

# THE MONTHLY

No. 7. VOL. XIII

JULY, 1894.

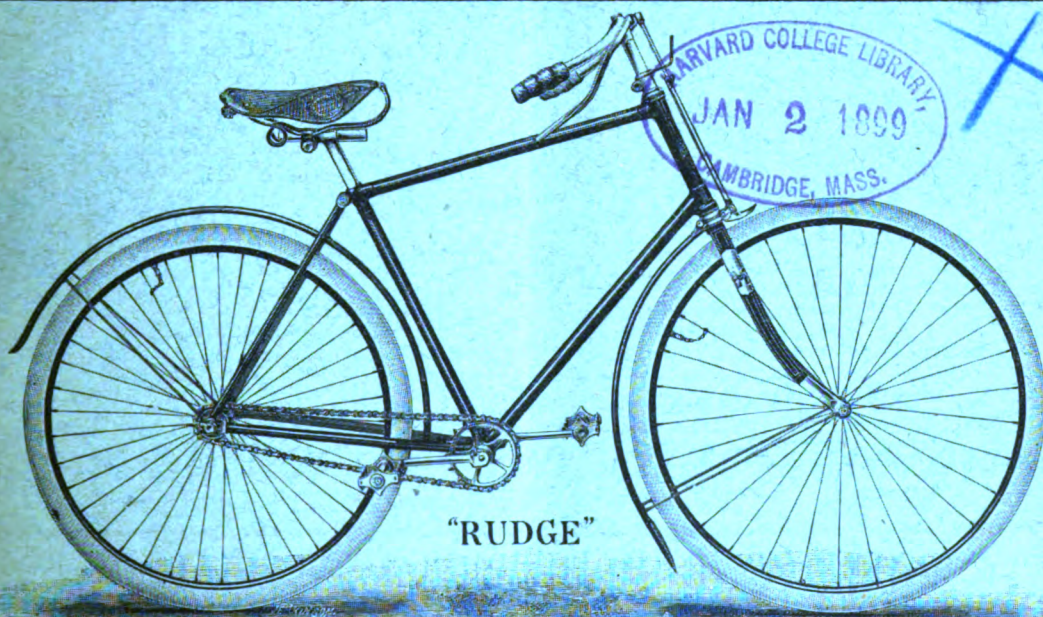


AND  
OFFICIAL  
RECORD

# 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.).



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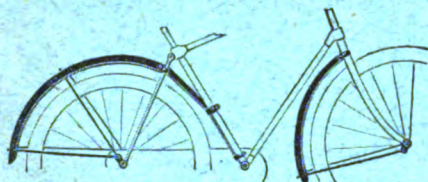
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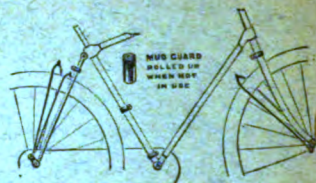


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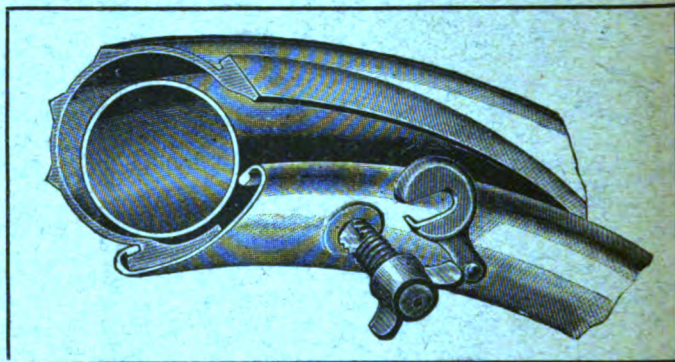
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DEAR SIRS,—I have now given your "1894 Light Pattern" Tyres a considerable trial, and I have nothing but praise for them. I have been exceedingly pleased with the heavier pattern of last year, and am even more so with the present tyre. The way the outer cover can be removed from the rim, with a slight pressure of the thumbs only, is very convenient. Recently I removed a section of the tyre and withdrew the inner tube in order to show a friend the mode of doing so. The whole was replaced and the tyre fully inflated in a very few minutes, and the simplicity of the process was much admired. I think that the light tyre is faster, and is quite as free from side-slip as your other pattern.—Yours faithfully,

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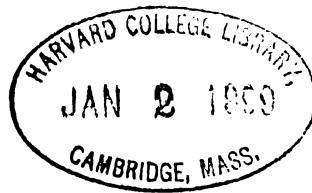
**A BOON TO C.T.C. MEMBERS ONLY.**

## HIGH-GRADE CYCLES AT WHOLESALE PRICES.


Having made special arrangements with some of the leading manufacturers, I will, on proof of membership, post to you Makers' Price List, quoting best Wholesale Discounts.

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The fury of the Trade at my determination to supply C.T.C. members with High-Grade Machines at Wholesale Prices is an absolute proof how real the benefit is which I offer to you. I therefore confidently appeal to all members for their support.



# THE MONTHLY GAZETTE

[FOUNDED 1878.]  [INCORPORATED 1887.]

And \* Official \* Record.

No. 7. Vol. XIII. [NEW SERIES.]

JULY, 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.

THE  
WHEELMAN  
AND THE  
PUBLIC.

The friction which has long existed between cyclists and the general public appears to be increasing in intensity, for, apart from the actions arising from furious riding, neglecting to carry a lighted lamp within the prescribed hours, and similar causes, the police in many parts of the country have obtained convictions against riders who have neglected to give sufficient and audible warning of their approach when over-taking other traffic or foot passengers. These prosecutions are probably justified in the majority of cases, but the course pursued by the police in Aberdeenshire is not such as will commend itself to the lover of fair-play. In their haste to secure a conviction these guardians of the peace (!) are, it appears, in the habit of hunting in

couples, and their *modus operandi* is somewhat as follows. A country road is first selected, and then a couple of policemen proceed along it until they see a cyclist approaching. Immediately the cyclist appears they turn their backs upon him, and proceed to walk in the direction in which he is bound. When, however, the unsuspecting rider (who, by the way, knows that the policemen saw him before they turned, and are consequently quite well aware of his approach) passes without ringing a bell or blowing a whistle, they signal to their comrades ahead to stop him and take his name and address, whereupon a summons follows. The legality of the action of the police may be tested when the next batch of convictions is recorded, and it is probable that the C.T.C. will share with the S.C.U. the cost of an appeal if it should prove necessary.

Meanwhile the magistrates of Kingston-on-Thames have fined a rider twenty shillings and costs for riding a cycle — to quote from the summons — "without having an alarm attached, either bell, whistle, or other instrument."

This conviction is to form the subject of an appeal undertaken by the N.C.U., and having in view the fact that the only offence of which the rider can be considered to be guilty is that of neglecting "by means of a bell or whistle, or otherwise," to give audible and sufficient warning of his approach—which offence was not brought home to the alleged offender—it is difficult to believe that the appeal, if it be committed to capable hands, can fail. Be this as it may, however, the action of the police in stopping a rider who



has no bell attached to his machine is distinctly illegal, for the cyclist may have a whistle in his pocket to be used when occasion requires.

*Scottish Sport* and *The Yorkshire Evening Post* comment on the recent decisions in these terms:—

**“ENGLISH MAGISTRATES AND CYCLISTS.—*Wholesale Prosecutions.***—The magistrates of Kingston-on-Thames, filled with a desire to make the world wag as it ought—according to their ideas—to wag, have begun their reforming efforts by prosecuting cyclists with the utmost severity. Not content with imposing heavy fines for contraventions of the law, they now appear to have gone the length of establishing a law unto themselves, and to be administering it with equal rigour. Amongst the cases before them at a recent sitting were several in which the charge was riding a bicycle without having an alarm bell, whistle, or other instrument to give audible warning. In one of these cases evidence was led on behalf of the defender to prove that he had not overtaken any one on the road, and consequently had not incurred any legal obligation to sound a bell or whistle. He was fined £1, and 14s. costs. A similar penalty was inflicted on a young man who was charged with furious riding, and of whom *Wheeling*, whose editor is personally acquainted with the victim, says the solid-tyred crotch he rides is incapable of being pedalled furiously. The law agent in the former case intimated an appeal. The Kingston magistrates have a rival in their hatred of cyclists in the Earl of Malmesbury, who, presiding at the Christchurch Petty Sessions the other day, gave judgment, not only in the case before the court, but also in the next one that comes up, informing the culprit, whom he fined 17s., that the next offender would be fined the full penalty of £2. He also advised the police superintendent, if he had difficulty in arresting offenders, to put a stick between their wheels. When the N.C.U. make up their minds to give the racing men a rest, perhaps they will turn their attention to matters such as these, and endeavour to have a little less law and a little more justice administered to the ordinary user of the road.”—*Scottish Sport*.

“Cyclists will read with interest the decision given in a case heard before the Kingston-on-Thames magistrates yesterday. Practically it was to the effect that shouting on the part of a cyclist does not constitute audible warning in the opinion of the Kingston-on-Thames magistrates. The cyclist who was the defendant in the case was stopped by a mounted constable, and the specific charge against him was not that he failed to give adequate warning, but that he had not attached to his machine an alarm bell, whistle, or other instrument for the purpose of giving audible warning of his approach. On behalf of the National Cyclists' Union it was contended that it was not necessary in law for a cyclist to carry such instruments as a bell or whistle, so long as he had good capable lungs to shout with. A good deal can be said on behalf of the cyclist's contention. So long as a rider gives adequate warning of his approach, it does not, on the face of it, matter much how he does it so long as he ensures the safety of the public. The clerk of the court in the case cited cracked a joke by remarking that if every bicyclist who passed through the place were to shout the place would become a perfect pandemonium. There was laughter in court, of course, and it may be that the effort was a good one as clerks' jokes go, but it was sadly lacking in conviction. The noise of cyclists shouting would be no greater than that of the same number of riders whistling or ringing bells. The question is not one of keeping down noise, but of doing what the law requires to secure the safety of the public. It cannot be denied that in using his mouth to shout the cyclist is using an instrument other than a whistle or bell. Against the cyclist, on the other hand, it is sometimes argued that the public have got used to the whistle and bell so that when they hear either of these they become almost instinctively aware of the approach of

danger. This may be so, but it in no way affects the legal position of the bicyclist, who, if he chose to use a revolver loaded with blank cartridge or some such outrageous and novel method, would still come under the clause ‘or other instrument,’ and therefore be beyond prosecution under that particular charge. The decision affects thousands of cyclists, and it is not surprising that permission was asked and granted to state a case for the Divisional Court, pending which decision perhaps the police would do well to wage their crusade on cyclists with a little less zeal and a little more discrimination.”—*Yorkshire Evening Post*.

\* \* \*

TO In the present *Gazette* there is enclosed an application for membership, of which it is hoped that good use will be made. A further supply will be sent post free by the Secretary upon application. If only one candidate were introduced by each existing member during what remains of the current year, the “record” would be left hopelessly in the rear. It rests with our readers to say whether or not this desirable end shall be accomplished.

## Official Notices.

### THE REPRESENTATION.

A vacancy in the representation of the Club upon the Council exists in the County of Middlesex.

Any two members are entitled to nominate candidates upon the forms obtainable gratis of the Secretary.

The following nomination has been received:—

#### COUNTY OF MIDDLESEX.

WIGAN, CHARLES, M.A., 15, Ladbroke Square, London, W., Solicitor, proposed by H. R. Reynolds, 14, Bedford Row, London, and seconded by P. Edward Dove, 11, Stone Buildings, Lincoln's Inn, London.

### CONSULAR VACANCIES.

The undermentioned vacancies have been notified to us by the Chief Consuls set over the various counties referred to, and members willing to act are requested to communicate with the Chief Consul of the county concerned, or with the Secretary.

BERKS.—(*Chief Consul, L. C. Ducrocq, The Bank, Wokingham.*)—Faringdon, Hungerford, Maidenhead, and Reading.

BUCKS.—(*Chief Consul, Rev. E. B. Cooper, M.A., Grammar School, Amersham.*)—Marlow (Great), Missenden (Great), Waddesdon, and Winslow.

NORTHANTS.—(*Chief Consul, Rev. E. B. Cooper, M.A., Grammar School, Amersham.*)—Irthlingborough.

RUTLAND.—(*Chief Consul, Rev. E. B. Cooper, M.A., Grammar School, Amersham.*)—Uppingham.

### COUNTY OF WILTS.

Annual South Wilts meet takes place at Amersbury, Saturday, July 21st. Tea at 4.30, and discussion at headquarters, George Hotel. Afterwards a ride to Stonehenge. Members wishing tea ordered must let the Chief Consul know not later than the 16th inst.

Annual North Wilts meet held at Devizes June 9th; a success. Chippenham, Corsham, Marlborough, Swindon, and Trowbridge represented.

F. W. MARILLIER, Chief Consul.

Swindon, Wilts.



## COUNTIES OF CARMARTHEN AND GLAMORGAN.

The Chief Consul for Carmarthen and Glamorgan will be away from home from July 11th to the third week in August. All communications should be addressed to Mr. G. T. FITT, Consul, 22, Uplands Crescent, Swansea.

## COUNTY OF AYR.

Mr. David Caldwell, the present Chief Consul, is, through pressure of business and other private engagements, particularly anxious to be relieved of the Chief Consulship of this County. It is therefore earnestly requested that some member will volunteer to take up the work, or failing in this that he will nominate some suitable candidate upon the form obtainable gratis of the Secretary for that purpose.

## 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 linen), 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 BRITISH HANDBOOK.

The Handbook for 1894 is now on sale. The book is admittedly a great improvement upon any of its predecessors, 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 limited, all who desire to possess a copy should make early application.

## THE CONTINENTAL HANDBOOK.

A complete list of the alterations and additions to the above work (the latest edition of which was published in 1891) is now procurable by all those who have already purchased copies of the book itself. A stamped envelope addressed to the Secretary will ensure receipt of the list in question.

## THE CONTINENTAL ROAD BOOK.

We shall be glad if any member who has no further use for Volume I. of the Continental Road Book (the volume relating to France) will kindly return the same to us without delay, when, if it be in good condition, we will remit him half-price therefor. The first edition is out of print, and the new one will not be ready until next year, but by the valued co-operation of our readers we hope to be able to meet the demand that has arisen and still continues.

## CONTINENTAL AND FOREIGN TOURING.

By an arrangement recently entered into with the French Government members of the C.T.C., *bona-fide* on tour, may enter France free of duty upon their machines at Calais, Havre, Dieppe, Cherbourg, Boulogne, Granville, and St. Malo, provided they produce the current year's Certificate of Membership.

The text of the agreement made with the French Authorities may be obtained upon application to the Secretary.

Temporary membership in the "Touring Club de France" may be obtained by any member of the C.T.C. upon payment of a fee of 1s. 8d., and the Official Handbook of that body will be supplied to such member at the reduced price of 10d. Those who desire to avail themselves of these valuable concessions should remit to the Secretary of the C.T.C.

Members requiring information as to the Continent, and general hints as to the successful prosecution of a foreign tour, will do well to communicate, in the first instance, with the Chief Consul of the Foreign (General) Division (Mr. S. A. Stead, 30, St. George's Avenue, Holloway, London), when, in case the hints furnished require to be supplemented by local contributions, the Chief Consul of the country it is proposed to explore will gladly complete the needed details.

The C.T.C. Continental Road Book contains the fullest information of all the chief routes within the following areas :

- I. France.
- II. Germany and Austria-Hungary.
- III. Belgium, Denmark, Holland, Italy, Norway, Russia, Servia, Spain, Sweden, Switzerland, and Turkey.

The price of the three volumes is 10s. the set, or 3s. 6d. each (postage 3d. per volume extra).

The Continental Handbook, dealing with foreign countries in the manner that Britain is dealt with in the British Handbook, is sold by the Secretary at 1s. per copy.



## HINTS TO THOSE WHO INTEND TOURING ON THE CONTINENT.

1.—As our hotels on the Continent are only *recommended*, it is useless to expect a reduction in the prices on showing a C.T.C. ticket.

2.—The C.T.C. Continental Road Book is a *sine quâ non* for those who cycle on the Continent, and intending tourists should first get the volumes of it that they will require, and then trace their trip with the aid of a good road map.

3.—It is no part of a Chief Consul's duty to furnish information which is contained in the books published by the Club.

4.—I have a stock of Continental maps, new and second-hand, also of guides (Bædeker's, Murray's, etc.), books of Travel Talk and Dictionaries in French, German, Italian, and Spanish; also some copies of Bædeker's "Nord de la France," 1887, *new*, price 2s. 6d. post free, and of his Conversation Dictionary giving English, French, German, and Italian, price 1s. 2d., *new*, post free.

5.—The Foreign Handbook contains a vocabulary for cyclists that I compiled in English, French, German, and Italian, giving terms and phrases not found in any dictionary.

6.—Members living near London should, if possible, call on me by appointment, as I can answer questions faster *verbally* than by letter, and they can see the maps, guides, etc., that I have for sale. I am usually at home before 12.30 and after 5 p.m.

S. A. STEAD,

Chief Consul Foreign General Division.

30, St. George's Avenue, Holloway, London.

## The Council.

The usual monthly meeting was held at the "Imperial" Hotel, Edinburgh, on Saturday, the 16th June, 1894, at 11 a.m.

PRESENT:—

C.C. W. KENDALL BURNETT, Aberdeen (Chairman).  
C.C. J. R. BALFOUR, Beith.  
R.C. J. LYON DENSON, Cheshire.  
R.C. A. HAY, Grouped Counties of Scotland.  
C.C. A. MARTIN, Glasgow.  
R.C. J. S. MATTHEW, Grouped Counties of Scotland.  
C.C. W. G. M. OLIVER, Edinburgh.  
R.C. A. G. RENNIE, Lanark.  
R.C. D. F. D. TURNER, Edinburgh.  
R.C. G. WATSON, Northumberland.  
C.C. J. A. WILLIAMSON, Tynemouth.

E. R. SHIPTON, Secretary.

### RESOLUTIONS, ETC.

- 71.—"That the resignation of Mr. W. E. Evans, of Nottingham, as Chief Consul of the County of Notts, be accepted with regret."
- 72.—"That the resignation of Mr. Henry P. Huie, of Kelso, as Chief Consul of the Counties of Roxburgh and Selkirk, be accepted with regret."
- 73.—"That the resignation of Mr. G. D. Ingall, of London, as representative Councillor for Middlesex, be accepted with regret."
- 74.—"That Mr. Joseph W. Wright, of 9, College Street, Nottingham, be appointed Chief Consul of the County of Notts."
- 75.—"That Mr. Thomas J. Scott, of Wigan Road, Ormskirk, be appointed Representative Councillor of the County of Lancaster."
- 76.—"That Mr. Octavius H. Beatty, M.A., LL.B., of Killeney, Darlaston Road, Wimbledon, be appointed Representative Councillor of the County of Surrey."
- 77.—"That, having regard to the District Meeting of the members of the Club, as reported in the *Gazette*, pages 137 and 138, the sanction of the Council be given to the members in Northumberland and Durham to form a District Association or Division of the C.T.C. on the lines therein stated, and that a sum of £10 be placed at their disposal for such purposes as aforesaid."
- 78.—"That the Committee appointed to report upon the suggested formation of District Committees of the C.T.C. be thanked for their labours, but that the matter be allowed to rest for a year, when the result of the experiment about to be made in Northumberland and Durham can be ascertained."
- 79.—"That in order to give effect to the resolution passed at the Adjourned Annual General Meeting, a Committee be appointed to consider the whole question, and, if practicable, submit a scheme enabling members to purchase machines at specially advantageous terms."

80.—"That the Rev. E. B. Cooper, with Messrs. H. Sturmeay, George Thompson, J. B. Balfour, E. W. Burke, and the Secretary, be the said Committee.—Mr. George Thompson to act as chairman."

### REPORTS OF COMMITTEES.

#### MAP AND ROAD BOOK (ENGLAND AND WALES).

- (b) The Chairman reported that two meetings of the Committee had been held since the last meeting of the Council. At these meetings the first subject for consideration was Vol. I. of the Continental Road Book. As to this, the Secretary reported that the sixteen imperfect copies which remained on hand at the date of the last meeting had been bound up and sold at a reduced price—the printers having declined to make good the deficiency for which they were accountable. In view of the fact that the position taken up by the printers appears to be legally tenable, the Committee had under consideration the question as to the course it is desirable to follow in future where the Club's property in its various Road Books is concerned. After considerable deliberation they resolved—in case such a course should prove practicable—to recommend the Council to take out a policy to cover the risk incidental to the proper storage of the Club's property in the three volumes of the Continental Road Book, and the first volume of the British Road Book, and to protect the Club against loss from fire, &c., &c. Inquiries are being made as to the cost at which such insurance can be effected, and the result will be reported to the Council at the first opportunity.

With respect to the inquiry the Committee directed to be made as to whether or not Vol. I. of the British Road Book can be advantageously offered for sale to the public through the medium of Messrs. W. H. Smith & Sons, Bookstall Agents, the Secretary reported that these gentlemen were willing to handle the book if the Club would supply them on the usual wholesale conditions; it being understood that the books would be supplied on sale or return. As, however, Messrs. Smith & Sons greatly doubted that such an arrangement would prove to be an advantage to the Club, having in view the risk of damage to the copies thus placed on show, it was decided to take no action in the matter for the time being. It was, however, decided not only to advertise in *The Field*, as already reported, but to make trial of *The Road and The Country Gentleman* as advertising mediums.

In view of the fact that the May *Gazette* was overburdened with insets relating to the Universal Lights and Rights and Privileges questions, it was decided not to repeat the prospectus of Vol. I. as had been contemplated. This prospectus was sent to every member in the March *Gazette*, and is invariably sent to all candidates as soon as they are elected.

It was reported that the result of the further appeal to members resident in counties in a backward condition where Vol. II. is concerned had been fairly satisfactory, but as much yet remains to be accomplished, it was decided to send emissaries into most of the Welsh counties as well as into Stafford and Essex, and arrangements to that end are being made accordingly. (59.)

