

THE MONTHLY

No. 9. VOL. XIII.

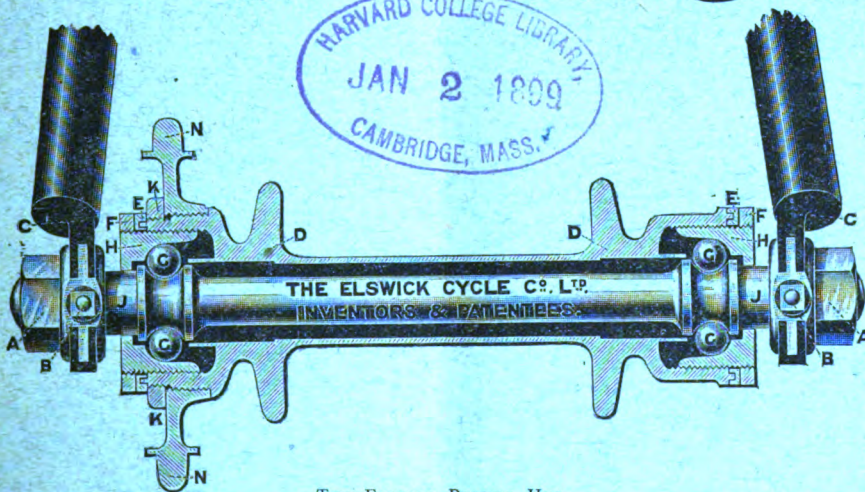
SEPT., 1894.



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.).

ELSWICK.



THE ELSWICK PATENT HUB.

ELSWICKS have the most genuine improvements, and are the perfection of cycles for touring or racing. They are unapproached for workmanship, quality of material, finish, and speed; they are years in front of all others. They have won the following National Victories during the last two months:—


1 Mile CHAMPIONSHIP of ENGLAND,
25 Miles CHAMPIONSHIP of ENGLAND,
1 Mile CHAMPIONSHIP of DENMARK,
10,000 Metres CHAMPIONSHIP of BELGIUM,

1 Mile NATIONAL CHAMPIONSHIP of SCOTLAND,
5 Miles NATIONAL CHAMPIONSHIP of SCOTLAND,
25 Miles NATIONAL CHAMPIONSHIP of SCOTLAND,
25 Miles NATIONAL CHAMPIONSHIP of IRELAND,

With Challenge Cups, Records, Scratch Races on road and path, and also gained the GOLD MEDAL at Brussels International Exhibition.

CATALOGUES FREE OF CHARGE. APPLY

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

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

HOMOCEA

INSTANTLY TOUCHES THE SPOT IN SPRAINS & BRUISES,

Strained Muscles, Pains in Joints,
and all kindred Ills and Complaints.

WHITEHALL, London.

DEAR SIR,—Your ointment, called "HOMOCEA," was found to be the most soothing and efficacious unguent that I could possibly have for my fractured limb, as it seems to retain longer than any other that oleaginousness so requisite for perfect and efficient massage. The fault of embrocations generally is that they harden and require warmth, whereas yours, besides being particularly aromatic, is as soft as oil, and almost instantly mollifying in the case of severe inflammation.—Yours faithfully,

HENRY M. STANLEY.

DEAR SIR,—I am exceedingly pleased to testify to the excellent healing properties of your "HOMOCEA." We use it for sprains, cuts, &c.—In fact, I consider it a very useful article to have in the house.

58, Eastbank Street, Southport.

J. E. MAIDEN.

I am very pleased with the result of using "HOMOCEA" on bruises—its effects are simply marvellous. I used it in the case of a gentleman who was very badly bruised from severe accidents while riding a restive young horse. His left arm and collar bone, also left leg, were bruised and discoloured, the blood being in many cases nearly through the skin. I applied "HOMOCEA." The swelling vanished, and after an hour's rest, he was able to bear the drive of eight miles home. It was applied twice more that evening, and again the next morning, with the result that he was able to travel some hundred miles the next day.—Faithfully yours,

E. N. MILLAR.

Ruperra Castle, Newport, Mon., March 6th, 1894.

I have found "HOMOCEA" in cases of sprains and bruises, &c., very useful in the mission among the poor and others. I am just out: could you kindly send me about £1 worth.—Yours very truly,

Brockley.

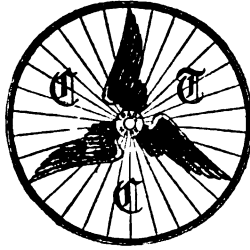
R. HUMPHRIES.

Sold by Chemists at 1s. 1½d. and 2s. 9d. per box, or free by post from
THE HOMOCEA CO., 21, Hamilton Square, Birkenhead, for 1s. 3d. and 3s.
(HOOPER, 43, King William Street, London Bridge, sells it.)





THE



MONTHLY GAZETTE

[FOUNDED 1878.]

INCORPORATED 1887.]

And + Official + Record.

No. 9. Vol. XIII. [NEW SERIES.]

SEPTEMBER, 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.

Contents.

EDITORIAL - - -	241	ANSWERS TO CORRE-	
OFFICIAL NOTICES -	244	SPONDENTS - - -	259
THE COUNCIL - - -	246	WHEEL WANDERINGS -	260
MEETS AND MEETINGS	249	MINISTERIAL HOBBIES	264
COMPANION TO THE		CORRESPONDENCE -	265
ROAD BOOK - - -	250	MULTUM IN PARVO -	270
TYRES OF TO-DAY -	255	ALTERATIONS TO	
DISTRICT COMMITTEES	255	HANDBOOK - - -	272
SUFFOLK: ITS OBJECTS		DANGER BOARDS -	272
OF INTEREST - - -	256	TAILORS' LIST - - -	273
COVENTRY NOTES -	259	CANDIDATES' LIST -	274
PROSPECTIVE TOURS -	259		

Editorial.

A SAD FATALITY. The injudiciousness of departing from the usual rule of the road, unless prompted by real and urgent necessity, has unhappily been forcibly illustrated within the last month in the neighbourhood of Aberdeen. From the published reports, it would appear that one Robert J. Peat, a teacher, of Edinburgh, was riding in company with a fellow tourist, when he and his friend overtook a milk cart, behind which two boys were running. Peat's companion proceeded to pass the cart upon the off or proper side, where it is admitted there was "room for a four-horse coach," but Peat, either from an insane desire to save time—the curse under which half the riders of the present day labour—or for some other reason best known to himself, departed from the recognised rule,

and proceeded to pass the cart on the left or near side. In so doing, he came into violent collision with one of the boys, and inflicted upon him such injuries that he never recovered consciousness, but died during the afternoon.

Peat was thereupon, very properly, arrested upon a charge of culpable homicide, but admitted to bail.

The trial took place before Sheriff Brown at the Stonehaven Court a few days since, when:—

"Proceeding to analyse the evidence, the Sheriff said the point in the case was that the accused in violation of the rule of the road, and departing from the example which his companion set him, took the left instead of the right side of the road as he ought to have done. In doing so, he was certainly acting contrary to the rule of the road, and a presumption therefore arose that he was in fault, and if that presumption was not overcome the fault remained as an element—and it was a very important one in this case. His lordship fully assented to the law as stated in England, admitting that it was open to a rider on the public road to justify his departure from one of the rules of the road; but, on the other hand, the burden of proof, if an accident happened, of course, rested upon him very distinctly to show that he was not in fault. The accused had attempted to do that, but, in the Sheriff's opinion, without success. He was bound to say that the evidence of the witness Anderson was in many respects wholly inconsistent with evidence which fully commended itself to his mind, and he had therefore no difficulty in rejecting the theory which he put forward as entirely failing to justify the violation of the rules. There was a conflict of evidence as to the pace at which the riders were driving, but, although there were no grounds for describing it as furious, it was quite plain to him that it was considerable, and that view was supported by the evidence of Dr. Dalgarno.

That was a consideration which would only add to the fault of the accused. It was extremely unfortunate that the boy, apparently in a state of panic, left the back of the cart, where he would have been perfectly safe, but contributory negligence on the part of the boy—even if it could be characterised as such—would not relieve the accused from the criminal charge, if his fault was directly, although only partially, the cause of the occurrence which resulted in the death of the deceased. There was no doubt whatever as to the law in this case, and it was this, that if fault, however slight, was connected with the fatal result, the responsibility of the fault lay on the prisoner. He therefore felt himself compelled to support the proposition contained in the complaint, that the fault of the accused was the cause of the child's death in a sense involving criminal responsibility. The fault, certainly, was not great, and no view of the case would be either practical or equitable that did not fully recognise the misadventure which brought the fault of the accused into action. The ends of justice would therefore, he thought, be met by the imposition of a penalty of £3, with the alternative of fourteen days in prison.

The monetary penalty Peat has been called upon to pay cannot by any possibility be regarded as excessive—indeed we marvel at the lightness of it—but there should dwell with him the life-long reflection that but for his thoughtless, if not indifferent conduct, the boy would be alive and well at the present moment.

♦ ♦ ♦

Since the appearance of the August issue the Kingston magistrates have convicted another batch of cyclists of riding machines "without having bells or whistles attached thereto," an offence which, as we have already pointed out, is not known to the law.

The following letter has accordingly been addressed to the editors of the leading London dailies, from whose columns it has been copied into many provincial journals:—

THE LOCAL GOVERNMENT ACT.

To the Editor of—

Sir,—You are doubtless aware that considerable discussion has of late arisen as to the interpretation to be put upon that portion of Section 85 of the Local Government (England and Wales) Act, wherein cyclists are required "by sounding a bell or whistle or otherwise, to give audible and sufficient warning of their approach."

You are also, without doubt, acquainted with the fact that the police in the Kingston district have for some weeks been in the habit of detaining all cyclists who ride machines "without having bells or whistles attached thereto," and, what is more, they have succeeded in obtaining convictions upon this charge, though it has not been shewn (nor can it be shewn) that it constitutes an offence against the law.

Of course, if it be proved in evidence that the cyclist neglected to give the "audible and sufficient warning by sounding a bell or whistle, the magistrates may in their wisdom hold that the term "or otherwise" means sounding some other mechanical instrument, and may convict the rider, but a summons and a conviction for the alleged offence of riding a cycle "without having a bell or whistle attached thereto," are both bad in law and must almost inevitably be reversed upon appeal.

Will you, therefore, allow me to make known to your numerous readers the fact that if they or their friends are so summoned, the C. T. C. will at once take up their case, provided always that the matter is reported to me and is placed in my hands immediately the summons is issued.

In making public this determination, the Council of the C. T. C. would like it to be clearly understood that so far from attempting to encourage the riding of cycles by persons

unprovided with a bell or whistle, they are particularly anxious to uphold not only the spirit but also the text of the section they introduced and were instrumental in getting passed, but at the same time they will jealously conserve the rights of wheelmen, and will not, without a protest, allow the law to be misinterpreted by either the magistracy or the police.

I am, Sir,

Your obedient servant,

E. R. SHIPTON,

Secretary C.T.C.

140, Fleet St., London, E.C.

Aug. 14, 1894.

We are well aware that many of our readers are of opinion that money and sympathy are wasted in fighting the battles of riders who neglect to provide themselves with a bell or whistle, and that these parties deserve all that befalls them. A moment's reflection will, however, convince them that the one and only object the C.T.C. has in view is to prevent any encroachment upon the dearly bought rights of wheelmen at large. It is but a few short years since the cyclist was subject to many disabilities, such as being under the necessity of dismounting and "remaining dismounted as long as may be reasonably necessary, if requested to do so by the driver of any other vehicle holding up his hand or otherwise" (by the way, the Bench in those days should have construed "or otherwise" as *ejusdem generis* of holding up the hand, in which event holding up the leg would probably have been voted sufficient!): the necessity of carrying "a continually-sounding bell of not less than six inches in diameter, which bell shall be capable of being heard forty yards ahead": The necessity of lighting his lamp in broad daylight if only the time of official sunset had arrived; etc., etc. Furthermore, in these good old days, a cyclist on foot might not even wheel his cycle upon any highway after the same hour unless it was provided with a light, and it was the commonest thing in the world to find even intelligent people ready to contend that the cyclist had no right to the use of the road, and that he was there simply on sufferance. Riders who remember these and many other difficulties will join with us in watching with a jealous eye the slightest attempt to filch the wheelman's privileges, and will recognise the necessity of the following correspondence—a correspondence that tells its own tale:—

New Scotland Yard, S.W., 1st August, 1894.

Sir,—With reference to your letter of the 28th ult., I am directed by the Commissioner of Police of the Metropolis, in reply, to transmit herewith, as requested, two copies of the Regulations which have been issued relating to the use of bicycles and tricycles in the Metropolitan Police District.

I am, Sir,

Your obedient servant,

G. BATHURST,

The Secretary, Cyclists' Touring Club.

Chief Clerk.

POLICE NOTICE.

BICYCLES AND TRICYCLES.

