how much more pleasant to the occupants of the vehicle!

I will now come to the next point in their favour, viz.: comfort. The comfort derived from using "Dunlop" pneumatic tyres as compared with the ordinary shod tyres, when applied to wheels of vehicles, is infinitely greater than that experienced by the cyclist who has changed from solid to pneumatic tyre. It is a fact that a cyclist who has become the happy possessor of a pneumatic-tyred machine would sooner forego his invigorating spin than take it on a solid-tyred cycle. It may be some little time before such a state of things is effected in regard to vehicles, but from the opinions received from gentlemen to whose vehicles pneumatic tyres have been adapted, we are decidedly of opinion that such a time will come. To invalids, pneumatic tyres are one of the greatest boons of the age. "Plenty of air," is the cry of the invalid; but how to get this with comfort is the question. Driving is often the only channel open to them, but even the well-sprung and cushioned vehicles which your art has brought forth, when confronted with badly-kept roads, will not prevent a certain amount of vibration being felt by the invalid. This vibration renders the drive neither beneficial nor pleasant. Even a springless cart, if fitted with pneumatic tyres, runs smoother than a light, iron-shod vehicle, replete with all the latest conceivable schemes in springs, shafts, and body position. A pneumatic-tyred vehicle, passing over the worst roads, will only serve to prove their claim to being perfect vibration annihilators. As an illustration of this desire for ease and comfort, I have only to refer you to Dublin—the original home of the pneumatic tyre—where, for some months past, in addition to many private vehicles, numerous hackney cars have been in constant use, and the lucky drivers of the pneumatic-tyred cars are never without a fare. The popularity of these cars is proof conclusive that the supposed ungainly appearance of the tyre is, as in the case of the cycle tyre, a mere figment of the imagination. I will now pass to the next claim which should commend them to your favourable consideration.

Fifty per cent. of the people fortunate enough to possess grounds sufficiently large to necessitate a private carriage

road, make the beautification of this road a hobby. There is a disinclination to destroy its smooth surface by the impress of their carriage wheels. Thus, besides the increased feeling of comfort which the occupant of a carriage derives from riding in a vehicle fitted with "Dunlop" pneumatic tyres, comes also the happy sense that in his wake the road is left perfect. This argument in their favour can be advanced for all roads, and for this reason County Councils should hail their introduction.

I will now pass to another very important point in their favour—the great saving in the wear and tear effected by having a vehicle fitted with pneumatic tyres. Iron-tyred wheels, passing over a rough road, are shaken in proportion to the roughness of the surface. The wheels, because of the unyielding iron tyre, are raised to the height of an encountered obstacle, and drop thence with unbroken force. This vibration of the wheel, despite various intermediate appliances, reaches the body of the vehicle. When pneumatic tyres are applied, it has been calculated that 70 per cent. of this vibration disappears. The tyres yield to the opposing force; they, as it were, lessen the height of obstacles by the amount they yield. And besides lessening the bulk of an obstacle, they cushion or deaden for the rest of the vehicle whatever vibration it might still cause. Closely allied to the claim they possess as vibration annihilators is another equally important.

I will show you now what an amount of tractional power they render unnecessary by reducing friction. The diminution of friction, when pneumatic tyres are used, has been very completely and satisfactorily proved in the cycling world. I will place a few scientific facts before you, to show the saving in tractional force by the use of pneumatic tyres. By a series of experiments with a dogcart, it has been found that over a smooth, hard, macadamised road, common iron-tyred wheels absorb a tractional power of 44½lb.; whereas, when fitted with pneumatic-tyred wheels, the force required was reduced to 25lb.—a saving of 44 per cent. The same vehicle, taken over broken metal, required 118lb. of force with iron tyres and only 34½lb. with pneumatic tyres—a saving of 71 per cent. A brougham, weighing some 15 cwt., was experimented with on these lines with the following results:—

	Iron tyres require.	Pneumatic tyres require.
Paved Streets	48lb.	26lb.
Smooth Macadam	40lb.	23lb.
Fresh-laid Broken Metal	130lb.	37lb.

It does not require much argument to show that, aided by pneumatic tyres, one horse can practically do the work of two, not to speak of the increased years of usefulness given to the vehicle. Pneumatic tyres save the cyclist labour and his machine wear and tear, but they save horse and vehicle in even a much greater degree. These matters, gentlemen, all tell materially in favour of the tyre, and in themselves prove that it merits your consideration.

There is yet another claim for them which I will bring before you as important. As a vehicle passes over tram lines, you have observed the wheels roll for a time in the lines, instead of following the course of the horse. There is an apparent want of unison of intention between horse and vehicle, and to nervous people this swerving motion is most trying. When wheels are fitted with pneumatic tyres, this swerving is unknown. The wheels do not catch in the tram lines. The tyres yield with a slight pull, and, should they have been running in the lines, at once follow the course of the horse. This is a very important feature. In large cities, where the streets are intersected with tram lines, collisions often occur through the wheels of vehicles, going in opposite directions, being held in the lines.

I have now briefly set before you the construction of the tyre, and a few of its many advantages. I will again ask you to view its introduction to your trade from a trade point of view. Apart from the immense advantage its introduction

will be to the "Dunlop" Pneumatic Tyre Company, and to the rubber trade, it will benefit your trade more than all the innovations thereto during the past century. Driving will become still more a favourite mode of travel. The more you add to the comfort and speed of your carriages the greater will be the demand for them, and, correspondingly, the greater will be your trade. Almost every one is anxious to grasp whatever comfort or luxury his means will permit him to obtain, and there are in wealthy and aristocratic circles thousands to whose equipages you cannot give too much attention. And when any innovation affording additional luxury presents itself, fortune's favourites are singularly prone to follow each other in procuring it. The introduction of the pneumatic tyre to your trade, too, will not interfere with any of the departments at present included. It is seldom that an innovation does not oust or is not antagonistic to something which has preceded it; but no coach part manufacturer can grumble at the introduction of pneumatic tyres. You are not asked to do away with the iron tyre, you simply wrap it up—simply convert it into the shape required for the tyre. Iron merchants, wheelwright, and coach builder will be still as secure in their several lines as they were before the "Dunlop" Pneumatic Tyre Company elected to join your ranks. The Tyre Company is merely an addition to the corps. With pneumatic tyres, too, you can vouch better for the durability and finish of your vehicles. Again, the introduction of pneumatic tyres to your trade will lead to kindred industries. In the cycle trade they were followed up by pneumatic saddles, pneumatic cycle handles, and different other appliances, all tending to the advancement of trade.

I will now, gentlemen, draw this paper to a close. I am wishful to hear any criticisms you may care to give, and to answer and debate the points you bring up, and hope to prove satisfactorily that the tyre possesses all the advantages I have claimed for it. I thank you for the courteous attention with which you have listened to my remarks on a subject which must largely occupy your attention in the future, and I will not exhaust your patience by prolonging them further.

I will conclude by asking you not to stand in the way of the introduction of the tyres, but rather to foster and encourage them.

Opinions given by Members present in connection with the foregoing Paper.

Mr. H. H. MULLINER, Coachbuilder, Broad Street, Birmingham—"My personal experience with the pneumatic-tyred vehicle is that no other vehicle can compare with it for comfort. It is impossible to find any difference between driving over sets or wood pavements. Of the forty or fifty carriages I have sent out pneumatic-tyred, I have not heard of one where the tyre gave way. I have had a dogcart in use for five months, and have had no puncture, nor have I ever found it necessary to blow up the tyre."

Mr. P. PRESTON, President of the Institute—"I will only say for the benefit of those who have not tried them, do so without delay. They will render your carriage noiseless, give you greater ease and comfort in driving, and—though this last reason is very largely against the coachmakers' interest—make your vehicle last longer. . . I should be inclined to say there is a very great future for them."

Mr. PHILIPSON, of Newcastle—"There is really no comparison between a pneumatic tyre and one of solid rubber. With the pneumatic tyre or wheel one can 'hop over ditches' and run over bricks without being aware of it."

Extract from the *Birmingham Daily Post*—"The carriage builders yesterday were well advised, therefore, in devoting their introductory paper to the discussion of the fitness of pneumatic tyres to ordinary carriages. There seems to be a general consensus of opinion in the trade that tyres of this description add greatly to the comfort of the

rider as well as the horse; and everything that contributes to decrease noise and vibration in our busy thoroughfares will certainly be welcomed by the general public."

The Tyres of To-day.

By G. DOUGLAS LEECHMAN.

It seems to be becoming recognised that a roadster pneumatic tyre should be provided with a non-slipping cover. The Fleetwood Company have used such a device from the first and will continue to use a roughened cover for the front wheel; for the rear wheel they are adopting a more pronounced non-slipper. Along the tread is a broad shallow groove in the rubber, the edges of which should be a powerful element in the attainment of the object; in the groove lie a number of oval studs of the same height as the groove is deep. The surfaces of the studs are themselves roughened, and the result should be very effective. The Preston Davies Tyre Company also will probably adopt a non-slipping tread for roadster back wheels, besides some new diagonally rigid but longitudinally flexible linings for the covers of all their tyres. The Pneumatic Tyre Company are introducing Welch's non-slipping cover. Along the tread lie five thin bands of rubber side by side. The bands, which are about $\frac{1}{4}$ in. wide, undulate, rising to about 1-16th in. and dying off to almost nothing every inch or so; the elevated parts of one band lie next to the depressed parts of its neighbours. The new surface, adds but little, if anything, to the weight, does not interfere with the use of the brake, and is fitted to order without extra charge.

The Cycle Rubber Works have quite re-modelled the Trigwell Tyre. The cover has an inextensible tape running down the centre, and tangent tapes running from this to the rim side of the tyre, so that there shall be no loss of power between the wheel and the tread of the tyre in driving. The edges of the cover are double. The outer edges each carry a rib of cork, divided into short sections to facilitate manipulation, and the inner edges carry endless stranded wire rings. The rim has a slight groove in the centre in which lies a cork bead forming a central table, and two side grooves. When the tyre is ready for use the filling pieces lie in the groove, and the wires over them. To open the tyre it is deflated and one wire pushed off the filling pieces on to the central cork table; the filling pieces can then be drawn out of the groove and the wire dropped into it. The opening may then be completed as in a Dunlop, the depth of the groove and the flexibility of the wire assisting the operation. Very little of the air tube is sunk in the rim.



Danger boards, of which the above is a reduced *fac simile*, are provided free of cost by the C.T.C. for erection upon dangerous hills in all parts of the United Kingdom.

Forms of application therefor are obtainable of the Secretary, and the co-operation of the membership in carrying out the scheme is earnestly invited.

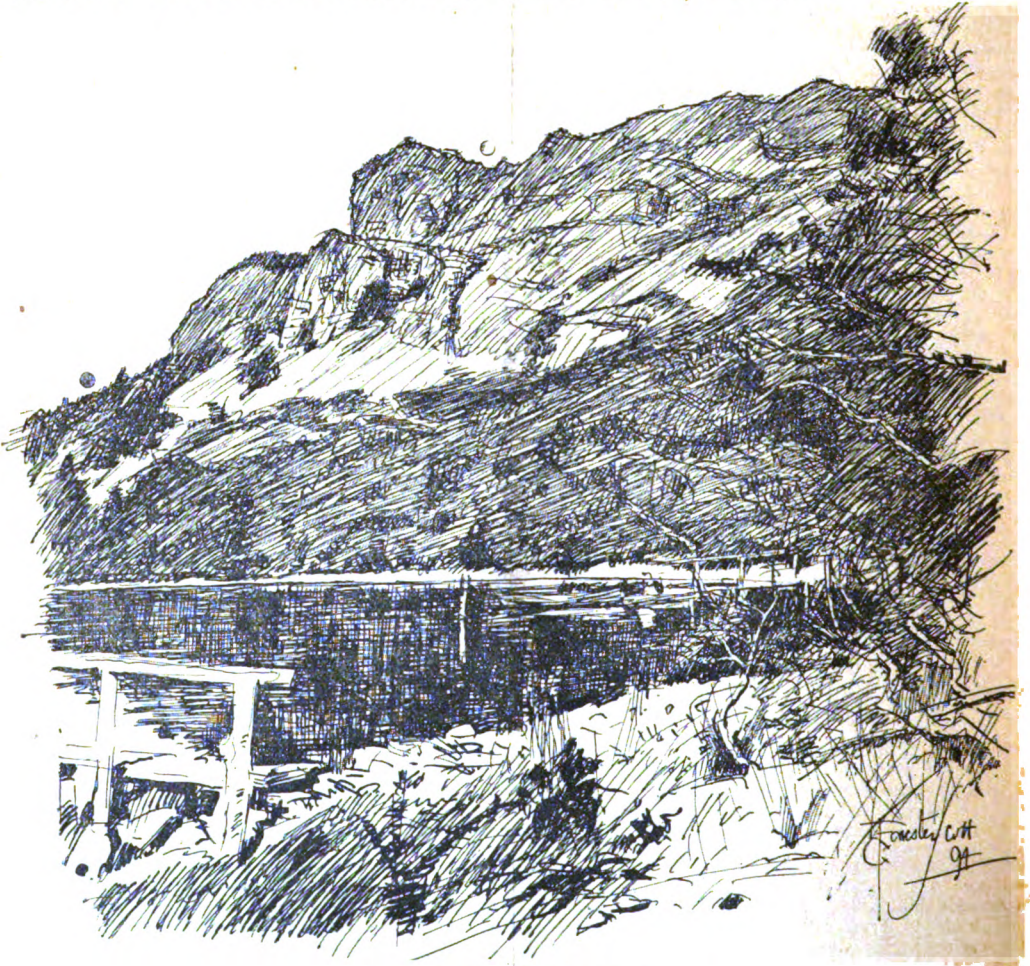
On Wheels in the English Lake District.