#### MAP AND ROAD BOOK (SCOTLAND).

- (c) The Editor of the Scottish Road Book (who was in attendance by the request of the Chairman) explained his method of procedure, which is to describe the main trunk roads from the point where they cross the Border until they run into Edinburgh and Glasgow respectively, and then continue them to the extreme north, after which the necessary subsidiary routes will be added. The Editor stated he had drawn up new schedules of the whole of the routes still required, it having in practice proved that not much more than one half of the information contributed by Chief Consuls and others to Mr. F. W. Cook was sufficiently full and dependable for the purpose. These revised schedules had been set into type in pamphlet form, and if the Council did not approve of the idea of circulating the same through the *Gazette*, he proposed to send a copy to each Scottish member, and to get each Scottish Chief Consul to enclose a copy with any applications for route information that may reach him from English or other members during the current season. (59.)

Upon consideration of the question it was resolved:—

- 91.—"That the schedule of routes compiled by the Scottish Editor be forwarded with a circular letter to each Scottish member instead of being sent out through the *Gazette*."

### RIGHTS AND PRIVILEGES.

- (e) The Chairman reported that the Rights and Privileges placard had been issued in reduced facsimile by means of the *Gazette* and that a large demand for the same had, in consequence, arisen. The placard applicable to Scotland had also been issued to the Scottish Cycling papers and general press, as also to the Chairmen of County Councils, Clerks to County Councils, Procurators Fiscal of Burghs and Counties, Provosts and Clerks of Burghs, and the Chief Constables of Burghs and Counties, many of whom had expressed approval thereof, and had asked for further supplies.

The Chairman also reported that he had had further interviews with Mr. R. G. Webster, the member in charge of the



Universal Lights Bill, but he regretted to say that owing to the fact that one Member objected to the second reading of the Bill on the night of the 1st May, its consideration had to be postponed. Mr. Webster has, however, undertaken to make another effort on behalf of the proposed measure during the current Session. Meantime, with a view to bringing pressure to bear upon every Member of Parliament, the case for Universal Lights, amended to date, has been sent out in pamphlet form through the *Gazette*. Communications have also been opened up with Sir George Trevelyan, Bart., M.P., the Secretary for Scotland, with a view to getting him to introduce into the Local Government (Scotland) Bill, of which he has charge, the substance of the Universal Lights Bill, as also a clause which was some time since drafted by Counsel at the expense of the C.T.C., whereby the provisions of Section 58 of the Local Government (Scotland) Act will be made applicable to all cities and burghs in Scotland possessing their own Acts of Parliament and claiming to regulate cycling, either under these Acts or under the provisions of the Burgh Police Act. Correspondence bearing upon this request is still proceeding. The Bill itself has been the subject of some little criticism on the part of legal members, but both they and the majority of Members of Parliament who have expressed an opinion upon the matter agree in thinking that the same is well drawn, and that, subject to the elimination in Committee of the clause exempting agricultural vehicles from the scope of the Bill, it will prove a valuable and workable measure.

It having been reported to the Committee that the Chief Constable for Derbyshire had given instructions that cyclists must light their lamps at sunset, official communication was made to the Chief Constable, who explained that the instructions were issued in error, and that they had now been amended in accordance with the text of Section 84 of the Local Government Act.

During the month Danger Boards have been erected upon the following hills:—

<i>Name of Hill.</i>	<i>Locality.</i>
Amber Hill .....	Ashover.
Boar Hunt .....	Near Fareham.
Broken Brow .....	Near Kirkby Lonsdale.
Dyson Lane .....	Near Ripponden.
Wrotham .....	Wrotham, Kent.
Boughton .....	Boughton, Kent.
Hermitage Hill .....	Near Bridgnorth, Salop.
Bisham .....	Near Maidenhead, Berks.
Marl Pits .....	Near Honiton, Devon.
Muswell Hill .....	Near Highgate, London.

Negotiations for the erection of other Boards are in progress.

92.—“That the Council appoint a Committee of five to consider the matter of the election of Representative Councillors consequent on the inevitable decrease in the membership caused by the increased subscription.”

93.—“That Messrs. W. Kendall Burnett, W. B. Gurney, W. B. Tanner, George Thompson, and J. A. Williamson be the Committee in question—Mr. Thompson to act as Chairman.”

Comments upon the Agenda were received from the following absent Councillors:—Messrs. W. Cosens, Sussex; J. Constable, Yorkshire; E. B. Cooper, Amersham; J. I. S. Heslop, Durham; F. W. Marillier, Swindon; A. E. Paulsen, Hull; F. Powell, Redhill; and Leslie J. Williams, Middlesex.

The next Council Meeting will be held at Newcastle, on Saturday, the 14th July, 1894.

## The Special General Meeting.

The Extraordinary General Meeting called for the purpose of confirming the alterations made in the Articles of Association at the Annual General Meeting was held at the Imperial Hotel, Edinburgh, on Saturday, the 16th of June, at one p.m., when from twenty-five to thirty members put in an appearance. Mr. W. Kendall Burnett, M.A., of Aberdeen, the Chairman of the Council, presided.

The Chairman having explained the object of the meeting, moved the confirmation of the following resolution:—

“That the following Article, to be known as No. 8A, be added to the Articles of Association:—The Council shall have power to elect as Honorary Life Members (at such times and in such manner as they may determine) by a postal vote, in which not less than four-fifths of those voting shall record their assent, any members of the Club who have in the opinion of the Council rendered long and efficient or special service to the Club, either on its Council or otherwise. Such Honorary Life Members shall enjoy all the rights and privileges of ordinary members, but shall not be liable to contribute to the funds of the Club, except in so far as is provided in the seventh paragraph of the Memorandum of Association.”

This, upon being seconded by Mr. A. Martin, of Glasgow, was carried unanimously.

The Chairman next moved, and Mr. A. G. Rennie, of Glasgow, seconded the confirmation of the resolution:—

“That the word ‘fifty’ in Article 47 be deleted, and ‘twenty-five’ substituted therefor.”

This also was carried unanimously.

The effect of the latter resolution will be to reduce the quorum required for all ordinary General Meetings to twenty-five members.

The business for which the members were called together having been disposed of, the Chairman appealed to those present to use their utmost endeavours to assist the Scottish Editor in the production of the Road Book to which the Club stands committed. He explained that Mr. Poyser, the Editor in question, has drawn up a new schedule of the routes required, and is willing to supply any applicant with a copy as well as with blank reporting forms and full instructions. Copies of the schedule may also be obtained of the various Scottish Chief Constables and of the Secretary.

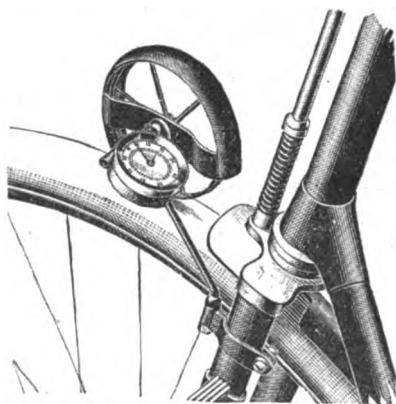
A vote of thanks to the Chairman was, upon the motion of Mr. Alex. Hay, of Carmunnock, carried with acclamation.

## 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.*

Messrs. Rotherham & Sons, the celebrated Coventry watch manufacturing firm, have recently introduced an excellent cyclometer. These instruments have hitherto depended on the diameter of the wheel or on the gearing of the machine to which they have been fitted, and it has been a matter of some difficulty to adjust the mechanism to individual cases so that the results indicated shall be correct. The “Rotherham” acts on a different principle. It is actuated by a light travelling wheel which receives its motion from the tread of the tyre of the front wheel, so that the instrument measures the actual distance covered, and is in fact a distance measurer as distinguished from a revolution counter. The flattening of the tyre on the ground makes the wheel of shorter effective



diameter than it measures at the point where the instrument is fitted, but this is allowed for in the recording mechanism, so that the result is as nearly correct as one can hope to get. One great advantage of this system is that one instrument will suit any machine whatever the gearing or size of the wheels. The travelling wheel is protected by a little mud-guard and its axle works in ball bearings. On the axle is an endless screw, and this operates the works in the case. I had the pleasure of inspecting these works in the factory. They are very ingenious and yet strong and simple and



beautifully made; were it not for Messrs. Rotherham's exceptional facilities in the way of plant, etc., the cyclometer could not be sold at anything like the retail price asked for it, 12s. 6d. It registers every forty yards and quarter miles up to a mile with one hand and every mile up to 100 with the other. It can be set to zero, is readily attached, and can be seen from the saddle.

The bulk of the cycles to be sold this season having been made, one may begin to think of what may be done in the way of improvement for next year. It would be a great thing if we could get rid of all unsupported points in our machines: the chief of these are the front fork, the handle-bar, and the saddle-pillar arm. All of these are free-ended, and if their free ends could be firmly secured increased strength and rigidity should result, with the usual benefits; but the difficulty is to do it without increasing weight, whereas a reduction of weight should be the effect. The front forks especially require staying, but the steering prevents direct communication to the rear frame, which is what one would like to get. The only practicable way seems to be to strengthen the fork itself, especially at the crown. Many plate fork crowns have the plates much too close together; the strength of this form of crown may be said to be in proportion to the distance between the plates, within reasonable limits. The Quadrant Cycle Company were one of the first to use a plate fork-crown, and they fit their plates an inch apart; this is none too much, some are little more than half this distance away from each other. The same company use forksides, which are nearer a circle in section than is at all usual, and I consider they are quite right; the usual section is much too flat and makes the machine weak laterally. Handle-bars are now being made as much as 1 in. in diameter, which looks decidedly clumsy, and greater rigidity could be obtained by tying the handles to the ends of the front wheel spindle by light adjustable wires. The Hart Cycle Co. have made a good attempt to support the rear end of the saddle pillar arm, but it upsets the design of the rear frame considerably, and this is not desirable unless one can find something else equally good.

Mr. A. E. Goad, of Saltash, is pushing the stands and home trainers he introduced at the Stanley Show. The stand consists of a cross base supporting a vertical pillar, the top of which is opened to form a modified Y. The angle of the Y is shaped to fit the bottom bracket, and the arms are grooved to receive the lower backbone and diagonal tube. A fork runs out from the pillar to engage with the front wheel, and prevent its swinging sideways. In the home trainer the base is extended backwards, and carries a friction roller, and two uprights support the frame near the fork ends. The prices appear to be very moderate.

## The Tyres of To-day.

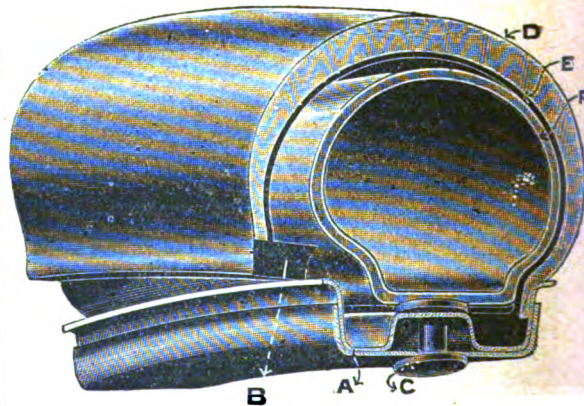
By G. DOUGLAS LEECHMAN.

The introduction of the 1¼ in. Dunlop racing tyre has set quite a fashion for this size, and Messrs. Gormully and Jeffery have already followed suit with one of the same diameter. It is a smaller edition of their light roadster tyre; the lining, however, is not embedded in the rubber, and it is constructed of a diagonal fabric having strong threads running in one direction kept in place by a fine thread occurring at intervals and crossing the other. A pair of these tyres with rims for 28 in. and 30 in. wheels weighs well under 6 lb. The Fleetwood Co. are experimenting in the same direction, but their fabric is, if anything, more supple, and a tyre made up with it certainly "swallows" excellently, the length of cover affected by engulfing an object being very small in proportion to the size of the object. Another new lining consists of alternate strips of diagonal weaving and transverse threads, the latter being in batches, so that

there are four rows of holes left along the length of the material; the central strip is wider than the others. This fabric is quite free diagonally, but almost inextensible both lengthwise and crosswise, thus being in marked contrast to the diagonal fabrics. In a tyre built with this lining when extra or local pressure is applied the air is able to force the air-tube into the holes in the lining; it is prevented from going through partly by its own thickness and partly by the outer rubber cover; the spring of the rubber helps to bring the tyre back to shape so soon as the pressure is removed. But I venture to think this is a mistake: rubber is much less elastic than air, so that instead of the air having an exclusively firm base from which to spring, this base is, so to speak, adulterated with a comparatively yielding mixture which must detract from the activity of the air and the speed with which it can operate. The Seddon racing tyre has a lining of a thin material similar in appearance to stocking-ette; it also resembles elastic webbing in that it is readily extensible lengthwise but is very firm both laterally and diagonally: this should enable it to swallow well, making it comfortable and fast, especially over comparatively uneven surfaces, but the tangential pull from the rim to the ground so much sought after by some would appear to be absent.

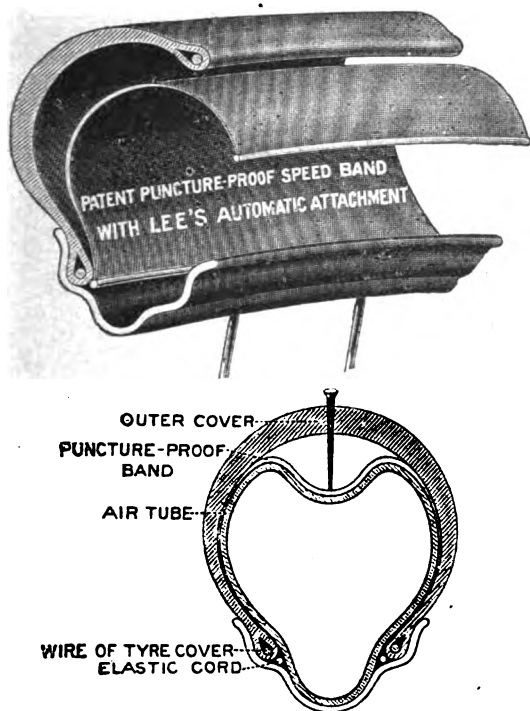
How these different principles will work out one can hardly foretell, but I think it quite likely that before very long it will be found that to get the best results the tyre for the driving wheel must be built on different lines to that for the steering wheel, like tangent and direct spokes, only more so.

Messrs. Burdon & Ball, of Malin Bridge, Sheffield, have sent me particulars of their "La Plata" pneumatic tyre. The rim A is of double section; the outer cover D has beaded edges B, which are adapted to lie in the grooves in the rim. When in position the oval locking plates C are turned across, thus holding the edges down and the cover in place. It appears to be a simple arrangement, but the number of spokes in the wheel would have to be regulated to suit the number of locking-plates.



The Puncture-proof Pneumatic Tyre Co., Ltd. (9, Fumival street, Holborn, London, E.C.), have sent me one of their new bands, which is provided with wings and an elastic cord in each edge. This enables the rider to attach the band to his tyre speedily and without using solution; further, when the outer cover is punctured the band can back away from the point of the intruder and thus is even more likely to preserve the air-tube than a solutioned-in band. The accompanying blocks show the automatic attachment clearly, the various parts being named except the puncturing object, which is evidently able to introduce itself. One of the new bands for a 28 in. x 1¼ in. Dunlop detachable tyre weighs well under 5 oz., and if the rider is in a "French-crop" state of

agitation about weight on any special occasion he can slip out his bands without fear of the air-tube sticking to the cover.



The same company are also introducing some "slip-proof speed bands." They are made endless and of rubber without canvas backing, so that they may deaden the tyre as little as possible. The projections are numerous and lozenge-shaped, the lozenges being set parallel to the length of the band. The narrowing of the tread and the grip on the ground even add to the speed under certain conditions, not to mention the increased safety. They are sold at 4s. each for wheels up to 30in. diameter, which seems very moderate, and the company will fix them at a slight extra charge.

**TO LADY MEMBERS.**—A fair correspondent writes:—"I am a lady bicyclist, and staying for the summer at Gerrard's Cross, near Uxbridge. I should very much like to meet with a lady cyclist in this part of the country, that I might join her in little excursions round the country. It is impossible for a lady to enjoy riding alone along strange country roads, and I thought I might through the courtesy of your journal meet a lady who might be in the same position as myself.—A Lady Cyclist in difficulty." [Letters may be addressed to Mrs. A., c/o the Editor.]

**"LA BELLE FRANCE."**—The "Palace" line of steamers administered by Messrs. Hernu Péron & Co., Ltd., of 98, Queen Victoria Street, E.C., will in future convey cycles, accompanied by their owners, free of charge—of course at owner's risk. The fleet in question includes the new and magnificent "La Marguerite," which sails every day, Fridays excepted, for Boulogne-sur-mer. Furthermore a reduction of 20 per cent. will be allowed off the usual fare if twenty or more riders form a party. Members who may contemplate a visit to the Continent will do well to bear these concessions in mind.

## ALTERATIONS AND ADDITIONS

TO THE

### BRITISH AND IRISH HANDBOOK, JULY, 1894.

#### REPRESENTATIVE COUNCILLORS.

- Page 7.—*Erase* H. Cope West as R.C. for Lancashire.  
*Erase* G. D. Ingall as R.C. for Middlesex.  
*Insert* T. J. Scott, Wigan road, Ormskirk, as R.C. for Lancashire.  
*Insert* O. H. Beatty, Killeney, Darlaston road, Wimbledon, as R.C. for Surrey.

#### CHIEF CONSULS.

- Page 9.—*Erase* H. P. Huie, Charlesfield, Kelso.  
 Page 10.—*Insert* J. W. Wright, 9, College street, Nottingham.

#### TABULATED LIST.

- Page 96.—*Barton-le-Clay*—*Erase* Q. Coach and Horses.  
 Page 97.—*Woburn Sands*—*Erase* Q. Swan.  
 Page 101.—*Wendover*—*Insert* G. Willson, Aylesbury road, as Consul.  
 Page 112.—*Ripley*—*Insert* C. Bell, Nottingham road, as Repairer.  
 Page 115.—*Plymouth*—*After* C.T. Borough Arms *insert* The bedrooms are ten minutes' walk from Bedford street.  
 Page 119.—*Jarrow*—*Insert* A. Harrison & Co. as Repairers.  
 Page 121.—*Clacton-on-Sea*—*Insert* Llewellyn & Co. as Repairers.  
*Harlow*—*Insert* J. Coleman as Repairer.  
 Page 123.—*Woodford*—*Insert* C. E. Francis as Repairer.  
 Page 127.—*Andover*—*Erase* C. T. Gurley's.  
 Page 132.—*Insert* *Woolferton*—Q. Salwey Arms (see also under Shropshire).  
 Page 136.—*Ryde*—The Q. is Sivier's not Swier's.  
 Page 139.—*Insert* *Dymehureh*—Q. Ship.  
 Page 144.—*Coniston*—*Insert* Crown exhibits a misleading sign.  
 Page 151.—*Insert* *Baling Dean*—Wass & Cocks, Pembroke Cycle Works, as Repairers.  
 Page 153.—*Abercarn*—*Insert* Q. Commercial.  
*Erase* W. E. Evans as Chief Consul, and *insert* J. W. Wright, 9, College street, as Chief Consul.  
*Retford*—*Insert* Rev. Canon Southwell, the Vicarage, East Retford, as Consul, and *tp* W. Hinde, Grove street, as Repairer.  
 Page 161.—*Insert* *Tuxford*—T.H. Cooke's.  
*Workshop*—*insert* Q. Royal.  
 Page 163.—*Oakham*—*Insert* E. A. Adam, The Cottage, as Consul.  
*Uppingham*—*Insert* J. W. Stocks, High street, as Consul.  
 Page 165.—*Insert* *Woolferton*—Q. Salwey Arms. (See also under Herefordshire).  
 Page 167.—*Highbridge*—*Insert* Q. George.  
 Page 183.—*Nuneaton*—*Insert* J. T. Browne, Cotton road, as Consul.  
 Page 191.—*Hunmanby*—*Insert* Rev. A. Barber, Burton Fleming Vicarage, as Consul.  
*Insert* *Partington*—W. H. Coates, M.R.C.S., Bleak House, as Consul.  
 Page 194.—*Yarm*—*Erase* H.Q. Crown.  
 Page 196.—*Sheffield*—*Insert* *tp* Hydes & Wigfull, Stanley street, as Repairers.  
 Page 198.—*Lampeter*—*Erase* Rev. R. Williams as Consul, and *insert* J. E. Lloyd, Bryn, as Consul.  
*Llandovery*—*Insert* T.H. Erskine House.  
 Page 201.—*Dyserth*—*Insert* Q. Red Lion.  
 Page 203.—*Insert* *Taff's Well*—Q. Junction.  
 Page 215.—*Edinburgh*—The local Consul's address is now 6, Cameron crescent, Dalkeith Road.  
 Page 217.—*Dundee*—The Repairer's (W. Hunter) address is now 118, Perth road, and 5, Magdalen Yard road.  
 Page 226.—*Erase* H. P. Huie as Chief Consul for Roxburgh.  
 Page 227.—*Erase* H. P. Huie as Chief Consul for Selkirk.  
 Page 232.—*Midleton*—*Insert* H.Q. Midleton Arms.  
 Page 234.—*Dublin*—*Erase* Carson & Sons as Repairers, and *insert* Sydney Pneumatic Tyre Co. Ltd., 24, Bachelor's Walk.

#### INDEX.

Amend in accordance with foregoing.