Persons using Bicycles and Tricycles are hereby cautioned that, by the Act 51 and 52 Vic., cap. 41, sec. 85, Bicycles, Tricycles, Velocipedes, and other similar Machines are declared to be Carriages within the meaning of the Highway Acts, and

LIGHTED LAMPS

are required to be carried upon such Carriages when used between one Hour after Sunset and one Hour before Sunrise

All persons riding upon Bicycles, Tricycles, &c., are, when passing any Cart, Horse, Foot Passenger, &c., required to sound a

BELL OR WHISTLE

in order to give audible notice of their approach.

A penalty of 40s. for each and every offence against these Regulations may be imposed.

Attention is also drawn to the provision of the Metropolitan Police Act, which imposes a penalty on any person who shall

RIDE OR DRIVE FURIOUSLY,

OR so as to endanger the life or limb of any person, or to the common danger of the passengers in any thoroughfare.

The Police have been directed to ascertain the names and addresses of persons about to take part in any Bicycle or Tricycle Race in any thoroughfare or public place within the Metropolitan Police District, and to proceed against or, if necessary, apprehend and charge before a Magistrate any person violating the law as to furiously riding or driving.

The provisions of the law as to obstructions are independent of the above.

E. R. C. BRADFORD,

The Commissioner of Police of the Metropolitan Police Office,
New Scotland Yard.

139 and 140, Fleet Street, London, E.C.

3rd August, 1894.

To the Commissioner of Police,
New Scotland Yard, S.W.

Sir,—I am in receipt of your favour of the 1st instant, (bearing reference No. 173,688) and its enclosures, for which I beg to thank you.

The Cyclists' Touring Club, which I have the honour to represent, is in full sympathy with the object of the Police Notice recently issued by you, and has consistently striven by every means in its power to uphold the laws bearing upon the use of cycles (in witness whereof I enclose a copy of a manifesto issued in the Spring of the current year, and circulated to the extent of thousands of copies), but at the same time it ventures to query that portion of the notice wherein it is stated that:—"All persons riding upon bicycles, tricycles, etc., are, when passing any horse, foot passenger, etc., required to sound a bell or whistle in order to give audible notice of their approach."

The text of section 85 of the Local Government Act (England and Wales) 1888, runs

(b) Upon overtaking any cart or carriage, or any horse, mule, or other beast of burden, or any foot-passenger, being on or proceeding along the carriage-way, every such person shall within a reasonable distance from and before passing such cart or carriage, horse, mule, or other beast of burden, or such foot-passenger, by sounding a bell or whistle, or otherwise give audible and sufficient warning of the approach of the carriage.

I am of course quite well aware that it is open to you or to any other would-be interpreter of the section I have quoted to contend that the term "or otherwise" must be construed as *ejusdem generis* of "a bell or whistle," but this point is at least open to argument, and on behalf of my Club I am constrained to enter a protest against the police notice above referred to upon the ground that *it ignores an alternative method of giving warning, for which provision is very clearly made in the Statute.*

I feel assured that this anomaly has only to be brought to your attention to ensure the withdrawal of the notice in which it is embodied, and I appeal to you to that end accordingly.

I am, Sir,

Your obedient servant,

E. R. SHIPTON, Secretary,
Cyclists' Touring Club.

New Scotland Yard, S.W., 13th August, 1894.

Sir,—With reference to your letter of the 3rd inst., I am directed by the Commissioner of Police of the Metropolis, in reply, to acquaint you that the words "or otherwise" will in future, be added to the Notices issued by the Police with regard to the riding of cycles in the Metropolitan Police District.

I am, Sir,

Your obedient servant,

LEWIS J. FRY,

Acting Chief Clerk.

The Secretary, Cyclists' Touring Club.

No one bemoans more than do we the fact that certain classes of riders—and the public will not discriminate between cyclists and cyclists—continually abuse the privileges we enjoy, and by their selfish and inconsiderate behaviour do their best to incite the police, the magistracy, and Parliament to take action in the interests of the community at large, but two wrongs never yet made a right, and it is the bounden duty of the C.T.C. not alone to protest against any suggested curtailment of the wheelman's liberties, but to join in condemning their abuse, and in bringing real offenders to justice.

♦ ♦ ♦

The Committee appointed at the THE HOTEL opening of the year, to consider SYSTEM. whether or not any change could with advantage be introduced into the system under which hotels are appointed by the C.T.C., present their report in the current issue.

Put briefly, they recommend—and the Council have resolved to act upon the recommendation—that no more hotels be appointed as Head-quarters or Quarters, but that in future the hotel proprietor shall be asked to state what is his ordinary tariff for certain specified accommodation, and also what discount he will allow off that tariff to members of the C.T.C.

The change will involve much extra labour upon the part of all concerned, but we believe that in less than a year its benefits will be made unmistakably apparent.

♦ ♦ ♦

Many are the suggestions which from time to time are made with the ARTISTICALLY object of improving the appearance INCLINED. and adding to the attractiveness of the Club organ.

The latest proposal takes the shape of a suggestion that each department of the paper should be headed by an illustrated block, the subject matter of which should preferably bear some significance to the subject of which it treats. The idea has commended itself to the Council, who accordingly authorise us to invite from the artistically gifted a series of sketches. These should be in line suitable for reproduction by photo-zincography, and should preferably measure 5½ in. by 2 in. The topics to be provided for include Editorial, Official Notices, The Ladies' Page, Multum in Parvo, Coventry Notes, Jetsam and Flotsam, Wheel Wanderings, Correspondence, Answers to Correspondents, etc. Half a guinea will be paid for each sketch which may be selected, and a like sum is offered for a sketch suitable for a title block on the first page of the cover. All sketches should reach us not later than the 31st of October, when the competition will close.

THE RAILWAY RATES QUESTION. "After long years," one of the three recalcitrant Southern Counties Railway Companies has at last fallen into line with its more enterprising neighbours, for the London, Brighton, and South Coast has reduced its charges for the conveyance of cycles to those in force on the majority of railways. The reduction will not, however, apply to stations served jointly by them, the Chatham and Dover, and the South Eastern, though in notifying us of this fact, the General Manager of the L., B., and S. C. expresses the hope that these companies may shortly see their way to adopt the new rates—a hope our readers will devoutly share.

In this connection, the following paragraph from *The Star* of the 8th ulto. will be read with interest by those who have witnessed the cool but characteristic attempt of the N.C.U. to obtain, by inference, the credit of bringing about the reduction:—

BICYCLE RATES ON THE L.B.S.C.R.

The letter of a correspondent published in *The Star* of 31st July, complaining of the high charges made by the L.B.S.C.R. for bicycles on the occasion of the National Sunday League's excursion to Worthing has been the means of obtaining a considerable reduction in the rates. The L.B.S.C.R. announce in reply to a letter from the league on the subject that the rate for bicycles in future when accompanied by the passenger will be 12 miles 6d., 25 9d., 50 1s., 75 1s. 6d., and 100 2s.

Official Notices.

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.

COUNTIES OF HERTS AND MIDDLESEX.

As Mr. H. Croydon Roberts, the Chief Consul for the above counties, will be away during the month of September, all members requiring routes are requested to write for same in good time, as letters will have to be forwarded. All letters should be marked C.T.C.

TO HAMPSHIRE MEMBERS.—Mr. E. C. Duchesne, the present Chief Consul, has notified to us his intention to retire at the end of the current season. He took office for a year only, and his professional engagements do not permit of his extending the term of service. We shall, therefore, be glad if any member will volunteer to assume the duties.

"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.

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
(or during the month of August:—Ossory Lodge,
Sandymount Strand, Dublin).

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., a hitherto, and, as the edition is limited, all who desire to possess a copy should make early application.

THE BRITISH ROAD BOOK—SCOTTISH SECTION.

First list of deletions to be made in the Schedules of Routes issued to Scottish members, July, 1894.

ARGVILL—Nos. 5, 22, and 31.
 DUNBARTON—Nos. 4 and 11.
 FIFE—Nos. 8, 11, 12, and 14.
 INVERNESS, NAIRN, ELGIN, BANFF—Nos. 5, 7, 10, 11, 12, 16, and 19.
 LANARK—Nos. 2 and 17.
 THE LOTHIANS—All the twenty-one routes.
 PEEBLES—Nos. 4 and 7.
 PERTH, FORFAR, KINCARDINE, ABERDEEN—Nos. 19, 21, 22, 23, 35, 36, 38, 39, 41, 49, 50, 51, 52, 53, 57, and 59.
 ROSS AND CROMARTY—Nos. 1, 3, 4, 5, 6, 7, 9, 11, 18, and 20.
 ROXBURGH, SELKIRK—Nos. 3, 5, 6, 8, 9, 10, 11, 19, 20, 23, 26, 27, 28, 29, 30, 31, 32, and 33.
 STIRLING—Nos. 11 and 12.
 SUTHERLAND, CAITHNESS—No. 3.
 WIGTON—Nos. 2, 5, 6, and 11.

EDINBURGH SECTION—RUNS FOR SEPTEMBER AND OCTOBER.

Date.	Destination.	Revenues.
Sept. 1st.....	Romanho Bridge	Mayfield ... 3.15.
Oct. 6th.....	Elphinstone Tower	Mayfield ... 3.15.

Wednesday evening runs, during September only, from Mayfield at 7.30.

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

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 (Baedeker's, Murray's, etc.), books of Travel Talk and Dictionaries in French, German, Italian, and Spanish; also some copies of Baedeker'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 EDITOR'S ALBUM.

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

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

Messrs. S. H. Bendall, Wells; G. A. de M. E. Dagg, Lisnaskea; F. H. Holloway, Wells; J. Moore, Crook; and F. Slater, Demerara.

THE CLERGY AND CYCLING.—"It is amusing to note that the Pope, in giving authorisation for the use of bicycles by priests of the Catholic denomination, has placed the responsibility for his decision with a departed cleric, who is claimed by his Holiness as the inventor of the cycle. This was the Abbé Pranton, who is reported to have progressed through his parish on wheels in 1845. The Pope thus grants dispensation to an up-to-date mode of locomotion, and credits one of his Church with the honour of having invented 'wheeling' at one stroke."—*Court Journal*. [The Holy Father is apparently unaware that it has been proved beyond question that the first inventor of the bicycle, balanced and driven with the feet of the rider off the ground, was Kirkpatrick Macmillan, of Courthill, Penpont, Dumfriesshire, blacksmith.—ED.]

The Council.

The usual monthly meeting was held at the "Covent Garden" Hotel, Southampton Street, London, on Saturday, August 4th, 1894, at 10 a.m.

PRESENT:—

C.C. H. CROYDON ROBERTS, London (Chairman).
 R.C. O. BEATTY, Surrey.
 R.C. W. COSENS, Sussex.
 R.C. F. L. DODDS, Yorkshire.
 R.C. P. E. DOVE, Middlesex.
 C.C. H. GRAVES, London.
 C.C. J. W. LLOYD, Newport.
 C.C. Dr. F. POWELL, Redhill.
 R.C. W. S. PHELPS, Surrey.
 R.C. H. C. STAPLES, Kent.
 C.C. S. A. STEAD, London.
 C.C. W. STODDART, Bedford.
 R.C. J. WHITE, Kent.
 R.C. C. WIGAN, Middlesex.
 R.C. L. J. WILLIAMS, Middlesex.

E. R. SHIPTON, Secretary.

- 99.—"That Mr. Charles Wigan, M.A., of 15, Ladbroke Square, Notting Hill Gate, London, W., be appointed Representative Councillor of the County of Middlesex.
- 100.—"That the resignation of Mr. J. F. Curtin, of Oranmore, as Chief Consul of the Counties of Mayo and Roscommon, be accepted."
- 101.—"That the resignation of Mr. Thomas Rhodes, of Rathfarnham, as Chief Consul of the County of Tipperary, be accepted with regret."
- 102.—"That the Rev. J. A. Bain, M.A., of The Manse, Westport, be appointed Chief Consul of the County of Mayo."
- 103.—"That the report on the Committee of Hotel Tariffs, coupled with the rider thereto by E. R. Shipton, and embodying the Handbook setting upon page 62 of the current Agenda, be adopted subject to the substitution of a discount of '—pence in the shilling' instead of '—per cent.' but that no hotel be appointed which will not allow at least 1½d. in the shilling off its ordinary charges to members of the C.T.C."
- 104.—"That the thanks of the Council be tendered to the Hotel Tariffs Committee, and that they be asked to carry the scheme into effect."

REPORTS OF COMMITTEES.

FINANCE.

- (a) The Chairman reported that the Committee would be meeting in London on Friday the 10th inst.

MAP AND ROAD BOOK (ENGLAND AND WALES).

- (b) The Chairman first laid before the meeting a report which covered the time that had elapsed up to the date of the Newcastle Council Meeting, which report was to the effect that another meeting of the Committee had been held when the Editor stated that the information until lately required from Stafford and Cheshire, had been to a large extent contributed by the emissary sent into those counties, but that a few routes still remained outstanding in the Pottery district, where assistance is still needed.

With regard to Mid-Wales, Lieut.-Col. Pitman, who had undertaken to furnish what was required, had practically completed his task, and the acceptance of the offer of Mr. G. H. Evans, the Chief Consul for Kent, to clear up all the ground north of the line covered by the last-named gentleman, would practically complete North Wales.