By A. W. RUMNEY, M.A.

(Continued from page 303 and concluded.)

Keswick is another admirable centre for short and long excursions either on cycle or on foot, besides affording capital boating on the lake. The ascents of Walla Crag, Catbels, or

skirt the eastern shore of Derwentwater through a dense wood at the feet of the steep cliffs of Walla and Falcon crags. At two miles a rough mountain road to the left leads to Watendlath, a remote hamlet and tarn, well worth visiting on foot. At the end of the lake the falls of Lodore come down as Southey describes them—at all events if it has been wet weather; in a dry season there is very little water, but the rock and foliage surroundings are very pretty. The valley now narrows, and at Grange the river is crossed by a bridge, and thereby the circuit of Derwentwater (nine miles) can be made. Do not, however, expect to do that nine miles in three-



Falcon Crag, Derwentwater.

Latrigg are each within the compass of an afternoon's stroll, and give views almost, if not quite, as good as the higher Skiddaw and Blencathra, which require a longer time, though the expert *can* do the former within three hours. The chief excursion from Keswick is what is known as "the Buttermere round," and though it is quite possible to do it by cycle, yet there are such steep and long hills, and in places the road is so bad, that it is perhaps the better plan to take a seat on a char-à-banc (fare 5s.), or to walk it. The distance is twenty-two miles, and it is doubtful whether any other twenty-two miles of road in the United Kingdom afford such a grandeur and variety of scenery. The first three miles

quarters of an hour, or you will be grievously disappointed, for when the road is not uphill it is downhill, and to such an extent, and in such a serpentine manner, that coasting is not to be thought of. We, however, keep on between the great "jaws of Borrowdale," in August a blaze of heather. The steep wooded hill in the centre of the valley is Castle Crag and traces of a Roman station can be found on the summit. Through a gate to the left a path leads to the well-known "Bowder Stone," a vast mass of rock, poised on one edge, so small that a hand shake can be accomplished under it. The valley opens out again, and at Rosthwaite, (six miles from Keswick) the capital of Borrowdale, a branch valley to the

left leads to Langdale and Grasmere, but it does not contain a made road. We are now getting to the base of the higher mountains, and at Seatoller (seven miles) a mountain road (not cycleable) leads over Sty Head Pass to Wasdale; from here, too, the ascent of Scafell Pike and Great Gable is best made, or another mile to Seathwaite can be made on the cycle, and then the summit of either is sufficiently within a fair pedestrian's powers to allow of the ride back to Keswick before nightfall. The Buttermere road, however, turns to the right, and climbs steadily up for two miles, till Honister Crag is reached. This is a bold precipice from which large quantities of green slate are quarried. The road is now little better than a river-bed for the next mile, and so often crosses and recrosses the mountain stream that a short-sighted tourist might well be excused for mistaking the one for the other. As the lovely little lake of Buttermere is approached the road improves in surface, and a bad watersplash can be avoided at the first farm-house by taking the farm-yard road to the left. This is the farm that has produced the prize black-faced

then runs the length of the Newlands valley, touches the western shore of Derwentwater, and enters Keswick at the western end of the town. The first two miles is a very long and steep ascent along the side of the bare mountain Robinson, then a sharp descent, and after that one or two awkward corners. About half a mile after passing the Mill Dam Inn, situate half-way down the sweet valley of Newlands, the direct Keswick road branches to the right, but the cyclist will be wise to keep to the longer smoother mountain side road to Braithwaite and rejoin the other at Portinscale. The last seven or eight miles by this way need next to no effort on the part of the rider, it being a descent nearly the whole way.

To those who fear the toils of the mountain pass an alternative route from Buttermere presents itself by way of Cockermouth, but it is twenty-two miles as compared to the nine of the other. It runs, however, along the water side of Crummock (at the foot of which a detour can be made to Loweswater) and down the fine vale of Lorton. Cockermouth



Buttermere.

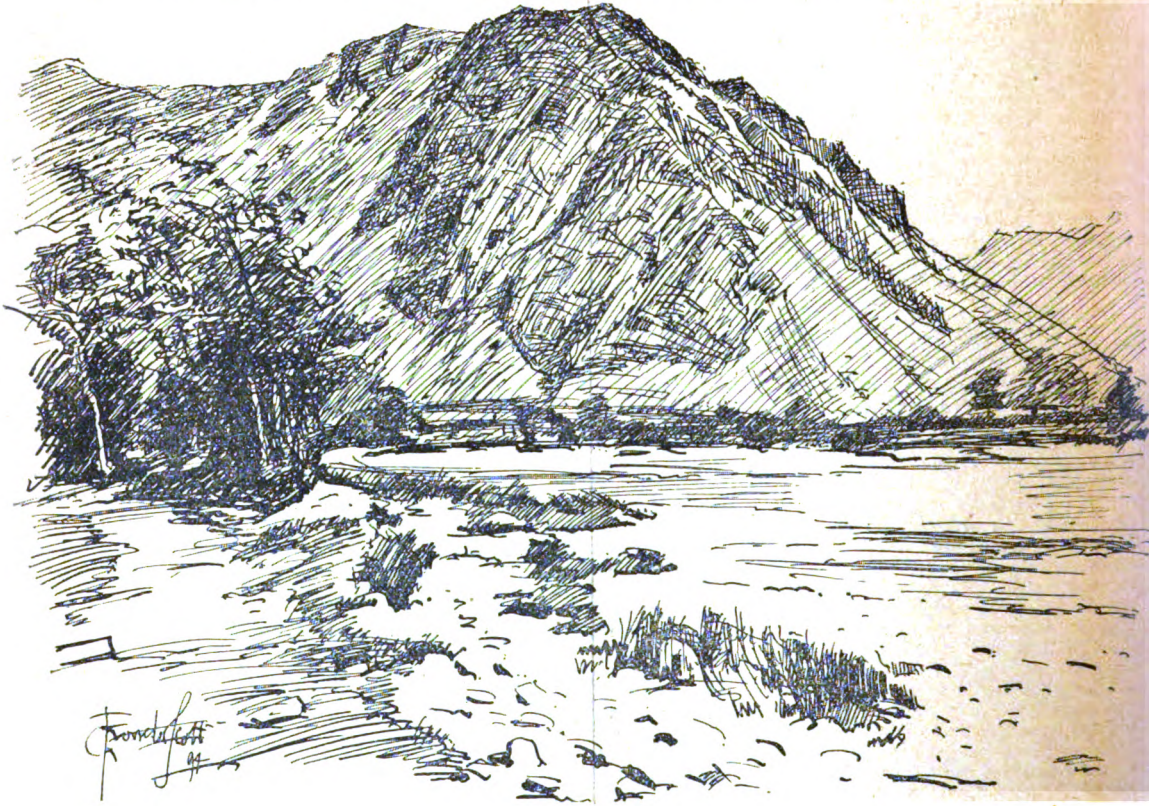
mountain sheep, that are singular to this neighbourhood, and are supposed to have been introduced from Spain at the time of the Armada shipwrecks. A rugged path over the pass to our left leads to Ennerdale, but is quite impracticable for the cycle; a yet steeper and rougher pass beyond connects Ennerdale to Wasdale. These are the wildest portions of the district, and it is well worth leaving the cycle for two days to visit the higher mountains and remoter valleys on foot. Buttermere village is a pretty hamlet situate between the lake of that name and its larger brother Crummock. It is a great luncheon place for day tourists, and supports three inns. A fine open fall of water gushes out from the hill behind, but the stock sight of Buttermere is Scale Force, situate round a promontory on Crummock. It is the longest fall of any in the district and has cut its way very deeply into the rock. The walk to it is apt to be damp, and the most convenient way is by rowing boat. "Buttermere has its romance, and any of the locals will tell you the story of their "beauty." The direct return route to Keswick crosses another mountain pass, and

is not of much interest in itself, but was the birthplace of Wordsworth, and the road thence to Keswick (thirteen miles) is very good, and for some miles skirts the wooded shores of Bassenthwaite, and affords good views of Skiddaw and the more distant Helvellyn. This round of Bassenthwaite Lake (seventeen miles) makes an excellent cycle excursion from Keswick, as the surface is fair throughout, and any hills there are are within the powers of an ordinary rider. The writer has ridden it on a springless, solid, 56-inch racer, with 5-inch cranks. Carlisle is best reached from Keswick by way of the Castle Inn (beyond Bassenthwaite village) and Bothel, as also are the watering places of Allonby and Sillioth. The coast road from Maryport to the latter place is of splendid quality and a dead level, but, of course, terribly exposed to the wind.

The road from Keswick to Ullswater is a switchback on a gigantic scale, the hills and hollows being measured by miles instead of feet, but the surface is not at all bad on the whole and the distance is only eighteen miles, though three hours would be a fair allowance if no hurry is to be made. The

first three miles is more or less of a gradual ascent from the Greta Valley, and then there is a sudden descent to that same noisy stream—a descent that has caused twelve accidents this season, the reason being that the last turn is very sudden and is occupied by a very solid cottage which as yet shows no sign of yielding to the repeated charges of rubber, steel, and flesh. Then the road again ascends through Threlkeld village along the bold front of Blencathra, readily climbed from here, and affording a good view of the Vale of St. John, with the Castle Rock blocking its southern end and Helvellyn forming a lofty background. There is an interesting “edge” on Blencathra and also two gloomy tarns, on one of which the poets (liars ever) say the sun never shines, and in the other are two immortal fish. Another long descent with

and is possibly the most Swiss-like of any of the lakes. The C.T.C. headquarters is the best hotel, and the grounds run down to the lake's edge, and include the landing stage of the steamer, which runs the nine miles length of the lake several times a day. Helvellyn lies close behind, and many other high fells are close upon us, but Kirkstone pass connects us with Ambleside and the south, and the lake with the north. To the east and west there is no way for wheels. If bound for Penrith we retrace our tracks to Lyulph's Tower, and then continue to skirt the lake more or less all its length to Pooley Bridge. There is no road on the eastern shore of the lake till How Town is reached. From Pooley Bridge the road is good and slightly undulating to Penrith, but the hills and lakes are behind us, and we feel



Ennerdale Lake.

another awkward corner and then we have to pound our way over a long desolate moor to Troutbeck station. Here we leave the main road (so far it has been the old Penrith coach road) and strike to the right across another bleak moor, round a conical hill called Mellfell, to the secluded little hamlet of Dockray. From here Aira Force—a beautiful waterfall, with a still more beautiful legend attached—can be visited, or the tourist can visit it from Lyulph's Tower, two miles further on. The descent to Ullswater is very steep indeed, and requires the greatest caution. The views from the road are most exquisite, and it is therefore the better plan to walk the hill. Ivy-covered Lyulph's Tower, a shooting box, is at the foot near the lake's edge. The remaining two miles to Patterdale is practically level, running by the lake side all the way. This end of Ullswater is by far the finer,

that we have left the Lake District proper in the rear. In Penrith churchyard there is a curious so-called Giant's Grave, and near the station there are the ruins of an old castle. In the immediate neighbourhood are some ancient earthworks called King Arthur's Round Table; and Mayborough, Brougham Hall, and Lowther Castle are all within a few miles, as also is Eden Hall, famed for its “luck,” which is usually kept carefully locked up. There is a good road north to Carlisle, and also east to Appleby, along the Eden Valley, passing the ruins of Brougham Castle. A short cut to Newcastle can be made *via* Alston, over Hartside, a shoulder of Crossfell, by a road the summit of which is 2000 feet above the sea level, and yet it can be readily scaled by a poor rider. Such was the genius of the great Macadam, who was imported by Lord Lonsdale for the work. The surface used

to be equally good, but the "mud and grass" treatment of recent years has not improved it.