#### OFFICIAL TAILORS.

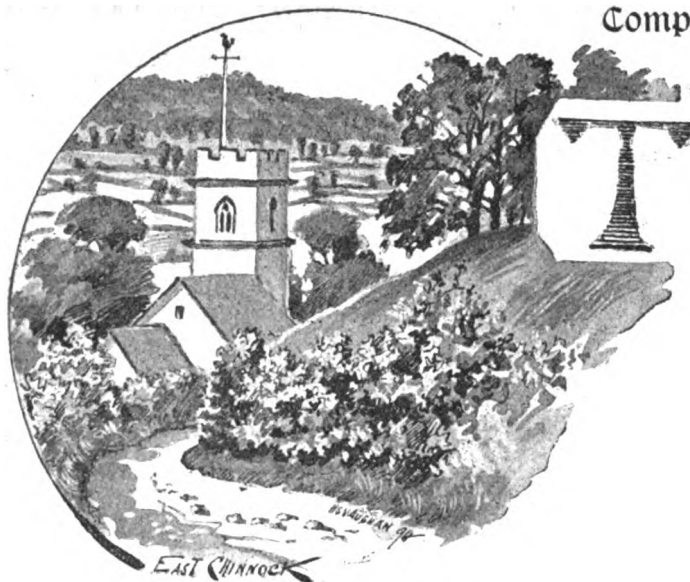
- Page 42.—*Swindon*—*Erase* W. Povey and *insert* R. L. Mugford, 15, High street.



## Companion to the Road Book.

## LONDON TO EXETER.

## Route 233.



THE London rider making his way to the Metropolis of the West for the first time may find some difficulty in selecting the best route from among the four or five given in the Road Book. For although there are only two main, or direct routes, there are several combinations of these, as mentioned in the notes at the heads of Routes 206 and 233. The route described in this chapter will be found, in my opinion, the most generally satisfactory one, taking into consideration roads, gradients, and places of interest passed; it is composed of Route 206 to Andover, thence Route 251 to Salisbury, and thence Route 233 to Exeter. The other roads to Exeter I hope to deal with in a later instalment of the "Companion."

It may be here remarked that the road to Salisbury was described very fully in the *Gazette* for December, 1892, but for the benefit of members who have joined since that date, I will briefly refer to a few points of interest on that part of the route, before

breaking fresh ground. One's journey scarcely becomes attractive before Egham is reached, although Bedfont is still, with a quaint little church, and clipped yew-trees in the form of peacocks.

From Egham—once you have climbed the hill and passed the highly ornate college buildings—there is a grand run on sandy roads among pine woods, past Sunningdale station to Bagshot. A mile beyond the town the Gosport road turns off southward, and we soon enter Hampshire, coming presently to Nately Scures, and passing a little south of Old Basing, with its ancient church and the ruins of its war-stricken House. It is worthy of remark that by far the best view of this place, as well as of two more important places on our route, viz., Salisbury and Wilton, are to be had from the railway. It sounds almost absurd to say that the finest view of Salisbury—the fair city which Constable painted at least a hundred times—is to be found from a prosaic railway embankment. Yet I do not know a more charming view of the city as a whole than that from the neighbourhood of the little ticket platform at which the down train stops before entering the main station, and I believe very few people have noticed its extreme beauty, which is of colour more than of form. For, luckily, the city is not built right up to the railway just there, but there is an intervening space of water meadows and streams, and beyond them a warm mass of old-fashioned houses of time-worn red brick and tiles, grey steeples and towers beyond, and the predominant spire and body of the most perfect Early English Cathedral in England rising above the tall trees of the Close. These remarks will not, I hope, be considered out of place, as even the most independent and sturdy of wheelmen may, on occasion, be reduced to using the railway line. It is not often that one gets a good view of any town from a railway, by reason of the sheds, advertisement hoardings, sidings, and ugly modern buildings which usually hem in the station and its approaches.

From Old Basing we regain the main road and pass through Basingstoke, the most interesting feature of which is the old church down in the centre of the town. An excellent and smooth road takes us on from here through Overton, with its thatched cottages, to Laverstoke, which has a melancholy interest as being the seat of the family of poor



Sir Gerald Portal, late British Commissioner to Uganda, whose untimely death, a few months ago, has deprived the nation of the services of one of its most gifted and gallant sons.

Whitchurch is a rather dull little town, but has a beautiful park beyond it, the seat of the Earl of Portsmouth. Andover is rather more interesting, and it is at least the centre of a remarkable district full of antiquities: earthworks, camps, and tumuli abound on the hills around, and the great Roman road from Winchester to Cirencester passed through the town itself and may be traced in the vicinity. The parish church is modern. Keeping to the left at the fork beyond the town we have to face perhaps the "stiffest" part of the whole journey. The eighteen miles between Andover and Salisbury (Sarum, as the old English and the modern milestone have it) is a very lonely stretch with little opportunity for refreshment, and an indifferent road surface for at least six or seven miles. Unless, however, you have to face a strong head wind there is nothing much to grumble at, which is more than can be said for the road between Andover and Stonehenge, on Route 206. Head wind, as I remarked in dealing with this road in the *Gazette* for December, 1892, is the worst foe the cyclist has to face in Wiltshire, owing to the bare nature of the country. Hedges and trees are often conspicuous by their absence, and the way the wind whistles over these forlorn-looking hillsides is a thing unknown in the cosy little counties of Surrey or Middlesex. The last three miles of the road before reaching Salisbury are pleasant enough, and thenceforward the Exeter road will be found to be, on the whole, as good a touring road as one may expect.

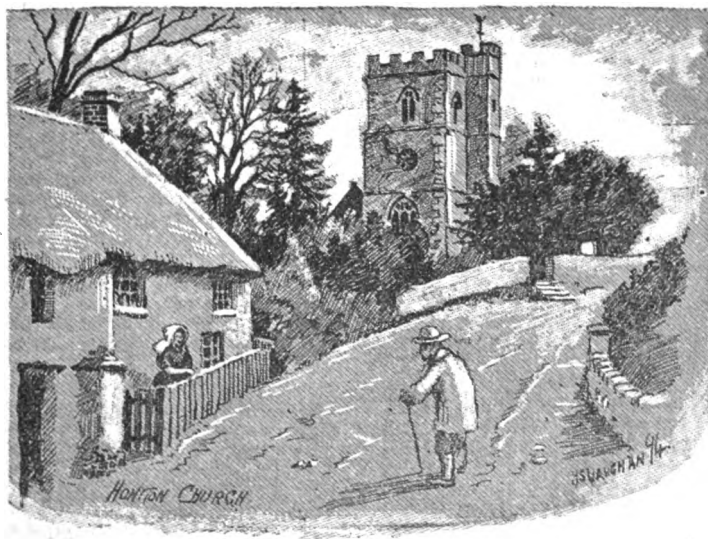
To Salisbury itself I can devote no space here, having already fully described it in the article above-mentioned. It is one of the most notable and most picturesque of English cities, and a couple of days should, if possible, be devoted to seeing it. Apart from the Cathedral—the exterior views of which, from the Close, are the loveliest of their kind in England—the following list of things to be seen may be useful: The Poultry Cross, the Church of St. Thomas, with the ancient houses round it, the Blackmore and South Wilts Museum (in St. Ann Street), the Hall of John Halle (now, I believe, a china shop), the Bishop's Palace, the Market Place (once the scene of martyrdom, but now the meeting place of the Salvation Army), and, above all, the huge earthworks of Old Sarum, the site of the original city.

Leaving Salisbury by way of the uninteresting suburb of Fisherton Anger, and passing the railway station—a very useful junction, by the way, for cross-country work—we get on to a road of excellent surface which brings us to the ancient town of Wilton, once the chief town of Wiltshire

and, for a time, the capital of the Kingdom of Wessex. Considering the proximity and the immense antiquity of Salisbury this former importance of the little place on the River Wyly seems rather surprising. Still more odd is it that the humble Wyly—a tributary of the Avon—has, by naming the chief town on its banks in Saxon days, also named the county of Wiltshire.

Wilton appears to have been of Saxon origin, and was, beyond dispute, the scene of Alfred's first conflict with the Danes in 871. Later on, it became of sufficient importance to support twelve parish churches, according to Leland, and to own a wealthy corporation. Of all this greatness nothing now remains but a certain trade in the manufacture of carpets and felt; and it is interesting to note that the famous Axminster carpets, which were formerly made at the sleepy little Devonshire town on the Axe, are now produced at Wilton. But Wilton owns at least two most notable buildings, and one of them is unique, so far as England is concerned. I refer to its magnificent parish church, built by Lord

Herbert of Lea, in the Lombardic style, a sketch of which is appended to this chapter. It must be confessed that, after the dear old square-towered, mossy-walled village churches to which we are accustomed, with pointed Gothic arches, or noble Perpendicular windows, deep porches and high-peaked gables, one does not feel kindly, at first sight, towards this foreign importation. Its lines seem too severe and the whole building wears a cold and anything but picturesque aspect. This effect, too, is carried out in the formal arrangement of the ground in front.



But the exterior has at least the merits of simplicity and dignity. The campanile, or bell tower, is separated by a covered way from the church, and is 108ft. high. It is, however, in the interior that the magnificence of the work is apparent. For wealth of decoration and profusion of choice carvings, mosaics, stained glass, fresco-painting, and elaborate metal work, there is hardly such another church in England. The pulpit and the font are both very beautiful, and the alabaster altar tombs to Lord Herbert, the builder, and to his mother, are among the finest modern examples of the class.

In Wilton House, the seat of the Herberts, Earls of Pembroke, the town has another "local lion." The building, which is too formal to be picturesque, was designed by Holbein and erected by Inigo Jones. It contains a superb collection of Italian sculptures, known as the "Wilton Marbles," and a fine series of paintings, including many Vandykes. The entrance hall is hung with armour and weapons, captured at the battle of St. Quentin in 1557, including the mail armour of the Constable of Bourbon, the Duc de Longueville, and the Duc de Montpensier.



Under date of 20th July, 1654—two hundred and forty years ago this month—John Evelyn records in his Diary that “In the afternoon we went to Wilton, a fine house of the Earl of Pembroke,” and he appears to have found as many things worth seeing there as the traveller of to-day may do, for the house is open to visitors from ten a.m. to four p.m. on Wednesdays (the fee of sixpence going to the funds of a convalescent home at Bournemouth). Evelyn refers to the “divers rare pictures,” to the “garden, heretofore esteemed the noblest in England,” and to “a flower garden not inelegant.” Greater men and women than the versatile “Sylvia” have contributed to the fame of Wilton, for, to quote the words of Emerson, it was “a house well-known to Shakespeare and to Massinger, the frequent home of Sir Philip Sydney, where he wrote the ‘Arcadia,’ where he conversed with Lord Brooke, a man of deep thought and a poet, who caused to be engraved on his tombstone, ‘Here lies Fulke Greville, Lord Brooke, the friend of Sir Philip Sydney.’” It appears that Sydney wrote only the earlier stanzas of “Arcadia” at Wilton, while he was staying with his famous sister, Mary, Countess of Pembroke; the remainder was written at Penshurst.\*

Passing on from Wilton we reach Ugford—where there is a fine old thatched and timbered house on the left—and Barford, a fairly picturesque village, mostly of thatched cottages. Burcombe Church, by the way, has remains of Saxon masonry. Beyond Barford we cross the stream of the Nadder, at a pretty spot, and then pass through some beautiful woods to Compton Chamberlain, a hamlet at the cross-roads, with a castellated lodge near it. The mansion at this place was the home of John Penruddock, who led the rising in March, 1655, in favour of Charles II.: he was beheaded at Exeter by the Puritans.

Fovant is an extremely quaint village, its thatched cottages, duck ponds, and streams being particularly tempting to the bearers of sketch books and cameras. [While mentioning sketch-books I should like to give a “tip” to amateurs as to what constitutes a workmanlike and handy book for pencil sketching, for use on cycling tours. Firstly, avoid the gilt-lettered black-covered abominations sold as sketch books by the artists’ colourmen. Get a rough note book of cartridge or some similar paper: the latter must be not too coarse, and, above all, *not too smooth*. A long shape is best: 7 inches by  $4\frac{1}{2}$  is most useful and goes into any decent-sized coat pocket. The cover should be of stiff board, and the book about an inch thick. Working with this and a good BB pencil, any one who has got the gift of drawing boldly, and of grasping at once the *essential* features of a scene, will make a better sketch in five minutes (which is all a cyclist can spare in many places than another person will do in an hour, though armed with a half-crown “sketch book” (gilt letters!), a fine array of pencils, and that aid to feebleness, a piece of india-rubber. As there are, I know, many members who are fond of making notes and sketching while on tour, the greater number, who never do anything so dangerous, will, I trust, skip these remarks or excuse them.]

Ansty Hollow is a mere hamlet of three or four cottages, in a hollow as denoted by its name. Beyond it, north of the road, lies the park of Wardour Castle, the seat of the ancient family of the Barons Arundell of Wardour. The ruins of the old castle are very interesting. The place was one of the many which were held by brave royalist women during the Civil War against overwhelming odds. Lady Blanche Arundell, with but fifty servants and troopers, held out against a continued assault of 1300 Roundheads for six days, and though the castle was eventually taken, it was recaptured in the following year by her son, Lord Arundell. The modern mansion is of eighteenth century date.

North of Wardour is Tisbury, in an interesting neighbourhood, made not the less interesting by the fact that

Mr. Rudyard Kipling is at present living there, and the genial creator of “Soldiers Three” is said to delight in the place “because it has no modern quarter.” Considering that he is himself one of the most “modern” and least conventional of writers, this is charming testimony to the depressing influences of the combination of tin chapel, red brick villa, tram line, and advertisement hoarding which makes up the modern town. In a recent number of the *Pall Mall Budget*, Tisbury is mentioned as being “in the heart of the milk district of Wiltshire. Low hills surround the valley where it lies, and the meadows are irrigated by small canals, so that the country reminds you constantly of the place where Tess listened to the supercilious bunkumings of Mr. Angel Clare. As the train comes in sight of the village one is struck by a formidable dissenting chapel, as it were the Nonconformist conscience built up in mortar and grim stone, and founded upon a huge irremovable rock. The church, sober and dignified of aspect, lies lower in the valley, near the banks of the Nadder, a river which any able-bodied boy could jump.”

The church referred to has a massive central tower, and a good deal of sixteenth century, and later, work. Place House, at Tisbury, is perhaps the finest fifteenth century manor-house in Wiltshire. North-west of Tisbury is Fonthill, once the abode of William Beckford, author of “Vathek.” The so-called Abbey was built by him at a cost of £273,000, but fell into ruin after 1825. It was here that he gathered together the art treasures and expensive luxuries which have made his name famous, or perhaps one should say notorious, as he was probably one of the most selfish men of his generation.

Continuing on our way from Ansty Hollow, which we left to visit Wardour, the road runs for many miles more or less parallel to the great rounded chalk downs on the left, as bare and desolate a line of hills as one could find, perhaps, in the South of England. This is the upper end of what is known as the Vale of Chalk, from the small stream of that name which runs east to join the Avon. To the south lies Cranborne Chase, on the Dorset border. At Brookswater the road runs quite close to the chalk downs, and its surface, in dry weather at all events, becomes loose and flinty; there are many fine beech trees along its course here. From Ludwell the road rises all the way into Shaftesbury; although the gradient is steep only for half-a-mile, it is sufficient to afford a splendid “coast” of three miles on the return journey.

The first town we enter, on passing into Dorsetshire, is Shaftesbury, or Shaston, as the local term has it, and it must be confessed that it hardly impresses one favourably at first sight. The views from it have been almost extravagantly praised, and they are certainly beautiful. But its streets and houses are dull and ugly, and there are few objects of much interest. The church, on the left as you pass through the town, has some good early sixteenth century work. There are a few fragments remaining of the ancient Abbey, which was founded by King Alfred, and afterwards became of great importance as the burial place of Edward the Martyr, to whose shrine pilgrimages were made.

The descent from the town is long and winding, but the road is fairly good to East Stower, where there is a church with a squat square tower on the left. At a rather pretty spot by a watermill we cross the upper stream of the Stour (which gives its name, presumably, to the two adjacent villages) and reach West Stower. The “Ship” Inn here, on the right, is a comfortable little place, with a huge grandfather’s clock in the bar parlour. Having called in here once while cycling I asked the landlord to let me have a pennyworth of apples, as I saw he had a good orchard at the back. I fancied I already knew something about the ways of these delightful apple-growing counties, but I certainly was surprised to receive for my penny three large plates heaped up with big, sound fruit, each one of which would have sold for a penny in London; I managed to put away ten or a dozen of them

\* See the *Gazette* for February, 1892.

in the pockets of my Norfolk-jacket. As Father Iden used to say—in that quaintest of novels, “Amaryllis at the Fair”—“the apple is the natural medicine of man, and the best flavoured. It is compounded of the sweetest extracts and essences of air and light, put together of sunshine and wind and shower in such a way that no laboratory could imitate.”

From the farm buildings on Stower Hill the road descends steeply to a wide stretch of level pasture land, an area of hedge-bordered meadows that is almost tedious to look at. Beyond it is Henstridge Ash, and then through another rather dull bit of country the road runs to Milborne Post. The outskirts of this place are picturesque. A fine park borders the road on the right, and on the left is a red manor-house standing in a shrubbery, the approach to it being bordered by quaint-looking rows of conical yew trees.

The village is a pleasant, old-fashioned place. The pedestal and steps of a village cross will be noticed on entering, close to the “King’s Head” Inn. The church is Norman, and cruciform, with traces of Saxon masonry. At Osborne there is a tiny church, with a graveyard, and some thatched houses.

The greater part of Sherborne lies to the left of our road, which passes in front of the “Antelope” Inn—notice the effigy of the fiery, untamed beast over the porch. A very pretty glimpse of the Minster and part of the town is seen over some allotment grounds before entering the place. Sherborne occupies a most picturesque situation on the Yeo, the *scire-burn*, or clear brook.

The town was once the seat of the chief bishopric of the west. The episcopate was established here in 705, and endured until 1078. The Minster—or Abbey, as it is locally called—is a superb building, combining Norman and Perpendicular characteristics: it has been restored and decorated in a manner worthy of it. Behind the high altar, Ethelbald and Ethelbert, Alfred’s brothers, were buried; and there are some other tombs of interest, though none of great importance. The famous public school of Sherborne stands on the north of the Minster, and, indeed, in part occupies what is left of the old monastery. Its modern buildings are in keeping with the environment.

On the farther side of the Minster is the Hospital of St. John, a fifteenth century building with a chapel. South of the town is Sherborne Park, the home of the Digby’s, with the ruins of the castle among the woods. The castle was destroyed by Fairfax in 1645, after a siege of sixteen days. The estate was once the property of Sir Walter Raleigh, was seized by James I. and presented to his favourite, Carr, and, when the latter died, it passed to the ancestors of its present owner. Apart from the noteworthy features already mentioned, Sherborne is a quaint and pleasant town, with streets that are worth strolling in, if only to see some of its curious old houses.

The road to Yeovil calls for no remark, except for a rather picturesque rocky gorge of yellow sandstone through which it passes before descending to the river. That fine old Somersetshire town has a good natural situation and a thriv-

ing appearance. Its parish church is a remarkably handsome building of buff-coloured stone, on the hill top. It is Perpendicular in style, cruciform, and has some splendid windows; the massive square tower has a rather unusual, balustrade-like parapet. Mr. Freeman has said of this church that it is “a grand and harmonious whole, as truly the work of real artistic genius as Cologne or Winchester.” Certainly, it has always seemed to me that Yeovil church must strike even the least observant of visitors as a peculiarly noble building.

The “George” Inn has a fine timbered front, and the “Castle” is another ancient inn worth notice. The town hall is modern. It has not been my fortune to need the services of a cycle repairer more than once or twice in the West of England, but I may mention that there is a good man in Yeovil, Hallett by name, in Vicarage Street, opposite the East end of the church, of whose services I availed myself once when my driving wheel had been damaged in transit by the gross care-

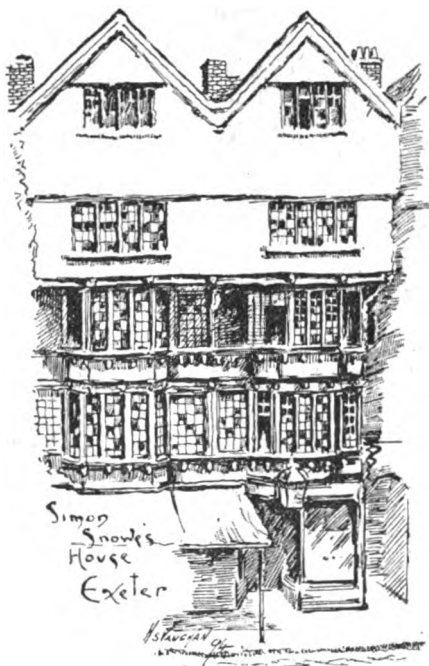
lessness of the railway people.

Never travel by a “milk train” if you can help it! The sensation of listening, during the stoppages of these trains at petty wayside stations, to the heavy milk cans being banged and clattered by careless porters into the brake in which rests your beloved machine, is an experience to be avoided. On the occasion alluded to above, I pointed out the damage done to the guard, on arrival at Yeovil from Taunton, whereupon that urbane official replied: “Can’t help it. Them bicycles is a blooming nuisance!” Contrast this courteous conduct with the treatment of self and bicycle which one receives on a French railway line! “Oh, what a happy land is England!”

After passing the town hall our road turns sharply to the left down hill: from the bottom there is a long stiff rise through suburban Yeovil, a very pleasant part of the town. Pretty villas line the way on each side, one of them, on the left, being particularly noticeable for the ingenuity displayed in building it picturesquely. One cannot help thinking that such a complicated pile of red brick and timber-work, elaborately arranged with an eye to decorative effect, must be

rather tedious to live in. One feels inclined to exclaim with the workman in Richard Jefferies’ novel (quoted above), “Darned if I ever seed such a crooked picter of a house!” From the upper part of the hill there is a good view looking back to Yeovil.