The Committee next took into consideration the revised and amplified schedules of routes pertaining to the counties of Cardigan, Pembrokeshire, Carmarthen, Glamorgan, Monmouth, and Brecknock, and made a selection from the offers of assistance received by them in response to the appeal sent out in the last *Gazette*. It is believed that all the information outstanding in respect of the area to be covered by Vol. II. will by this arrangement be obtained not later than the middle of July.

With respect to the applications received from some of the Chief Consuls whose counties are to be dealt with in Vol. II. that they may be allowed hotel and travelling expenses when checking the draft with which they have been furnished by the Editor, the Committee were of opinion that to act upon this suggestion would be to create a very undesirable precedent, and, as a consequence, they make no recommendation to the Council in connection with the matter, at any rate for the time being. It was decided that in cases where reports which are not in every respect satisfactory have already been received, the emissaries sent out by the Club should not be required to go out of their way to check the "draft" which has been compiled upon the basis of the information already in hand.

The Committee recommend to the Council that a hearty vote of thanks should be given both to Mr. Haswell, the Chief Consul for Shropshire, and to his many willing assistants for their self-denying labours in connection with the compilation of reports in that district.

The Committee noted with some satisfaction that 261 copies of Vol. I. of the British Road Book have up to the present been sold during the current year, and that a little more than half the total number of copies printed (5000) have been disposed of.

The Committee are unable to trace any benefit from the series of advertisements inserted in *The Field*, *The County Gentleman*, and *The Road*, and, as a consequence, they do not propose to incur any further expenditure under this head.

The further consideration of the suggested insurance of the Club's property in the Road Book was postponed for the time being.

A further report from the Chairman, covering the work up to date, was to the effect that the Committee met at headquarters on the 25th July, when they learned with pleasure that, with the exception of two or three routes in the Counties of Stafford and Cheshire (information as to which routes has been promised by local Consuls and members), the whole of the original reports relating to the roads to be included in Vol. II. are now forthcoming. The cost of obtaining the routes that two months since were outstanding in Stafford, Cheshire, Denbigh, Flint, Anglesea, Carnarvon, Merioneth, Montgomery, Cardigan, Pembrokeshire, Monmouth, Carmarthen, Glamorgan, and Brecon has absorbed the £50 placed at the disposal of the Committee by the Council, in spite of the fact that the gentlemen who undertook to visit these districts and procure the required information have worked without fee or reward. As bearing upon this matter, the Committee suggests that the Council should record a vote of thanks to Lieutenant-Colonel G. W. Rayner Wood, of Singleton, Manchester, Lieutenant-Colonel W. Pitman of 47, Penryn Road, London, S.W., Mr. G. H. Evans (C.C. for Kent), of 10, Oakley Terrace, Sheerness, and Mr. G. E. Stanley (R.C. for Devonshire), of Ivedon, Hants. The Committee regret that the whole of the information was not forthcoming on the 30th of June, as they hoped it might be, but they record their belief that the delay of three weeks, which has arisen ought not to prejudice the Editor, who, it will be recollected, has undertaken to get out the second Volume in time for the opening of the riding season of 1895.

Many original reports relating to Vol. III. are, as is well known, still outstanding, but the Committee are continuing to appeal to the membership for assistance through the *Gazette*, and are at the same time begging members who may be asked to render assistance in checking draft reports relating to Vol. II. to deal promptly with any such requests.

With respect to the matter of insuring the Club's property in the Road Book, the Committee are informed that the risk will not be undertaken for a less payment than £30 per annum, and as this amount would have to be correspondingly increased with the production of subsequent volumes, they do not recommend the Council to take any further action in the matter. They, however, wish it to be clearly understood that having ascertained the cost of insurance, they would like the Council to assume the responsibility of accepting or rejecting the insurance scheme.

Upon consideration of the foregoing reports it was resolved

- 105.—"That those Chief Consuls, Consuls, and members who have rendered such valuable assistance in connection with the compilation of Volume II. of the Road Book, be cordially thanked."

Considerable discussion ensued upon the question as to whether or not any further steps should be taken as regards insuring the Club's property in the Road Book, and it was ultimately decided to ask the Committee to inquire into the matter further and report the result.

MAP AND ROAD BOOK (SCOTLAND).

- (c) The Chairman reported that the work was progressing.

MAP AND ROAD BOOK (IRELAND).

- (d) The same remarks apply.

RIGHTS AND PRIVILEGES.

- (e) The Chairman reported that representations as to the excessive charges for the conveyance of machines across Invergordon Ferry had been made to the Clerk to the Justices, from whom a sympathetic and satisfactory *interim* answer has been received.

The matter of the charges levied for the use of bridges over the River Trent has been the subject of careful consideration, and the opinion of a member of the Committee (who is a barrister-at-law) as to the legality of some of the charges has been taken thereon. As a result, the proprietors of the Gainsborough Bridge have in future agreed to place cyclists upon the same footing as pedestrians, which in reality they are compelled

to do under the terms of their Act, and it is hoped that a similar result may attend the inquiry which has been made into the case of the other bridges.

The Dee Bridge Bill, under which a toll of 6d. was said to be imposed upon cyclists who may hereafter make use of the Bridge about to be constructed, has, through the instrumentality of Mr. C. W. Munslow (a former member of the Committee) been blocked in the House of Commons, and steps are now being taken whereby it is hoped that the charge in question will be materially reduced.

A letter has been addressed to the Chief Commissioner of the Police in the Metropolitan District protesting against the shape his recent manifesto as to the use of bicycles and tricycles has assumed, and pointing out that in no mention is made of an alternative method of giving warning of approach, though the said alternative method is clearly referred to in the Local Government Act.

A Bill recently introduced into the House of Commons by the Bridlington Local Board has been blocked by the Club upon the ground that the promoters are seeking power to make bye-laws for regulating the use of bicycles in the public streets, and for prohibiting the use of the roads or approaches to the sea walls, promenades, and public walks.

The Universal Lights Bill has unfortunately been withdrawn for the Session. Mr. R. G. Webster, the Member who took charge of the proposed measure, has made two further ineffectual attempts to get it read a second time, but there is now no possibility of securing this result during the current Session.

Legal and other advice has been afforded to many members who have made application therefor.

Since the last report of this Committee, Danger Boards have been supplied for erection upon the following hills:—

Name of Hill.	Locality.
Wray Lane.....	Near Kingswood.
Hawks Head.....	Near Leatherhead.
Cross Ways.....	Near Merstham.
Pebble.....	Near Headley.
Glasshouses.....	Near Pateley Bridge. (82)

REPRESENTATION OF THE CLUB UPON THE COUNCIL, AND ADVANTAGEOUS PURCHASE OF MACHINES.

- (f) The Chairman of these Committees intimated that the various members were still considering the subjects referred to them, and they hope to report at an early meeting.
- 107.—“That a Committee be appointed to consider the question of Council Meetings generally, especially with regard to their number (*i.e.*, as to whether they shall be held quarterly or monthly) and the place of meeting.”
- 108.—“That Messrs. W. Kendall Burnett, Aberdeen; E. W. Burke, Abbeyleix; P. Edward Dove, London; H. Croydon Roberts, London; G. Thompson, Birmingham; J. A. Williamson, Tynemouth; and E. R. Shipton, London, be the said Committee. Mr. Dove to act as chairman.”
- 111.—“That those Councillors who attended the Council Meeting called for Newcastle on the 14th July be credited with an attendance thereat.”
- (g) The Secretary laid before the Meeting some correspondence which had passed between himself and the Chairman of the Council relative to certain proceedings which had recently taken place in the Aberdeen Justice of the Peace Court, referred to at length in the July and August *Gazettes*. Whereupon, having in view the fact that the C.T.C. had received credit for actively intervening on behalf of the defendants, it was resolved.
- 112.—“That the C.T.C. do defray half the bill of costs, amounting to £3 2s. 9d., the balance being paid by the Scottish Cyclists' Union.”
- (h) Upon the suggestion of the Secretary that it was desirable to provide small metal tablets offering a reward of £1 for the conviction of any parties who may wilfully damage the C.T.C. Danger Boards, it was resolved.
- 114.—“That five hundred metal tablets be procured, as per estimate, at a cost of 20s. 6d. per gross, *plus* the charge for the design.”
- 115.—“That the Council learn with much regret of the death of Mr. Robert Strumpf, of Trieste, the Chief Consul for Austria, and beg to tender their condolences to his surviving relatives.”
- (i) The particulars of a running-down case, of which Mr. J. Addison, of Arundel House, Kilmarton Road, N., was the victim, having been laid before the meeting, together with the Honorary Consulting Solicitor's opinion thereon, it was resolved.
- 116.—“That the C.T.C. do contribute a sum not exceeding two guineas toward the unrecoverable expenses to which Mr. Addison may be put in vindicating his rights.”

Comments upon the Agenda were received from the following absent Councillors:—Rev. C. E. Ranken, Malvern; Messrs. A. Butterfield, Grantham; E. W. Burke, Ireland; W. Kendall Burnett, Aberdeen; J. P. Derrington, Warwickshire; E. W. Kelly, Watford; J. T. Lightwood, Lytham; and G. Watson, Northumberland.

The next Council Meeting will be held at Manchester, on Saturday, the 8th September, 1894.

REPORT OF THE COMMITTEE ON HOTEL TARIFFS.

To the Council of the Cyclists' Touring Club.

We, the undersigned, being a Committee appointed by Resolution No. 22 of the January Council Meeting to investigate and consider the existing Hotel arrangements, beg to report as follows:—

- I.—We have had before us the report of our predecessors (issued in September, 1892) wherein the opinion was expressed that the retention of fixed tariffs results, in many cases, in members of the C.T.C. being called upon to pay sums in advance of those charged to the general public. That opinion we endorse.
- II.—In seeking a remedy for the existing condition of things, we have carefully borne in mind—
 - (a) The necessity of devising some means whereby members of the C.T.C. may derive some benefit upon every—or nearly every—item in the Hotel Tariff, instead of receiving, as at present, a reduction on some items, which reduction is in many cases more than counterbalanced by the increase upon others.
 - (b) The desirableness of being able to convince the most sceptical that some real and palpable reduction of the ordinary tariff is made to the members of the C.T.C.
 - (c) The necessity of making provision for riders of widely varying social and financial status.
 - (d) The desirableness of interfering as little as may be with the existing contracts under which 800 Hotel Signs have been lent upon deposit.
 - (e) The desirableness of retaining the present simplicity of the hotel arrangements as far as is consistent with the adoption of a system admitting of considerable latitude of choice among houses of greatly differing status and accommodation.

III.—We accordingly recommend—

1. That no more hotels or inns be appointed as Headquarters or Quarters, as the case may be, but that, as the various contracts lapse, by change of proprietorship or otherwise, these houses be placed upon the same footing at those referred to in the following paragraphs.
 2. That all hotels not at present Headquarters or Quarters hereafter appearing in the Handbook be placed under contract at Special Tariffs to be negotiated and arranged by the various Chief Consuls with the respective landlords.
 3. That to this end a form of inquiry be provided by the Club whereon the landlord shall set out (a) his ordinary charges for the meals and accommodation therein mentioned, and (b) the lowest net price at which he will supply members of the C.T.C. with the same meals and accommodation.
- (N.B.—We consider a discount or percentage reduction, although it would *apparently* provide indisputable evidence that some benefit resulted to members from the contract, would be subject to the defect that the discount or percentage would often be added to the ordinary charges in the first instance, apart from which it would in our opinion be clumsy, complicated, and unworkable in practice.)
4. That if the said quotation be satisfactory an agreement be entered into by the Club with the landlord, in which agreement the ordinary charges and the charges to members of the C.T.C. shall both appear, coupled with a proviso to the effect that if any misrepresentation has been indulged in as regards the ordinary charges, or any increase of the special tariff be proved to have been made to members of the C.T.C., such misrepresentation or overcharge, as the case may be, shall be sufficient ground for the *immediate* cancellation of the agreement without the usual month's notice.
 5. That as soon as the contract has been negotiated and completed the Chief Consul do despatch to the landlord a certificate of appointment, setting out the tariff that (under the agreement entered into between the parties) is to be charged to members of the C.T.C.
 6. That all official signs to be supplied to houses thus appointed shall be shorn of the words *Headquarters* and *Quarters*—the wheel with the letters C.T.C. alone remaining; and that as the contracts with the Headquarters and Quarters at present appointed fall in, the signs in the possession of these houses be called in and similarly treated.
 7. That the hotel and other information now appearing in tabular form under the various Counties in the Handbook be arranged in alphabetical order in the manner shown in the specimen page, No. 1, appended hereto.

The adoption of the scheme we recommend will be found in effect to assimilate the various tariffs hitherto chargeable in England, Scotland, and Ireland, and at the same time provide a means whereby hotels of the highest grade, together with houses which cannot at present be with

benefit appointed as Headquarters or Quarters, may figure in the list. Although we would recommend that Temperance Hotels which are known to be eligible should be placed under contract, we do not advocate that Coffee Taverns should be similarly dealt with, though we would retain the latter class of house in the Handbook as merely recommended. Temperance and all other hotels not under contract we would exclude.