The rider who is bound for the south from Patterdale has the somewhat formidable task of making the transit of Kirkstone Pass, which is 1480 feet above the sea level, or 1000 feet higher than Ullswater. The road, however, has been entirely remodelled by the Westmorland County Council, and, as in many other respects, the path of the *fin de siècle* cyclist is much easier than that of the old brigade. The stage from Patterdale to Ambleside is about nine miles, and may roughly be divided into three equal parts, the first fairly level along the valley bottom to the tiny lake of Brother's Water, the second, a steady climb, but with capital surface, to the summit of the pass, where the rider will be glad to find a little homely inn, claiming to be the "highest inhabited house in England" (a disputed point), and if the day be clear he will obtain a good view to the south over Windermere at his feet and the lowland beyond to Morecambe Bay. The last three miles into Ambleside consists of two extremely steep and loose descents, both dangerous to the stranger, with a stretch of fairly level ground between. From the summit of the last descent a magnificent view is obtained of the western hills, Scafell and Conistone Old Man showing prominently. When at the top of the pass the tourist will notice a good road to the left, and if he is homeward bound, and has no particular desire to revisit Ambleside, he will find it to his advantage to take this road which leads down the Troutbeck valley, past the Mortal Man Inn, whose sign reads:—

"Oh mortal man that lives on bread,
What makes thy nose to be so red?
Thou silly fool with face so pale,
It is with drinking Birkett's ale."

till it joins the main Windermere road at Troutbeck Bridge, some two miles short of Windermere. This road, though a considerable descent, is not dangerous.

Practically all the routes in the Lake District proper have now been dealt with, but there are other interesting portions of Cumberland and Westmorland well worth exploring, but hardly coming under the title of this article, such as the Brampton and Roman Wall district, and the Eden and Lune Valleys. There is also another lake seldom visited by tourists because of its remoteness and lack of connection with the other centres. I refer to Haweswater, which lies to the east of Ullswater, but divided from it by the great mass of High Street (along whose summit runs the ancient Roman Road), and is best visited from Penrith *via* Askham and Bampton. The road is very tolerable in surface, and not hilly, and the whole makes a nice day's excursion from Penrith, from which it is distant about fourteen miles. The lake is well stocked with fish, but leave to angle must be obtained from Lord Lonsdale's agent at Penrith first. Mardale, the hamlet at its head, used to boast a king of its own, but the last male member of the family (Holmes) died a few years ago. It has been stated that the family had been on the same estate since the time of the Danes. This is not improbable, for in these dales the "statesmen," as the yeomen are called, can frequently show documentary evidence of the presence of their ancestors there three and four centuries ago.

[Since the writing of the first portion of this article, the new road on the west side of Thirlmere has been considerably improved, and it is now incomparably the better road, being practically a dead level, and giving splendid views of the lake—or reservoir—its whole length, whereas the old road evades the lake for half its course.

The erection of danger boards on several of the steeper descents is also being discussed, and it is probable that by next riding season Kirkstone Pass and other places may be so labelled.]

"HOME, SWEET HOME."—Mr. C. J. Sidey—for long a Councillor of the C.T.C.—is leaving Aberdeen and returning to Edinburgh, the modern Athens.

Multum in Parvo.

MORE SIGNS OF THE TIMES.—The Chief Constable of Somerset has applied for and has received a grant for six bicycles for the use of the police force.

THE ROAD BOOK.—Vol. I. of the C.T.C. Road Book—the only volume as yet obtainable—is in demand in some quarters among volunteer officers commanding cycling sections, as it contains the only dependable information procurable as to the main and the chief bye-roads.

ROYALTY AWHEEL.—The Princess of Wales and her daughters have taken to cycling, and during their recent visit to Denmark they went out nearly every day on tandem tricycles. The Princess was usually driven by her nephew, Prince George of Greece, and once or twice by the Duke of Cumberland, who also learned cycling during his stay in Denmark. The blind Landgrave of Hesse, who was included in the Royal party at Bernstorff Castle, went every day for a ride on a tandem tricycle, either with one of his relatives or with a member of his suite.—*Sussex Daily News*.

There is much rejoicing among those who believe in the use, though not in the abuse, of cycling at the news that the example of the King of the Belgians and of an Italian Princess has found imitation in our own Royal Family, and that the Princess of Wales and her daughters have become enthusiasts in the use not of the bicycle, but of its three-wheeled rival. Like all other novelties, cycling has had to make its way in popular favour against the usual burden of prejudice. Long ago it surmounted the early antagonism of a populace which regarded it with disfavour, and thought it a splendid practical joke to throw missiles at the man, or to put bricks in front of the machine. The tip-tilted nose of fashion, elevated in scorn at the alleged vulgarity of what is essentially the people's amusement, has taken longer to relax. But now that the Princess of Wales has begun to ride, it will become quite the correct thing for society to follow her example, and very much better for society it will be to work its own treadles instead of lolling indolently in carriages.—*Liverpool Post*.

The late King of Bavaria had a wonderful vehicle moved by sturdy servants on cycles in which he enjoyed luxurious rides in his private grounds. The late Emperor of Morocco also had a tricycle which, however, was in its turn worked by slaves while he sat comfortably doing nothing under the grateful shade of an umbrella. The Royal Family of Italy have improved upon this system. King Humbert rides a bicycle, and it is said that he acquired the art of keeping his equilibrium on his machine after two brief hours' practice. Queen Margherita also rides a bicycle, but she took two days to learn how to manage it. The Princess Letizia has for some time been an experienced bicyclist; and the Crown Prince, the Count of Turin, and the Dukes of Aosta and Abruzzi are all enthusiastic cyclists. In fact, the whole Royal Italian family have gone in ardently for the exercise, and it shows their good sense.—*Newcastle Daily Chronicle*.

A REGRETTED RETIREMENT.—The Chief Consul for Devon, Mr. R. Rugg Monk, has retired to make room—as he puts it—for younger and better men. We believe the Club to be singularly fortunate in securing the assistance of Mr. H. M. Rankilor, of Tiverton, as Mr. Monk's successor, but it would be base ingratitude to allow the latter gentleman to resume his place in the ranks without placing it upon record that the C.T.C. in the West owes him a big debt of gratitude for self-denying labours extending over many years.

CONGRATULATIONS.—The Rev. Alex. Hay, one of the Scottish R.C.s, has been offered and has accepted temporary charge of the Free Church at Kilmarnock. His address for the future until further notice will be 33, North Hamilton Street, in that town.

"THE CONTINONG."—The success this little manual has already attained is truly phenomenal. The first edition was sold out weeks ago, but we learn from the author that a new and revised and greatly improved issue will shortly be procurable.

GRATITUDE.—The clerical member referred to in the opening lines of "The Tyres of To-day," on page 304 of our last issue, writes:—"I should be much obliged if you would kindly express my thanks to Mr. Leechman for his very clear and adequate answer to my query *in re* the removal of a pneumatic tyre. I may add that I have tested his suggestions by practice, and found them excellent."

GOOD HEARING.—The recently formed Northumberland and District Association of the C.T.C. continues to make history. It has just obtained from the local authorities at Jarrow and Stockton a promise that its representations as to road repairs and road watering shall receive attention and be complied with. The report of the proceedings of the Association appearing upon another page will be read with interest by all who wish well to the C.T.C.

ANYTHING ELSE?—The Touring Club of France has set up stations at which cyclists in distress can find help and the loan of tools. They can also obtain air-pumps, gutta-percha, liquid and solid, to repair their pneumatic tyres, and springs for the saddle. Most of these stations are connected with inns, and in the neighbourhood of forges. This is an example which the English Tourists' Club might well follow.—*Evening News.* The C.T.C. has already appointed a small army of official repairers, and it is hardly likely to provide gratuitously for all and sundry the necessities these repairers exist to dispense.

THE WHEEL IN LONDON.—At last bicycling, being the craze in Paris, is becoming the fashion in London. That was inevitable. But the English have so little self-confidence in such matters that they require to be countenanced by the example of others before they adopt any innovation of the kind. Battersea Park, in the early morning, now presents a curious sight, for many of the best-known men are to be met there, taking furious exercise upon their bicycles. From Battersea Park to Piccadilly is not a far cry, and before long another silly prejudice will have been swept away, when we shall see men riding boldly about their business and up to their clubs upon this inexpensive and admirable machine.—*Truth.*

NOTICE OF REMOVAL AND A CORRECTION.—In consequence of the large number of orders received for their steel "Speedifier" Bands the Puncture Proof Pneumatic Tyre Company, Limited, find their premises in Fumival Street much too small, and have taken commodious premises at 164, Clerkenwell Road, next door but one to The Pneumatic Tyre Company, Limited, to which they are now removing. The Company will have extensive offices, show-rooms, and workshops, enabling them to turn out the steel bands in large quantities. The "Williams" band will still be made at the Dublin factory. The Puncture Proof Pneumatic Tyre Company's advt. in this issue states that Mr. Brennan holds the Irish "end to end" record; it has, however, since been broken by Mr. Binns, who also had the steel puncture proof bands fitted to his tyres.

A SAD FATALITY.—At St. Bartholomew's Hospital, yesterday, Mr. S. F. Langham, the city coroner, held an inquiry respecting the death of Philip Sydney Wevell (19), a boot salesman, lately residing at Godalming, Surrey, who died in the hospital under sad circumstances on Tuesday last. Frederick Wevell, father of the deceased, stated that on September 19th last, his son was returning on his bicycle from Aldershot. When riding down a steep hill near Farnham he saw some children in the road ahead, and in order to avoid running them down he jumped off his machine. Just as he had done this a trap came round a sharp curve in the road and caught against the bicycle, which rebounded, and the mud-guard penetrated his knee. The wound was bound up at Farnham, but as the deceased became worse he was taken to St. Bartholomew's Hospital, where he remained up till his death on Tuesday last. The jury returned a verdict of "Accidental death."—*The Morning*, 26th October.

THE FARMER AND THE BICYCLIST.—Yesterday, at the Oldham County Court, before his Honour Judge E. Jones, Samuel Ripley, minder, residing in Herbert Street, Moor-side, brought an action against William Chadwick, farmer, Moorside, to recover £17, damages sustained owing to defendant's negligence.—Mr. Sixsmith said this was an action for damages against the defendant in consequence of injuries sustained on May 31st by the plaintiff in Ripponden Road through the negligence of the defendant, who was the driver of a horse and milk float. The plaintiff was on a bicycle riding down Ripponden Road, which at this point formed a steep incline, whilst the defendant was ascending. When the plaintiff was some seventy yards away from the defendant he saw the latter, and rang his bell, shouted, and motioned to him, but defendant took no notice. The consequence of the defendant's conduct was that the plaintiff was driven into the gutter, and being unable to get clear, his machine was upset, and he was thrown, sustaining severe injuries to his head and face. The plaintiff was off his work several weeks. The defence was—first, that the defendant had not been guilty of any negligence, but, if he had, that the plaintiff had been guilty of such contributory negligence as to disentitle him to damages.—His Honour held the defendant was responsible for the accident, and therefore found a verdict in favour of the plaintiff for £17.—*Manchester Courier*, October 12th.