Through West Coker the road winds tortuously. The village lies among orchards, and is rather pretty. One descends to East Chinnock under the single arch of a stone bridge, then dropping down steeply towards the church, with a pleasant view in front, as shown in the sketch at the head of this chapter. The church is a poor and bare little building. The road does not pass through Haselbury, but the church tower is visible across the fields on the left. There is a good run down into Crewkerne, but the view of the town from this side is too confused—a mass of grey roofs—to be interesting. The route given at page 256 of the Road Book for passing through Crewkerne is good, but a word or two of description may make it plainer. The “George” Hotel is on





the left. After passing it, cross the street that goes to the left beyond the hotel, and ascend a short street to the church gate; there turn sharp to the left through a little narrow lane, and then to the right over the bridge.

The town is an ancient one, and in Saxon days a mint existed here which turned out some very respectable coins, of which specimens are still to be found in some of our museums, and in other collections. The church is an important building of the Perpendicular style, cruciform, and having a central tower. Its best feature is the West Front, which is very similar to that of Bath Abbey.

It was highly praised by Mr. Freeman, who considered that "in this case there can be little hesitation in setting the parochial before the cathedral example." This end of the church is flanked by octagonal towers or turrets, and is lighted by a grand Perpendicular window of seven lights. A very good view of the church, from the west, is got from the Exeter road as it goes up a long hill out of the town. Its position, on a knoll among the trees, is picturesque, though the colour of the stone of which it is built, a dull brown, is not very effective.

From the hill top we descend to Roundham, a small hamlet with an inn, humble but clean, yclept "The Travellers' Rest." Then comes a long ascent through a gorge or cutting, the sides of which form a sloping bank of primroses in the spring. From the top a more or less continuous descent, with a fine view across the plain on the right in the direction of Ilminster and Taunton. The road is bordered by a woodland fringe, in parts taking the form of an avenue of beeches. Just before the Axminster road turns off on the left there is an open green, with a thatched cottage on the edge of a wood. From here a good "coast," with a view of Chard in its valley, brings us down to the latter town. On the whole the surface of the road hereabouts is not so bad as the description of it in the Road Book leads one to expect. The same remark applies also to a good many other roads in the West of England, and one is led to conclude that a certain amount of improvement has taken place in many districts since the publication of the Road Book in 1891. As to whether this improvement is due to the action of County Councils or to some other agency, I am unable to say; there is so little cycling in the west (comparatively speaking, of course) that it can hardly be put down to the influence of the cycling public. What the cyclists of the west lack in numbers, however, they make up in enthusiasm, and I think the last twelve months have produced a very large number of recruits for the wheel. It is astonishing, when one considers how really excellent the average roads in South Devon are, that one meets so few cyclists, either local or touring. And what astounding "corks" one sees sometimes upon these roads! The machine I am riding at present created quite a sensation in Chard itself a month or two ago, not to speak of places more remote. Its tyres are '94 Clinchers, and their well-known corrugations were alluded to by one native of the town when he called to a friend to "come an' look at these 'ere *little marks* all over 'is wheels."

Chard is rather a dull-looking town of grey houses: the main street is very broad, and the church lies to the left of it. In spite of its uninteresting appearance the place is one of great antiquity, and many Celtic and Roman remains have been found in the vicinity. Waterloo House, the ancient Court House of Chard Manor, has some fine Elizabethan ceilings and other details; the Grammar School is another quaint old building.

It is at Chard that the London and Exeter road *via* Stonehenge joins our route, and in about five miles the county of Devon is entered by crossing the little river Yart, a tributary of the Axe. At Yarcombe, half-a-mile beyond, we enter the valley of the Otter, a charming little trout stream whose praises Samuel Taylor Coleridge sang. He was born in the old town of St. Mary Ottery, lower down

the stream, of which his father was "Vicar and Chaplain Priest and Master of the King's School."

"Thy marge with willows grey;  
And bedded sand that, veined with various dyes,  
Gleamed through thy bright transparency."

Thus he writes of the Otter in one of his sonnets, and elsewhere calls it "lovely Otter, sleep-persuading stream."

Honiton, like Chard, has a fine broad main street, but wears a more cheerful aspect than the latter town. The old church, of which a sketch is appended, stands on the south side of the town: it contains a fine perpendicular screen, and the tomb of Thomas Marwood, physician to Queen Elizabeth. There is a very pretty view from the churchyard. The church of St. Paul, passed on the main road, is a modern building of no particular merit.

The manufacture of Honiton lace is now carried on less in the town itself than in some of the villages nearer the coast, Sidmouth way. The country round Honiton is very picturesque, and well wooded hills rise to the north of it, culminating in Dumpdon Hill, 860 feet.

From Honiton there is a pleasant run on an undulating road, under the shade of many trees, to Fenny Bridges; thence a rather lonely stretch, partly among woods, with plenty of telegraph poles for company, and a good run down towards Honiton Clyst, which lies to the left of the road, its red church tower visible after crossing the river Clyst. From Heavitree the road surface deteriorates, being chiefly loose and bumpy macadam: there is a long toilsome ascent through a dull and dusty street, and then from the Gordon Lamp one has the additional nuisance of tram-lines to put up with. Indeed, the entrance to Exeter from the London road is anything but pleasant from a cyclist's point of view, but it has the merit of bringing one, in a straight line almost, to the doors of the C.T.C. Hotels.

The ancient house of Simon Snowe, in Exeter, of which a sketch is appended, is now the printing office of the *Devon Weekly Times*. It is in High Street, and next door to a fine seventeenth century house occupied by a firm of outfitters.

## Jetsam and Flotsam.

### SLEEPLESS CYCLING.

*From the "Lancet."*

Another of those abnormal feats to which we have more than once drawn public attention has been accomplished. One of the great "record breakers," as they are called in the cycling world, has set all his compeers at defiance by the truly marvellous effort of cycling from the Land's End to John of Groat's in eight-six hours fifteen minutes—that is, nine hours and forty minutes quicker than the "safety" record. We are informed that he rode the last part of his journey at the rate of sixteen miles an hour, that he experienced little fatigue, and that to all appearances he was not in any way injured by his success; but the most remarkable part of this act is included in the fact—and it must be recognised as a fact which admits of no dispute—that he performed his task without indulging in one moment of sleep. He was three days, fourteen hours, and fifteen minutes without reclining once to rest or ceasing his active movement of propulsion, except for the very briefest moments. There have been periods within our own recollection in which this physiological feat would not have been accepted as possible; and although we are forced to accept it now, for no one can contend against truth even under perverted trials of endurance, we are filled with wonder. We know from the best experimental proofs that the healthy heart will beat 106,000 times in the twenty-four hours, and that the lowest estimate of the work done by this labour is equal to lifting 122 tons one foot; but it has recently been shown that cycling tells severely and specially upon the circulation, and that the number of the strokes

of the heart is doubled during such active exercise as that to which this rider subjected himself, so that the lowest estimate we can assume for the work of his heart each day was 212,000 beats, with work done of 244 foot tons; and this maintained for three days and fourteen hours and fifteen minutes was equal to more than 854 foot tons without repose. The experiment, for it must be looked upon physiologically as an experiment, is not without its uses. It surpasses every kind of ordinary experiment in showing what the human heart is capable of performing, and what tension the vessels of the greater and lesser circulation will bear in the young and healthy man. It shows, also, that there remains much that is as yet unexplained in respect to the cause of sleep, suggesting indeed, that there is something in persistent motion of the blood, sustained by volition of a resolute kind, which prevents the nervous system from passing into that passive or negative state to which the term "sleep" is applied. We might dwell on these points with advantage to physiological inquiry, and we might dwell upon corresponding evidences, such as the over-action of the heart in connection with the wakefulness of febrile conditions, and the effects of extreme stimulation. The practical lesson we are most called to dwell upon, however, bears on the ultimate influence of extreme exercise on the bodies of these young men who make themselves the victims of self-inflicted injury. The report of a feat such as we have related may suggest that, for the moment, the athlete has sustained no harm, and that all our teaching is so much nervous admonition, or, as it is sometimes designated, "grandmotherly care." We wish it were so. Unfortunately we know that these violent strains bode, in the end, the certainty of premature decrepitude. Towards the goal of death the best heart can only perform a certain measure of work, and whether that be done by rapid or slow process determines the length of days in which it is done. Theoretically, therefore, it is the fate of these young competitors, who otherwise might be destined for a long and active existence, to succumb or break down long before the sun of their life has reached its full meridian; and practically this, so far, has been the fate of all who have endeavoured, under the applause of their unthinking comrades, to do what nature has not constructed them for doing without risk and without ultimately proclaiming to them in a voice even stronger than theirs that she, after all, is the arbitress of their destinies.

## Multum in Parvo.

**THE RULE OF THE ROAD.**—Anent the recent discussion hereon a valued Scottish correspondent writes:—"The crusade of the Kingston police and magistrates against cyclists for not always keeping to one side of the road is as curiously irrational as the mad-cap pranks of the chief constable of Aberdeenshire. 'A little knowledge is a dangerous thing.' That is as applicable in Aberdeenshire as in Kingston, as all the trouble arises from knowing something considerably less than enough. In the action Scott v. the Glasgow Police Commissioners decided by the Court of Session of Scotland on 31st January last the Lord Justice Clerk Macdonald (Lord Kingsburgh) said: 'I have no difficulty in holding that a vehicle is not in fault because it happens to be on a particular side of a roadway if there is no other traffic to make it a duty that it should be on one particular side for the purpose of passing or crossing another vehicle. Driving on a particular side is a matter entirely within the discretion of the driver except where he has to pass or meet another vehicle. In that case of course he must conform to the general rule or any special rule prescribed by authority.' The puzzle is that any one's head could have got so be-muddled as to fancy anything else. It may be mentioned that Lord Kingsburgh is the author of the latest work on the criminal law of Scotland."

**THAT ROAD BOOK.**—Reader! If you have a copy of Vol. I. of the Continental Road Book, we shall be glad to re-purchase it of you. (See special announcement).

**A WORD OF ACKNOWLEDGMENT.**—The Club is indebted to Mr. Lex de Renuart for the excellent sketches from which the blocks illustrating Auvergne and the Riviera were taken.

**A WARNING.**—A South London member writes to warn our readers against leaving their machines where puppy dogs can get at them, for he had a pair of pneumatic tyres ruined in this way not long since.

**THAT CANDIDATE.**—We appeal elsewhere to each reader to obtain at least one candidate for the forthcoming month. The task is easy, and we trust that those who neglect to perform it will be in "a hopeless minority."

**CONGRATULATIONS.**—A card coupling the names of an old correspondent, Mr. Gerald Stoney, of Newcastle, and Miss Isabella Mary Lowes prompts us to wish the newly wedded couple every possible happiness.

**FURIOUS RIDING.**—An excellent example was recently set by Mr. Leonard Brown, the Chief Consul for Essex, who wrote to all the leading papers published in his county condemning the actions of that section of cyclists which brings discredit upon the sport by furious riding, etc.

**THE "PEACE AND COMFORT PAD."**—Messrs. R. Iliffe and Co., cycle makers, Rytton, Coventry, are offering for sale a cheap form of saddle pad made upon the lines of the Jaeger article—to which it is naturally somewhat inferior seeing that the price is only 1s. 6d.

**THE "SCOTTISH CYCLIST" ROAD BOOK AND ANNUAL.**—A handy little book bearing this title has reached us at the hands of the publishers, Messrs. Hay, Nisbet & Co., of Glasgow and London. It gives brief details of the chief and most popular touring routes in Scotland, lamplighting tables, advice to riders, railway and steamboat charges, lists of path records, Scottish cycling clubs, etc., etc., and it is well worth the modest price (6d.) asked for it.

**A GOOD EXAMPLE.**—The part that was recently played by one of our legal members, Mr. J. C. L. Caunce, of Wigan, is condensed in the following cutting:—"Assaulting a Wigan Doctor.—At the Chorley Petty Sessions, on Tuesday, Wm. Trafford was summoned for assaulting Dr. Percy Plantagenet Macloghlin, of Wigan.—Mr. Caunce, who prosecuted, said that at eleven o'clock on the night of May 12th complainant was riding a bicycle on the highway in Shevington in company with others, and going through Almond Brook there were a number of drunken men, and when passing a copse two men jumped out of the hedge side and endeavoured to seize the bicycle which complainant was riding, at the same time using filthy language. There was a scuffle with the two men, and eventually defendant's name was got. Dr. Macloghlin had taken these proceedings in the interests of cyclists, to prevent them being subjected to abuse and insult. After representations made on the part of the defendant that he was the sole support of his mother and sister, complainant had no desire to press the case, but he hoped their worship would severely censure the defendant, as a warning to others, which he hoped would have a beneficial effect throughout the district.—Complainant then corroborated the statement made by his solicitor.—The Chairman said if it had not been that complainant did not press the case they would have sent defendant to prison. In duty to the public they could not impose a less fine than 20s. and costs, or fourteen days." It is to be hoped that Mr. Caunce's action may encourage other members who are conversant with the law to take up similar cases on principle.



"HA! HA! THE PITY O'T."—Among the many members who omitted to renew their subscriptions within the time allowed by the rules, and who in consequence received the *fourth and final* reminder a few weeks since, was a certain young gentleman in the East Riding of Yorkshire. His reason for non-payment was essentially novel, for he wrote:—"The C.T.C. does not benefit my district at all, and unless I am appointed one of the Council I do not see my way to rejoin the Club, as I told your local Consul!"

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IN THE LAND OF THE CZAR.—A valued correspondent residing in St. Petersburg writes:—"Cycling is now permitted under the following conditions. Every one who wishes to ride in the streets has to present himself at the office of the town engineer, and demonstrate by making a figure of eight on his bicycle, in the yard, that he is master of his machine. When that is performed satisfactorily to the authorities, the intending rider presents his passport, has his name and address inscribed in the books, and receives a six-inch square piece of leather with a number, in large plated figures, which he has to fasten in rear of his cycle, so as always to be in view. He is besides furnished with a certain set of rules, such as not to race in the streets. In case he meets any member of the Imperial Family, he has to get off. In case he sees a horse shy, he has to dismount. He must not ride on the side walks. He must have a lamp and bell, and must avoid accidents as much as possible. He must not ride between the Police bridge on the Nevsky and the Alexandre Gardens (a very narrow part of the Nevsky, in length about four hundred yards). He must not ride along the Kamenoi Ostroffsky Prospect, between 5 p.m. and 11 p.m., which is somewhat inconvenient, as it is one of the main roads out of town; but, on the other hand, the rich and great tear down this road at breakneck rate, in order to show off their fast trotters, so it is a most useful precaution. *Ladies are not allowed to ride at all.* High bicycles and tricycles are also not allowed. The only kind is the safety. The examination of intending riders has now been intrusted to the two Vice-Presidents of the St. Petersburg Society of Amateur Velocipedists, Messrs. Kiriloff and A. Henley. Up to the latest date there are 1560 tickets issued, and there are as many as one hundred candidates weekly for permits. If any break the rules his number is taken down by any member of the police or the club, and General Wahl himself fines or punishes the delinquent. For instance, a young man, knowing it was against the rules, rode on the sidewalk. He was fined R50; soon after he repeated the offence, this time he was fined R100. This may perhaps cure him from breaking the rules. Another case was, that a gentleman was seen riding with a lady in town; his ticket was taken away from him, thus he will have a good reminder that he is not to break the law. As a rule riders are careful and do not take an evil delight in worrying the other passengers in the streets. This is as it should be, as the riders know very well that if they are not careful the permission to ride in town will be taken away entirely. There are as yet four clubs in St. Petersburg and its neighbourhood; the St. Petersburg Society of Amateur Velocipedists, president, General Veretnikoff; then there is the Society of Velocipede Riders, the president of which is the Grand Duke Sergei Michailovitch; the Tsarkso Selo Club, and the Strelina Club. The first-named exercise in winter, in the Nicolas Manège, the second in the Michailoff Manège. Under these circumstances the sport is growing rapidly, under the healthful supervision of the overseers of public order. It is quite a sight to see the numberless men who now ride on their steel horses to town and to business, and owing to the great boon of being allowed to ride in town, many a poor man can now live with his family in the country, and yet the bread-winner can be at his business betimes, saving fares and being independent of time tables."

"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.

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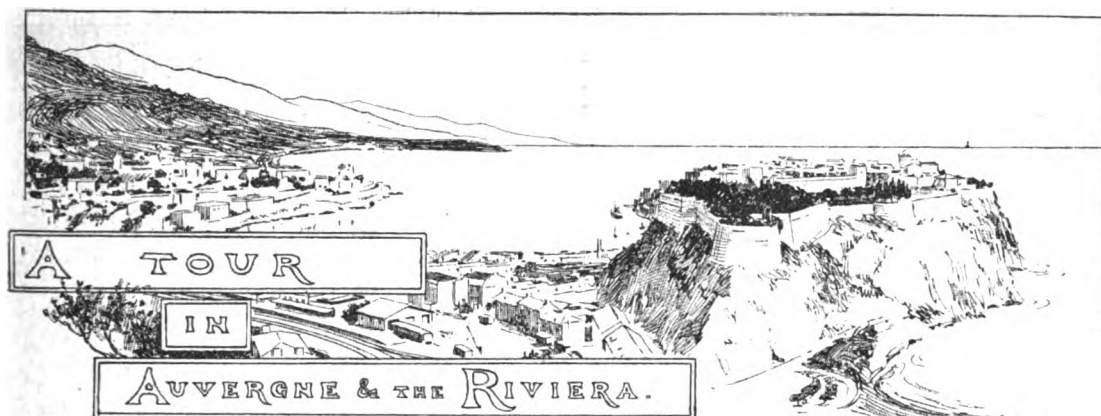
THE SCOTTISH MEET.—The event of the year in cycling circles in Scotland is over. The 16th ultimo witnessed a goodly gathering of riders at the old rendezvous, St. Andrew Square, Edinburgh, though the number riding in the procession was less than in former years. An excellent series of contests was carried out at Powderhall Grounds later in the afternoon, while earlier in the day the Council and General Meetings of the C.T.C. found full occupation for those qualified to attend.

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"A CYCLE RIDE IN NORTHERN FRANCE."—In the *Review of Reviews* for the month of June, Mr. Stead, the editor, details under this head, in his usual racy style, his experiences when attending the festival of Joan of Arc at Orleans. The narrative is well worth perusal by the general reader, but cyclists will be especially interested in those portions wherein, after setting out a list of the articles the cyclist should carry, he says:—"These small articles weigh little, pack into a small compass, and you are a great deal more comfortable with them than without them. We had no need of medicine, but such a sudden change of life from the office to the saddle sometimes brings on indisposition, for which it is well to be prepared. My boy did not take either overcoat or dustcoat for himself, but I did not grudge the extra weight, more especially as he carried it! Above all, do not forget to take with you your C.T.C. ticket. If you have it ready to produce to the Customs officer at Dieppe, you pay no duty, and cycle off into the interior just as if Normandy were an English county. But if that blue and white counter with the three gilt wings be not forthcoming, you will have to begin your French experiences by contributing a couple of pounds a machine to the exchequer of the Republic. The cost per cycle crossing the Channel from Newhaven to Dieppe is 5s. 4d.; the cost from Dieppe to Paris is ½d.

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Orleans was *en fête* and was crowded with visitors. We had written for our beds beforehand, or else we should have sought in vain for lodgings in the old-fashioned little inn—the Croix d'Or, where we put up last year. A horse show was being held. The prolonged *fête* was to begin on Sunday, and every one was as busy and as merry as they could be. Here our bicycle ride ends. We had covered one hundred and sixty-four miles since we started from Dieppe, doing it leisurely—for pleasure, and not for pace; seeing what there was to see on the road, and taking care to have more than our usual quantum of sleep at night. It was charming; but—let me say it honestly—for one who has never cycled two days running, it was somewhat wearying. My boy did not feel it; I did. There was no pain, no stiffness or exhaustion; but there was a sense—which was unmistakable—that I had taken a good deal more out of myself than I should have done—properly to enjoy the *fêtes* at Orleans. For there are few things more wearying than tramping through streets in the midst of great crowds sightseeing; and for three days of it, a cycle run of a hundred and sixty miles for the untrained, unaccustomed, middle-aged man is hardly the best preparation. This I say for the guidance of those who may come after me—not because I suffered anything worth speaking of; it was only a slightly done-up feeling to which I am usually a stranger."



By R.C.P.

France in several respects is a very Land of Promise to cyclists. The main roads, or *routes nationales*, are beyond praise—well made, well graded, well kept, with a smooth hard surface that makes little dust or mud; and well provided with milestones and direction posts. The country people are intelligent, and answer a question as to locality more readily than the English rustic. The cross roads should be avoided, as they may be very bad. Railway travelling is cheap, there being third-class carriages on nearly all the fast trains, with well-padded seats, the only exception being between Calais and Paris, where my friend H. E. H. and I had to put up with a plank bed. Cycles are treated as personal luggage, and, if they weigh less than 66lb., are taken any distance free at the nominal charge of one penny for registration. For a few pence I and my friend took our bicycles over an aggregate distance of 1600 miles by train: at the rate charged by the S.E.R. from London to Calais, we should have had to pay about £7 10s. each. It would be well for our railway managers to ponder these facts. The French are practical people, and have not adopted such a policy without good reason. In this tour we took several long journeys, which we should not have done if we had been charged English rates for our machines; in which case indeed we should probably have not taken the tour at all, and France would have been poorer by some £25. Living is cheap in France: our tour of eighteen days cost us about twelve guineas each, of which about seven were for railway and boat charges. The hotel bills for bed and a substantial dinner of many courses, including a quart bottle of the claret on which one gets no "forrader," averaged about four francs each, beside a half franc to the waiter; breakfast varied from a half to two francs, and a light lunch of bread and wine could be had at any roadside café or auberge for less than half a franc. The inns, even in remote districts, are comfortable and well provided, and the people friendly and obliging. The beds are invariably clean, though the floors of the bed rooms are sometimes in want of a scrubbing. Only once were we troubled with fleas, and that was where a number of dogs had been brought in to the table d'hôte by their owners. The weak point of French inns is the sanitary arrangements, which would make many of them impracticable for English ladies. Sometimes there is a difficulty about milk and butter for breakfast—indeed, an Englishman's breakfast is to a Frenchman an inscrutable mystery, quite outside the range of previous experience. Here comes in the absolute need of a superficial knowledge of the French tongue: the man who cannot say "encore" at breakfast will not be long for this world. Everything must be

clamorously encored. Two brutal Englishmen who have ridden twenty miles on empty stomachs cannot do with a thimbleful of black coffee and a microscopic roll. It is just the same in Germany, only the German equivalent for encore is "noch," which a friend of mine pronounced knock, and used with such "damnable iteration" that we joked him about "knocking 'em in the Old Kent Road." The primitive manners of the country folk are often amusing. When going to bed at Fix, we found the daughter of the host, a quiet good-looking girl of about twenty, sweeping the room. We asked for our belongings, and she said she would bring them. Presently she appeared, in one hand our bags, in the other a certain article of bedroom furniture, and on her head my friend's hat. These several benefits she distributed impartially and with ceremonious politeness, and we had a hard struggle to restrain our laughter till she was out of hearing. The French, with all their good qualities (and they are many), are fond of trying to cheat the guileless foreigner in the matter of change: every waiter, booking clerk, post official, and many an innkeeper will try you with short change as a matter of course, and will bear detection with unblushing composure and good humour: he has failed to bring it off this time, but, *que voulez vous?* one cannot always succeed. The next Anglais will be less alert, and meanwhile let not the wing of friendship moult a feather.