The *modus operandi* we propose that the Council should adopt in carrying this scheme into effect is in part that recommended by our predecessors in September, 1892, that is to say, we suggest that the various items for which a quotation is obtained from the hotel should be numbered somewhat as follows:—

SUGGESTED ITEMS.

Breakfast or Tea—

1. Tea, Coffee, or Cocoa, with Bread and Butter, Toast, and Preserve.
2. Tea, Coffee, or Cocoa, with Bread and Butter, Toast, Preserve, and Eggs.
3. Tea, Coffee, or Cocoa, with Bread and Butter, Toast, and Preserve. Ham and Eggs, Chops, Steak, Cold Meat, or Fish.
4. Table d'Hôte Breakfast (if any).

Luncheon or Supper—

5. Cold Meat, Potatoes, Salad or Pickles, Cheese, Bread and Butter.
6. Chops, Steak, or cut from Hot Joint (if any), Potatoes, Cheese, Bread and Butter.

Dinner—

7. Soup or Fish, Hot Joints, Potatoes and Vegetables, Sweets, Cheese, Bread and Butter.
8. Table d'Hôte Dinner (if any).

Bed—

9. Single-bedded Room, one member.
10. Do. two members.
11. Double-bedded Room, two members, two beds.
12. Attendance per Night (none for Meals) each member.

SUNDRIES—

13. Single Cup of Tea, Coffee, or Cocoa, and Biscuits or Bread and Butter.
14. Cheese, with Biscuits or Bread and Butter.

BATHS—

15. Hot Bath.
16. Cold Bath.

The charges agreed upon with each Hotel for these items would be inserted in the Handbook, in columns headed with corresponding numbers. (See specimen page No. 1 before referred to.)

The introduction into the Handbook of a separate tariff for each Hotel will, we fear, necessitate the abolition of the County divisions hitherto used, and the removal of the information relating to Consuls and Repairers to another section of the book, where it would appear in the shape shown in specimen page No. 2.

[Specimen pages Nos. 1 and 2 were superseded by that at the end of this Report, and they are not therefore reproduced.—Ed.]

We are of opinion that if this report be adopted by the Council the Chief Consul should very carefully scrutinise each hotel appointment existing in his district, and in the event of it appearing that no material benefit accrues to the membership from the existing contract he should at once cancel the same, and, if thought desirable, enter into a fresh arrangement with the house upon the new basis.

H. CROYDON ROBERTS, C.C. (Chairman).

P. EDWARD DOVE, R.C., Middlesex.

EDWARD B. COOPER, C.C.

JAMES LENNOX, C.C.

7th July, 1894.

N.B.—When this Committee was appointed, Mr. H. Cope West—one of the R.C.'s for Lancashire—was given a seat thereon, which seat he vacated when leaving for America. We cannot, of course, pledge Mr. Cope West to our views, but we have every reason to believe that he would have signed this Report if he had remained a member.

RIDER BY E. W. BURKE

While approving of the premises, I cannot agree with all the recommendations of above report, especially Section III., Nos. 3 and 7.

No. 3.—The form of inquiry proposed, embodying sixteen items (and these are not all that are required; for instance, no provision is made for the position of the bedroom—first floor or attic, front, or overlooking a back yard) and involving negotiation as to tariff, net prices, etc., with every hotel, is, in my opinion, unworkable.

The Schedule referring by numbers, from 1 to 16 or more, is clumsy, entailing on touring members a complicated reference to check their bills, tedious and irritating to the most methodical.

The scheme involves a system of separate bookkeeping for C.T.C. customers that would in itself prevent many hotel keepers (and these probably the very class we should like to secure) from entering into agreement with us. It does not remove the difficulties of a fixed tariff, for it simply multiplies their number and makes the individual C.C. the judge of the rate.

I totally dissent from the N.B. to No. 3. If the ordinary charges of a Hotel are made the subject of an agreement, these cannot be varied to meet a discount afterwards allowed. The plan involves no separate bookkeeping on the part of the hotel keeper, no production of the member's ticket until the bill is payable, and no tiresome reference to endless lists of tariffs unless in case of suspected overcharge, when reference to the agreement at once settles the matter. The tourist is to a large extent unfettered in his choice, and can suit his bed and board to his tastes and his pocket, while the discount off his bill is a very satisfactory proof of the value of his membership in the C.T.C.

I therefore report in favour of—

1. Agreement with hotels on a basis of their ordinary tariff, subject to a definite discount.
2. A letter to distinguish class of hotel instead of old H.Q. and Q.
3. The Schedule in Handbook to be made out as specimen page No. 3.

[This setting was not adopted, but was superseded by that at the end of this report.—Ed.]

4. That this report be referred to a committee to draft a form of agreement and instructions to C.C.'s

E. W. BURKE.

9th July, 1894.

RIDER BY E. R. SHIPTON.

I am fully in accord with the rest of the Committee in thinking that the existing hotel arrangements require amendment if the popularity of the C.T.C. in this connection is to be maintained.

I am, however, conscious that the adoption of any radical change will mean vastly increased labour for the Chief Consul, the Secretary, and the Compiler of the Handbook, and on this account I would vote for the simplest plan that can be devised consistent with efficiency.

I am theoretically in favour of the discount system advocated by Mr. Burke, but I am of opinion that to make it workable a portion of the Handbook will have to take the shape of a "ready reckoner," i.e., separate tables showing what 1¼, 2½, 3, 7½, 10, 12½, 15, 20, and 25 per cent. off sums varying from 6d. to £1 and upward amount to will have to be embodied. If this plan were adopted, and a copy of the discount table applicable TO THE PARTICULAR HOUSE were posted on the front or the back of the Certificate of appointment issued by the Chief Consul, the discount system would, I think, prove workable, and it would certainly provide the very best evidence we are ever likely to be able to offer of the truth of our statement that members of the C.T.C. do derive distinct benefit from the hotel arrangements. The fact should not, however, be overlooked that hotel proprietors may first add the discount to their ordinary charges and then deduct it afterward, or may give members of the C.T.C. inferior accommodation to counter-balance the discount. In this connection I would add that I do not consider Mr. Burke's proposal to differentiate between bedrooms "looking to the front" and others "looking to the back" in any sense practicable, nor do I think it possible to differentiate between the charges for rooms on different floors except in those cases where a printed scale of charges made to the general public is already in use. Furthermore, to differentiate thus in the contract entered into with the hotel proprietor would serve no good end unless the Handbook contained full information as to the charge agreed to for each floor, and indeed for each room (the rooms on one floor frequently differ widely in value). For instance, "bed and attendance" at "Hotel, Dublin, will, under Mr. Burke's plan, be "3s. 6d. to 7s. 6d.," but, unless the member knows what are the figures agreed to for the various rooms, what is to prevent the landlord from charging 6s. 6d., less 15 per cent.=5s. 6d., for the "bed and attendance" which the general public would get for 4s. 6d. (Save in the case of very large hotels, we must, I think, be content with the one quotation for bedrooms as at present.)

Similarly, if the hotel proprietor were asked—as he would be under Mr. Burke's system—to quote for six different items only, the members would be placed entirely at his mercy when he required accommodation not included in these six items.

I would therefore advocate the adoption of a modification of Mr. Burke's plan, and of the plan of the Committee, whereby the information would be given somewhat as follows:—

[Here followed a setting superseded by that reproduced at the end of the Report.—Ed.]

By this means a member (touring by himself) would have little difficulty in checking his bill, for he would soon get to recollect that the bedroom charge in his case was always the "A" item in the column headed "Beds" (see "Suggested Items" above); the charge for a meat breakfast or tea (not *table d'hôte*) the "C" item in the column headed "Breakfast or Tea"; the charge for dinner (not *table d'hôte*) the "A" item in the column headed "Dinner," and so on. If more items were required under each heading—e.g., if more varieties of breakfast or more varieties of dinner were required—they could easily be incorporated in the list of things for which the hotel proprietor is asked to quote.

The adoption of any of the plans advocated in the foregoing report or in the riders will, I fear, involve the need of two separate references to the Handbook by the member on tour (the first to the hotel list, and the second to the list of requisites and consuls); but in any radical departure from the system now followed this will be almost inevitable. The work of compiling the Handbook will also be greatly increased, for, until full information relating to the whole Kingdom be received from the various Chief Consuls it will be impossible to re-arrange it alphabetically (disregarding Counties), and when re-arranged it will be impossible to send out any proofs until the whole are procurable, when each C.C. must have a proof of the complete tabular portion so as to pick out and check the items that relate to the County in which he is interested. (An alternative plan—and the plan I should personally favour—would be to retain the County Divisions in the Handbook as at present, and in the event of it proving impracticable to give all the information relating to a place upon one page or across one opening of the book,* print under each County, first, the list of Hotels with their tariffs, and secondly, the list of Consuls and Repairers. This could be accomplished with much less labour than the re-sorting and massing of the names of places, and it would possess the advantage that the completeness—or otherwise—of the organisation in each County would be determined at a glance.) This

means, practically, that, after the various contracts under the new system have been negotiated by the Chief Consuls, the work of producing the next Handbook will occupy from four to six months, even under the most favourable conditions. The cost will, I think, be increased fifty per cent. by either of the schemes submitted.

25th July, 1894.

E. R. SHIPTON.

Since the foregoing was written the Secretary has found it practicable to get all the information relating to a place into one opening of the Handbook, *vide* the setting which follows:—

SPECIMEN OF HANDBOOK OPENING (Two Pages).

Place.	County.	Hotel and Street.	Grade.	Beds.	Attend.	Breakfast or Tea.	Lun. or Supper.	Dinner.	Sun. din.	Baths.	Discount.	Consuls.	Repairs.
Bedford	Beds.	The Bridge, St. Mary Street	H.Q.	A	B	C	A	B	A	B	A	Col. W. Stoddart, 11, Shakespeare Road	† p Kirby Bros., 32, Tavistock Street.
		King's Arms, St. Mary Street	Q.	A	B	C	A	B	A	B	A	Sydney T. Warren, Rugby Villa, Fatherston Road	† p John Warwick, St. Mary's Butts.
Reading	Berks.	C.T. Midland.	H.Q.	A	B	C	A	B	A	B	A	A. E. Marshall, Hoe Gardens (R. Rugg Monk, 4, Frankfort Street, C.C. for Devon.)	† p A. MacCormack & Co., 197, Union Street.
		Great Western, George Jackson's Temperance C.T. British Workman.	Q.	A	B	C	A	B	A	B	A		
Plymouth	Devon.	Royal Farley, Union Street (D.R.)	H.Q.	A	B	C	A	B	A	B	A		
		Westminster Temperance, Princess St. Cousin's, George Street, C.T. Borough Arms.	Q.	A	B	C	A	B	A	B	A		

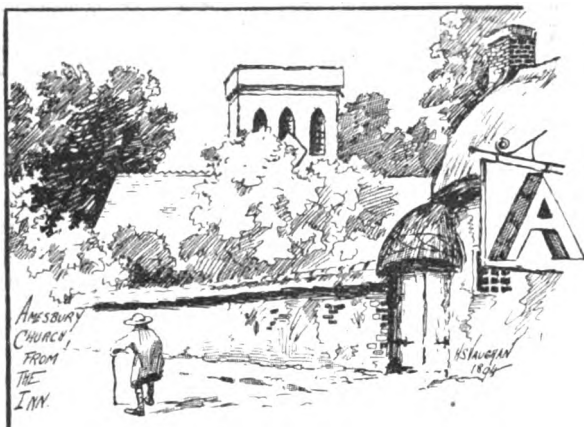
(Similar entries would be continued to the full depth of the pages.—Ed.)
The discount column will show how many pence in the shilling, and not how much per cent. the Hotel allows members of the C.T.C.

Meets and Meetings.

NOTTINGHAM AND THE MEET.