THE RULE OF THE ROAD.—In view of the recent discussion upon the rule of the road question, the following confirmation of the view the *Gazette* has from the first taken will be perused with interest, particularly by Mr. J. J. Currie and his few ill-informed supporters:—At the Chester County Court on Friday, the 27th September, before Judge Sir Horatio Lloyd and a special jury, was heard an action brought by John Price, of Birkenhead, against William Moore, a Putford farmer, in which the plaintiff claimed £25 damages, alleged to have been sustained to himself and his machine in consequence of negligent driving of defendant's son. From the evidence it was stated that on July 3rd the plaintiff was riding his bicycle from Rossett to Birkenhead, when he overtook defendant's milkcart about a mile from Rossett, and, owing to negligent driving, was unable to pass and collided with the trap. He sustained injuries which kept him to the house for ten days. The defence called several witnesses, and sought to prove that the plaintiff was drunk at the time, and Mr. Moss submitted that the affair was a pure accident, and that plaintiff had plenty of room to pass on the wrong side of the cart, and so avoid the collision. Judge Lloyd remarked that *if the circumstances were such as to render an accident imminent, a man was bound to go safely past the best way he could—right or left—whether he accorded with the rule of the road or not.* The jury returned a verdict for the defendant, and judgment was entered with costs.

THE ROAD BOOK.—Any member who may find it in his power to help the editor of the English, the Scottish, or the Irish Road Book, even to the extent of contributing only a single route, is earnestly requested to apply for a copy of the schedule of routes still outstanding, in the manner indicated upon another page.

A WELCOME SURPRISE.—The proprietor of one of the C.T.C. houses in North Wales recently gladdened the editorial heart, and tickled the editorial palate, by sending us a delicious basket of trout just caught in the lake adjoining his house. We can vouch for the quality of the fish and can recommend our fellow anglers to take their rods when touring in the Llanberis direction.

THE CLUB UNIFORM.—Mr. T. H. Holding writes:—"Many of our members were unable during the past summer to procure the old brown Cheviot cloth that was put in the list three years ago. Those who prefer that cloth may now be supplied from the depot, 7, Maddox street, W., a limited quantity being now procurable. It is very strong and wears well, and for the winter would be slightly heavier than the ordinary new soft brown which has been on sale during the past season, and is still retained as the standard article. There has been a difficulty, owing to the peculiar construction, in getting a supply of all-wool braces for our members. This is now overcome."

"CYCLE INSURANCE."—The Company referred to under this heading in our last issue has now taken tangible shape, as a reference to our advertisement pages will testify. The prime movers in the matter are appealing to cyclists generally to take shares in the concern, and we understand that a considerable number have already been subscribed for. It must rest with each reader to determine whether or not the promoters have made out a good case for the investment of his spare capital; for ourselves we can only say we believe in the *bond fides* of the gentlemen comprised in the Board, and are satisfied that they will do their best to make the venture a success. It should be noted that no promotion money is asked for. The *Insurance Observer*, whose speciality is self-obvious, reviewed in favourable terms in its issue of the 26th ult. the prospects of the new Company.

AN AMERICAN VIEW.—A New York member, who pays periodical visits to this country, writes us protesting against the unreasoning antipathy manifested by the general public, the police, and the magistracy against the wheelman in London, and calls upon us to back him up. There are two sides to this question, as to most others, but while we contend that the cyclist frequently deserves the prejudice he excites, we have pleasure in making public the remarks of our friend:—"I came near being a witness in behalf of a wheelman while in London under circumstances which would have made a racy paragraph in one of our papers if the incident had happened here. An old lady started across Oxford street in the middle of a July afternoon and, losing her courage before half-way over, turned for one of the refuges which seem to be needed only by the reckless driving of the cabbies. Naturally she tripped as she stepped up from the street, and fell down on her hands and knees. There was a wheelman coming down the street at some little distance, and he rode up and jumped off the wheel to help the old lady on to her feet. Just then one of the indolent policemen on that street sauntered up and the old lady demanded the arrest of the wheelman for knocking her down. Finally, after much talk, the intelligent policeman took the wheelman's name and let him go, probably because there was less exertion in so doing than in taking him into custody. The old lady was mad, and probably is now ready to believe that every wheelman ought to be banished to Paris or America."

"RIDING RHYMES."—A little pamphlet bearing this title has reached us at the hands of the author, Mr. F. T. Bidlake, one of the best-known members of the North Road and Stanley Cycling Clubs. It consists in the main of poems and rhymes which first saw the light in the pages of *Bicycling News* and *The Irish Cyclist*, and although their topical nature renders them of but ephemeral interest, they are sure to find a place on the bookshelf of the enthusiast who makes it a point to purchase everything relating to the wheel.

LANDLORDS' RESPONSIBILITY FOR BICYCLES.—Yesterday, at the Malton County Court, a case of much importance to landlords and cyclists was heard. John Newton, a farmer's son, of Thornton, near Thirsk, sued William Davison, landlord of the George Hotel, Malton, for £12, value of a bicycle left in charge of the latter's servant. On the Malton Show day plaintiff and a friend left their bicycles in defendant's stable, the ostler telling them they would be safe. On returning to the inn at night Newton found that some one had taken away his machine. It was admitted that the plaintiff had only gone into the passage of the inn and had a glass of beer, and Mr. Davison denied all liability for the charge of the bicycle. Mr. Pearson, on his behalf, quoted several cases in support of the contention that the mere fact of plaintiff getting a glass of beer in the passage did not make him sufficiently a guest to render the landlord liable. It had been held that in the case of a horse the landlord was liable, but in the case of a bicycle, which required neither corn nor hay (hence no profit could accrue to the landlord) that could not be so. His Honour (Judge Bedwell) admitted the importance of the point of law and reserved his decision.—*Yorkshire Post*.

THE WHEEL! THE WHEEL FOR EVER!!—The experiences of our friend Mr. G. W. Burston, of Melbourne, upon his latest tour—during which he covered *only* 6527 miles—will prove interesting reading, and we accordingly reproduce, without apology, his farewell missive, dated from Marseilles on the 1st ultimo:—"I promised to drop you a line ere I started for home, and as my wheeling is over for this tour I'm going to inflict you.—First, let me say that the companion you advertised for in the *Gazette* was a great success; he fulfilled all my expectations, was a good rider, spoke French and German fluently, and in addition knew some Italian, so that I have no cause to regret calling the *C.T.C. Gazette* to my aid. After a little run round the Channel Islands we landed at St. Malo without payment of duty on presentation of C.T.C. tickets, then rode across *via* Paris, Dijon, Portier, and in Switzerland we zig-zagged all over it—crossed Bruing, Oberalp, Fulka, and Grand St. Bernard passes, and several smaller ones—then descended the mule track into Italy, and rode south-west to Fano, and again south to Rome, after which the Italian and French Rivieras were followed round to here—a glorious jaunt, that embraces much of the world's finest scenery, and makes a cyclist almost weep for the people who ask, 'Is life worth living?' Entering Switzerland, Italy, and Southern France we had to make deposits on the machines, but found no difficulty in getting the amount refunded. French roads are good, Swiss made up of samples of various kinds—mostly good, whilst the Italian ones, I'm sorry to say, at the present time are mostly bad. You have no interest in distances, and I haven't a great deal myself, but when I tell you that my '94 tour has totalled 6527 miles, during a six months' absence from Australia, completed without accident to man, machine, or tyre, and practically even without fatigue,—then who can help admiring a sport and indulging in a pastime that offers such grand possibilities and pleasures?" The many readers who have the pleasure of Mr. Burston's acquaintance will join with us in hoping that it may not be long ere we again have the pleasure of his company.

TO PROSPECTIVE MEMBERS.—Canvassers and members who contemplate sending in applications for membership on behalf of their friends and acquaintances will do well to note that if such applications be held back until after the 20th instant, the names will appear in the *January Gazette*, and the applicants will be free of the necessity of renewing their subscriptions until 1896.

A REGRETTED DEMISE.—The C.T.C. has sustained a notable loss in the death of Mr. Lee, the Norwich Consul. His chief informs us that the deceased gentleman was a capable and willing helper, and that his enthusiasm for the wheel and the Club was the more noticeable because of the apathy manifested toward both in the county of Norfolk.

WORTH NOTING.—A well-known North country subscriber and an ex-Councillor who has recently carried out an extensive tour in the Emerald Isle writes:—"Ireland is a beautiful country and deserves to be more explored by Britishers than it has been. It offers as great a change as a trip to the Continent."

COWARDLY ASSAULT ON A CYCLIST.—Sheriff Grahame had a case of an extraordinary nature before him yesterday. Alexander Gilchrist and William Vert, prisoners in the prison of Perth, and Thomas Marr, fruit hawker, Henry Place, Edinburgh, were charged with having on the 7th September, on the public road leading from Perth to Bridge of Earn, at a part near the road leading from said road to Hilton farm—steading, assaulted Andrew Allan, dyer's finisher, Mill Close, High Street, by riding at him with horses, and threatening to trample or smash his brains out, putting him into a state of great fear, and having taken hold of him and searched his pockets with intent to rob him; also in Macdonald & Fraser's Auction Mart, Caledonian Road, Perth, assaulted him by taking hold of him and jostling him against the wall. Vert had been four times previously convicted of theft, and four times of assault at Edinburgh.—Andrew Allan, dyer's finisher, stated that on Friday, 7th September, he took a ride out the Edinburgh Road the length of the Haigle Inn after six o'clock. He did not enter the inn, nor had he any liquor, but turned and came back. At the foot of Craigend Brae, on his return, he saw three men with nine horses. He dismounted from his bicycle, shouting to them to allow him to pass, as they occupied the whole breadth of the road—six of the horses being in front with two men, and another three with one man at the back. They did not pay any heed to his shouting, and he went on the footpath, and was walking alongside of the horses, when another cyclist came up. The other cyclist, who was named William Scobbie, said he would inform the police when he got to Perth, and he (witness) said he would do so too. The prisoner Gilchrist rode over to him and said, "Won't you see about it now?" at the same time urging on his horse towards Allan. Witness then ran about thirty yards, when he made a sudden turn to come back, but Gilchrist shouted to the other men to lay hold of him, and when trying to elude them he smashed the bicycle against the dyke and broke it. Lifting the bicycle he ran up the Hilton Road, where he was overtaken by the other two men, Vert and Marr, who had dismounted. They asked for money, but he said he had none, and they then called on him to throw up his hands while they went through his pockets. They then departed, having got nothing, and he followed at a distance behind to Perth, where he went to the Auction Mart, and Vert assaulted him.—Other witnesses gave corroborative evidence, and stated that accused had called out that they would trample his brains out.—The Sheriff passed sentence of sixty days' imprisonment on Vert, forty days on Marr; and Gilchrist, who was found not guilty of attempt to rob, was sentenced to thirty days' imprisonment for assault.—*Perth Constitutional.*

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."

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

LENGTH OF CRANKS.

Sir,—It has often struck the writer that insufficient attention is paid to the length of the cranks in comparison with the rider's height. A man of 5ft. 6in. can hardly need the same length of crank as a man of 6ft. 2in. My brother-in-law used to ride a standard-pattern machine with 6½in. cranks, and his height is 6ft. 3in. Now a man of 6ft. 3in. would bend his knee no more to turn a 7½in. crank (*i.e.*, to no greater angle) than a man of 5ft. 4in. to turn a 6½in. crank. Consequently, I suggested his trying 7½in. cranks and a much higher gear. He now rides with that length of cranks and 70 inch gear on the road, with the result that his is at least a mile per hour faster (he says two). I should be glad to hear Mr. Brown's or Mr. Leechman's opinion on this subject.

COLIN SMITH, No. 2828.

THE LONDON PARKS.

Sir,—Lately, the London County Council has made a bye-law that no cyclist shall ride in or through a park at a greater speed than eight miles an hour. I thoroughly agree with this for the middle and close of the day, when the parks are crowded, and would also suggest that all cyclists in London, at least, should be obliged to carry a good brake as well as a bell.

It would, however, be a great boon to me, and I should fancy also to numerous other cyclists, if before next spring we could get this rule as to speed altered, so as to allow a rate of say twelve miles an hour before nine o'clock in the mornings.