The scenery of France, outside the central plain, is varied and charming; the architectural beauties numerous and highly interesting.

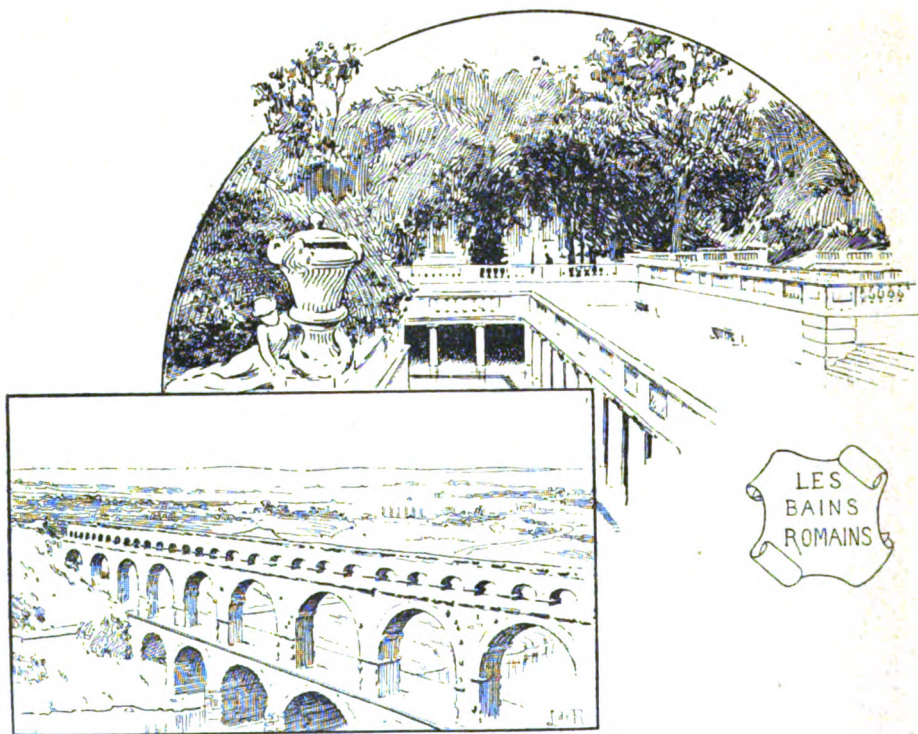
We left Charing Cross at 8.15 p.m. on April 18th: reached Calais at midnight and Paris at 5.46 a.m. on the 19th. Here we bumped along the greasy *pavé* for nearly an hour, from the Gare du Nord to the Gare de Lyons: nothing comes within measurable distance of Paris paving, except perhaps the north end of Gower Street. Having registered our machines, we got some breakfast, I enriching my experience with a penny bowl of soup at a street stall, though my friend tried to dissuade me by dark hints that the crusts floating therein had been picked up and washed. At 9.5 a.m. we took train for Clermont Ferrand in Auvergne, and got there by 5.30 p.m. The line passed through flat, fertile, well-wooded country, with poplars and birch trees in delicate spring tints, and often skirted the rivers Loire and Allier. Clermont is a large town and military dépôt situated among volcanic mountains, and has a fine church with double spires, reminding one of Cologne. We found the Hotel de Lyon good and reasonable.

Friday, 20th, off by 6 a.m. Drizzling rain soon began: a good deal of uphill with heavy grades, so walked about half

of the way to Rochefort, 18½ miles, passing the Puy de Dôme, a lofty detached mass, unfortunately capped with cloud. A somewhat barren region, but fine view of mountains. Saw an old woman twisting wool with a distaff. Spring flowers abundant, noticeably hellebore and oxlips. Reached Rochefort at eleven, wet and hungry. At the primitive little inn we were soon drying ourselves in the chimney corner, by a large fire of logs and brushwood blazing on the hearth, while a good breakfast of café au lait and boiled eggs was got ready. In France they never boil the eggs enough, indeed, they come in half cold. We called them "œufs potables." After a smoke we pushed on to Laqueuille—less hilly but heavy road—then long descent above Bourboule to Bains de Mont Dore by 4 p.m., thirty-three miles from Clermont. Hotel de la Paix, comfortable. Till dinner at seven we strolled up the Swiss-like valley, with a good cascade, to the snow mountains at the end, and had a fine

through a country clad with vines to the hill tops. Thence to Lempdes and Arvant (fifteen miles, mostly level), where we put up at the Hotel du Midi, a rough but hospitable inn, after a journey of forty-two miles. We were wet through and very cold by twelve o'clock, but dried somewhat before evening.

April 22nd. Cold and cloudy morning, but clear and sunny by midday. Took train to Vic-sur-Cère—a three hours' journey up the fine rocky valley of the river Alorgnan. At Lioran, where the road passes through a dimly-lit tunnel one and a-quarter miles long, is the watershed, and the road thence descends the valley of the Cère river to Vic. It is a highly-picturesque route, and the best way to do it is to train up to Lioran, cycle down to Vic, train back to Lioran, and cycle down to Arvant, so as to have a down-grade all the way. The up-grades are rather severe, and the road not in very good order. The head of the pass is flanked by the



walk back through pine woods. At dinner we met a member of the French Alpine Club, who strongly urged us to visit the Tarn river in Lozère, which we did.

April 21st. Rained heavily at six, so had breakfast, and then walked six miles up to the Col de Diane in rain and fine snow that pricked like needles. The road at the top passed through a snowdrift, seven feet deep. Then a long descent to Murols through fine scenery, broken, wooded, rocky, and beautified by violets, flags, daffodils, oxlips, and dwarf broom. Many magpies' nests were to be seen in the roadside poplar and walnut trees, sometimes not more than twelve feet from the ground. Very fine ruined castle at Murols; and the adjoining villages of St. Nectaire, Montaigut, and Champeix were clusters of red-tiled picturesque houses. At St. Nectaire is a fine rocky gorge. The road hereabouts had been newly mended, and jerked my chain off the cogs. Then a good road, mostly downhill, to Issoire,

fine snow peaks of the Plomb de Cantal and the Pic de Griou, the latter of which can be climbed in less than two hours, and has a grand view. We failed to find quarters at Ferriers or Molompise, and so scorched into Massiac by eight p.m., and found a good hospitable inn and a heavy dinner. The way in which an Englishman, after riding all day, goes right through a lengthy dinner, and comes up smiling at the biscuits and dessert, astonishes the unathletic Frenchman, who is green with envy at the seventh course or so. Forty-one miles to-day.

April 23rd, fine rosy frosty morning: off at 5.50 by a good road skirting the Alorgnan river, and in view of rocky heights: the nightingale, cuckoo, goldfinch, wryneck, etc., singing gaily. Thirteen and a-half miles to breakfast at Lempdes. Good road to Brioude, nine miles. Vielle Brioude beautiful old town, perched high above the river Allier, with battlements blazing with wallflower. On



through St. George d'Aurac by fir-clad uplands like Thuringian Forest. Lunch of bread and wine here for 25 centimes each. Then a long, long ascent (twenty-one miles from Vielle Brioude) to Fix St. Geneys, ordinarily rideable, but it came on to rain and blow, and we had to "shove" all the way. The Hotel de Fix was unpromising *ab extra*, but inside was delightful to the drenched and weary cyclist—a huge stone-floored kitchen, such as Teniers loved, hung round with racks of bright utensils, rows of brass sconces on the mantelpiece, and skins of lard and other stores hanging from the ceiling. The host brought in large quantities of logs and brushwood, and soon blew up a grand fire on the brick hearth, while we smoked in the chimney corner, I borrowing an enormous shepherd's coat coming down to the heels, and provided with a sheepskin collar, and setting my wet coat to twirl on a bottle-jack before the fire. Capital dinner of six courses. Forty-eight miles.

April 24th, weather clearing, road bony, mostly down grade for fifteen miles by fine extensive fir-clad scenery to Polignac, a typical Auvergne village clustering round the base of an isolated flat-topped rocky mass, such as one sees in the Saxon Switzerland. Got to Le Puy (*i.e.* reached Le Puy) seventeen miles, to breakfast by 8.20. The best view of this most remarkable and picturesque town is obtained in the morning light on the long winding descent from Polignac. The place is unique—a town situated in the centre of an enormous amphitheatre of hills, with castles perched on needle-pointed rocks. The chief sights are the cathedral, the Rocher de Corneille (a precipitous rock, surmounted by an iron image of the Virgin and Child), Mont St. Michel, and the chapel of Charles VII. The image of the Virgin contains seventy-four steps inside, and the Child's head will hold three people. We left Le Puy at mid-day, and had a weary ride or walk uphill to Pradelles, the first nine miles too steep for riding, and a strong head wind all the way. The last five miles was a grand run down to Langogne. Hotel Cheval Blanc hospitable, but dirty floor to bedroom. Forty miles.

April 25th, up 5.30. Trying to find way downstairs among labyrinth of doors, walked into some one's bedroom of course! shrill objurgations! hasty retreat—protesting intentions strictly honourable! Paid bill to sleepy girl with clothes showing alarming tendency to slip off. Rode nine miles to breakfast at Chaudeyrac over Col de Ville Vielle, five miles uphill, bad road: substantial breakfast for 7½d. each in a poor little tavern: fine scenery—rocky uplands, covered with fir and broom: long gentle ascent, then long descent into Mende (twenty miles from Chaudeyrac) by barren sun-baked limestone cliffs, suggestive of Palestine—glorious views of river Lot. Mende picturesque town with roofs of green slate. Cathedral with fine steeples and flying buttresses.

We were now in Lozère, a district remarkable for the gorges or canons cut by the river Tarn and its tributaries in the calcareous limestone rock, from 700 to 1100ft. deep, and, according to Baedeker, comparable only to the canon of the Colorado river in America, or to some of the finest Norwegian Fjords. The rock is bright coloured, varying from gray to orange, and in places stained with black, strongly resembling the Dolomites in Tirol: it is weathered and waterworn into many fantastic shapes, needle points, pillars, rounded grooves, and bastions. The district is only just coming into notice, and is well worth seeing.

From Mende we rode to Balsiège, along the Lot, and by long easy ascent past St. Etienne, to top of Col. Montmorat (3430ft.). Then tremendous descent by zigzags to Ispagnac (twenty-four miles from Mende) in the Tarn valley. A strong wind made this descent rather risky, for first it was dead ahead, involving hard work, even on a steep descent; then at the next turn hard braking and back-peddalling were necessary to avoid being swept off the road, whose outer margin was unprotected by wall or railing. At Ispagnac we

found very comfortable and cheap quarters at the Hotel Larget (three francs fifty cents for bed and elaborate dinner, quart bottle of wine included). When I inquired the price (it is always well to do this on entering) the jolly hostess laughed and said, "Soyez tranquille, monsieur." Fifty-three and three-quarter miles to-day.

April 26th. Off six a.m., by good road, mostly down, along Tarn valley, often 500ft. above river—a grand scene—towering bright-coloured cliffs, the lower slopes covered with box, lavender, and Old Man or Southernwood, and the clear green Tarn winding between broad margins of grey pebbles, and fringed with poplars (white, black, and Lombardy) in their green and reddish spring foliage. Breakfast at St. Enemie (nine miles). Fat host tried to persuade us there was no rideable road ahead, and that we must travel by his boat. This information contradicted by local cyclist whom Providence threw in our way. Then host tried to put us on the wrong road, leading, as we afterwards saw, to a *cul de sac* on top of a mountain. No go: turned a deaf ear, and left him grinding his false teeth, and muttering, "Sacré Bleu! Les Anglais sont pratique." A good road on right bank, steep ascent three and a half miles to top of pass. Left bikes at cottage at Caussignac, and went down steep cart track to river at St. Chély—pretty little village; no inn; but got bread and wine in a cottage. Lunch in France is usually "vang et pang," the one sometimes involving the other, so that, though you cannot eat your cake and have it, you can drink your vang and have your pang! Back to Caussignac, and then thirteen miles by an atrocious road, mainly uphill and against a furious wind, to Meyrueis. Walked first ten miles. Scenery at first well wooded, then a barren limestone upland—the Causses de Mejean. Last three miles a fine winding descent, risky riding on account of wind; glorious views of the Jonte valley. Meyrueis finely placed on river Jonte, and backed by limestone cliffs and fir-clad mountains. Hôtel Boulet, comfortable. Thirty-six miles to-day, of which we walked twenty.

April 27th. Off six a.m.: cloudy and slight rain; twelve and a-half miles by fair road, mostly downhill, along the very beautiful gorge of the Jonte to Le Rozier. Breakfast at Hotel des Voyageurs—good; left machines, and walked nine miles up gorge of Tarn river to Les Vignes. Large maidenhair fern common, and meadows white with pheasant-eyed narcissus. At Les Vignes took punt, with two punters, back to Le Rozier for fourteen francs. Good fun—twenty-one rapids: men steered clear of rocks very cleverly with poles, one at the head and one at the stern. They seemed a little disappointed that we were not more excited, we feeling bound in honour to preserve an aspect of British stolidity, though we did not ask them at the end, like Mark Twain, "When are we coming to the rapids?" They provided lunch of wine, bread, and cheese of the rankest character. The bread eaten by the peasants, called pain de froman, is brown whole meal, made into enormous round cakes of about 20lb. It is sweet, and much better than the leathery rolls. From Les Vignes we rode thirteen miles to Millau by good scenery and a rather bumpy road along the Tarn. Had to get off and stone a large dog. French dogs invariably bark at cyclists, but don't mean business, and it is seldom worth while to stone them, as they get out of range in a moment. Millau, large town with fine avenues of plane trees. Hotel des Voyageurs rather dear. Thirty-five miles.

April 28th, train 4.39 a.m. to Perpignan by 1.3 p.m., our intention being to ride through the Pyrenees to Biarritz. Third class, padded carriage, footwarmers: scenery mountainous at first, then wide plain and vineyards, and ultimately the Mediterranean. Got our letters at Perpignan and caught train to Prades, the terminus in the Pyrenees. Here one experienced the typical post official. I bought a franc's worth of post cards, which the man counted over twice, licking his thumb for each one. I tendered a two-franc piece, which he put away, and immediately turned to

his writing. After a minute's pause, I intimated my presence by a tap on the counter: he looked up with a dramatic start—said "Comment!" and at once produced the change without a word from me. Further "comment" seemed needless, so I bestowed on him an elaborate bow, flavoured with a slight wink. Rather poor road to Olette, passing several picturesque villages with yellow earth-coloured red-roofed houses, like the villages on Lake Lugano. Reached Olette six p.m. Hotel Gaillard comfortable and cheap. The soup hereabouts has a strong flavour of nothing.

April 29th, a lovely bright morning at six soon turned to heavy rain, and that again to snow, as we ascended. Walked seven and a-half miles uphill to Font Pédrouse. Got in to Jean Clerc's wretched inn, feeling we were in for a bad time. Our temper was not of the best, and when, after leaving our machines in a stable full of cows, we were told that we could have neither milk nor butter,

"The instant burst of clamour that we made  
Might have made mitch the burning eyes of heaven,  
And passion in the gods."

The cows, it seems, were as dry as we were wet; however, the hostess made a big fire on the bricks, and we stoked ourselves with good eggs, bread, gorgonzola cheese, and black coffee, with an offer of cognac, which we didn't accept. Off nine a.m. in wind, rain, and snow six miles uphill to Mont Louis: last mile or two very muddy and steep. Mont Louis, a strongly fortified town, entered by double drawbridge. Learning on inquiry that the top of the pass was blocked by snow, which would necessitate the portage of our bikes on horses for several miles, and that this stormy weather would probably last several weeks, we decided to alter our course, put our backs to the wind, and make for the Riviera; so at mid-day we began the descent with a sticky road and furious wind, and reached Olette drenched by a heavy storm. Here we stayed for coffee and a grateful smoke in the chimney corner, and then pushed on. The road to Prades had been churned into a sea of adhesive mud by heavy traffic, in which a pneumatic would have been unrideable. Beyond Prades the road became good and hard, and we spun along at a great rate to Ille (11¼ miles) by six. Hotel du Midi good: nightingales just outside our window. Forty-five miles to-day.

April 30th. Fine "blow" morning: off 5.50 a.m. along good level road between beautiful avenues of white poplars and planes, with fine views of snowy Pyrenees. Vineyards everywhere, sheltered from S.W. winds by tall hedges of cypress. A tremendous side wind helped us grandly, though we were sometimes nearly blown off the road, and had to keep the machine's head hard up to the wind. Perpignan (fifteen miles) by 7.20 a.m.: good breakfast in the Place, and train at nine to Narbonne, Certe, and Nîmes. Narbonne well worth seeing: many picturesque old houses: fine lofty church with good glass: Roman remains. Strolled for an hour along the extensive harbour at Certe, and lunched. Then on to Nîmes by six. Hotel Manivet rather grand but well placed, in view of the Maison Carrée. Nîmes is a cathedral city, remarkable for its Roman remains, among which are a well-preserved amphitheatre, now used for bull fights: the famous Maison Carrée, the finest Roman temple in the world: a temple of Diana; and the Tour Magne, a lofty tower with a grand view, from which I determined to see the sun rise next day. Twenty miles.

May 1st. Up at three a.m. and out at four a.m. to the Tour Magne: moon shining in clear sky, and city peaceful. Passed the statue of Antoninus Pius, whose father lived here, and who may have played as a child in these very streets. The Tour Magne is on a well-wooded hill, where the nightingales and thrushes were heralding May-day with joyous matins. Public gardens closed, so climbed a 9-ft. wall, pulling down a few stones on my head on the other side. Fine view of the city, and sun rising on extensive fertile plain. Train to Marseilles, 5.17 a.m. to 9.26 a.m. Good view of the Rhone at Tarascon, and of the Roman amphitheatre at Arles. At

Marseilles, being hungry and feeble generally, we fell a prey to a tout, who took us up a back slum and gave us a wretched breakfast, at a by no means wretched price. Plenty of life, business, bustle, colour, shipping, and fine boulevards at Marseilles. The cyclist must be careful not to make the mistake we did. A *Route Corniche* runs eastward from Marseilles along the sea coast; this we took, thinking it to be the beginning of the famous Corniche road from Nice to Mentone. But it leads nowhere in particular, and, after a few miles' ride, we had to make our way back by devious and very bumpy by-roads into the main road to Toulon. From Marseilles to Vintimille is 160 miles or so of really first-class road, through the most charming scenery, and, therefore, as a cycling route it cannot be too highly praised. This I say with full knowledge of the best roads in England, Scotland, Normandy, Brittany, Switzerland, Germany, Austria, and North Italy. The road is well engineered, and most of the gradients are quite easy. The scenery divides itself into two sections: from Marseilles to Fréjus 101 miles, we go inland, and only see the sea at Toulon. The valley bottoms grow vines, olives, and mulberries chiefly, and are flanked by rocky fir-clad hills, whose shapes are beautifully set off by the clear atmosphere and cloudless sky. From Fréjus to Vintimille on one side is the Mediterranean, with its indescribably brilliant bands and patches of green, purple, and dark blue water, its snowy surf and sparkling sands; and on the other are bold heights, rising round Monte Carlo to lofty cliffs of limestone. The vegetation is tropical, exuberant, and brilliant. After leaving Marseilles, as soon as we struck the main road, we had a first-rate surface and easy grades through the villages of La Penne, Aubagne, and Beaussets to Ollioules, the last few miles down hill through a grand gorge, between grey rocks 500ft. high, something like Cheddar Cliffs. Pleasant and cheap inn at Ollioules. Our bedroom looking into a market garden, hostess cautioned us not to empty anything out of window! Assured her that to throw dirty water out of window was not good form in England. Forty miles.

May 2nd. Off 5.30 a.m. to Toulon, six miles of fair road. Boulevards and squares of Toulon planted with grand planes. Too early for breakfast, so after enjoying the gay and busy scene on the quay, rode some miles of bumpy *paré*, accentuated by tram lines, to a small village, where, after long explanation of our wants, we got coffee, bread, butter, eggs, and a bottle of milk—each brought at intervals as if it were a separate course. Good roads and weather till mid-day, then a heavy thunder shower drenched us at Luc, and made the surface rather sticky for the rest of the day. The villages hereabout each has its square or "Place," surrounded by enormous plane trees, much larger than one sees in England. Le Puget, three miles from Fréjus, has a village green, quite English. The entrance to Fréjus is very pretty: green meadows, brightened by the yellow iris, and for more than a mile the road fringed by a thick hedge of our pink garden roses. The ancient walls of the town are more extensive than its present area: it has a Roman amphitheatre, and the massive remains of an aqueduct. Arrived at six, the nightingales singing on the telegraph wires. Hôtel des Negociants, comfortable and not dear, unless the pleasant old host miscalculates the change, as he did with us! Sixty-one miles.