A meeting of the members of the C.T.C. was held on the 2nd ult. at the Ram Hotel, Newark. A numerous party rode over from Nottingham, and members also attended on their cycles from Mansfield, Worksop, Tuxford, and Retford, while a goodly number journeyed by train. About 40 sat down to tea. At the meeting Mr. Joseph Wright, the new Chief Consul, occupied the chair, and there were also present:—Mr. Butterfield (Grantham), Mr. Chatterton (Worksop), Rev. S. Bentley (Tuxford), Rev. F. D. Woodhouse (Gotham), Councillor Ellis (Nottingham), Mr. A. Wagstaff (Nottingham), Mr. Hawson (Worksop), Mr. F. Henry, Mr. and Mrs. Judge, Mr. Hipkins, Mr. H. Cooper, Mr. Blagg, Mr. Crane, and Mr. Marsh (Nottingham), and many others.—The Chairman briefly explained the objects of the meeting. He said it was called together with a view of enhancing the interests of the club, and of assisting the members to come more in touch with each other. He said the membership of the Notts. Chief Consulate amounted to about 200. He recommended that arrangements should be made for the establishment of more headquarters in the neighbourhood, and also asked that if any member came from a place where no consul was at present established, that he should volunteer to undertake the duties of consul of the place.—The Rev. F. A. Wodehouse, in proposing a vote of thanks to the late Chief Consul, Mr. Evans, for his labour bestowed upon the Road Book, remarked that a real, if not a strong tie, existed between those present. It was a threefold cord; they were united by their appreciation of one of the greatest inventions of this century, by the fact that they all belonged to the town or county of Nottingham, which in cycle production occupied a position of unrivalled pre-eminence, and also by the fact that the majority of them were members of the C.T.C. His reverence spoke of the Road Book. With respect to this, he was inclined to think that it was based on a somewhat too minute and detailed plan. It was made for a tortoise, not a cyclist, whose glory it was to be up and down hills almost before he knew of them. On the other hand, it was a good example of the kind of work that could be done by their Club. The principles of their Club was Co-operation. No one man could have compiled the Road Book. So in their *Gazette*. It was the contributions of members, especially in the correspondence, a few lines from many quarters, which made it valuable. This was why they wanted others to join. Let each ask, not so much what do I get by joining the C.T.C., but what can I do for cycling in general by joining? This was Mr. Evans' spirit, and their best thanks were due to him.—Councillor Ellis supported the resolution, which Mr Chatterton seconded.—Mr Hipkin proposed that the chief consul and the consuls of the district should hold a meeting, with the object of making arrangements for meetings of this kind.—The Rev. S. Bentley seconded, and the motion was carried unanimously.—The Chairman said he should be glad to do all he could, and if he was supported by his fellow members he had no doubt that the meetings would prove a success.—The meeting then terminated, and the party proceeded on their various routes for home.

TO CANVASSING AND PROSPECTIVE MEMBERS.—The present season of the year brings us, as usual, numberless applications for the immediate benefits of membership, unhampered by the regulations which apply to the election of all candidates. To all whom it may concern, we would therefore say, provisional tickets are always procurable in cases of urgency, upon payment of a small additional fee, particulars of which may be obtained from the Secretary.



Companion to the Road Book.

LONDON TO EXETER *via* STONEHENGE,
AND *via* DEVIZES.

Route 206, and Routes 301, 302, 261, and 306.

ILLUSION was made in the July instalment of the "Companion" to the several Exeter roads other than that described therein, and a description of them was promised. One of them—that *via* Dorchester and Bridport—was dealt with in the August issue, and there now remain but two. The first of these is *via* Andover, Stonehenge, Ilchester, and Chard (Route 206); the second, *via* the Bath Road as far as Beckhampton, thence diverging south-westward through Devizes, Frome, Bridgwater, and Taunton. The second of these is by far the best, so far as surfaces and hills are concerned, but the first also merits some description, if only because it passes Amesbury and Stonehenge. Mr. Worth pithily remarks about the latter that "there are two difficulties in writing

about it, that of knowing where to commence, and that of settling where to stop." These difficulties I shall endeavour to avoid by confining my remarks chiefly to my own notes made on the spot as regards the present appearance, etc., of the stones. For, to quote Mr. Worth again, "whole libraries have been written about this mysterious relic of the past, and it may produce libraries yet ere the fancy of Emerson is realised, and 'some diligent Fellowes or Layard will arrive, stone by stone, at the whole history by that exhaustive British sense and perseverance so whimsical in its choice of objects, which leaves its own Stonehenge or Choir Gaur to the rabbits, whilst it opens pyramids and uncovers Nineveh.'"

Proceeding westward from Andover (as far as which the route has been already described—see the *Gazette* for December, 1892, and July of this year), we take the right-hand road at the fork, as described at page 225 of the Road Book. The first five miles are easy running. Thruxton, a thatched village with some fine trees, lies to the right of the road, but an inn, the "White Horse," stands by the roadside, and as it is the only place of refreshment from here to Amesbury (9½ miles), it may be as well to try its rather limited resources. At all events, on the reverse journey it is likely to be hailed with joy, for the stretch of nine miles is one of the stiffest in all Wiltshire. It lies across bare and lonely hills, on which one seldom meets a human being except a stray shepherd: the road-surface is chiefly loose flints, and there is practically no shelter to be obtained from rain or wind.

As regards the REVERSE journey (only) the following warning, which does not appear in the Road Book, is, I think, necessary:—At about two and a-half miles from Amesbury, at the top of the long and toilsome Beacon Hill, the road forks, but there is no direction-post, and you may wait an hour for anybody to pass. Here bear to the *left* for Andover, although the telegraph poles go to the right.

Entering Amesbury the road improves considerably. That quiet little town is of very ancient origin, having been the seat of the chief monastery of Britain in Keltic times, and, according to tradition, the place of the retreat of Queen Guinevere, as we are reminded in the "Idylls of the King":—

" . . . So Lancelot got her horse,
Set her thereon, and mounted on his own,
And then they rode to the divided way,
There kiss'd, and parted weeping—for he past,
Love-loyal to the least wish of the Queen,
Back to his land; but she to Amesbury
Fled all night long by glimmering waste and weald,
And heard the Spirits of the waste and weald moan as she fled."

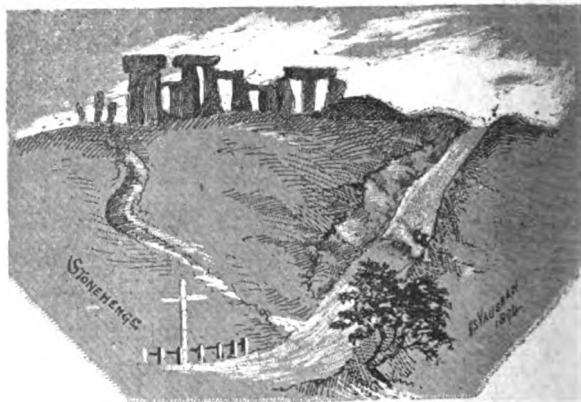
But even before the mystic days of Arthur and Guinevere it is probable that Amesbury existed as a town or settlement, for it is unlikely that the pre-historic race who built the strange monument on the bare hills above, would have overlooked the advantages of this wooded hollow on the banks of the Avon.

The church, which appears in the sketch at the head of this chapter, appears to be the representative of the ancient church of the Abbey alluded to, for traces of the cloisters have been found in connection with some Norman details. The building is cruciform, and the central tower is imposing, if somewhat heavy, in appearance.

Passing through the woods beyond the church we ascend again towards the open downs; a lane which goes off to the left at the direction-post leads to Salisbury along the Avon valley, passing through some charming sylvan scenery, and by hamlets whose thatched cottages are "gems" for the sketch-book; the village of Wilsford is, perhaps, the choicest bit of all.

It was the rich beauty of this wooded and well-watered neighbourhood which surprised me most on a first visit to Stonehenge, for I had expected to find the latter far removed from anything of the sort. True, its immediate surroundings are bare and windswept, but there is a great wood almost within bowshot, and the lovely Avon valley is but a mile and a half away. The view of Stonehenge given with this chapter is taken from the road a few yards before reaching the direction-post in the hollow; the road ascending the hill to the right is that to Devizes. Briefly, the original plan of Stonehenge was as follows.

It consisted of four parts: first, an outer circle, one hundred feet in diameter, consisting of thirty squared standing stones



with lintels placed upon them, forming a continuous colonnade; secondly, an inner circle of unbewn smaller stones; within this a "horseshoe" of five vast trilithons of hewn stone, and an inner "horseshoe" of small monoliths. The present condition of the stones, however, is very confused, and it is difficult to make them tally with the above description. The stones—fallen and upright—are very close together, and the whole group covers a much smaller area than I expected to find. In the Blackmore Museum, at Salisbury, there are excellent models of Stonehenge, as it was and as it is; these are most helpful to one's comprehension of the stones, but I would suggest they should be studied *after*, as well as before, a visit to the scene. In the same Museum are specimens of the different kinds of stone used in the construction. First, there is the "Sarsen" stone, of which the great outer circle and the trilithons are composed: this is a local stone and needs no comment. More mysterious, however, is the Syenite, of which the inner circle and the inner horseshoe are composed: it is a dark greenish stone with flakes of light spar, is utterly foreign to the neighbourhood, and must have been brought with vast expense of labour from countries at least as far off as Cornwall or Wales. The so-called "altar-stone" is a fine sandstone, also foreign.

The arrangements for dove-tailing the stones of the outer circle should be noticed. Each of the uprights has two tenons, and in each of the imposts corresponding mortises are cut. The circles are enclosed by a low bank 300 feet across: near the Devizes road is a large barrow—presumably unexplored—and adjoining it, within the banked avenue, is a great stone, sixteen feet high, called the "Friar's Heel." Possibly this curious name is a corruption of some ancient title, the meaning of which has been lost for ages. The stone undoubtedly played some important part in the whole scheme, for it is found that at the summer solstice, the sun is seen from the "altar-stone" to rise immediately over the "Friar's Heel," and the top of the latter exactly coincides with the horizon.

The banked avenue led N.E. from Stonehenge and then forked, one branch of it going to the Cursus (another mysterious relic half a mile northward) and the other to an ancient ford on the river Avon.

Within the last hundred years Stonehenge has become very ruinous, and it is now little more than a confused mass of stones, which must prove disappointing enough to the average excursionist. Many of the latter expect to see something in the nature of a ruined Greek temple, and cannot understand that the low grassy mounds and barely perceptible banks which one finds on the hills all round are also relics of the unknown race, and form part of the same mystery as do the ruined stone circles. For unless one feels the fascination of this mystery of the Stonehenge region, it is better to avoid the trouble of paying it a visit: there is nothing whatever of a spectacular nature to be found there. I believe an "attendant" presides over the scene during the tourist season, and sells photographs and mineral waters! I am glad I have not seen him, but I have sat on one of the stones for an hour or more and listened to the quaint conversation of Wiltshire shepherds—clad in velvet jackets, yellow cord breeches, and great country knee-boots—whose dialect,

for breadth and richness, is only to be equalled by that of some southern districts of Cornwall. The bleating of flocks, deeply toned with "redde," the lowing of red and black cattle, and the barking of the dogs as they drive their charges onward in herds, which they keep in circular form, make the neighbourhood of Stonehenge anything but lonely at certain times.

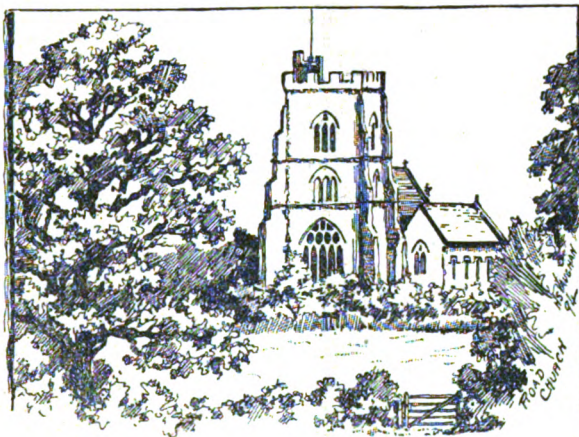
For the origin and meaning of Stonehenge theories innumerable have been invented, as remarked above—from that of the school books and the dry-as-dust antiquaries who invented the Druids during the last century to account for certain things they were unable to explain, to that of the gentleman who opined it was all the work of the Devil, and—coming to the days of the New Science—to the theory of Sir John Lubbock and other specialists, who regard it as belonging to the Bronze Age. It has been conclusively proved, at all events, that it dates at latest from the *earliest* period of that Age, because many of the Bronze Age barrows and tumuli in the neighbourhood have, on being opened, been found to contain chips from the Stones themselves. With the evidence for or against the various theories the "Companion" is, however, not concerned.

Passing Stoke on the Winterbourne, a stream that runs into the Wyly, the road passes to the south of Yarnbury, a fine circular earthwork, having triple lines of defence, and hereabouts it is intersected by the ancient trackway from Bath to Old Sarum, usually shown on the maps as "old road." Two miles beyond Wyly village it crosses another ancient road of Roman origin, which led to Sarum. Not far off are Stockton Works, the remains of a Celtic town, and not a chemical or soap factory as might be imagined from the name.

At Chilmark village there is a fine church, and there are some noteworthy freestone quarries in the neighbourhood. Hindon

is a small village which became a Parliamentary borough under Edward VI., made itself a "conspicuous figure in the annals of corruption," and was disfranchised in 1832. Adjoining it is Fonthill, already mentioned in the *Gazette* for July last. Mere has a fine (Perp.) church, with a brass to Sir John Bettesthorpe, 1398. There was once a castle here, built by Richard, King of the Romans. Northwest of Mere is Stourhead, the beautiful estate of the Hoares, the well known family of bankers: the gardens are shown to visitors every day between ten and five, and the conspicuous Alfred's Tower on Kingsettle Hill can be ascended. There are several curious objects and some charming scenery in the grounds. In this neighbourhood are the mysterious Pen Pits, which are believed to be the hollow sub-structures of a settlement of Celtic huts, and the fine earthwork of Castle Orchard, at Penselwood, which Mr. Kerslake considers is the *Kairpenhuelcoit* besieged by Vespasian (*Vide* "A Primæval British Metropolis"). At Penselwood, also, Cenwalh defeated the Britons in 658, and Edmund Ironside defeated Knut in 1016. In fact, the rugged wooded hills of this district seem to have been associated for many centuries with desperate fighting, and in particular with the stubborn attack and defence of Saxon and Kelt.