Here in London it is very difficult for many men to get a sufficient amount of exercise. I am over forty, and found a year or two ago that I was becoming too stout and heavy. Evidently more exercise was the proper remedy. But how was it to be obtained. Horse exercise was suggested. First, however, I don't care for it. Secondly, if taken regularly it is very expensive. I thought bicycling would do; learned to ride a safety, and found it thoroughly pleasant and successful. I have lost 10lb. in weight, and reduced the circumference of my waist by three inches. A very pleasant part of cycling is to go at a moderate pace. Now eight miles an hour along a road almost entirely free from traffic is not a moderate pace. Last spring, I often went round Battersea Park between seven and eight o'clock a.m., dressed in flannels, and returned home for my morning rub, all the better and fresher for a short spin. At that hour the park is almost deserted. There are no children; a few cyclists, a few grooms with horses on the ride, and one or two carts, are almost the only users of the park at that hour. There is also a constant thin stream of people crossing the carriage road in three places only. Allowing a higher rate of speed than eight miles an hour at this time could do no possible harm. Will not the C.T.C. take up the matter?

A second request springs naturally out of the first. Could not an influential body like the C.T.C. procure permission for cyclists to use the carriage drive round Hyde Park before nine o'clock in the morning. It would give a splendid field for exercise to many, and it seems to me could be of injury

to no one. Let it be regulated, of course, by the police, like the riding, and by all means let brakes be carried. I feel sure this permission, if it could be obtained, would be of very great advantage to many, especially to those who dislike horse exercise, and to those whose purses are not deep enough to afford it. No. 3836.

LOWNE'S CYCLE LOG.

Sir,—After seeing Mr. Wilmott's attack on this log in the current number of the *Gazette* I write to say that I have ridden with one of them for over eight thousand miles and have tested it on many occasions, and have never found any inaccuracy in its measurement, even when travelling at a high rate of speed. F. W., No. 6980.

COTTON VERSUS WOOL.

Sir,—Jones is an unhappy man, who can't venture into the sea or even take a cold bath, because he finds it impossible to establish the healthy after-glow. His digestion is so bad that he has to diet himself on boiled mutton and a cooked apple; he dreads going out to dinner, because of the resulting nightmare and dyspepsia; if he gets a little damp he is miserable for days after, groaning with neuralgia and rheumatic pains. He does wisely to encase himself from head to foot in flannel at all seasons; he scarcely has any choice.

Brown is of so vigorous a constitution that he would prove a valuable member of an expedition to find the North Pole, or could defy the cold to be faced in a winter trip through the Pamirs and Thibet.

Jones is to be pitied not blamed; but where Jones goes wrong is in arguing that what he is forced to do, Brown would be wise to do also. No, Jones! we are all familiar with Æsop's fable of the fox that had lost its tail. Furthermore, if Jones happens to be a medical man, he dogmatizes on the point with special virulence.

I am neither Jones nor Brown, but belong, with many others, to another of the numerous varieties of constitutions. We have an irritable skin, and though in cold weather we can and do wear flannel with benefit, we find that so soon as the weather gets warm, woollen goods next the skin are most uncomfortable, for we feel as though a whole army of fleas had established themselves in our clothes and were busy foraging. So we wear linen next the skin all through the summer, and not even to please Jones himself will we risk setting up some painful form of eczema.

I am over sixty years of age, so perhaps even dogmatic Jones will allow that I don't speak without experience.

No. 3132.

Re C.T.C. REPAIRERS.

Sir,—I have followed the correspondence going on re "The Hotel System" with the greatest interest, and am glad the Club has at last taken some steps to give the C.T.C. member a real substantial advantage over the general touring public, but the idea has occurred to me several times, that whilst attending to the rider we are neglecting his steed, and that the "Repairing System" calls most urgently for revival may be seen by this brief recital of my experiences within the last six months.

I have recently been residing in one of the largest manufacturing towns in Yorkshire, and having a good deal of spare-time on my hands, have done a lot of cycling. I purchased a mount at the beginning of the season from one of the leading Coventry makers, but unfortunately had great trouble with the spokes of the back wheel, which were continually breaking. This obliged me on several occasions to visit the repairers mentioned in the Handbook.

The first spoke I had replaced, though distinctly ordered

nickel-plated (and paid for as such), was simply bright burnished steel, which, of course, soon rusted.

For the next breakage I went to repairers at Q. (who, by the way, styled themselves engineers, and had on show a large selection of garden chairs, mowing machines, rollers, and other such bric-a-brac appertaining to a cycle repairing concern). The people put me in three spokes, all of which were two or three numbers (wire gauge) thicker than the original ones, and, moreover, finding the temper of the stumps of the original spokes rather too hard for their drills, they bored fresh holes close to the old ones. Their charge for this little job was really ridiculously low (4/6, if I recollect rightly), when one considers what a deal of trouble they had been to, to spoil my wheel.

A week or so later saw me again in the field (figuratively speaking) with another spoke broken in precisely the same manner—close down into the hub. As I had a long spin before me the next day I was reluctantly compelled to hunt up the C.T.C. repairer, whom this time I found to be also the agent for X. to the makers I had bought my machine from. I fondly supposed that this man at least would understand my machine. I fully explained my case, and the man displayed the most virtuous indignation on noticing how the spokes had been replaced at Q. When I fetched my machine next morning I found that he had drilled one hole so close to the edge as to raise a wrinkle in the skin of the steel—if I may so say—on the inner side of the hub, showing plainly that the boring (and consequently the end of the spoke) was just beneath the surface.

This was the last straw that broke the camel's back. I was now thoroughly exasperated and determined to denounce these licensed cycle-destroyers through the medium of the *Gazette*, and though I may be guided by personal annoyances, I trust I have "ignored all selfish ends," and that I write not "for self alone," but for the good of the Club in general.

Audi alteram partem by all means, but as far as my experience goes the average C.T.C. repairer (London and suburbs excepted) is not to be trusted with the simplest of jobs; as to doctoring a machine for any serious disorder, I shudder to think of the consequences. In my opinion the C.T.C. nominee should at least know the A B C of his trade before receiving his sign and appearing in the Handbook.

I shall be glad to know what other members may have experienced in this way. T.T.T., No. 4797.

P.S.—It remains for me to add that the makers kindly fitted a new hub and spokes free of charge on hearing of the continual breakage, caused no doubt by the steel having been slightly overheated during the process of manufacture.

CONTINENTAL TOURING.

Sir,—As I became a member of the Cyclists' Touring Club a few weeks ago with a view to deriving some advantage in taking a ride on the Continent, it may be of interest to you and to the Committee to hear how I fared, and in what way the relations of tourists with foreign custom house officers are still open to improvement.

I crossed to Boulogne, where in the bustle of a late arrival my bicycle escaped the attention of the *douane*. I assume that this was accidental, but that if its free admission had been questioned, your badge would have removed difficulty there or at other French ports.

In entering Belgium between Lille and Tournai, the officers produced a list of some twenty or thirty clubs, all foreign, the members of which were allowed to pass and repass, but declared they had never seen or heard of your badge or that of any English club. Fortunately some high functionary happened to be on the spot, and after great demur, and on obtaining from me a private visiting card and an assurance that I was on my way to Germany, he allowed me to proceed. I was, however, delayed three-quarters of an hour at dusk, and had an unpleasant ride of seven miles in the dark into Tournai.

I crossed the German frontier between Stavelot and Malmédy, where by some good fortune I saw no custom house and was not stopped, but I was told by a German cyclist that but for that I must have made a deposit of about 10s., which would not have been returned. Even where deposits are returned, it is only at the places where they are actually made, and what man making a tour wants to go over the same ground twice?

I was staying in Dresden some days, and while there wished to ride to Tetschen, half-an-hour over the Bohemian frontier, and to return by steamer down the Elbe. But at the frontier I was asked for 50/- in silver, or 40/- in gold, which would be returned on passing that particular custom house again, which declining to make, I had to turn back after half-an-hour's fruitless argument.

I entered Holland from Germany near Roermonde, on the Maas, where I saw no custom house, but the next day, being anxious to catch a boat from Antwerp to London at four p.m. I took train to the former town. At Hamont, the Belgian frontier, I again had trouble. The *douaniers* required a deposit of twenty-five francs, and said they recognised no English clubs. On my assurance that I was proceeding straight to England, and on receipt of my card, I understood them to say the bicycle would be replaced in the train, but as it was pouring with rain, I neglected to see this actually done. On arriving at Antwerp at 12.30, no bicycle, it had been "*retenne par les douaniers*." One belonging to a Belgian who travelled in the same compartment with me was, however, there. The next train did not arrive until 5.15, too late for the boat I wanted to catch, but I telegraphed to Hamont, and at 5.15 it did come "to the care of the *douaniers* at the Gare de l'Est." They would not let me take it through the town where I wanted to dine, but after solemnly affixing a string and piece of lead to it, put it in a train for the Gare du Sud (from near which the Harwich boat starts at 6.45), under care of two of them. We had to change *en route* and arrived at the Sud only ten minutes before the boat was timed to start. The two *douaniers* had gone on in the first train, and I thought I had at last the bicycle (which by this time had the saddle and a mud-guard broken, thanks to the numerous liftings in and out of trains) to myself. But on the *quai*, which I only reached as the bell was ringing, another officer was awaiting me, and because I had not some document which I had never received to give up, appeared to be again about to lay hands on the machine. However, the ship's officers hustled him, and we left him gesticulating to a large crowd.

Now, sir, treatment of this kind is intolerable, and no one who anticipated it would take a bicycle to Belgium. To say nothing of damaged machine, I was forced to return by a route more expensive than that which I had intended, and at a further loss of time, comfort, and temper. The Belgian who got his bicycle through at Hamont had produced a document which he told me he had obtained at a Customs depot in Brussels by making a deposit which would be returned there at any time within six months. But such a document could be of use only to a Belgian returning into Belgium.

If your efforts could be directed before next season to getting these matters put on a more satisfactory basis for members of the Club, their thanks would indeed be due to you. At present it is clearly incorrect to say that the C.T.C. is officially recognised abroad elsewhere than at the French ports, of which I know nothing.

It is difficult to make practical suggestions as to what direction your efforts should take, for they doubtless have been made and acted upon previously, but I make the following for what they are worth:—

1. That the head Customs authority in each country—and in particular, Belgium, Germany, Austria, Holland, Switzerland, Italy, and the United States—be requested to furnish you for a small charge (they will do nothing without payment) with passes which you might retail to your members. These passes must be recognised at every toll-house, small as well as

great, for the cyclist on tour is wanting to cross at insignificant as well as important stations, and the smaller the *douane* the more difficult to meet with an intelligent officer.

2. If a deposit is still insisted on, persuade them to refund the amount at any frontier station to a tourist leaving the country, on production of the official receipt for the sum paid.

3. If the Customs authorities will do nothing to help you, ascertain from your Consuls in all the frontier towns, under what conditions members of their clubs are allowed to pass and re-pass. Most foreign clubs would be happy to make members of the C.T.C. honorary members of their own when travelling in their neighbourhoods, and their addresses would be given in your foreign handbook.

4. Whatever rules are for the moment in force in each particular country should be very clearly and categorically stated and set out in your Continental handbooks. I looked through the present edition before starting, but could find no information of the kind, and was indeed told at the office that such information would be unnecessary to any one provided with the C.T.C. badge. But that, as I have already explained, I found no "open sesame."

I must apologise for troubling you with such a long letter. My excuse is the increasing number of riders who wish to enjoy the excellent roads and inns of, in particular, Germany, and I am the more induced to write it because I was further informed at the office that you had had no complaints of difficulties of the nature I experienced, or narrowly avoided.

J. K. F. CLEAVE.

THE SPRING-FRAMED QUADRANT.

Sir,—Your correspondent will be glad to know from us that the No. 21 still commands a large sale. He will also be pleased to hear that we have anticipated his wishes in every respect in the new model for 1895, of which specimens are already out. It is quite "up-to-date": diamond pattern, weight 10lb. lighter, takes gear case, width of tread under six inches, front plunger brake. These points combined with extreme simplicity, durability, and effective annihilation of vibration, will we think be found to constitute a No. 21Ba machine which, in the words of your correspondent, "shall be to safeties what the No. 8B is to the three-wheeler."

THE QUADRANT CYCLE COMPANY.
Sheepcote Street, Birmingham.

OLLA PODRIDA.