May 3rd. Off at six a.m., by lovely road among bosky, flowery, fir-clad hills, the yellow broom waving against the blue sky, to top of the Col d'Estérel, a stiff climb of seven miles, then a level for two miles, then mainly down-hill for twelve miles into Cannes, past the tiny village of Adrets, the last few miles through level verdant meadows. Good breakfast at the little Hôtel de la Terrasse, which being near a dairy gave us an ample supply of milk, butter, and eggs. Cannes remarkable for tropical vegetation: palm trees five feet round: aloes with flower stalks fifteen feet high: enormous gum trees (Eucalyptus), bamboos, and indiarubber trees forty feet high: roses climbing lofty trees and hanging

down in showers of bloom; and the air fragrant with orange blossom. Excellent road past Antibes to Nice, the queen of watering places, its sea-front planted with palms and oranges. From Nice to Villefranche be sure to take the beautiful coast road, avoiding the short but bad and hilly inland road. Villefranche a charming village in a little land-locked bay. Hôtel de l'Univers good and reasonable. Fifty miles.

May 4th. Up three a.m. and saw sunrise from fort above Villefranche: off six a.m. to Monaco, seven and a-half miles, good road, but many stiffish gradients. Here the coast scenery between Fréjus and Vintimille is at its best. Monaco, an independent state of about the size of a four-post bedstead, indulges in a postage stamp and a prince of its own. The first can be had for a penny: the second is a rather more expensive article, and very dear to his subjects. He is said to shoe his horses with gold! Feeling too respectable for the Casino at Monte Carlo (though we hadn't had our boots cleaned since leaving England) we pushed on to Mentone, not so striking a town as either Cannes or Nice. Our road book and guides now coming to an end, we reluctantly turned back just before Vintimille, and reached Antibes by six. Hôtel d'Aigles d'Or good and reasonable. Forty-six miles.

May 5th. Off at six to Fréjus, twenty-nine miles, and train thence third-class, reaching Paris to the minute after twenty-three hours' run.

From Fréjus to Charing Cross third-class takes thirty-six hours.

I must not omit to say that at the Calais custom-house we were asked if we belonged to "Ze Club," and were at once passed on producing C.T.C. tickets; and that we got good and cheap maps from Mr. Stead, the Chief Consul of the Foreign General Division, 30, St. George's Avenue, Holloway, who took no end of trouble for us.

## Reviews and Notices.

### THE CYCLIST'S ROAD MAP OF THE CENTRAL AND NORTHERN DISTRICTS OF SCOTLAND.

BY W. AND A. K. JOHNSTONE.

We were favoured a short time since with a copy of this map, but as we were not sufficiently acquainted with all the ground of which it treats to express a valid opinion upon its merits, we submitted it to a well-known Scottish rider, who reports thereon as follows:—"The general plan is that the main roads are marked by a double line of brown and the cross roads by a single line of brown, the railways being shown black. The scale used is not large, but the towns, etc., are brought out distinctly; little or no shading is used, only a little round the larger hills; to make up for this the altitudes of the roads are marked with figures. But although this keeps the map clear it does not point out to the cyclist the nature of the hills on the road. Take for example the main road between Pitlochry and Kingussie: under Blair Athol is given 399, above Struan is marked 793, above Dalnacardoch 1126, and above Dalnaspidal 1500, above Dalwhinnie 1266, above Spey Bridge 846, and above Kingussie 786. Compare this with Braemar to Blairgowrie, marked in the same way, 1351, 2069, 1499, 1118, at the Spittal Kirkmichael 1067, and above Blairgowrie 400. The former road may be fairly described by rises of feet, but as to the latter the figures indicate no danger to the cyclist. The cartoon, or shaded map, is in this respect far better for the wheelman.

"Several of the cross roads should not have been shown at all, as they are not fit for cycling. Take one in the same district between Braemar and Blair Athol, which might have been given on a pedestrian's map, but is quite unfit for cyclists. If Messrs. Johnstone are bringing out another edition they might get some cyclists to correct their slight errors, and make their map one worthy of their great name."

## 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.

### THE "GARDNER" BRAKE.

Sir,—I am loth to take up more of your space on the question of my brake, but several points in Mr. Brown's letter call for a reply.

In my last letter I mentioned 1200lb. as the breaking strain of a chain. On a second reference to the catalogue of one of the best-known manufacturers in the country, I find that the breaking strains of the chains made by him are 1170, 1200, 1250, 1270, and 1400lb., 1200lb. is therefore under, rather than over the average.

Nothing in my previous letter shows that I believe the same brake power will suffice to stop a machine going at fifteen miles an hour as at ten. What I said was that, at the speeds we are considering, "friction is independent of the velocity," and that the strain on the chain is no greater at fifteen miles an hour than at ten. A greater distance would of course be required in which to pull up, just as with the spoon brake.

I do not agree with Mr. Brown in what he says as to the ordinary brake spoon forming a rigid connection between the wheel and the crown of the front fork. If this were so, the front wheel band brake would be at a great disadvantage as compared with the spoon, and a firm of the standing of Messrs. Humber & Co. would not be likely to fit it on their Beeston machines if it had this drawback.

Mr. Brown has frequently mentioned the supposed jerk on the chain caused by the application of my brake, and this seems to be one of his main objections to my invention. That there can be no jerk will be seen on consideration. The brake cannot be applied, even lightly, until the chain is quite taut, seeing that the resistance of the driving wheel (which can only be effective through a taut chain) must be opposed to the effort of back-peddalling before the strap can grip the drum. It is precisely this absolute certainty of the slack of the chain being taken up before the brake can be applied, that makes the safe use of my invention possible. In my tests of the appliance I have even caused the driving wheel to be absolutely stopped when the machine was running at fourteen miles an hour, yet no fracture of the chain resulted. I am aware that the retarding power, when the driving wheel is locked, is less than it would be if the wheel were rotating, but there must have been a point, between the first application of the brake and the skidding of the wheel, when the chain was subjected to the maximum possible strain. The apparatus, as now constructed, has not quite sufficient power to stop the driving wheel.

Mr. Bower's letter seems to me to contain the best contention yet advanced against my claims, but in reply to him I will make use of Mr. Brown's concluding argument for the spoon brake. Some of the fastest riders, and therefore the most vigorous back-pedallers, in the country have ridden my machines, yet there has never been an instance of a broken chain, although in no case has a chain been fitted of heavier pattern than that ordinarily supplied with the light machines I have used in my experiments. J. GARDNER.

Mr. C. W. Brown, who has perused the foregoing letter, writes us as follows:—

Sir,—Referring to Mr. Gardner's letter, a copy of which you have kindly sent me, I would remark that the strains



to which chains are tested may vary considerably. Does Mr. Gardner believe everything he sees in a manufacturer's catalogue?

Mr. Gardner, when he says that "a greater distance would of course be required in which to pull up" when the speed of the machine is fifteen miles an hour instead of ten, practically admits that the strain on the brake would be proportionately greater were the effect produced in the same space, and as his brake acts through the chain, the strain on the latter will be greater also. I am glad he at last admits this.

The front wheel band brake is, I think, a mistake, on account of the strain on the front fork, and I never upheld such a brake in that position.

I still maintain that the "resistance of the driving wheel," which renders the chain apparently taut, is not sufficient to prevent sudden strain on the chain when Mr. Gardner's band acts. As I said before, the chain may stand the strain; as, likewise, it may not.

In conclusion, I may perhaps remark that the matter is hardly worth all this discussion. In my "Notes on the National Show" I simply gave my opinion of Mr. Gardner's brake, and nothing has yet shown that I was in error in my deductions. I still think that his arrangement will never become popular.

C. W. BROWN.

[This correspondence must now cease.—Ed.]

#### "WHAT IS A FOOTPATH."

Sir,—Mr. Carpenter's letter raises an interesting question, and one which I venture to think is but inadequately answered in your Editorial Note. I quite agree that "Footpath or No Footpath" is a question of fact, but still any tribunal before whom this question comes must have regard to the evidence, and to justify a conviction for the offence of riding on a footpath the prosecutor must give *some* evidence that the place where the alleged offence was committed is a footpath.

Now what evidence is necessary to justify such a conviction, or, to put the question in another way, to warrant a finding that the place is a footpath?

I agree that it is not necessary to prove the existence of a kerb, any more than to prove that the place is paved or asphalted. But is it enough to show that the place is not "roadway"—i.e., that it is not a part of the highway along which carts and carriages ordinarily pass, or not suitable for cart traffic? Clearly not, for then no horseman could ride along the roadside turf, and I take it that wherever a horseman may ride a cyclist may ride.

[With becoming diffidence, as becomes a layman who differs from a member of the profession, we venture to query this proposition. A cycle is a carriage, and this being so we doubt that it is entitled to be ridden upon "bridle-paths"—to which the rider of a horse has free access.—ED.]

Then, is it enough to show that there is a roughly-defined track along which a certain number of foot passengers walk in preference to the road? And if not, is such a track converted into a footpath by a Notice-Board intimating that persons riding along it will be prosecuted?

These questions are of practical importance. To give you an illustration. The road between this town and Tadcaster (one of the main roads of the country) is nearly always in a woeful condition, and at the present time is almost impassable for cyclists. But for several miles alongside this so-called highroad there is a fairly decent track over the turf, worn apparently by the feet of walkers, without, so far as one can judge, assistance or expenditure on the part of the Highway Authorities. Is this track a footpath?

Personally I consider the law as to riding on footpaths unduly stringent against cyclists, seeing that there is no corresponding obligation upon foot passengers to keep to the footpaths; but until the rough element among cyclists show more consideration for the non-cycling portion of the com-

munity, there is little prospect of the law being relaxed in favour of wheelmen. But this makes it doubly incumbent upon cyclists strenuously to preserve such rights as they possess of going where they find the smoothest track.

York, June 6th, 1894.

A. KAYE BUTTERWORTH.

[The points raised by our correspondent are well worth discussion, particularly by the legal profession. We do not doubt that the onus of proving the existence of a footpath lies upon the prosecutor, but that this burden is cheerfully borne the following cutting from the *Wigan Examiner*, of the 16th ult., would seem to prove:—  
"Wigan County Police Court.—Important to Cyclists.—A youth named Thomas Devaney was summoned for riding a bicycle on the footpath at Long Lane, Ashton. Police-constable Foxcroft proved the case. He said he saw the defendant on the footpath for about twenty yards, and when he observed witness he at once went into the main road.—Defendant said there was no footpath to ride upon.—The constable stated there was a channel making a division between the footpath and the road.—Mr. Edmundson said Long Lane was in a very bad state, and had been before the Local Board several times. There was no kerbstone and the footpath was level with the road.—Mr. Superintendent Brassington submitted that even that being so the defendant was still riding on the footpath, a kerbstone had nothing to do with it.—The defendant was ordered to pay costs."—Ed.]

#### CYCLING AND BRONCHIAL TROUBLES.

Sir,—In answer to a paragraph in your last issue referring to "Cycling and Bronchial Troubles," No. 1500, my experience of cycle riding has been most satisfactory. For several years I was confined to my room during two or three months every winter by severe bronchitis and asthma. On the recommendation of a friend I began riding, and each winter since (and it is five years ago) have suffered less, until I think I may now say I have ceased to be susceptible to the complaint. I never ride more than thirty miles at a stretch, and change my underclothing after having a good rub down on reaching my destination.

L. IVES.

Sir,—In reply to "No. 1500," who inquires, in your last issue, whether occasional attacks of bronchitis constitute a disqualification for cycling, I should certainly advise caution in a man "over fifty years of age." Whether indeed he is wise in cycling at all is a question to which only a medical examination of the principal viscera would permit of a reliable answer. Under any circumstances persons who suffer from occasional attacks of bronchitis ought never to subject their respiratory apparatus to such a strain as would be involved by an ordinary day's cycling, up hill and down dale. The increase of air-pressure in the lungs resulting from strong and continuous muscular exertion tends to stretch, and ultimately to dilate, the lung cells, and may culminate in the condition technically known as emphysema, i.e., permanent dilatation of the air cells. This prevents complete expulsion of the air in the lungs, and *pro tanto* diminishes the breathing powers. The victims of this affection are consequently short-winded—or asthmatic, to use the popular term.

A. S. G. (M.D.).

Sir,—Your correspondent No. 1500 touches a point of interest to many cyclists.

From my own experience I should certainly say that cycling induces throat affections, though not, I believe, lung diseases.

I can never sing at all after much riding, and suffer from hoarseness and huskiness.

This I attribute to any or all of the following reasons:—

I.—The dust that passes into the throat and sets up local irritation.

II.—The tendency to slight chills, arising especially from the inactivity of the upper part of the body while heated by the exercise of the limbs.

III.—The difficulty of keeping the mouth shut, and breathing through the nose, while in rapid motion; thus admitting cold air and various solids, &c., to the delicate mucous membrane of the bronchial tubes and inflaming it.

These drawbacks are more than counterbalanced by the improved tone and vigour of the body, imparted by this most exhilarating exercise; but my facts must be admitted by all singing men, especially those who are constitutionally susceptible to bronchial trouble.

I should like to hear what some of my fellow members have to say on the subject, especially those who make some study of hygiene.

My experience extends over twenty years, and speaks with no uncertain voice. R. GARRETT JOHNSON.

### PUNCTURE PROOF BANDS.

Sir,—Referring to recent correspondence on the above subject, it seems to be generally admitted that the bands supplied by the Puncture Proof Pneumatic Tyre Co. are really proof against any ordinary puncture, and the only question is whether they "slow" the tyres or affect their resiliency. I think, therefore, it may be of some interest to your readers if I relate my own experiences.

I have been a tricycle rider for a good many years, and my present mount is a Beeston Humber with '92 Dunlop Tyres. As a puncture to these is a rather serious matter—on account of the difficulty in getting at the air tube—I thought it only prudent to minimise the risk of puncture, and decided to try the bands. I inquired of the makers whether they had any agents in my neighbourhood capable of applying the bands, and they gave me the name of a small local firm of cycle makers, to whom I applied, and eventually I let them supply and fit in the bands.

The results were far from satisfactory, for not only were the tyres considerably "slowed," but they became little better than solid ones, as far as comfort in riding was concerned.

I put up with this for some time, and then communicated with the Puncture Proof Pneumatic Tyre Company, of 9, Furnival Street, Holborn. I must say they treated me very courteously, and expressed the opinion that their local agents had either used bands of too great a width and thickness, or else had applied them unskilfully (possibly both), and they suggested that I should let them have the tricycle to fit suitable bands at their own workshop. This I willingly agreed to, and sent the tricycle to them. Upon examination they found the bands were quite unsuitable ones, and they had been simply laid in the covers and not fastened with solution at all.

The company have now applied proper bands in a proper manner, and the result is perfectly satisfactory to me in every way.

The machine runs most easily, and it really seems to me that the tyres are improved by the bands as regards comfortable riding on rough roads.

I think the moral of all this is that the bands are, in themselves, excellent things, but that it is indispensable they should be carefully selected to suit the tyres, and should also be skilfully fitted and solutioned in. To attain these ends it certainly seems well worth sending the cycle or wheels to Furnival Street to be operated on, as otherwise the bands do not have a fair chance.

I may add that I have no sort of pecuniary interest in the Puncture Proof Pneumatic Tyre Co.

C.T.C. No. 3366.

### THE HOTEL SYSTEM.

Sir,—You have occasionally asked members for their experience in regard to the hotels specified in the Handbooks.

First as to the Continental Handbook. The chief defect in this is that the hotels recommended are very unequal in style and character. Some are good but expensive, some are cheap and comfortable, and some cheap but indifferent.

This inequality is to some extent inevitable, but it is more marked in the Continental Handbook than in the English, and more marked in Germany than in France and Switzerland.

Moreover it is only a defect as long as there is no clue to the character and stamp of the hotels set down. Some tourists like to have the best that is to be had, both in the way of food and accommodation: others like to be comfortable, but do not care to exceed a certain standard of expense: a third class, to which I belong, go to the Continent for their tours because they cannot afford to pay the high charges of English hotels. Therefore I think the utility of the Foreign Handbook would be greatly enhanced if the hotels were divided into three classes, A, B, and C.

A—for tourists who wish to spend about fifteen shillings a day.

B—for those whose average expenditure is ten shillings.

C—for those who cannot afford to spend more than eight shillings.

The tourists who want the best that is to be had under all circumstances should make out their own tour from Baedeker, and those who can manage to tour as gentlemen on an average of less than eight shillings, including some servants' fees, must know the country they are travelling in well enough to be independent of the Handbook.

Even those who make eight shillings their standard must be able to speak the language and conform to the usages of the country if they wish for comfort and good accommodation.

Those who speak only English and are wedded to English habits had better restrict themselves to class A hotels.

One more suggestion. Hotels in North Germany should be annotated with the letters W.Z.F. and W.Z.P., i.e. "Wim-Zwang full" where no beer at all is allowed to be served in the hotel, as is the case with an otherwise excellent hotel in Hamm, and "Wim-Zwang partial" where the compulsory drinking of wine is limited to the *table d'hôte*. The last species of Wim-Zwang is common to most hotels of the better class, though in many bottled beer is allowed.

I think the classification of hotels I have proposed could be effected gradually, if tourists were requested to send their bills to the compiler of the Handbook. It is not much trouble to put one's bills together in one envelope as they are paid and post them once a week, especially if envelopes ready addressed are provided.

I know it is not possible to have an hotel of each class for every place. There are many places where class A hotels do not exist, and others where hotels of class B or C cannot be recommended, but in any case the tourist would know what to expect.

Secondly. As to the English Handbook I speak with more diffidence, my experience being confined chiefly to North Wales and the Midland Counties.

In North Wales I have found the hotels, as a rule, bad and extortionate, and those specified in the Handbook necessarily partake more or less of these characteristics—still there are exceptions. I may mention amongst others, the Black Lion, H.Q., Mold; Glan Aber, H.Q., Bettwys-y-Coed; and the Ship, Q., at Colwyn, all of which I found very good and reasonable.

In the Handbook it is said that machines are put up without charge. That is so, as far as one's bill is concerned, but one is usually requested to make the machine over to the ostler, and the ostler expects the same fee as for putting up

a horse. I think members of the C.T.C. should be requested not to give more than threepence to the ostler if the machine is locked up for the night, and nothing if it is merely left in the yard during a meal.

Talking of meals, it constantly happens that the hotels are unable to supply the fare indicated in the Handbook. Where this is the case it appears to be the practice in Wales to make the full charge for the meal ordered, whatever the deficiencies, whereas in the Midland Counties a proportionate reduction is made in the bill.

I should think the latter method is the right one, and the former savours of extortion, but some kind of rule should be laid down to meet such cases.

In the Midland Counties generally the hotels are of a much better stamp than those of Wales, and better than in other parts of England than I have visited. Some of the Quarters hotels are excellent, others are rather queer-looking places, but I have found myself comfortable in all into which I have ventured. The Bull and Stirrup at Chester and White Bear at Middlewich are both very good.

Among H.Q. hotels I remember the following as places I would go back to on occasion:—

Ellesmere in Shropshire. Bridgwater Arms, H.Q. Very good. The best H.Q. I know.

Newport in Shropshire. Barley Mow, H.Q. Good but primitive. Landlord very obliging.

Worcester. Bell, H.Q. Very good.

Tamworth. Castle. Good.

Macclesfield. Queen's. Fair. P. WHALLEY.

#### LOCAL BRANCHES.

Sir,—The formation of a social branch of the C.T.C. in Edinburgh for the holding of weekly "runs," etc., was first of all suggested to the Consul by two local members who had previously had letters on the subject published in a preceding *Gazette*. A meeting of Edinburgh members was held in the local headquarters at which a committee was appointed to further develop the scheme. This committee, of which the Consul was convener, decided to call a Saturday afternoon "run," with a meeting to be held at the destination, at which matters might be provisionally settled. In order to make this "run" well-known to all local members, the Consul drew up a circular and posted it to every member within the city and neighbourhood.

It happened, however, that the "run" Saturday was a very wet and stormy one, and the turn-out of members numbered only eight. The "run" was carried out, however, and an informal meeting held at the destination. On the following Tuesday the Consul drew up, and sent out to every local member (150 in all), another circular announcing the "runs" for seven Saturdays to come. This gave opportunities for each member to turn out at least on one of these dates.

The move was a successful one, and four most enjoyable C.T.C. "runs" have been held, and they will be carried out each Saturday until the season is over. Members may then join the local winter club if they should so desire.

The "runs" are conducted as follows:—Fifteen minutes' "grace" is given for late-comers, and then a start is made for the particular destination—the Consul leading. Arrived at the end of the outward journey, machines are put away and the members present are photographed. A short stroll occupies the half-hour before tea time. After tea a quiet chat passes away another half-hour or so, and then a concert is held. About 8.30 the return journey is entered upon, and town reached in an hour or two.

These "runs" have revived local interest in the C.T.C. immensely during the few short weeks they have been held. In proof of this the many letters I have received tell their own tale. We shall not be content until the local members of the C.T.C. form one of the best clubs in the city.

Edinburgh.

ARTHUR POYSER, Consul.

#### EDINBURGH C.T.C. RUNS FOR JULY.

Date.	Destination.	Meeting Place.	Time.
July 7th	Peebles.....	Mayfield	3.15
" 14th	Midcalder.....	Rutland Square.	3.15
" 21st	Gullane.....	Mayfield	3.15
" 28th	Linlithgow.....	Rutland Square.	3.15
August 4th	Crichton Castle...	Mayfield	3.15

"Random rambles" are held every Wednesday evening at 7.30; meeting place for July, Mayfield.

#### CYCLE PURCHASE IN THE C.T.C.: A SUGGESTION.

Sir,—As one of the oldest members of the Cyclists' Touring Club I have watched with interest the discussion on the subject of cycle purchase, and I must admit that I was at first strongly opposed to any trading in cycles by the old Club.