Wincanton, the next place of any size on our route, was the scene of more recent bloodshed, for it was here that the first skirmish of the Revolution took place—an affair



Fonthill Church

between King James's dragoons and a party of Dutch William's Irish soldiers. The town church has been modernised. Beyond Wincanton there is but little of interest until Ilchester is reached; just before the road enters that ancient Roman station it passes Northover Church on a hillock on the right—an unpretentious building with a plain square tower, but fronting a pretty expanse of water which is a part of the Ivel or Yeo River. Crossing the bridge beyond we are in Ilchester; the church is passed on the left, and we come to an open space filled partly with a small grove of trees; among them stands a pillar which has all the appearance of a village cross, but the only legend which it bears nowadays is "Stick no bills." It seems to fitly represent the town itself,—a place from which greatness and prosperity have long departed. More than eighty years ago Maton wrote of it, "This place was one of the most important stations of the Romans in the island, and a very flourishing town in the Saxon times, but it is now reduced to a mean street or two, with nothing to proclaim its former grandeur." Ilchester was, indeed, a great Roman *castrum* on the fosseway which led from Lincoln down through Bath to Shepton Mallet, and so by this town to Seaton, the ancient Moridunum. It is this fosseway which joins our road on the right by Northover Church, and upon it we now pursue our way westward towards Ilminster.

The first mile and a half lies over the level marsh lands of the Ivel. Farther on, from the bridge where the Fosseway crosses the line of the Bristol and Exeter Railway, one gets a first view of Hamdon Hill across the fields on the left, its green height outlined with the regular shape of its Celtic and Roman entrenchments. Stoke-sub-Hamdon lies to the left of the road, and there is a long ascent past it, but from the top of the rise there is a charming view looking back over the gate and stile on the left. Hamdon, its green flanks scarred with orange-coloured patches that mark the quarries of the Ham Hill Stone, rises 250 feet above the village, which is seen picturesquely winding up its side. The range of low hills falls away towards the south, and a wide view is opened out. Behind Hamdon is Montacute, a place whose name is derived from the sharp-peaked hill on whose summit was found the Holy Cross which gave to the Saxon warriors their battle cry at Hastings. The Legend of the Holy Cross, as given in the *De inventione Sancte Crucis* (twelfth century) is very curious. In brief, it sets forth that "when Canute reigned over England, there lived at a place in Somersetshire, named Montacute (but called Lutegaresberi by the common people), a smith who was adorned with all the Christian virtues."

This good man, it appears, was led by a vision to dig upon the hill top, and there found a wonderful crucifix of black marble, as well as a smaller cross and an ancient bell. The objects were removed to the Parish Church, and the lord of the place, who happened to be Tovi, standard bearer to Canute, was consulted, with the result that they were eventually placed on a waggon and "were to be deposited wherever the twelve red oxen and twelve cows who were attached to the waggon might carry it." The crucifix was thus carried to Waltham, where Tovi founded the now famous Abbey for its reception, and where it afterwards worked many miracles.

It is interesting to notice, in the above legend, the mention of red as the colour of the oxen, red being still the colour of the west-country breed of cattle.

After the Norman Conquest, Robert of Mortain, brother of the Conqueror, held the manor of Mons Acutus and built a castle here. Besides the church, the descendant, if not the identical building, of that into which the Holy Rood was carried, there are still existing some remains of an ancient priory. Montacute House is one of the finest mansions in Somerset. It was built in the latter part of Queen Elizabeth's reign by Sir Edward Phelps, Speaker of the House of Commons, and his descendants still own the property. Over the main entrance is the following hospitable couplet:—

"Through this wide-opening gate
None come too early, none return too late;"

While above the north entrance runs the line:—

"And yours, my friends."

The church at Stoke-sub-Hamdon is partly of Norman date; it contains a fourteenth century effigy of a priest, and the memorial of a local hero, Matthew Gourney, who fought at Cressy and Poitiers.

To the north of the road, with a station on the Bristol and Exeter Railway referred to above, is Martock, a quaint old town of three thousand inhabitants, with a fine church, whose nave has been highly praised by Mr. Freeman. This is a fascinating neighbourhood to the archaeologist, for close by are half-a-dozen noteworthy churches, and old houses by the score. Kingsbury Episcopi, and Muchelney—"the great island"—with its abbey, vicarage-house, and parish church, are especially worth visiting; South Petherton also has a fine church with an octagonal tower.

There is a good run down to Petherton Bridge: at the bottom a ruined mill, roofless and ivy-grown, stands among the trees on the banks of a fairly broad stream—the Parret, a tributary of the Tone, and one of the many waters that contribute to the fertility of the famous Taunton Deane. Then comes a long pull up hill past a cemetery on the right, Hamdon Hill being still in sight behind, and so to Lopen Head, which, as far as one can see from the road, consists chiefly of a large inn called the "Powlett Arms."

Passing at the top of the hill two castellated lodges outside a carriage drive, a steep descent brings us into Ilminster, and opposite the Market House, an unimportant looking building in the broad main street, a sharp turning to the left (Ditton Street) points our way onward to Chard. Ilminster Church, however, is well worth an inspection before continuing our way: it has a fine central tower built by Sir William Wadham, and it contains the tomb of the famous founders of Wadham College, Nicholas and Dorothy of that name. Any one staying in Ilminster for a night should visit Barrington, $3\frac{1}{4}$ miles to the N.E., where there is a grand old 16th century mansion, which has been allowed to fall into a shameful state of ruin; it was formerly one of the finest houses of the period (Henry VII.) in the county, and has been described as "Hampton Court in Stone."

The run to Chard is through a country pleasant enough, but without features calling for any remark. Chard itself, and the route thence to Exeter, have already been dealt with in the "Companion."

The second of the two routes mentioned at the commencement of this chapter diverges from the main Bath Road (Route 275, see *Gazette* for September, 1893) at Beckhampton. From the cross-roads here, before turning southwards to Devizes, we can visit Avebury, of which Aubrey said to Charles II. that "it did as much excel Stonehenge as a cathedral does a parish church." However that may be, it is certain that Avebury, Stonehenge, and Silbury are the three most wonderful prehistoric relics in the kingdom, and Wiltshire has the honour of possessing all three. Silbury, the largest tumulus in the world, is about a mile south of Avebury; of this and the other remains in the neighbourhood I gave a short description in the *Gazette* for September, 1893.

Devizes, reached after a lonely spin of seven miles over the downs (the road crossing the Wansdyke on the way), is a remarkable old town, and a pleasant place to stop in for a day or two. It is situated on a hill some 500 feet above sea level, and gets both fine views and bracing air. Of the town itself the chief feature is the Market Place, an exceptionally large open space that would not disgrace a Continental town. It cannot be said that the houses bordering upon it are picturesque, but the "Bear" Hotel (the C.T.C. Headquarters) still preserves its quaint old-fashioned front and is a pleasing contrast to some of the more modern buildings. It is interesting to note that Sir Thomas Lawrence, who was born at Bristol in 1769, spent part of his youth in this very house, for his parents were the proprietors of the hotel.

Judging by the massive beams which cross the ceilings of some of the rooms, and by some of the old buildings at the back, the "Bear" is, however, of even older date than the eighteenth century.

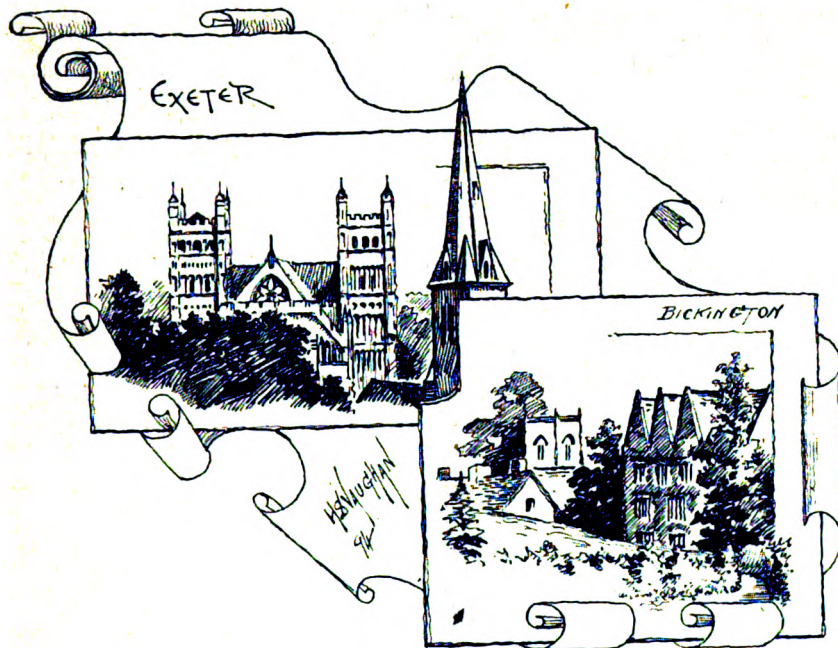
Opposite the porch of this hotel is the Market Cross, erected by Lord Sidmouth in 1814, the architect being B. Wyatt (presumably the same Wyatt who worked such havoc in Salisbury Cathedral). On the east panel of the cross is the following curious inscription:—

"On Thursday 25 Jan. 1753, Ruth Pierce of Potterne in this county, agreed with three other women to buy a sack of wheat in the market, each paying her due proportion towards the same. One of these women in collecting the several quotas of money, discovered a deficiency, and demanded of Ruth Pierce the sum which was wanting to make good the amount. Ruth Pierce protested that she had paid her share, and said, *she wished she might drop down dead if she had not.* She rashly repeated this awful wish; when to the consternation and terror of the surrounding

Devizes Castle (the original) was built by Bishop Roger of Salisbury, upon a huge artificial earthwork of prehistoric construction. The castle appears to have been a magnificent building; it bore the brunt of many sieges and assaults, from the days of Stephen to those of the Civil War, when Cromwell stormed it and brought about its final destruction. Already, in the days of Leland, it had been "goynge to ruine," but the keep remained fairly intact. The present castle (so-called) is merely a modern residence built by a Mr. Leach.

There is a fairly good museum in Devizes, belonging to the Wiltshire Archaeological and Natural History Society. It contains, among other things, an unrivalled collection of "finds" from the Wiltshire barrows, made by Sir R. C. Hoare, and formerly kept in his mansion at Stourhead, mentioned above. The charge for admission, 6d., seems rather high for a small provincial museum.

Leaving the Market Place by its narrower end, we follow the Bath Road, and cross the Kennet and Avon



multitude *she instantly fell down and expired*, having the money concealed in her hand."

Also in the Market Place is the fountain and statue erected in 1879 to the memory of Sotheron Estcourt, M.P. for the Marlborough Division of N. Wilts. The Market Place, by the way, seems to be used in the evening as a training ground for local cyclists, judging by the number of these I saw recently "wobbling" round and round the cross.

The town possesses two good churches, both of which were of Norman foundation. To reach St. John's, the finest of the two, leave the Market Place by the street close to the "Bear" Hotel, and continue down to a quaint paved court between some ancient houses, thence passing through a gate into the churchyard. The church is cruciform, with a grand central tower. The fabric, as a whole, is Norman, but the aisles, chancel chapels, and some other portions are Perpendicular.

St. Mary's retains its Norman chancel, but the nave is Perpendicular, with a clerestory built in 1436. It has a good pinnacled tower.

Canal, which comes up from Hungerford through the lovely Vale of Pewsey, almost side by side with the Great Western Railway. This canal is carried up over the hill at Devizes by an immense number of locks, between twenty and thirty, if I recollect aright. Our road presently crosses the canal again—when a goodly number of these locks may be seen—but before doing so passes a picturesque old brown stone toll house on the right. From the canal there is a good "coast" down hill to a very ugly red iron railway bridge. Send bridge, farther on, looks too insignificant to be dignified with a name, but the village, through which we diverge from the Bath Road, is a charming little place. At the entrance to it there is an old grey house, of the manor type, in a pretty garden. Judging by the number of its windows it must have contributed pretty heavily to the revenue in the "good old days." The grey, low-towered Church is to be found down a short turning just beyond. It contains a brass to John Stokys, a cloth-weaver, dated 1498.

It is interesting to note, throughout this north-west district of Wiltshire, that the old roofing material is neither thatch,

slate, nor tile, but stone shingle. The shingles are often an inch and more in thickness, and on roofs of a great age they assume curved and irregular outlines that are very pleasing. The colouring, too, is quite distinctive, being usually a dull, rich, brown, varied by the tints of grey and yellow lichens. Of course the invariable "cheap and nasty" Welsh slate is making its usual inroads wherever a new roof is being built, but the old style remains in abundance on farmhouse and cottage, and will doubtless remain when several relays of Welsh "blues" have cracked and fallen off the modern roofs. Of thatch there is very little to be seen in this part of the country.