Sir,—The C.T.C. Gazette for October is the most interesting number I have yet seen, and teems with useful as well as practical information for cyclists. As a member of seven years' standing I trust you will allow me a few remarks on what I have read. But first it seems necessary to urge a plea on behalf of the universal lights system. Is it never going to be enforced? I had a narrow escape the other night, and accidents are constantly occurring from tradesmen's carts, vans, etc., pulling up on the right-hand side of the road, so that whether the cyclist is passing or meeting the vehicle in question, a collision is almost unavoidable. This evil is very frequent owing to carts suddenly stopping without warning at houses or shops, &c., and the cycle lamp is positively useless in such a case—in fact it enhances the danger rather than otherwise. Another source of danger is incurred from heavy carts and waggons coming round corners, on the near side, often with a team of three or four horses in line. The cyclist's eyes and ears are perpetually on the strain, both on main and ordinary roads, to avert accidents on a dark night, and lamps and bells might never have been invented for the good they do in such instances. Is it fair that all the onus and blame should be spent on the unlucky cyclist when accidents do happen, through no fault of his own?

With regard to riding through town streets, one of your correspondents blames cyclists who discard the brake, and thinks that its use would prevent many accidents. I cannot agree with the writer here, belonging as I do to the non-brake fraternity, and never having seen or heard of an accident from this cause. On light pneumatic machines, the advantage of a brake appears small, in comparison with its drawbacks. Steel brakes are heavy appendages, and often cut the tyre to pieces in a few weeks. A novice may need one at first, but he should procure the india-rubber pattern, and even with this his tyre will have a short life, and by no means a merry one. There is very little risk in riding down ordinary descents without a brake, and steep hills, with feet on rests, should never be attempted, and never are by those who value their own safety. Thus the brakeless rider, by more cautious tactics, is less liable to accident than the regular coaster, who rushes every decline and trusts to his brake alone to save him. In a level country, of course, a brake would be quite useless. But I am not speaking of this. To sum up the matter, after having conclusively tried with and without these appendages both in Surrey and Kent hilly districts, I give my vote without hesitation to the latter on all air-tyred machines, and have never found ordinary back-peddalling any objection, although if forcibly employed down sharp hills it certainly has a tendency to strain and injure the framework of any light machine. For high-gear machines (64 to 70) rest-riding down hill is quite as safe as with a brake, owing to the ease with which the pedals may be caught. My ordinary gear is $67\frac{1}{2}$, 100 revolutions of the pedal per minute being just equal to 20 miles an hour, and as I never care to exceed this pace down hill, I can resume back pedalling at any moment, and dismount within 100 yards or so if necessary. Having had several mishaps owing to the chain flying off suddenly, and even the back tyre on one occasion doing the same, I am thankful to say that no evil results have occurred in the shape of broken limbs, etc., and a brake could do no better than this.

One word in conclusion about air tyres. I have just read Mr. Lacon Watson's article (page 294), and can cordially endorse most of his opinions with regard to the pleasures of bicycle riding and touring. Also with regard to the difficulty of machine oiling and the necessity for simplicity in make so that every rider may be able to master the construction of his mount. But to renounce the air tyre at its present mature stage in favour of the dull and rigid cushion is too great a sacrifice of comfort and speed to be entertained for a moment.

A. F. P., C.T.C. No. 7616.

Chiddingfold, Surrey.

THE "COMPANION TO THE ROAD BOOK" ON DEVIZES MUSEUM.

Sir,—Allow me to rectify an error that appears in your number for September, in the paper entitled "Companion to the Road Book." In referring to the Wilts. County Museum, the writer says, "The charge for admission, 6d., seems rather high for a small provincial museum." Now, although the charge was originally 6d., with one free day in the week, since July 8th, 1888, the charge has only been 3d., as any one may see by the boards each side of the entrance, as well as on the card inside.

L. M. CUNNINGHAM.

Southgate House, Devizes, Sept. 28th.

CONCERNING LOWNE'S "CYCLE LOG" AND PACE ON THE ROAD.

Sir,—No doubt there is truth in what Mr. Wilnot says, viz.:—"That at high speeds Lowne's Cycle Log fails to register." But I am sure he is wrong when he puts it at ten miles an hour. When this subject was under discussion some years ago, and when the article you mention was written, a friend of mine carried out some experiments to

test Lowne's Log. He tried it on the road, and in a lathe, with the result that he found it quite reliable up to at least twelve miles an hour. That is quite sufficient for all practical purposes, for no cyclist should travel at a greater rate. Such at least is my opinion. Other traffic does not go faster, and rarely as fast. Of course I know all that is to be urged about the delight of going fast, and the advantages that have accrued to other cyclists in the construction of cycles owing to the desire of men to "break records." Still we ought not to be so selfish and inconsiderate as to seek advantages and pleasures at the expense of other users of the road. I am willing to admit that with skilful riders a pace of over twelve miles an hour may not be dangerous, but it certainly is with the ordinary rider. Even with the former, high speed does annoy non-cyclists, and is not pleasant to slower cyclists, and in every respect is to be deprecated and avoided.

C. F. WILLIAMS, C.T.C. 1273.

CADS ON CASTORS.

Sir,—The scorcher was again well to the fore last Sunday week (the 14th), as I was wheeling through Richmond Park, but I should certainly have thought that even he would have some respect, if not for the park, at least for the illustrious lady who lives at White Lodge. I had dismounted at the foot of the hill on which White Lodge stands, and, hearing a carriage approach, drew up to the side of the road. The carriage contained the Princess Mary (Duchess of Teck), Prince Alexander of Teck, and a lady whom I did not recognise. Just as the carriage reached me a crowd of scorchers literally swooped down upon it, and when they were upon the carriage rang their bells and yelled at the coachman as to why he did not pull up on one side to let them all pass at once. Now there was plenty of room for them to pass singly, as they should have done, and they were going at much more than the park regulation pace. Of course such a rush considerably frightened the horses, and if the coachman had not held them well in hand they would have bolted. The Princess looked very disgusted, as well she might. I do not suppose for a moment that these scorchers recognised Her Royal Highness, but that is beside the question, and had it been one of the most humble instead of one of the most exalted ladies of the land their responsibility was quite as much. Surely some concerted action might put a stop to this thing, which brings discredit on all cyclists alike, and a little more of this will probably mean that the most lovely resort near London will be rigorously closed to cyclists. I shall be glad to hear the opinion of some of my fellow-members of the C.T.C.

F. W. FROST, No. 12,225.

THE BOUDARD GEAR.

Sir,—In reply to No. 1894, I have found the Boudard-gear machine to be quite what is specified as to its abilities. It is very steady—freedom from side slip is therefore greater, —runs easier, and all round much better to ride than the chain gear. I think a 70in. runs equal to the usual 64in.

Regent House, Hanley.

SAMUEL A. WOOD.

Sir,—It has fallen to our lot on several occasions recently to point out that certain rides claimed as records by the Boudard Gear Co. were not justified, as better performances had been accomplished on plain-gear machines. We have, however, hitherto refrained from any expression of opinion upon the merits and demerits of the gear itself. Our reason for this forbearance has not been that any doubt upon the point existed in our minds, but that we have not had an opportunity afforded us of accurately making any serious comparative tests.

Within the last few days, however, such a test has been successfully carried out—the opportunity for which arose under the following circumstances.

A tandem bicycle fitted with the Boudard gear covered a distance of one mile in 1min. 53.35secs. We, for our part, being strongly convinced of the superiority of plain gearing, immediately made arrangements for a trial at the same distance on a plain-gear'd Whitworth Tandem, and our confidence in plain gear was clearly shown to be well founded when the mile was covered in the marvellous time of 1min. 41.15secs.; a result which is fully 10 per cent. superior to the Boudard performance.

No sooner had this performance been announced than a challenge was issued by the Boudard Co. to test the comparative speeds of plain gearing and Boudard gearing by a race between two tandems—one a Whitworth fitted with plain gear, and the other a Humber tandem fitted with Boudard gear—the riders of the first being Messrs. Relph and Schofield, and of the latter, Messrs Oxborrow and Sansom. The challenge was immediately and eagerly accepted by us, and the stakes to bind the match were deposited, after some little delay, with the *Sporting Life*.

The first trial of ten miles took place at the Blackpool Cycling Track on Saturday last, the 13th inst., and it should be borne in mind that the promoters of the Boudard gear claim that their device is even more efficient at a long distance than at a short distance, such as a mile. The result of the trial was at once most interesting and conclusive. The plain-gear'd Whitworth tandem easily defeated the Boudard tandem in spite of certain arrangements which were calculated to minimise the fair chances of the plain gear. Nothing was left undone to secure the victory for the Boudard device, but notwithstanding every effort to the contrary, the riders of the plain-gear'd Whitworth tandem secured a ridiculously easy victory over their opponents, and a triumph for the unencumbered chain.

To those cyclists who have been waiting for a full and reliable report of a thorough test of this latest phase of cycling fads, this final proof of the superiority of the familiar plain gear, as fitted by the Whitworth Cycle Co., will be most welcome and acceptable, and we venture to think they will hail with satisfaction the exposure of the fallacies which have been adduced with so much elaboration and insistence in support of adding complications to the present simple and efficient methods of transmission of power in cycle engineering.

FOR THE WHITWORTH CYCLE CO. LTD.,
C. VERNON PUGH,
Managing Director.

ROAD RACING.

SIR,—The following is a cutting from the *Manchester Courier* of October 5th:—

"CYCLISTS FINED FOR ROAD RACING.—At Lancaster, yesterday, Thomas Huntington, Lancaster C.C., and Reuben Duckworth, Blackburn C.C., were each fined 40s. and costs, the maximum penalty, for furious riding through Lancaster. A police inspector gave evidence that the defendants were going at eighteen or twenty miles an hour. Duckworth that day broke the Blackburn and Kendal record. Duckworth said he had ridden seven years, and had only run into one person. That was five years ago. The bench said people must race in enclosed grounds."

I am sure you will heartily endorse the decision of the Lancaster magistrates. Cyclists, or at least many of them, seem to forget that the bicycle was made for the road and not the road for the bicycle. About here the chief grievance is that men will ride after dark without lamps. I myself have heard this remark made more than once, with reference to lighting up—"It does not matter, the policeman has gone home." The policeman in question lives at Great Langdale, and this place is between it and Ambleside. I wish the authorities here would take the trouble to enforce the law.

D. H. MEDCALF, No. 1924.

"BY THE RIPPLING RHINE."

Sir,—I was very pleased to note in the September issue, which by a strange adventure reached me only a few days ago, Mr. W. F. Field's description of his trip along the Rhine, and being a resident at Coblenz for the last seven years, and the only member of the C.T.C. at present in this town, I only regret not to have had the chance of making Mr. Field's and his friend "The Pilot's" acquaintance whilst roving in this part of the country. I do not live many miles from the hotel where they stopped, and when pursuing their course they must both have passed my house. I note with pleasure that Mr. Field is willing to offer any information with regard to touring on the Rhine, and being a native of Coblenz, and knowing every nook and corner hereabout, I hope I may be allowed to do the same, although I may come too late for this year's touring season. I do not wish to criticise the way in which your correspondents made their trip, but with the time to spare which they had I would have included a run up "the Ahr" valley, say as far as Altenahr, a spin of twenty-four kilometres, and also up "the Moselle," as far as Cochem, a run of forty-five kilometres from Coblenz, both of which trips would have been amply rewarded through the beautiful scenery on both banks of those small rivers, and "The Pilot" would have had many a chance to take some snap-shots here and there without incurring the danger of being arrested by a patrol of "grenadiers." Instead of wheeling up the river I would have done the reverse, going from Cologne by a fast saloon steamer as far as Bingen, a journey which is accomplished in twelve hours. The spin down the river is more pleasant, and also easier to perform, as the road is gradually sloping. A wrinkle worth knowing is also the new regulation issued by the Governor General of the Rhine province this year, by which every cyclist must have a brake and bell attached to his wheel, and many a cyclist in ignorance of this law, whether native or foreigner, has been stopped by the local "gendarme" and been heavily fined; also, contrary to English law, lamps must be alight here half an hour after sunset until half an hour before sunrise. It may also be of use for intending cyclists to know that we have here a good firm of repairers, Messrs. Lohr & Becker, in the Lohrstrasse, who, contrary to many others, do not take an undue advantage over a passing stranger, but who repair any damage to a machine at a moderate charge within a very short time.

Whilst I am willing to give any personal advice to a passing member of the C.T.C. calling at my office, at 38, Schloss-Strasse, Coblenz, I am likewise willing to answer any queries addressed to my private address, 50B, Lohrchaussée (postage, 2½d.), and trusting to be able to see many a fellow-member during the coming season, I remain,

Coblenz-on-Rhine. C. A. BUEHL, No. 9281.

THE HOTEL SYSTEM.