I am also aware that the constitution of the Cyclists' Touring Club does not involve directly the interests of the racing man, but having in view the possibility that at no distant date the N.C.U. will have vacated the position it at present holds of the conservator of amateurism, it occurs to me that an opening presents itself for a widening of the scope and a material increase in the importance of the C.T.C. Amateurism as understood by old fogies like myself is at a discount. "The Trade," so says your contemporary *Cycling*, is "sick of the fearful expense," which present day amateurism involves it in. As an outcome of those sentiments "The Trade" has actively interested itself in the control of the amateur rider, and an organisation has been formed in which gentlemen who depend to a very great extent upon the countenance of "The Trade" hold high office. In fact "The Trade" is in my opinion making a big effort to secure absolute control of amateur cycling. The reason underlying all the agitation which has gone on for the past few weeks is to be found in the fact that the N.C.U. recently discovered a complete touchstone of amateurism in the shape of a condition attached to certain licences to the effect that the licence would be withdrawn if any performances accomplished by the holder were used for the purpose of advertisement. As each of the riders who had applied for a trade licence to the N.C.U. had carefully explained that he was not engaged for his riding powers, that he was quite a free agent, that he trained and raced in his leisure time, and at his own expense, and that the firm which employed him took no interest one way or the other in his performances, it might have been supposed that every such applicant for a licence would have jumped at a proposal which enabled him to establish very fully his *bonâ fides* as an amateur, but such is not the case. "The Trade" was hard hit. It rendered an unconscious testimonial to the absolute and complete success of the licensing scheme, and it afforded to those gentlemen who will in the future make it their duty to uphold amateurism a most valuable indication of the best way to do it. Under these circumstances a revolt followed. A glance at the constitution of the temporary committee will reveal to any one cognisant of the facts the influences which brought such divergent elements into accord.

Now the question suggests itself to me—Is not this the Cyclists' Touring Club's opportunity? Thousands of amateurs the country through are affiliated to this body; thousands of riders who having received their education at University or Public School understand what amateurism means. Then why should not the Cyclists' Touring Club extend its operation, working under a definition which is universally accepted? Why should not the Touring Club make arrangements with builders of first-class racing machines, as well as roadsters, and be in a position to supply the aspirant for racing honours with a machine, subject to a condition, viz. that the vendor should never use any feat accomplished thereon in



the purpose of advertisement? The competition in the cycle trade is keen enough, and as the amateurs purchase their machines it is absolutely certain that they will find firms ready to meet them. Bicycle makers are keen enough to sell their wares, and if any member or members of the Cyclists' Touring Club went with their money in their hands, I fancy (having regard to the sort of terms which are offered to ordinary purchasers) that they would have no difficulty in purchasing a machine on favourable terms under such conditions. The only thing that would be then required would be for the Cyclists' Touring Club, as a corporate body, to see that the conditions under which the machine was purchased were maintained. Such a step would at once afford a test as regards a man's amateur status. The paid advertisement, the "maker's amateur", would not seek to purchase his machine under the auspices of the C.T.C. The amateur who valued his status would be only too glad to join the C.T.C. and obtain this as one of the many advantages which that body holds out. The thousands of riders who now belong, and the many who would in this case join the C.T.C., would form a nucleus of a strong amateur racing association, and it is absolutely certain that amateur sports will be open to no trade-controlled, expenses-receiving rider. Races "open to amateurs licensed by the Cyclists' Touring Club" would doubtless find a place in the programme of most meetings. There has recently been some little talk about amalgamation between the Touring Club and the N.C.U., but if the N.C.U. is going to tinker with the amateur definition, it is not at all a remote possibility that the N.C.U. will shortly remove itself outside the pale of amateurism, as usually understood, and then the C.T.C. can step into its place and control the real amateur side of cycling and assume a position which will be equal to that of the League of American Wheelmen. No. 7550, 1894.

#### TO GLASGOW AND DISTRICT MEMBERS.

Sir,—At a meeting of Councillors held in Glasgow a few weeks ago it was decided to have a Club run from Glasgow to some interesting district on the second Saturday (8th) of September.

We will give fuller details in August *Gazette*, meanwhile shall be glad if you will kindly find room for this letter, so that *Glasgow and District* members may note the date and make a special endeavour to keep that date open; and we hope that we may have a large, successful, and enjoyable run.

The local officers would be glad to have any suggestions from members as to how the run may be made most useful.—Yours truly,

JOHN R. BALFOUR, C.C.

ALEX. HAY, R.C.

A. G. RENNIE, R.C.

JAMES B. STEWART, C.C.

A. MARTIN, R.C.

Fernbank, Beith.

### Prospective Tours.

Any member who is desirous of securing a companion for a journey is invited to insert under this heading a short detailed account of his requirements, gratis. It is advisable to enumerate the countries, or leading centres, through which the Tour is to extend, and to state whether the rider is a Bicyclist or a Tricyclist. Communications should be addressed to the Editor, and in case they are to be re-directed, must be enclosed in a second franked envelope, or they will not be forwarded.

Wanted, a companion for a tour to Antwerp (with or without cycle) in July or August. Expenses moderate.—Address No. 4205, c/o Editor.

Wanted, companion for a short bicycle tour to Paris, forty to seventy miles daily, weather permitting; start about 12th July. Advertiser no experience of foreign travel.—Address No. 862, c/o Editor.

Advertiser (age thirty-two) wishes to meet with a companion for twelve days' tour; rides pneumatic safety; pace easy; expenses moderate; T.H. or H.Q. tariff; time of tour, July or August. Suggested route as follows—Rail to Wolverhampton, thence to Shrewsbury, Llangollen, Corwen, Bettws-y-Coed, Llandudno, Holyhead, Carnarvon, round Snowdon to Harlech, Barmouth, Towyn, Aberystwith, returning by the course of the river Wye to Monmouth, and through Hereford or Gloucester home.—W. H. EATON, 2, Brookfield Road, Brookfields, Birmingham.

A tricyclist (over sixty) would like to hear of a companion for an easy tour for a week or ten days in August or September; district unimportant.—Address 1788, c/o Editor.

Wanted, a companion for twelve days' tour in Normandy, starting 14th July.—Address No. 2628, c/o Editor.

Wanted, lady companion or companions for cycling tour, from London to Worcester, via Brighton, Southampton, Winchester, and Oxford, for second week in August; about forty miles daily; expenses moderate; references exchanged.—No. 2484, c/o Editor.

Wanted, by an officer of the Indian Medical Service, a companion for a tour on the Continent, commencing about 1st August, and lasting for about one month, or as long as may be mutually convenient. Advertiser intends going to Baireuth, to attend the Wagner Festival for four or five days, and thereafter to Buda Pesth, to attend the International Sanitary Science Congress in the beginning of September. He is willing to commence riding at any particular point on the journey, or to take the train when convenient, but is specially anxious to ride through the Austrian Tyrol. Has toured in South Germany before, but knows very little German. Will ride safety; pace moderate; and wishes to see anything of particular interest *en route*. Arrives in England about 10th July.—Address Surgeon-Captain A. E. GRANT, I.M.S., Southleigh, Murraysfield, Mid-Lothian, N.B.

Companion wanted for ten or fourteen days' tour in South and West of England. Start middle of August. Pace and expenses moderate. Bicyclist.—No. 12,038, c/o the Editor.

"THE FOLKESTONE ROAD."—The third of the second series of articles upon the main roads out of London appeared in the *Sporting and Dramatic News* of the 9th ult. It is excellently illustrated, but we incline to the opinion that the compiler of the article is a little wide of the mark when he says *inter alia* " . . . Great Britain, which includes Ireland up to the present." But after all the author is, we believe, an Irishman born and bred, and he is, in consequence, entitled to "speak twice."

AN UNSOLICITED TESTIMONIAL.—Among the letters which have from time to time reached us praising the C.T.C. uniform cloth, the following deserves a place:—"I am writing to ask you if you could oblige me by letting me have enough of your cloth (C.T.C.) to make a suit of clothes. I was a member of the C.T.C. for three or four years, but now I am farming. I was Consul while I was at H—, as you will see by reference to the Handbook for 1892-3. Now I am farming I have plenty of horses to ride, so I do not need a machine, and have no use for the C.T.C., but should very much like to have the cloth, as it's the best I ever had to wear." We have tried to persuade our correspondent to take up cycling anew if only for conscience' sake, and for the sake of the cloth he loves so well.

CONTINENTAL GUIDE BOOKS AND BOOKS OF TRAVEL.—Messrs. Iliffe & Son have just published a Guide to the Continent by H. Tiedeman entitled "*Via Flushing*," consisting of fifty routes, embracing Holland, Belgium, Germany, Austria, Switzerland, the Engadine, Chamouny, the Italian Lakes, Turin, Genoa, Venice, Florence, Rome, Naples, Denmark, Norway, Sweden, St. Petersburg, Constantinople, Athens, &c. The book, which is well illustrated throughout, contains a wonderful amount of useful information, mentioning the chief objects of interest at each place, but is a nice portable size and not dear at the price, 3s. nett.

The same firm has also published a second edition of "*Across Europe*," describing Charles Terront's ride from St. Petersburg to Paris on a safety bicycle. The book will interest a good many even of those who are not cyclists, though few probably would care to undertake a similar ride on Russian roads. The price is 1s. nett.

A new handbook called "*Walks in Belgium*," by Percy Lindley, has reached us, and we can recommend it as a handy and useful work to those who pay a short visit to Belgium, whether cycling, driving, or on foot. The price is sixpence.

The fifteenth annual issue of the Great Eastern Railway Company's Tourist Guide to the Continent, edited by Percy Lindley, is also to hand. It is nicely illustrated and contains useful information for those who have not time to make a prolonged stay at each place. The price is sixpence.

## 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.  
 ALE (Switzerland)—V. Settelen.  
 BARNSTAPLE—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. Köpse, 18, Mohrenstrasse 50.  
 BIRMINGHAM—\*Husband Bros., 21, Paradise Street.  
 BLACKBURN—Tomlinson & Co., 17, Aspsden's Buildings.  
 BOLTON—J. Boyd & Co., 21, Fold Street.  
 BOURNEMOUTH—W. Rogers & Sons, 1, Albany Terrace.  
 BRADFORD—Macvean Bros., 17, Darley Street.  
 BRIDGORTH—W. Jones & Co., Waterloo House.  
 BRIGHTON—R. Needham & Son, Castle Sq., Old Steine, and Palace Place.  
 " F. Willard & Son, 2, Western Road.  
 BRISTOL—Randall & Walls, 50, Park Street.  
 " \*B. Thomas & Co., 54, Park Street.  
 BURNLEY—J. Leedam, 5, Red Lion Street.  
 BURTON-ON-TRENT—W. Brown, 184 and 185, Station Street.  
 BURY—J. Burrow, Silver Street.  
 CANBORNE—J. Vivian & Brother.  
 CAMBRIDGE—J. Gillings, 14, Alexandra Street.  
 CANNOCK—C. H. Cope.  
 CANTERBURY—J. G. Jackman, 6, Parade.  
 CARDIFF—E. J. Baker, 33, Queen Street.  
 CARLISLE—Clark & Son, 35, Bank Street.  
 CHATHAM—J. W. Taylor, 191, High Street.  
 CHELMSFORD—J. P. Green.  
 CHELTENHAM—S. King & Son, 35, Winchcomb Street.  
 CHESTER—J. T. Davis, The Cross.  
 CHICHESTER—W. Long & Son, Southgate.  
 CIRENCESTER—G. Fraser & Son.  
 CORK—J. Drew, 34, Princes Street.  
 COVENTRY—B. Riley, King's Head Buildings.  
 CREWE—Vickers & Son, High Street.  
 DARLINGTON—W. G. Wallis, 4, North Gate.  
 DERBY—\*Gamble & Cunningham, 54, Sadler Gate.  
 DEVIZES—Parsons Bros., 3, St. John Street.  
 DONCASTER—G. Goldthorpe & Son, St. George Gate.  
 DORCHESTER—H. Bascombe, High West Street.  
 DOUGLAS (Isle of Man)—J. Hale, 6, Athol Street.  
 DUBLIN—\*T. J. Callaghan & Co., 15 & 16, Dame Street.  
 " \*Pim Bros., Ltd., 75, South Great George's Street.  
 DUDLEY—W. R. Kneale, 251, Castle Street.  
 DUNDEE—Tocher & Henry, 63, Reform Street.  
 EASTBOURNE—  
 EDINBURGH—\*Gulland & Kennedy, 55, North Hanover Street.  
 ELY—H. Kempton & Co., High Street.  
 EXETER—\*J. & G. Ross, 227, High Street.  
 FAREHAM—W. Surman, 4, High Street.  
 FAVERHAM—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, Cleithorpe Road.  
 GUILDFORD—J. Levy & Co., Bank House.  
 HALIFAX—W. H. Graydon & Son, Northgate and Crossley Streets.  
 HANLEY—T. & R. Gilman.  
 HEREFORD—C. Wits.  
 HULL—C. H. Capes & Son, 20, Savile Street.  
 ILKACOMBE—R. Jewell, 123, High Street.  
 INVERNESS—H. Fraser, 23, Bridge Street.  
 IPSWICH—W. Damant, 13, Butter Market.

JERSEY—E. P. Falle, 10, Beresford Street.  
 KIDDERMINSTER—Thos. Bennett, 6, Oxford Street.  
 LEAMINGTON—T. Claxton, 106, The Parade.  
 LEDBURY—C. Wits.  
 LEEDS—L. W. Rowland, 36, Albion Street.  
 LEICESTER—\*F. Brett, Peterboro' House, Granby Street.  
 LEOMINSTER—C. M. Binyon, 1, Corn Square.  
 LIMERICK—Cannock & Co., Limited.  
 LINCOLN—J. W. Martin, 2, Silver Square.  
 LIVERPOOL—\*G. E. Young & Co., 40, 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, Philipot Lane, E.C., and 71 and 73, Park Street, Camden Town.  
 " The West End Clothiers Co., 37, Ludgate Hill, E.C.  
 " FOR LADIES ONLY.—John T. W. Goodman, 47, Albemarle Street, Piccadilly, W.  
 (Mr. Goodman, although not the holder of an official appointment as gentlemen's tailor, is yet prepared to cater in the best West End style for those members who are willing to pay the following prices:—Lounge jacket—Brown cloth, 48/-; Grey cloth, 50/-; Norfolk jacket—Brown cloth, 53/-; Grey cloth, 55/6. Breaches or Knickerbockers—Brown cloth, 13/6; 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.  
 MAIDSTONE—H. Taylor, 25, Gabriel's Hill.  
 MANCHESTER—\*Meggitt & Co., 22, Cross Street.  
 MARLBOROUGH—J. Russell & Sons, High Street.  
 MIDDLESBROUGH—J. Newhouse & Co., Albert Road.  
 MULHOUSE (Alsace)—H. Dussere.  
 NEWBURY—A. Smith, 88, Northbrook Street.  
 NEWCASTLE-ON-TYNE—W. Caldwell & Co., 43, Grainger Street.  
 " J. Turnbull, 43, Pilgrim Street.  
 NEWPORT (Isle of Wight)—G. B. Purkis, 51, High Street.  
 " (Mon.)—Wildings, Limited, Bon Marché.  
 " (Salop)—H. Harper, Market Place.  
 NEWTON ABBOT—C. Pope, 42, Courtenay Street.  
 NORTHAMPTON—Blacklee Bros., Gold Street.  
 NORTH SHIELDS—\*D. Hill & Co., Howard and Union Streets.  
 NORWICH—Downes Bros., 29, London Street.  
 NOTTINGHAM—W. Gabbattiss, 20, Market Street.  
 OXFORD—Arthur Shepherd, 6, Corn Market Street.  
 PARIS—J. Drouart, 9, Rue de l'Eclle.  
 PERTH—W. Byars, 88, High Street.  
 PLYMOUTH—L. Sansom, 17, George Street.  
 PORTADOWN—\*W. Paul & Son, 46, High Street.  
 PORTSMOUTH—See Southsea.  
 PRESTON—W. Elton, 11, Lune Street.  
 RAMSGATE—G. Weiden, 40, High Street.  
 READING—E. P. Silver, 17, King Street.  
 REDRUTH—J. Evans, Tower House.  
 RETFORD—C. J. Merryweather, Bridge Gate.  
 RHYL—Hughes & Son, 56, High Street.  
 SCARBOROUGH—J. Etches & Son, Huntriss Row.  
 SHEFFIELD—R. R. Neill & Co., 12, Change Alley.  
 SHREWSBURY—W. F. Watkins, 6, Pride Hill.  
 SOUTHAMPTON—J. H. Gilham, 29, Hanover Buildings.  
 SOUTHPORT—\*E. Trounson, 213, Lord Street.  
 SOUTHSEA AND PORTSMOUTH—\*Chase & Tighe, 82, Palmerston Road, Southsea.  
 " John Maltby, Commercial Road, Landport.  
 SOUTH SHIELDS—Mackey & Co., 23, King Street.  
 STIRLING—Jas. Robertson & Sons, 16, Murray Place.  
 ST. LEONARDS—\*H. Angliss, 44, London Road.  
 STOWMARKET—F. Ward, Ipswich Street.  
 STRATFORD-ON-AVON—S. Williams, 25, Bridge Street.  
 SUNDERLAND—\*J. Gillies & Son, 56, Fawcett Street.  
 SWANSEA—H. Thomas & Son, 9, Heathfield Street.  
 SWINDON—R. L. Mugford, 15, High Street.  
 TAUNTON—Josiah Lewis, 11, North Street.  
 TORQUAY—Montgomery & Dolbear, 49, Fleet Street.  
 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 Neuve Gracht.  
 UXBRIDGE—Carrick & Coles, Waterloo House.  
 VIENNA—F. Kadczik, Rothenthurmstrasse 31.  
 WALSALL—Barrett & Forrester, Park Street.  
 WARMINSTER—Foreman & Son, 23, Market Place.  
 WATFORD—\*J. P. Taylor, 95, High Street.  
 WESTON-SUPER-MARE—\*Tytherleigh & Son, Church Road.  
 WIGAN—Coop & Co., 23, Walgate.  
 WINCHESTER—F. W. Flight, 90, High Street.  
 WINDSOR—R. Whitaker & Sons, Peasod Street.  
 WOLVERHAMPTON—H. B. Burslem, 19, Darlington Street.  
 WORCESTER—H. Parsons, 82, High Street.  
 YEovil—J. A. Milborne, 21, Prince's Street and Church Street.  
 YORK—W. R. Beckwith & Son, 30, Colliergate.  
 ZURICH—A. Whittinger, Bahnhofstrasse.  
 " T. A. Harrison, Anglo-American.

## List of Candidates, July, 1894.

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

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

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

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

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

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

### BEDFORDSHIRE.

Cock, M. F., M.R.C.S. Richmond House, Turvey  
Irving, G. 3, St. Michael's road, Bedford  
Latchmore, G. H. Bank House, Luton  
Lloyd, Lt.-Col. E. 48, Clapham road, Bedford

### BERKSHIRE.

Cocks, S. W., jun., M.A. School House, Reading  
Daly, J. S. Stone House, Kingston, near Abingdon  
Garrett, G. R. Beech Hill, Reading  
Hooke, T. C. Stevenston Vicarage  
Marshall, Rev. W. The Cloisters, Windsor Castle

### BUCKINGHAMSHIRE.

Attenborough, W. A., M.A., LL.M. Manor House,  
Weston Underwood, Olney  
Brandreth, R. H. (Diss C. C.) Eton College, Windsor

### CAMBRIDGESHIRE.

Allix, C. P. Swaffham Prior House, near Cambridge  
Bennett, J. O. Downing College, Cambridge  
Ingia, V. D. (Leys School C.C.) Leys School, Cambridge  
Wall, A. H. Trinity College, Cambridge  
Wyatt, F. B. Whittlesford

### CHANNEL ISLANDS.

Maistre, Rev. W. B. le St. Peter's Rectory, Jersey

### CHESHIRE.

Barnes, W. Farndon Villa, Lower Bebington  
Cooper, J. 84, Market street, Hyde  
Morley, J. D. (Hyde C.C.) Commercial Hotel, Hyde  
Newton, W. J., B.A., F.R.G.S. 35, Fountain street, Higher Tranmere  
Oldham T., M.D. (Dukinfield St. John's C.C.) Rydal Mount,  
Cheetham Hill road, Dukinfield  
Pollard, G. W., M.B. Borough Hospital, Birkenhead  
Ritson, W. Gorse Bank, Heswall  
Smyth, Lt. H. The Castle, Chester  
Spradbery, D. (Wallasey Wheelers C.C.) Gowrie, Sea View road,  
Liscard

Spradbery, W. (Wallasey Wheelers C.C.) Gowrie, Sea View road,  
Liscard  
Standing, C. Kenworthy lane, Northenden  
Stansfield, W. (Hyde C.C.) 47, Market street, Hyde  
Stephenson, H. Bebington, near Birkenhead  
Walmsley, D. 2, Adswood grove, Stockport

### CORNWALL.

Hoggins, Rev. C. R. Caenmenellis Vicarage, Redruth  
Nicholls, J. M. Mornick, South Hill, Callington

### CUMBERLAND.

Brown, G. S. Briar Riggs, Keswick  
Pape, H. T. (Keswick C.C.) Pape's Parade, Keswick  
Wilson, J. B. Thirlmere House, Frizington

### DERBYSHIRE.

Bowden, J. L. (Glossop Wheelers C.C.) Howard street, Glossop  
Shipton, T. Spropton, Foston

### DEVONSHIRE.

Ashplant, W. G. (Torrington A.A.C.C.) Palmer House, Torrington  
Ball, G. M. (Plymouth C.C.) 16, Seaton avenue, Mutley, Plymouth  
Hallet, J. W. Chagford  
Leeper, Rev. H. H. 3, Wyndham square, Plymouth