From Seend there is a steep run down hill, and thence the road goes through a meadow-land district, pleasant but featureless, to Trowbridge. That town, of some 12,000 inhabitants, is not very prepossessing in appearance, and perhaps one cannot expect handsomeness from a big weaving town,—one which has weaved, too, incessantly since the 15th century at least.

The parish church is on the right-hand side as our road descends to the river. It is a fine building, with tower and spire, clerestoried nave, and a very beautiful nave roof, highly decorated; it was largely built by one James Terumber, a "clothier" and local magnate in the 15th century. This term "clothier," by the way, is of course the old-time equivalent of weaver, or of what we, with our snobbish love of high-sounding titles, must now call cloth-manufacturer; it is our modern tailors who now insist on being dubbed "clothiers."

Crossing the stream we pass another church on the right, and, bearing to the left, get a fine view of the ugly chimney stacks of the Trowbridge factories, puffing their smoke into the pure Wiltshire air. The road surface, which elsewhere on Route 302 is very fair, is "bumpy" and uneven in and around Trowbridge. About four or five miles south of Trowbridge is Westbury, an ancient town that is worth a visit for the sake of its interesting church, and for the White Horse on Westbury Down, of Saxon origin. On the hill above is the fine earth-work of Bratton Castle, twenty-three acres in extent.

Continuing by Route 302 we pass through the county border-land and enter Somersetshire at Old Road, usually called Road. This is a pretty village with a fine massive-towered church on the left, shown in the sketch. Its name possibly has some reference to one of the many ancient Roman or other roads in the vicinity. Joining the road from Bath beyond, we turn to the left down-hill into the deep hollow in which Beckington lies. Here is a still more picturesque village, full of old houses, stone-shingled, and oddly-windowed. The last house in the place, as the road begins to rise out of it, is a remarkable old ivy-covered mansion that doubtless has had a history more or less romantic. Its three-storeyed front is surmounted by three tall peaked gables (these appear in the sketch of the village); but, perhaps, its most beautiful features are the windows, latticed in many patterns. The church is partly of Norman date, and contains some good effigies.

From the next hill-top there is a capital run down with a pretty view in front. At the bottom the road passes the "Ship" Inn on the right, and then goes straight up Oldford Hill, a toilsome climb. Reaching Fromefield, notice the picturesque group of brown stone-roofed houses among the trees on the left. A very steep descent brings us into Frome, and it is no sooner accomplished than another stiff climb is necessary, crossing the market place and ascending to the left past the church. Frome has been abused by many writers for its ugliness, but the very steepness and crookedness of its streets redeem it at least from that worst fault of monotony, and it is certainly no uglier than Trowbridge. In the steep market place, which presents a very animated scene on market day and requires careful negotiation, there is a small cross. The town church is of great merit; it is principally of the Decorated period, although portions of Norman work remain. The finest

external feature is the "Stations of the Cross," a number of life-size figures on a stepped arcade approaching the north porch. The stained glass of the windows is very beautiful; that in memory of Bishop Ken being the best. Ken himself lies beneath

"A basket-work, where bars are bent—
Iron in place of osier."

just outside the east-end window. He was buried here by his own desire at sunrise. The church contains four chantry chapels, of which the beautiful Lady Chapel is the earliest in date (1337).

The most noteworthy object in the neighbourhood of Frome is Longleat House, the seat of the Marquis of Bath, which is a little over four miles to the south-east of the town. It has been often referred to as one of the most perfect Elizabethan mansions in England, but compared with some other houses, such as Hatfield, it is not fully typical of the style of that period, nor is it by any means as picturesque as one would expect to find. Its principal qualities, as far as appearance goes, are symmetry and stateliness. The famous John of Padua has usually been mentioned as the architect, but apparently without any authority. In connection with this it is curious that the building accounts—which, by the way, have been preserved intact, and show the cost of the work to have been £8016 13s. 8½d.—make no mention whatever of the name of the architect. The house was commenced in 1567 by Sir John Thynne, ancestor of the present owner, and was finished off by his son. At the beginning of this century the building was greatly altered in plan by Wyatt, one of the most unscrupulous architects of his age, and as a result it is only the south and east fronts which now represent the original design in a fairly intact condition. The mansion is generally open for the inspection of visitors, except at certain special seasons, which can be best ascertained at Frome. Here also is a portion of Bishop Ken's own library. Ken spent twenty years at Longleat in retirement after his committal to the Tower by James II., and his deprivation by William III., and finally bequeathed his books to his host, the first Lord Weymouth. The park covers more than 2000 acres, and the extent of its woodlands may be inferred from the fact that the first Marquis of Bath is said to have planted 50,000 trees a year for forty years. Surely a man after the heart of "Sylvia" Evelyn!

About a mile from Frome, in the opposite direction, is Vallis, a very lovely and romantic valley enclosed by steep wooded hills. This spot and Orchardleigh—more to the north—are well worth visiting. The neighbourhood of Frome is a very beautiful one, and I would advise tourists with a day or two to spare to spend it in this charming corner of Somerset. The country between Frome and Shepton Mallet, for instance, is very lovely, although the road by which we traverse it (the latter part of Route 261) is not the best means of finding out its charms. To do that one should forsake the turnpike and follow the field footpaths and the narrow lanes—in which the air is heavy with the fragrance of meadowsweet and honeysuckle in July and August—into many a secluded dell, and past the old thatched farmhouses and outlying cottages, through leafy hollow and by the woodland side, following some of the many streams, or climbing up over the eastern spurs of the noble Mendips. Not even in Devonshire are the lanes more beautiful and more fragrant than some of these. Seldom have I seen a greater wealth of flowers than in these.

"And tree-shaded hollows,
And hedgerows, bordering unfrequented lanes,
Bowered with wild roses, and the claspings woodbine,
Where purple tassels of the tangling vetch
With bittersweet and bryony interweave."

At Nunney, on our road, there is an interesting fortified manor-house of the Edwardian period, commonly called Nunney Castle: it has a moat and corner towers. Nunney church contains some good monuments and a fine rood screen. In the neighbourhood of Dean there is much park-

like scenery, with many splendid beech trees: a tower on a wooded hill-top, north of the road, is a conspicuous object. At Douling we pass some picturesque houses and the church, on the right, then descending a long steep hill. This church, by the way, has an octagonal tower of 13th century date, surmounted by a spire. Douling (the Dolotindo of Ravennas) is famous for its building-stone quarries, to which Wells Cathedral and Glastonbury Abbey owed the materials of their fabrics.

A considerable part of Shepton Mallet, including the church, lies in the valley to the right of the road. The church has, perhaps, the most richly decorated roof in Somerset, consisting of 350 panels, each of different design. The town possesses a magnificent market-cross (1500), the height of which is 51 feet.

The direct route onward from here to Glastonbury is, of course, *via* Pennard Station, but a very slight distance further—following the road parallel with the Mendip Hills—will take us to the same place *via* Wells, and by those who have never seen the superb cathedral of that city the opportunity should not be missed. From Wells, a run of five miles on a perfectly level and smooth road, brings us to Glastonbury. A description of Wells, Glastonbury, and the route thence towards Exeter will be found in the *Gazette* for November, 1893.

If, having arrived at Shepton Mallet, one should feel inclined to strike southward into the direct Exeter Road at Ilchester, Route 270 is the one to follow, and a very pleasant run of sixteen miles it is, having also the attraction of being for the most part the ancient Roman fosseway from Bath to Seaton, as mentioned above. Where the turnpike from Frome enters High Street at right angles, turn sharply to the left, bearing again to the left at the fork. The first hamlet bears the romantic name of Cannard's Grave, but seems to consist chiefly of a rather dilapidated inn. Beyond the next fork there is a good run down to Pylle Station; outside the schoolhouse there is a drinking-fountain which is actually in working order, the first one in that condition that I have seen for a considerable time. There is a long, but not very steep, climb from here; just over the top of the hill is a tiny cottage wherein a good dame sells ginger beer; she also usually has, I may remark, an excellent cheese "in cut." Then comes the descent of Wraxall Hill, nothing very bad in itself, but beware of letting your machine go until you have passed the two sharp twists near the top; thence the road is straight and safe.

Near East Lydford the road crosses the prettily-wooded stream of the Brue, which gives its name to Bruton, east of Castle Cary. From here an easy run of six miles brings us to Northover Church, near Ilchester, where the London and Exeter Road is joined.

The Tyres of To-day.

By G. DOUGLAS LEECHMAN.

My long suffering wheels have experienced another change! The Maltby Tyre Syndicate (14, Walbrook, London, E.C.) were wishful that I should try their bands, and I am doing so. The bands are merely hoops of thin steel, about $\frac{3}{4}$ in. wide and fitted circumferentially round the tire between the rubber and the lining of the cover. They weigh but two or three ounces each, and the effect on the tire's shape is to give it a flat narrow tread. The principal object of the device is, as those who were beguiled by Mr. Maltby's blandishments at the Stanley Show will remember, to increase the pace by decreasing loss of power, and I am inclined to think there is something in it; it seems quite possible that by having a practically rigid band round the tread of the tire there is less chance of any give between the rim of the wheel and the part of the tire in contact with the ground, than where the cover is allowed to remain flexible in the usual way. My

first impression was that the machine responded quicker than formerly on my increasing power to ascend the first hill I came to after having the bands inserted, and first impressions are the most marked in such cases. Though the steel is very supple, one would expect it to interfere with the vibration-absorbing powers of the tire, and I think the theory is justified by the result; vibration is felt rather more on rough sets and such like surfaces, but on a merely uneven or lumpy road I do not notice any difference. Apart from speed, the bands are valuable as puncture preventers, though the tread only is protected; the shape of the tire certainly helps to prevent side slip; so altogether I think the generality of riders will find the bands worth the slight increase in weight and the similar decrease in comfort. The tires the Syndicate itself sells are made on the Dunlop principle under licence, and can be had with the light covers so that any weight difficulty is got over. The tyres have been very successful on the path, and the careers of some who have been induced to give up Maltby tyres in favour of more largely advertised rivals are interesting and instructive,—like the French Readers of our school days. For a time there was some difficulty with the bands breaking at the joint, but this has been got over by adopting a different process. When I first got the wheels back I felt pretty sure the bands would cut through the covers edgewise in a very short time, long before this, but up to the present I see no signs of their doing so, and I am told they have never given trouble in this way. These tyres are likely to be brought very prominently before the cycling public next season. The bands can be fitted up to almost any built-up tyre at short notice.

District Committees.

The Northumberland and Durham District Committee met at the Hotel Metropole, Newcastle-on-Tyne, on the 1st inst., there being present Messrs. G. Bartram (chairman), Sunderland; G. Barker, West Hartlepool; T. Phillipson, Stocksfield; J. M. Gibson, P. M. Laws, Newcastle; J. A. Williamson, Tynemouth; G. Watson, Monkseaton; C. Caldcleugh, Durham; and R. T. Lang (hon. sec.), South Shields.

County Councillor J. R. Hogg was appointed to a seat on the Committee in place of Mr. T. Robinson, whose resignation was accepted with regret.

It was decided to ask all members of the Committee, who could not attend, to submit their views on the matters in the agenda by letter, in the form adopted by the Council of the C.T.C.

The want of a danger-board at Hutton Rudby was reported to the Committee, and Mr. Barker kindly agreed to attend to the matter.

Mr. P. M. Laws reported the absence of any protection at a dangerous road repair going on, on the Newcastle-Jedburgh Road, on the evenings of July 29th to 31st, and the hon. sec. was instructed to bring the matter before the county surveyor.

It was decided to ask the North-Eastern Railway Company to grant a special fare to members of the Club in the two counties of a fare and a quarter for return journey, when accompanied by their machines. This is similar to the privilege enjoyed by angling clubs.

It was agreed to bring up the question of "Universal Lights" nationally and locally at the October meeting.

The secretary was instructed to suggest to the surveyors that in repairing roads, either one half should be done at a time, or a narrow strip left by the side of the loose metal, for the use of the wheelmen, and also to take up the question of leaving the crown of the road dry when watering the streets.

The next meeting was fixed for September 12th at Walton's Hotel, Sunderland, at 7.30 p.m.

A large amount of routine business was also transacted.

Suffolk: its Objects of Interest.

By G. HORACE EVANS.

A speaker at a recent General Meeting, referring to the apparent unpopularity of Suffolk as a touring ground, the scarcity of members there, and consequent difficulty experienced in obtaining information for the Road Book, remarked that it would be absurd to publish the book and omit this part of the country from its scope. Of course such an omission could never be seriously entertained, but to one who has explored these parts it does seem curious that the district is so little frequented by outsiders. The fact is the main arteries of Suffolk are traversed by large numbers of local cyclists quite as much as those of Kent, Surrey, and

the South of England, where one patiently (?) shoves his 40-pounder up one side of a three-quarter mile ascent, only to find a precipitous dip topped by the significant notification, "This hill is dangerous." These things are unknown, or quite the exception, in "Silly Suffolk." The only hills of importance are those near Ipswich. This town, lying partly in a valley at the junction of the Gipping with the picturesque Orwell, has five or six miles of rising ground around it, and the commencement of both the London and Norwich main roads means rather tedious work for cyclists.