Sir,—As one who has had considerable experience of H.Q.s and Q.s, having stayed at some seventy of them, I should like to be allowed to use any influence I may possess in favour of mending rather than ending the present system. I am glad to find that W. M. H., No. 12,492, whose letter appears in the October *Gazette*, and Mr. G. W. Burston, in the previous number, the latter of whom speaks from acquaintance with 150 hotels, have come to the same conclusion. I entirely agree with what they have said, and I too have found that I save about 3s. a day by staying at C.T.C. hotels.

No. 3279, in the October *Gazette*, condemns the tariff, and then says that he allows the hotel-keepers to "do" him by making him pay more than the tariff. This is merely telling us that he refuses to take advantage of the privileges which the Club offers us, and for which most of us become members. He has surely more reason to find fault with himself than with the Club and its system.

There is no difficulty in insisting upon the tariff. It is a legal contract and cannot be avoided, and in my experience no attempt has ever been made to back out of it. I have sometimes found at out-of-the-way places that overcharges have been made, but this was owing to ignorance of the tariff on the part of the hotel book-keeper, and a little friendly argument and explanation have invariably overcome the difficulty. "It takes two to make a quarrel," as Uriah Heep said, and if No. 3279 will keep his "pleasant looks" (which he at present reserves for a "4s. dinner" and the "opposition house") for the C.T.C. landlord, there never need be any "fuss."

I understand that the proposed change is due to the desire to meet a complaint that the tariff is the same at every hotel, whereas the accommodation varies. But is not this a difficulty which is encountered by all who stay at hotels, whether members of the C.T.C. or not? One does not generally find that badly managed and uncomfortable hotels charge lower prices. The reduction of some of the present H.Q.s to Q.s would in part meet this difficulty, but more than this we can scarcely hope for.

The advantage of the present system is *certainly*. One can calculate almost to a penny what a tour will cost. The new system, as I understand it, will introduce the element of doubt to a great extent, necessitating a fresh reference to the book and a fresh calculation for each hotel, and after all it will not meet the difficulty referred to above.

The improvements in the present system I would suggest are:

1. A more careful classification of H.Q.s and Q.s, with an increase in the number of Q.s.
2. An extension of the tariff so as to include mineral waters, hot or cold baths, etc. (Some H.Q.s charge 6d. a bottle for ginger beer.)
3. Reduction of the charge for a plain tea, which is at present 1s. 3d., including attendance. The usual price for this meal at other houses is 6d. or 9d., and this often includes preserve.
4. The abolition of the "attendance" charge, or, if that is not possible, the inclusion of this charge in the price of the meal.

A. H. S. P., 7194.

GEARS AND GEARING.

Sir,—I beg to compliment you on your method of conducting the *Gazette*. I have always found it interesting from title page to finish, but the article which has interested me in particular is the one on gears which appeared in the August number, after reading and studying which, another and quite as interesting a question has entered my mind which I will endeavour to describe to the best of my ability, hoping that some one more competent will take the matter in hand and explain it as thoroughly and if possible as plainly as the article above referred to. Of course an exhaustive article would be most acceptable, but failing that, I should be much obliged if some fellow C.T.C. member will give me plain answers to the questions with which I shall finish this letter.

I ride a 63in. gear with $6\frac{1}{2}$ in. cranks, making 320 revolutions to the mile. A $6\frac{1}{2}$ in. crank in the course of one revolution describes a circle of $40\frac{1}{2}$ in. in circumference, and if we multiply the number of revolutions by the circumference of the orbit described by the pedal and consequently by the foot, we get as a result that the foot has travelled a total distance of 13,080in.

My friend rides a $66\frac{1}{2}$ in. gear with 7in. cranks, making 303 complete revolutions to the mile. A 7in. crank describes a circle of $44\frac{3}{4}$ in., which, multiplied by the number of revolutions per mile, gives us 13,445 $\frac{3}{4}$ in. as the distance covered by the foot, which is 355 $\frac{3}{4}$ in. or 29ft. 7 $\frac{3}{4}$ in. more distance than with my lower gear with shorter crank.

Now if any reader after perusing the foregoing will kindly answer the following questions I shall be much obliged to him.

No. 1. Is there more muscular power required to cover a stated distance with a $66\frac{1}{2}$ in. gear and 7in. crank than that used to cover the same distance with a 63in. gear and $6\frac{1}{2}$ in. cranks?

No. 2. My friend with the 7in. crank, the inside measurement of whose leg is $29\frac{1}{2}$ in., has to cover $3\frac{1}{2}$ in. more at each revolution than I do with $6\frac{1}{2}$ in. cranks, the inside of my leg measuring $32\frac{1}{2}$ in. Now, either his foot describes too large a circle, by that means straining the knee by over-reaching, or, my foot has too small a circle in proportion. Which is it?

No. 3. Now let me put one more question, viz.:—The distance covered by his foot with his gear and crank is 13,445 $\frac{3}{4}$ in. per mile. Now, supposing my foot to cover the same distance, should I expend more or less muscular energy? Of course I know that I should travel nearly a furlong more; but what I want to get at is the relative value of the two gears under the given circumstances from all points. It must be clearly understood that there is no strain at all felt by either of us; but it is not at the time that a strain tells, but in after years. And if my gear would be best for my friend, or his gear would be best for me, we shall have the machines altered, as an unsuitable gear or crank is likely to cause cramp by contracting the sinews or overstraining them. I have done my best to put the matter plainly. I am confident it is sufficiently interesting to merit serious treatment at the hands of some of our scientific friends.

No. 1895.

[What does our friend Professor Boys say?—Ed.]

THE LADY'S DRESS QUESTION.

Sir,—Though a regular reader of the *C.T.C. Gazette*, I am not a member, owing to what I regard as an absurd prejudice of my brother's against girls belonging to any clubs. I would, however, like to say something about our clothing. Lately having so often heard girls say that they would take to cycling but for the damage it does to their personal appearance, this I beg leave to state is a very easily remedied difficulty. Three years ago the same question presented itself to me, and having a complexion, figure, and hands that I (with pardonable vanity) took great pride in, I devised the following dress after some thought. Made of cloth, the jacket took the shape of a well-cut Norfolk shirt, with a detachable skirt over loose knickerbockers, with stockings and Oxford shoes. Any sort of soft hat is suitable so that it allows of a thick blue veil being securely fastened round the face and neck, the sun and dust being our greatest enemies, to say nothing of the wind. I wear long Swedish kid gloves, with extra thick palms, to prevent blistering from grasping the handles. The all-important subject of stays is the stumbling-block of many a rider. My advice is on no account to leave them off. I rode without them for a week, but soon found the want of the customary support, and at the end of my trip I was not delighted to be unable to make my London frocks meet in consequence of the development resulting from the exercise. Ever since, excepting for the short time I tried a belt, which was most unsatisfactory, no expedition, however short, has been undertaken unless encased in very low but perfect-fitting corsets, which besides the pleasant feeling of support, give my figure such a degree of slenderness as quite prevents country people taking me for a boy, as I have often heard of their taking my friends. In conclusion, it may interest your lady readers to hear that in the above dress I have during the last three years cycled with my brother and cousin from London, *via* Wales, the Lake country, and Edinburgh, to Inverness, doing sometimes fifty miles in a day, a bag with every-day clothes meeting me at large towns where we stopped. I have enjoyed myself immensely, and neither my face nor hands show the least signs of exposure to sun and wind for fourteen hours out of the twenty-four.

"BLUSHING EIGHTEEN."

The Club Uniform.

SPECIAL AND IMPORTANT NOTICE.

The uniform stock is now kept at 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.
AYR—Currie, Rae & Co., Ailsa Buildings.
BALE (Switzerland)—V. Settelen.
BARNSTABLE—J. N. Brewer, Cross Street.
BATH—*Gould & Son, 23, Milsom 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.
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BRADFORD—Macvean Bros., 17, Darley Street.
BRIDGNORTH—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. Leadam, 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.
CHELTHAM—S. King & Son, 35, Winchoomb 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.
ELY—H. Kempton & Co., High Street.
EXETER—*J. & G. Ross, 227, High Street.
FAREHAM—W. Surman, 4, 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, 112, Cleethorpe Road.
GUILDFORD—J. Levy & Co., Bank House.
HALIFAX—W. H. Graydon & Son, Northgate and Crossley Streets.
HANLEY—T. & R. Gilman.
HAVERFORDWEST—Greenish & Dawkins, 24, Market Street.
HEREFORD—C. Witts.
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. Witts.
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, 22, Philpot Lane, E.C., and 71 and 73, Park Street, Camden Town.
"—The West End Clothiers Co., 37, Ludgate Hill, E.C.
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 (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 are willing to pay the following prices:—Lounge jacket—Brown cloth, 48/-; Grey cloth, 50/-; Norfolk jacket—Brown cloth, 53/-; Grey cloth, 55/6. Breeches or Knickerbockers—Brown cloth, 18/6; Grey cloth, 19/6. Trousers—Brown cloth, 21/-; Grey cloth, 22/-. Waistcoat—Brown or Grey cloth, 15/6.)
MAIDENHEAD—R. Whitaker & Sons, 12, Queen Street.
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MARLBOROUGH—J. Russell & Sons, High Street.
MIDDLESBROUGH—J. Newhouse & Co., Albert Road.
MULHOUSE (Alsace)—H. Dussere.
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NEWBURY—A. Smith, 88, Northbrook Street.
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"—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.
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NORTH SHIELDS—*D. Hill & Co., Howard and Union Streets.
NORWICH—Downes Bros., 29, London Street.
NOTTINGHAM—W. Gabattiss, 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, 48, 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.
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SHREWSBURY—W. F. Watkins, 6, Pride Hill.
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SOUTHPORT—*E. Trounson, 213, Lord Street.
SOUTHSEA AND PORTSMOUTH—*Chase & Tighe, 82, Palmerston Road, Southsea.
"—John Malby, Commercial Road, Landport.
SOUTH SHIELDS—Mackey & Co., 23, King Street.
STIRLING—Jas. Robertson & Sons, 16, Murray Place.
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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.
TRALEE—B. Smith & Co., 4, Denny Street.
TROWBRIDGE—W. Beaven.
TUNBRIDGE WELLS—J. Pickett & Son, 25, Grosvenor Road.
"—*E. C. Jenkinson, 28, Mount Pleasant.
UTRECHT (Holland)—J. de Gooijer, jr., 304, Kromme Nieuwe Gracht.
UXBRIDGE—Carrick & Coles, Waterloo House.
VIENNA—F. Kadezik, Rothenthurmstrasse 31.
WALSALL—Barrett & Forrester, Park Street.
WARMINGSTON—Foreman & Son, 23, Market Place.
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WINDSOR—R. Whitaker & Sons, Peasod Street.
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WORCESTER—H. Parsons, 82, High Street.
YEovil—J. A. Milborne, 21, Prince's Street and Church Street.
YORK—R. Beckwith & Son, 30, Colliergate.
ZURICH—A. Whittlinger, Bahnhofstrasse.
"—T. A. Harrison, Anglo-American.

List of Candidates, November, 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.

Particulars of the conditions upon which a Provisional Certificate of Membership or Life Membership is procurable may be obtained of the Secretary upon application.