### DORSETSHIRE.

Goodenough, Rev. G., M.A. (R.N.) H.M.S. "Minotaur," Portland

### DURHAM.

Bowcock, Rev. A. Blackgate House, Coxhoe, R.S.O.  
Cass, J. W. (Darlington B.C.) 14, High row, Darlington  
Hutton, H. E. Wear Vale Biscuit Factory, Sunderland  
Matravers, H. Norton, Stockton-on-Tees  
Pease, R. Pierremont, Darlington  
Skeen, W. St. J., M.B., C.M. Durham County Asylum, Winterton,  
Ferry Hill  
Wilson, W. H. (Bishop Auckland Star C. & T.C.) 115, Newgate  
street, Bishop Auckland



## ESSEX.

Allen, C. W. 13, The Pavement, Wanstead  
 Chapman, G. A. 1, Lindafeld villas, Napier avenue, Southend  
 Sworder, H. Woodbine Cottage, Epping  
*Sworder, Mrs. H.*  
 Thomson, F. H. (City of London C.C.) 17, Hamfrith road, Stratford

## GLOUCESTERSHIRE.

Bennett, C. J. 8, Bayshill villas, Cheltenham  
 Gent, G. S., M.R.C.S., L.S.A. 66, Coronation road, Bristol  
 Lees, E. L., M.D. 2, The Avenue, Redland road, Bristol  
 Parker, F. H. Bicknor, Suffolk square, Cheltenham  
 Parker, E. C.  
 Pidgeon, W. 8, Belle Vue crescent, Clifton Wood, Bristol

## HAMPSHIRE.

Blood, Surgeon-Lieut.-Col. R., M.D. (Garrison C.C.) 4, Compton road, Winchester  
 Bridger, A. Bedford Cottage, Liphook  
 Daniels, W. M. (Bournemouth High School C.C.) Boys' High School, Poole road, Bournemouth  
 Frankeiss, J. W. Commerce House, Christchurch road, Bournemouth  
 Irving, G., M.A. Milton Lodge, Basingstoke  
 Jackson, R. H.M.S. "Australia," Netley  
 Main, E. Netley House, Havelock road, Southsea  
 Michell, R. T. Boscombe Hospital, Bournemouth  
 Moreton, Lieut.-Col. A. M. McD. Hill grove, Bembridge  
 Scott, S. G. (Oxford U.B.C.) The Rectory, Havant  
 Thomas, J. D. Braemar, Sandown  
 Whitby, Rev. Canon T., M.A. St. John's Vicarage, Sandown  
 Wood, Rev. C. H. Edgcombe Tower, Priory road, Bournemouth

## HERTFORDSHIRE.

Chambers, F. D. 1, Port Vale terrace, Hertford  
 Evans, E. Waltham Cross  
 Latchmore, A. 12, Brand street, Hitchin

## KENT.

Alton, Captain P. W. d' 56, Crooms hill, Greenwich  
 Anderson, K. Lesney House, Erith  
 Bartley, Rev. G. H. C., M.A. 1, Gundulph villa, Park road, Sittingbourne  
 Coulcher, R. V. Martin's Bank, Sittingbourne  
 Cruse, H. B., M.A. Amesbury House, Bickley  
 Edney, A. F. 2, Church street, Folkestone  
 Forrester, F. C. Forester's Hall, Canterbury  
 Franks, W. 90, High street, Sevenoaks  
 Harris, E. C. 76, High street, Sittingbourne  
 Kenward, H. K. (Gravesend Athletic C.C.) 28, Windmill street, Gravesend  
 Latham, F. (Canterbury C.C.) Margate  
 Lomax, W. T. Walter Villa, Cantwell road, Plumstead  
 Lomax, G. Dover Castle, Plumstead road  
 Mann, C. (Gravesend Athletic C.C.) 28, Windmill street, Gravesend  
 Mason, F. J. Royal Mortar, Woolwich  
 Millen, L. 87, High street, Sittingbourne  
 Prentis, W. 77, High street, Sittingbourne  
 Schenk, C. Chatham House, Ramsgate  
 Templin, Rev. J. M., M.A. 29A, Mason's Hill, Bromley  
 Theodosius, Rev. A. T. Elmley Rectory, Sittingbourne  
 Trimmer, Rev. H. E. Holy Trinity Vicarage, Sittingbourne  
 Turner, A. J. 77, High street, Sittingbourne  
 Wall, Rev. C. de R., M.A. The Villas, Swanley  
 Worsfall, F. H. 91, High street, Sittingbourne

## LANCASHIRE.

Anderson, W. 11, Great Western street, Moss Side, Manchester  
 Halshaw, J. (Nomads C.C.) 41, Seymour road, Astley Bridge, Bolton  
 Banks, Rev. H. V. Walton-le-Dale, near Preston  
 Batho, T. Heaton Villas, Heaton Moor road, Heaton Chapel  
 Bolton, T. Hillstead, Oldham  
 Brumwell, G. T. 41, Church street, Preston  
 Crippin, E. R. (Wigan Wednesbury C.C.) Spring Bank, Pemberton, Wigan  
 Cross, A. J., M.B., C.M. Dalton-in-Furness  
 Dow, J. M. Engineer's Office, Gas Office, Liverpool  
 Eccles, W. C. 19, Arundel avenue, Sefton Park, Liverpool  
 Garnett, S. A. Wyreside, Lancaster  
 Glover, H. Lyme Grove, St. Helens  
 Glover, B. H.  
 Graham, Lieut. R. P., R.N. 184, Walton village, Walton  
 Graham, Mrs. R. P.  
 Greenwood, C. V. Green Hill, Colne  
 Gulland, C. S. 58, St. Bee's street, Moss Side, Manchester  
 Hardman, C. R. 71, King street, Manchester  
 Heggie, R. 275, Regent road, Salford  
 Hitchens, Mrs. T. M. Wavertree, Liverpool  
 Hitchens, Miss F. M.

Jackson, H. B. (Zingari C.C.)

Wellington Lodge, Oldham

Jackson, W. (Zingari C.C.)

Lowry, W. A. 67, Cairns street, Princes Park, Liverpool  
 Mallalieu, A. 90, Middleton road, Oldham  
 Marsden, J. D. Oak Cottage, Woodplumton  
 McClure, D., jun. West Bank House, Heaton Mersey  
 McLellan, J. 10, Limefield, Blackburn  
 Moody, J. G. The Hollies, Ashton-in-Makerfield  
 Moorhouse, A. P. Sunnyside, Freshfield, near Liverpool  
 Ogden, J. E. Manchester road, Oldham  
 Radcliffe, G. Werneth Park, Oldham  
 Sinclair, J. 61, Merlin street, Liverpool  
 Smart, P. R. 17, Borrowdale road, Wavertree, Liverpool  
 Starkey, A. 113, York street, City road, Hulme  
 Thorpe, W. (Denton C.C.) 25, Heaton street, Denton, near Manchester

Tomlinson, F. 59, Sheriff street, Rochdale  
 Tomlinson, W. Church Brow, Walton-le-Dale, Preston  
 Towers, Rev. W. H. 79, Smedley road, Manchester  
 Tyas, Rev. J., B.A. Padiham Vicarage, near Burnley  
 Waller, Mrs. F. J. 106, London road, Liverpool  
 Willoughby, G. H., F.R.I.B.A. Crag-y-don, Lapping lane, Didsbury  
 Witter, E. C. Crown Works, Bolton  
 Woodhouse, J. H. 100, King street, Manchester

## LEICESTERSHIRE.

Hodges, Mrs. L. B. M. 21, Garendon street, Leicester  
 Southby, A. G. Bowden Green, Great Bowden, Market Harboro  
 Skelton, G. Riby Villa, Bargeat, Grimsby  
 Stephenson, A. 3, Flottergate, Grimsby

## MIDDLESEX.

Arundel, M. H. 62, Poet's road, Highbury, N.  
 Barnes, J. P. 1, Trevor terrace, Knightsbridge, S.W.  
 Bartlett, H. 5, Alkham road, Stoke Newington Common, N.  
 Bawcombe, W. 22, Gr.-sley road, Hornsey lane, N.  
 Bayly, F. J. 49, Kentish Town road, N.W.  
 Birks, J. T. 172, Gower street, W.C.  
 Breard, A. 77, Palmerston Buildings, Old Broad street, E.C.  
 Butler, H. 5, Bury street, St. James', S.W.  
 Bunyan, J. A. (Wood Green C.C.) 1, Dagmar road, Stroud Green, N.  
 Chadwick, W. 45, Pall Mall, S.W.  
 Cook, E. R. 29, Highbury Hill, N.  
 Court, Mrs. E. D. Leicester Lodge, Hampton  
 Denny, T. J. 95, Finsbury Pavement, E.C.  
 Ferguson, R. J., M.D. Roseneath, Hounslow  
 Fletcher, F. B., B.A. 35, New Bond street, W.  
 Forbes, S. Delhi and London Bank, Bishopsgate street, E.C.  
 Green, W. G. Fernside, Avenue road, New Southgate, N.  
 Grylls, T. H. Burgh House, Well walk, Hampstead, N.W.  
 Guthrie, W. M. 10, Curzon street, Mayfair, W.  
 Hamilton, A. H. D. 8, Fig Tree Court, Temple, E.C.  
 Hepburn, A. 35, Adamson road, South Hampstead, N.W.  
 Hislop, A. 10, Varsity road, Amhurst Park, Stamford Hill, N.  
 Hore, J. C. 108, King Edward road, South Hackney, N.E.  
 Inglis, J. W. (Belsize B.C.) 18, Bleinheim road, St. John's Wood, N.W.  
 Jameson, Miss I. J. 2, Upper Woburn place, W.C.  
 Josland, R. E. 8, Regency terrace, Willesden Green, N.W.  
 Leslie, Mrs. J. 53, Seymour street, Portman square, W.  
 Lloyd, W. W. 88, Maygrove road, West Hampstead, N.W.  
 Loch, G. C. B. 4A, Queen Anne's gardens, Bedford Park, W.  
 Loch, C. E. 56, Beversbrook road, Tufnell Park, N.  
 Long, F. J. (Stanhope Institute C.C.) 54, Warren street, Fitzroy square, W.

Maquay, G. St. James's Club, Piccadilly, W.  
 Milner W. E. 47, Park road, Haverstock Hill, N.W.  
 Moore, F. W. 47, Onslow square, South Kensington, S.W.  
 Moore, T. (Chelsea C.C.) 91, King's road, Chelsea, S.W.  
 Oppenheimer, A. M. 23, Carlingford road, Hampstead, N.W.  
 Okenon, W. P. 75, St. George's road, Primico, S.W.  
 Ovenston, C. H. 39, Oakley road, Canonbury, N.  
 Ovenston, T. C.  
 Peace, A. G. 820, Holloway road, Upper Holloway, N.  
 Peters, J. L. 2A, Guildhall chambers, Basinghall street, E.C.  
 Peters, C. J. 6, Park terrace, Hanwell  
 Peters, F. L. 11, Fairfax road, Bedford Park, W.  
 Price, Mrs. A. J. 180, Lancaster road, Notting Hill, W.  
 Prouse, A. G. 12, Park avenue, Wood Green, N.  
 Rimell, F. G. 54, New Bond street, W.  
 Sauginetti, F. Ealing Dean, W.  
 Sillis, H. 2, George street, W.  
 Sparkes, Rev. C. W., M.A. 29, Leconfield road, Highbury New Park, N.  
 Sully, F. M. 18, Trebovir road, Earls Court, S.W.  
 Thicknesse, R. 3, Edwards place, Kensington, W.  
 Thomas, W. J. 240, Regent street, W.  
 Tooth, F. 25, Paul's wharf, E.C.  
 Topham, H. W., B.A. 19, Collingham road, South Kensington, S.W.  
 Walker, H. 11, Regent street, Pall Mall, S.W.  
 Waters, R. S. 44, Ladbroke grove, Notting Hill, W.  
 Whincop, A. 40, Church street, Stoke Newington, N.

## MONMOUTHSHIRE.

Finch, A. M. Commercial Hotel, Abercarne  
 Hiscock, E. S. 7, St. Luke's road, Pontnewynydd, near Pontypool  
 Kendrick, H. High street, Abergavenny  
 Wall, W. J. 2, Kirby street, Newport

## NORFOLK.

Crass, H. W. 1, Saturday Market place, King's Lynn  
 Dudley, Miss E. M. *Ashmanhaugh Rectory, Norwich*

## NORTHAMPTONSHIRE.

Adams, L. E., B.A. 77, St. Giles street, Northampton  
 Andrews, C. J. Brackley  
 Cowley, J. C. Withe Croft, Kilsby  
 Mather, C. J. Boxlea, Cambridge street, Wellingborough  
 Smith, T. R., A.M.I.C.E. Seagrave House, London road, Kettering  
 Taylor, W. J. Temperance Hotel, Brackley  
 Thompson, B., F.C.S. 55, Victoria road, Northampton

## NORTHUMBERLAND.

Burnett, J. W. Prior's terrace, Tynemouth  
 McGillivray, P. 60, Crown street, Newcastle-on-Tyne  
 Stevenson, Lieut. A. G., R.E. 22, Grove street, Newcastle-on-Tyne

## NOTTINGHAMSHIRE.

Cooley, G. P. Sherwood, Nottingham  
 Hull, W. W. North Muskham Vicarage, Newark  
 McLaughlin, Rev. A. H. (Retford Speedwell C.C.) Bothamsall  
 Pearson, F., jun. Vicarage, Ollerton, Newark  
 Walter, J. 12, Angel row, Market place, Nottingham  
 Walter, Mrs. J. Brant Broughton, Newark

## OXFORDSHIRE.

Bowerman, E. G. Eynsham Hall, near Witney  
 Bowerman, Mrs. E. G.  
 Clarke, A. J. Longwood House, Oxford  
 Carrington, W. 155, Kingston road, Oxford  
 Emmett, J. W., M.R.C.S. The Green, Adderbury, near Banbury  
 Gay, E. Invermore, Oxford  
 Kemp, A. R. Havering House, St. Clement's, Oxford  
 Perry, Mrs. H. 100, West street, Grimsbury, Banbury  
 Perry, Mrs. S. A.

## SOMERSETSHIRE.

Douglas, G. A. Rose Cottage, Chew Stoke  
 Evans, G. H., M.A. The College, Bath  
 Wimberley, Rev. C. F. A., M.A. School House, Chard

## STAFFORDSHIRE.

Bate, P. W. M. Stone  
 Gilbert, W. J. (Walsall C.C.) Park street, Walsall  
 Montford, E. W. J. (Mount C.C.) Stoke-on-Trent  
 Nash, A. (Salters C.C.) 78, Neal street, West Bromwich  
 Orme, T. W. Market place, Uttoxeter  
 Parker, Miss D. L. *Mariemont, Birchfield road, Handsworth*  
 Priestly, A. J. 206, Birchfield, near Birmingham  
 Woodroffe, F. R. Heron Court, Rugeley

## SUFFOLK.

Atterbury, J. 5, Spring road, Ipswich  
 Rodger, W. S. Colonial College, Hollisley Bay  
 Rump, R. H. The Beeches, Eye  
 Wood, J. W. Coney Weston Hall, Ixworth

## SURREY.

Aldridge, F. Elmstead, Sutton  
 Aldridge, Mrs. F.  
 Aldridge, Miss M.  
 Aldridge, W.  
 Bingham, F. H. 46, Dulwich road, S.E.  
 Brooks, C. H. Glenbrook, Nightingale lane, Clapham Common, S.W.  
 Bull, J. 99, Grosvenor terrace, Camberwell, S.E.  
 Cornish, E. 7, Kestrel avenue, Herne Hill, S.E.  
 Doubleday, Rev. A. 29, Dean's buildings, Walworth, S.E.  
 Duke, Miss C. M. *Windmill House, Clapham Common, S.W.*  
 Eldridge, A. E. Christ Church Schools, Alpha road, Surbiton Hill  
 Finny, W. E. St. L., M.D. Kenlis, Queen's road, Kingston Hill  
 Gaisford, Rev. B. St. George's Cathedral, Southwark, S.E.  
 Hemmingsway, G. 2, Burnham terrace, Richmond  
 Hucklebridge, F. 102, High street, Putney, S.W.  
 Köhler, C. F. 44, Salscott road, New Wandsworth, S.W.  
 Lutz, Rev. C. J. 20, Dean's buildings, Rodney road, Waltham, S.E.  
 Marshall, Mrs. J. W. *The Holt, Goddington*  
 Maturin, Col. F. Westfield Lodge, Surbiton  
 McLaren, D. A. 2, Cambria road, Cold Harbour lane, S.E.

Payne, A. E. 24, Putney Bridge road, Wandsworth, S.W.  
 Prior, A. G. (Brixton Ramblers' C.C.) 52, Rectory grove, Clapham, S.W.  
 Radford, E. W. (L.L.M.) Hillside, Liverpool road, Kingston-on-Thames  
 Russell, D. Braemar, Long Ditton  
 Shortland, Col. D. V., R.A. 142, Croydon road, Anerley, S.E.  
 Shortland, C. V. N.  
 Smith, Rev. T. 14, Melior street, Southwark, S.E.  
 Tear, W. 33, Loughborough road, Brixton, S.W.  
 Tozer, W. Elm Hurst, Wallington  
 Vickers, A. J. 12, Putney hill, S.W.  
 Walters, E. H. Church street, Reigate  
 Williams, J. E. 193, Gipsy road, West Norwood, S.E.  
 Wormald, S. F. 21, Upper Kennington lane, S.E.

## SUSSEX.

Funnell, E. J. 113, West street, East Grinstead  
 Knipe, Lt.-Col. W. Wicklands, Selwyn road, Eastbourne  
 Knorr, M. K. E. Cheltonia College, Bognor  
 Latham, F. N. Knowle, Cuckfield  
 Marshall, E. 1, Ditchling road, Brighton  
 Newbold, A. Parklands, Burgess Hill  
 Price, G. Church terrace, Hurstpierpoint  
 Samuel, A. H. (Y.M.C.A. C.C.) West Pier, King's road, Brighton  
 Turner, J. A. E. 45, Brunwick place, Brighton  
 Wilkinson, A. M., M.A. Warren Hill, Eastbourne

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Bradshaw, W. J. 10, Ludgate hill, Birmingham  
 Calver, J. V., D.D.S. 4, Dolman road, Aston  
 Fitchett, G. 22, Elvetham road, Edgbaston  
 Fitchett, Mrs. G.  
 Francis, F. W. 34, Bath street, Leamington  
 Fuge, E. J. (L. & S. W. C.C.) 3, Willes road, Leamington  
 Hiscox, A. E. Bath street, Leamington  
 Hudson, F. M. (Lombardian C.C.) 243, Nechells Park road, Birmingham  
 Lacy, A. J. 35, High street, Warwick  
 Lawrence, W. A. (L. & S.W. C.C.) 15, Cleens street, Leamington  
 Smith, C. C. Bilton House, Rugby road, Leamington  
 Stevens, Rev. A. 2, Leon place, Godwin street, Birmingham  
 Wormell, W. J. (Holy Trinity C.C.) Regent street, Coventry

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Lewthwaite, J. E. (Kendal Amateur B.C.) 55, Stramontgate, Kendal  
 Smith, C. A. Levens Parsonage, Milnthorpe

## WILTSHIRE.

Williams, E. Brook House, Trowbridge

## WORCESTERSHIRE.

Bladon, F. 88, Stratford road, Sparkbrook  
 Bown, G. H. Wellington road, Bromsgrove  
 Emery, Miss M. 2, Parkfield terrace, Stourbridge  
 Garlick, F. W. 39, Durham road, Sparkhill  
 Gascoyne, G. Hampden Villa, Ombersley road, Worcester  
 James, Miss R. Bank House, Stourbridge  
 Rusher, J. G. Pershore

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Appleyard, J., M.B., F.R.C.S. 1, Clifton villas, Manningham, Bradford  
 Appleyard, W.  
 Appleyard, J.  
 Baker, C. H. (Middlesbro' C.C.) 99, Grange road East, Middlesbrough  
 Barker, H. East Bath street, Batley  
 Burton, H. L. Ivy Mount, Sutton-on-Hull  
 Chadwick, H. (Saltire C.C.) 5, Albert road, Saltire  
 Cooke, J. E. 4, Ann place, Horton lane, Bradford  
 Elkington, J. W. 41, Somerset road, Doncaster  
 Firth, O. Hawthorne House, Baildon, near Shipley  
 Gelder, W. A., F.R.I.B.A. 76, Lowgate, Hull  
 Hammerton, G. H. L. Stannington, near Sheffield  
 Hovey, C. H. 82, Norfolk road, Sheffield  
 Hume, H. (York Priory C.C.) 64, St. Olave's road, Clifton, York  
 Jefferison, J. W. (Filey C.C.) Filey  
 Norton, H. 115, Roundhay road, Leeds  
 Oetzberger, H. Bradford  
 Pickard, A. 2, Snow Hill view, Wakefield  
 Renton, W. F. 6, Claremont crescent, Sheffield  
 Roff, E. N. (Manningham C.C.) 4, Primrose hill, Horton road, Bradford  
 Ringrose, R. W.  
 Simister, Rev. J. W. The Green, Thirsk  
 Simpson, E. E. 31, Esplanade gardens, Scarborough  
 Thonger, E. W. Moor Top House, Ackworth, Pontefract  
 Walker, Captain G. (Richmond C.C.) 19, Cavendish road, Leeds  
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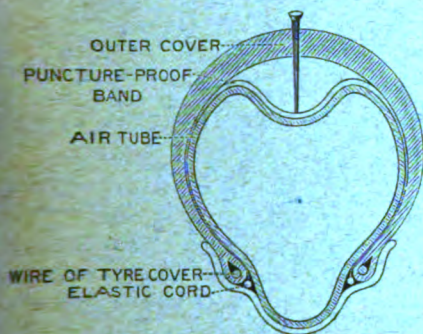




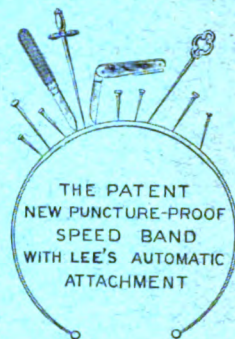
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