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).**

CAMBRIDGESHIRE.		STAFFORDSHIRE.	
Moxon, H. J.	1, Camden terrace, Regent street, Cambridge	Cater, A. P., L.D.S.	St. Mary's grove, Stafford
CHESHIRE.		SURREY.	
Newall, J. F.	Oak Lea, Marple	Badcock, J.	327, Old Kent road, S.E.
Newall, Miss S. F.	" "	Bowen, H.	36, Westlands road, Balham, S.W.
DEVONSHIRE.		King, T. M.	32, Mortlake road, Kew
Paul, A. St., M.A.	3, Springfield road, Ilfracombe	Mayor, H. B., B.A.	Queensgate House, Kingston-on-Thames
		Willoughby, C. W.	28, Friends road, Croydon
GLOUCESTERSHIRE.		SUSSEX.	
Biggs, C. E. F. Mouat, L.R.C.P. &c.	2, Fauconberg villas, Cheltenham	Luther, Lieut. F., R.N.	8, Adelaide crescent, Brighton
		Parry, Lieut -Col. G. S.	18, Hyde gardens, Eastbourne
HAMPSHIRE.		YORKSHIRE.	
Carter, Major H. Molyneux	7, Cambridge villas, Aldershot	Mills, Major E.	Depôt Barracks, York
Hawkins, C. A. B. P.	12, Carlton crescent, Southampton	BANFFSHIRE.	
KENT.		Leslie, Col. A., J.P., D.L.	Kininvie, Duftown
Collins, G. F., Surgeon R.N.	H.M.S. "Pembroke," Chatham	DUBLIN.	
Green, F. A.	Merevale, Bickley Park	Keegan, W.	Cabinteele
		Maguire, R. F., M.D.	Mount Hybla, Castle Knock
LANCASHIRE.		FOREIGN GENERAL.	
Henderson, W., jun.	"Carleton," Mossley hill, Liverpool	Riches, F. W. (Tzarsko Selo C.C.)	Engineering Works,
Pilar, Baron N. de	Imperial Russian Consulate, Liverpool		Ekatherinhoff, St. Petersburg, Russia
Thompson, W. H. (Beswick Wheelers)	Bull's Head Hotel, Beswick, Manchester	FRANCE.	
MIDDLESEX.		Bell, Mrs. C. E.,	Châlet du Vallon, Dinard (Ille et Vilaine)
Humphreys, F. J., B.A.	4, King's Bench walk, Temple, W.C.	Hodgson, J. L., A.R.I.B.A.	27, rue Faidherbe, Lille (Nord)
Johnson, Surgeon Lieut.-Col. E. R.	55, Parliament street, S.W.	AUSTRO-HUNGARY.	
Olds, H. F.	26, Redcliffe square, South Kensington, S.W.	Kaffehr, B. Kövari (Pannonia C.C.)	Szombathely
Peplow, D. H. T.	24, Sloane gardens, S.W.	Korchmaros, Dr. K., jur. (Savaria C.C.)	Szombathely
Piesse, C. H., M.R.C.S. &c.	Cassibury House, Dorncliffe road, Fulham, S.W.	Kaldy, Dr. I., jur. (Savaria C.C.)	Szombathely
Pyle, E. H. E.	Lloyds', E.C.	Polgar, B. (Pannonia C.C.)	Szombathely
Thompson, H. D.	40, Warwick street, Abingdon road, Kensington, W.	Szemere, A. de	Szentkiralyi u. 39, Budapest viii.
		Stadler, I. (Pannonia C.C.)	Szombathely
OXFORDSHIRE.		ITALY.	
Leudersdorf, C., M.A.	Pembroke College, Oxford	Mannucci, F., Cavale. Ingeure.	Palazzo Doria, Piazza Grazioli, Rome

Life Membership.

LIST OF CANDIDATES, NOVEMBER, 1894.

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 an 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.

Resolutions passed at a General Meeting held in February, 1888:—

The composition to be paid by Life Members under Article 8 for future annual subscriptions shall be fixed at £5 5s.
The following Rules shall apply to Life Membership:—

- (a) All those desiring to become Life Members shall apply in writing to the Secretary, on forms to be furnished by him under the direction of the Council, the composition money accompanying the application as a deposit, and the names of all such applicants shall be published by direction of the Council, and they shall not become Life Members until the expiration of one calendar month after such publication, and then only if no member has objected to their election as Life Members. If any member so object the matter shall be considered and decided by the Council as in the case of the election of ordinary members, and should any application for life membership be rejected, the applicant's deposit money shall be forthwith returned.
- (b) All gratuitous publications shall be sent only to such Life Members as shall annually express in writing their desire to receive them, and for this purpose, a proper form of request shall be sent annually by the Secretary to every Life Member.
- (c) Should a Life Member resign, or cease to be an amateur, or be expelled the Club, or otherwise cease to be a duly qualified member, no part of the life composition paid by him shall be returned to such Life Member.
- (d) A separate account shall be kept of all moneys received from Life Members, to be called *The Life Membership (Capital) Account*, and the receipts shall be invested at interest by the Honorary Treasurer in the names of the Trustees nominated under Clause (f), and no payment shall be made from it unless authorised by a majority of the members present and voting at a General Meeting, and then only after the General Reserve Fund is exhausted.
- (e) The interest derived from the investments mentioned in Clause (d) shall be carried to, and form part of, the income of the Club.
- (f) Four permanent Trustees shall be appointed by the Council, subject only to removal by death or by resolution of a General Meeting, in whose names all the said life membership moneys shall from time to time be invested, and no sum received under Article 8 shall remain uninvested for more than twelve months. These four Trustees shall be distinct from those of the General Reserve Fund.

Name.	Degree or Title.	Address.	Local Cycling Club.	Offices formerly held in the C.T.C.	Offices now held in the C.T.C.	Date of joining the C.T.C.
Saunders, Davies, A.P.	J.P., D.L., &c.	Pentre Boncath, R.S.O., Pembroke.	Cardigan	—	—	Sept., 1894.

THE BOUDARD GEAR.—The *Engineer* in its issue of the 19th ult. criticised at length the claims put forward on behalf of the Boudard gear, and ridiculed the idea of the device being in any way an improvement on the sprocket and chain with which we are familiar. To-day falls foul of the prospectus issued by the promoters, so that what with the beating the times accomplished upon the Boudard have received, and the adverse criticism of nearly all the cycling papers, the prospects of the invention do not appear particularly rosy. We understand, however, that Humber and Co. Limited, the promoters of the new company, are willing to take back in exchange any Boudard-gear machines they may supply which may not be approved of. This certainly seems a very fair offer.

MORE "HIGH FALUTIN."—The October number of the *Review of Reviews* is of interest to cyclists, chiefly from the fact that it contains an article by Mr. Stead, the editor, and a Miss Bacon, his "private secretary," headed "A Pioneer Ride in a Cycling Dress—a tour of 1200 miles in knickerbockers." From the happy choice of a title it is to be presumed that the joint authors are labouring under the impression that all cycling rides—whether "pioneer" or otherwise—hitherto undertaken by women have been made *a la* Lady Godiva—but let this pass. It is with the narrative itself we are chiefly concerned. It consists in the main of the recital by "the pioneer cyclist" of her experiences when, costumed in what Miss Erskine in the current issue rightly calls the "manikin" garb, she spent her summer holiday in the eastern counties, on the east coast route to Edinburgh, riding home by way of Glasgow, the English lakes, North Wales, and the Midlands. The writer tells us nothing of the places she visited we have not read a dozen times already, but this shortcoming is more

than atoned for by the liberal distribution of such literary pearls as "intensifying the thrill of existence," "experiencing the quintessence of a thrill," "thrilling escapades" and "thrilling adventures," "soul yearnings to see Lake Derwentwater," "substantiality of soul-rapture," etc., etc., etc. The "pioneer cyclist" pays tribute to the benefits of membership in the C.T.C., although she says she only saved the "munificent sum of 10d. by the tariff." Such twaddle may suit those readers of the *Review of Reviews* who know no better, but the practised wheelman, who makes use of his membership, and who appreciates comfort and decent surroundings, knows full well that if in the height of the season he sojourned at the average C.T.C. headquarters on the route "the pioneer cyclist" selected on a month's tour he would save nearer £10 than 10d.; though he also knows equally well that if he availed himself of the bounty of the charitable and stayed at Y.M.C.A. Houses, Refuges, and similar institutions, "boxed Harry," and otherwise stinted himself in food, he could make money go as far as most people.

The strenuous advocacy of the "manikin" costume by the "pioneer cyclist" is probably accounted for by the fact that only one short year ago she, with the characteristic impetuosity with which the editors of the cycling press are familiar, rushed into type to protest against a fanciful exaggeration of the same style of dress being used even as a show-bill on the London boardings. Be this as it may, however, the fact remains that Mr. Stead and his private secretary, "the pioneer cyclist," are no more entitled to pose as representative and experienced riders, than were the three tailors of Tooley Street to speak for the men of England. Their self-assurance, upon cycling topics at any rate, is based upon ignorance—but even so, they will evidently never need to pray, as did the Scotchman, "God gie us a gude conceit o' oursel's."

Advertisers. This Magazine has incomparably the largest and most *bonâ fide* circulation of any wheel paper in the world.

THE LONDON & PROVINCIAL CYCLE INSURANCE CORPORATION LIMITED.

ACCIDENT. FIRE. THEFT.

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(Atlas Engine Works, Bristol).

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W. M. APPLETON, Tyn-y-Coed, Hill Rd., Weston-super-Mare.
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W. F. COATES, Rothsay, Osborne Road, Clifton.
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RICHARD JOHNSTONE, S.S.C., Solicitor to the Scottish Cyclists' Union (Eastern District), 19, South Saint David Street, Edinburgh.

The Corporation is formed to provide cyclists with a means of Insuring their Machines at a reasonable rate against Accident, Fire, and Theft.

Every cyclist is aware of the need of such a Society, the large field open for its operations, and the serious loss at present resulting to the individual who meets with an accident to, or is deprived of, his cycle by Fire or Theft.

Agents and Official Repairers are in course of appointment in all towns and cycling centres throughout the United Kingdom, who will deal promptly with cases of accident to machines insured by the Corporation.

In cases of Theft the Corporation will undertake all costs of prosecution, thus affording to cyclists a source of protection at present not available.

In cases of total destruction by Fire or Accident, or irrecoverable loss by Theft, the insured value will at once be paid, or in cases of partial destruction the machine made good.

It is calculated that there are over two millions of machines in the United Kingdom, of which say one-half are of a class which would be insured by the Corporation. If only 5 per cent. of these (a remarkably low estimate) are insured, an income will at once be established amply sufficient to cover all repairs, renewals, working expenses, etc., leaving a substantial surplus for the purpose of dividend and reserve fund.

The whole of the preliminary expenses up to (but not including) registration will be covered by the allotment to the promoters of the 500 fully paid-up shares. They will not receive any cash payment from the Corporation, and will contract to retain at least 200 of such shares for five years from allotment.

In order to interest and secure the general body of cyclists as insurers, the premiums have been fixed at a most moderate rate, thus bringing the benefits of insurance within the reach of all.

The methods of working have been very carefully considered by gentlemen of thorough experience, both in the cycling and insurance world, and are believed to be such as give every prospect of success, and secure the Company against any attempted imposition.

It is anticipated that a considerable revenue will accrue from the issue to cycle manufacturers and salesmen of insurance tickets

for the purpose of presentation with each machine sold, and by this means a large annual business will be secured.

A Reference Department will be established for the use of persons buying or selling Insured Machines, so that on paying a fee of 1s. a purchaser may obtain full particulars as to machine.

In cases of Accident to an insurer's machine, arising from assault or illegal obstruction, the Corporation may co-operate with the sufferer in endeavouring to obtain a conviction of the offender.

No Founders' Shares or other preferential claims will be created, but the whole net earnings of the Corporation will be applicable to the purposes of dividend and reserve.

The premium on 25,000 cycles (only one-half of the estimated 5 per cent.) if all reckoned at the lowest rate, gives an income of £12,500 0 0

Deducting a full average of 15 per cent.
for Agents' Commission, though 10 per cent. only would be paid on renewals ... £1875

Allowing for general office, advertising, travelling expenses, directors' fees, expenses of management, and Scotch and Irish chief agents, printing, &c. 2450

4325 0 0

Leaves a balance of £8175 0 0 for the purpose of claims, dividend, and reserve fund, whilst a dividend of 10 per cent. on the capital now called will amount only to £500.

The Directors have much pleasure in announcing that Mr E. R. Shipton, Secretary of the Cyclists' Touring Club, and Editor of the *C.T.C. Gazette* (who will refrain from holding stock in the Corporation, and who will, in consequence, retain a position of absolute impartiality), has consented to accept the position of Official Referee, to whom any matter which may be the subject of difference between the Corporation and its Clients may be referred.

They have also the advice and long practical experience of Mr. W. M. Appleton, the well-known Cyclist and Manufacturer, who has joined the Board.

Prospectuses and Application Forms can be obtained from Bankers or Secretary.

Specially Reduced Premiums to all C.T.C. Members.

October, 1894.

To Advertisers. *2s* This Magazine has incomparably the largest and most *bond fide* circulation of any wheel paper in the world.



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A Stimulating, Sustaining Cup—
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—*The Analyst.*

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CADBURY'S COCOA provides a refined daily beverage for the robust, the young, the old, and particularly those of weak and impaired digestion.