The country along the Orwell, having Woolverston Park on the left, and Orwell Park—with Broke Hall, the seat of the hero of the *Shannon* and *Chesapeake* encounter, adjoining—on the right bank is very charming. Here were the favourite haunts of Constable, Gainsborough, and his highly-esteemed imitator, Frost. The modern jobbing builder



"White Hart," Scole.

Sussex. True, the tourist is not often met with, but he is sure to be there sooner or later.

Some interesting articles on its countless objects of interest have recently appeared in papers and magazines. "The Yarmouth Road" was dealt with in the *Graphic* of 24th March last, and includes sketches taken *en route*. The *Telegraph* leader of Good-Friday last gave some noteworthy particulars of several old moated granges, while the April number of the *Pall Mall Magazine* contained an able article from the pen of Walter Bevan, with illustrations of Helmingham Hall, the seat of the Tollemaches, which alone should serve to send a few tourists across the Suffolk border this summer.

Singularly rich indeed is this county in relics of the past, historical, architectural, and literary. There are very few of those painfully stiff gradients, as met with in

appears to have done no business here; thus the face of the country has undergone little change since Parson Cobbold gave us such a graphic description of the neighbourhood of Nacton, Levington, and adjacent coast-line in his truthful memoirs of "Margaret Catchpole." Lying a little further in from the right bank is Holbrook Park, the main London Road passing about four miles to the west. A striking feature here is the Mirror Lake, the waters of which (an extension of a rivulet which falls into the Stour) are surrounded by trees which throw deep shadows on the surface. Though standing in private grounds, an application to the Lodge, where the key is kept, would be all that is necessary to obtain a view of this beautiful and secluded spot.

Proceeding along the old Norwich coach road a nice day's trip can be taken to Scole, twenty-two miles out, returning *via* Helmingham. Almost on the northern border, and just

across the Waveney, stands Scole Inn, or the "White Hart." For two centuries this hostelry commanded an important coaching trade. The London coaches for Norwich and Yarmouth baited here. Its stabling accommodation would serve a regiment of cavalry. The house is of the Elizabethan or Tudor period, with four dormer-like gables along the roof, the back elevation closely resembling the front. The sign, which originally cost close on £1400! was a gigantic carved oak structure, surmounted by mythological figures, the whole supported by the house wall on one side and by a brick base on the other. The iron bands which formed the attachment to the main building can still be seen in place, but only one figure (Justice) of that vast and elegant piece of workmanship now remains at the inn. Her ladyship has stood in her niche, at the end of the house,

overlooking the village for the past fifty years. The Scole postmaster, who has lived here upwards of sixty years, and who was on friendly terms with Anthony Trollope, when the famous novelist was surveyor in the district, relates how a former proprietor, fancying that the figure would look better in the garden behind, had the temerity to take down the lady and place her among the flowers. "But local opinion," added the old gentleman, "was so strong that the enterprising landlord was glad to replace her in the niche." In the church register is the following entry, bearing date of insertion:—

"King Charles the Second passed through Scole in his progress to Yarmouth and brake his fast at the White Hart at the charge of the Right Honourable Lord Cornwallis upon the 27th of September in the 23 year of his reign anno domini 1671."

By taking left from Norwich Road at Claydon, four miles out of Ipswich, and going *via* Stowmarket, Bury St. Edmunds, and Thetford, a very interesting part of the county is traversed. The road is good and fairly level, the whole of the way. At Bury one cannot but be struck by the magnificence of its many old towers, archways, and churches, one of the latter having ten bells. The Abbey Gate, facing Angel Hill, was the grand entrance to St. Edmund's Abbey; built in 1377, and said to be one of the purest specimens of the Decorated style of pointed architecture. Its base is 50ft. by 40ft., and its height 60ft. The front is divided horizontally into two compartments, and perpendicularly into three, consisting of a centre and two wings. The east side, facing the grounds, is almost as beautiful, having niches and very elegant tracery, with arms of Edward the Confessor, Earl of Norfolk, Duke of Exeter, &c. In the Botanic Garden, in the grounds

—to which sixpence admission is charged—are also, several ruins of monastic edifices. The Abbot's Bridge, a three-arch structure, crosses the small river Lark at the boundary.

Coming to Thetford by a road running due north from Bury, we find more evidences of that monastic sway which dominated almost the whole of Suffolk. The Castle Hill, an artificial mound 100 feet high, surrounded by inner and outer moats, appears to have been thrown up as a defence against the incursions of the Danes, who ultimately swept into the town and butchered many of the inhabitants. Economy has been at work here, and the abbeys and churches, falling into decay, have been utilised in building walls, houses, &c., and it is no uncommon thing to see a labourer's cottage with its front wall decorated with a portion of embattled masonry of the Saxon period.

Within a radius of five miles, the farmer poet, Robert Bloomfield, set his scenes. Round Euston—"Where noble Grafton spreads his rich domain," and where a small tributary of the Ouse passes the front of the duke's mansion—"Benighted was an ancient dame." The cottage, before the door of which the old lady fell fainting and exhausted, is still pointed out in the village of Fakenham hard by. Close by, too, is "Barnham Water," which crosses the road, and Robert's plaint of 1802—"Barnham Water wants a shade"—might still be raised.

Harking back to Ipswich, and following the Yarmouth Road, the country is perhaps hardly so interesting till Woodbridge, seven miles out, is reached. The surface, moreover, does not improve as the bloater town is approached *via* Lowestoft. But what of this, when at half-



Old House, Halesworth.

way, at Yoxford, one has a glimpse of the "Garden of Suffolk"? This little village is seated in a fertile vale about four miles north of Saxmundham, a little to the west of the main road, on a level tract watered by the river Minmere. This little stream, which also bears the name of the Yox, winds picturesquely through gardens, parks, and fields, and through the grounds of a fine Elizabethan mansion—Cockfield Hall—on the north side of the village. The church, standing in the angle formed by the junction of the Lowestoft and Saxmundham branches, has a fine leaden spire with curious gargoyles running out at the base. The charm of peaceful Yoxford is not marred by the presence of a railway station or the discordant shriek and smoky trail of the locomotive, the G. E. Railway running about a-quarter of a mile east of the main road.

Taking to the left off the Yarmouth Road, at about two

miles on, you reach the curious old town of Halesworth, at the commencement of the Stone Street Road to Bungay. Just before crossing a small tributary of the River Blythe there is an ancient structure, or hovel, topped by an attic window, and standing between two brick houses of comparatively modern date. The ancient one has evidently settled bodily to the right, as shown by the inclination of sashes and frames, and it is just as well there is something substantial for it to lean against on that side. Taking a cursory—also a wary—glance over the front elevation, one takes the impression that a portion of that pile of rotten timber must inevitably come down very soon, and perhaps stop an unlucky pilgrim

in the county. Some others, however, are very beautiful. One of these, Long Melford, on the Ipswich and Melford Road, going *viâ* Hadleigh. This church is a fine specimen of fifteenth century architecture, with Lady Chapel adjoining. Inside are several monuments to the Parker family, also one to Sir William Cordell, Speaker of the House of Commons.

Another enjoyable trip, to one with a taste for antiquities, can be had by leaving the Yarmouth road at Marlesford—two miles beyond Wickham Market—and taking the road to Framlingham and Harleston. The surface is good and the gradients unexceptionable. The former town, its castle and



Framlingham Castle Gateway.

on the pavement beneath. When this happens the remainder will not be long in following suit, and then the very fine piece of carving—for the purchase of which no price in reason will satisfy the present owner—will probably find its way into some museum. The quarterings on the shield are almost obliterated; the left-hand figures are said to be representative of Jupiter and Ganymede. This road to Beccles from Bungay is in capital surface, and, after a six-mile spin, you enter this old town with its church steeple standing, isolated and gloomy, in the market-place. From this point there is very good running to Yarmouth past Gislegham Church, with its two towers—to one of which Cromwell and his Ironsides paid considerable attention in the way of demolition. Speaking of churches, a very noticeable feature is the number of plain flint round-towered edifices one meets with

in the county. Some others, however, are very beautiful. One of these, Long Melford, on the Ipswich and Melford Road, going *viâ* Hadleigh. This church is a fine specimen of fifteenth century architecture, with Lady Chapel adjoining. Inside are several monuments to the Parker family, also one to Sir William Cordell, Speaker of the House of Commons. Another enjoyable trip, to one with a taste for antiquities, can be had by leaving the Yarmouth road at Marlesford—two miles beyond Wickham Market—and taking the road to Framlingham and Harleston. The surface is good and the gradients unexceptionable. The former town, its castle and ruins, has formed the subject of a very bulky and costly photographic publication by a leading photographer in the Eastern counties. The castle stands on an eminence on the north side of the town, and was one of the most formidable baronial strongholds of the Saxon and Norman eras. Its walls are 8ft. thick and 44ft. high, with twelve towers 58ft. high, enclosing a space within of more than an acre. Standing on this area, one cannot help wondering what has become of the internal parts of this big fortification. Rooms, cellars, and dungeons must undoubtedly have been built between these four bare walls. The floors upon excavation proved to be simply a mass of building materials, the other portions having probably centuries ago been utilised in construction of almshouses, &c., in the neighbourhood. The principal gateway, on the south side, is very striking. Over

it, on one escutcheon, supported by lions, and above a lion resting upon a helmet, are the arms of the several nobles into whose possession the castle, when not held in forfeit by the Crown—and this seems to have been pretty frequent—the Crown—and this seems to have been pretty frequent—has successively passed. There is enough to see in this locality to keep one busy for a day or two. If the Yarmouth road be followed to Blytheburgh, and one to the left be taken just after crossing the River Blythe, the village of Wenbaston is reached at two miles. Pleasantly situated on an eminence, the place overlooks the vale of the Blythe. A very eccentric representation of the Day of Judgment was recently discovered in the church whilst laying bare one of the ancient walls of the edifice.

By thus making Ipswich the centre, a week may be pleasantly spent in excursions into the country districts, with a change of scenery each day; while the old town itself, with its many fine buildings, is well worth exploring. In the Museum, the geological collection is very fine. Relegated to the ante-room are the stocks, in which so many Saturday night toppers have put in a brief sojourn, and the ducking chair in which tattling old ladies received, with scant ceremony, an occasional cold bath in the waters of the Orwell. To lovers of geological research the Institution affords some fine specimens of Suffolk crag.

Coventry Notes.

BY G. DOUGLAS LEECHMAN.

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

I often think it is a pity our manufacturers never, or almost never, take part in any public discussion on the construction of our steeds; it was therefore with considerable pleasure that I saw Mr. Cousins' letter in our last issue. No one would be sorry to see the "hump" disappear, provided he could obtain as good results without it, but I am strongly inclined to think that the reason for humping is to bring the muscles of the back fully into play, and that the position is a necessary condition to the result. For racing we require to use every advantage we can get, and the racing machine should accordingly be built for a humped position; but for ordinary riding it is only on exceptional occasions that we require to do our utmost, and the standard pattern machine should not be built for the exception but for the general rule (provided it cannot conveniently be built for both at the same time), when the requisite and comparatively small effort should be put forth with the least exertion, in fact, the machine should be built, to a

Does it
ed, or as
l from the
hing, but
Riding
strict the
t upright.
nsiderably
ng as his
leaning a
Handles
an forward
io assumes
and looks
though I
sume such
or ordinary
ant slightly
rly, but not
nce behind
d somewhat

forward to better utilise the weight of the body as a resistance for the pedalling force to work from. The position of the handles horizontally depends on the position of the saddle with respect to the crank axle, but this point might be treated separately. If a hill is met, or other cause for making the work harder, the rider has choice of two positions, and, by shifting from one to the other, he can put out extra power for a considerable period; first he can straighten his body until he gets a direct pull with his arms, which pull will prevent the power exerted by his legs expending itself in raising him from his work instead of propelling the machine; or second, he can throw his body more forward with the like result. Now, according to some theorists, the rider should be able to remain longer and with less exhaustion in the first of these two positions, but practice shows that one can keep on much longer in the second without getting blown, in fact it is a comparative rest after the first. I cannot agree with Mr. Cousins *re* design, the vast majority of present day safeties would be quite comfortable and correct (in this particular) if fitted with a handle bar well swept back and not bent down and with a saddle pillar affording a good range of adjustment,—just as our worthy Editor said in his footnote, in fact. To bring the handles into the same vertical plane as the shoulders and hips would make a very weak, or very heavy front, frame and the handles would have to be very far apart to give sufficient clearance for turning corners. It may not be precisely correct to say that pulling at the handles gives more power but it certainly prevents wasting power and there is not much difference in the end. Further, riding in such a position would give one no chance of riding with the arms slack or taut as required unless one sat like a lump for the greater part of the time. I fear Mr. Cousins, like many another enthusiast in a good cause, is letting his zeal carry him too far.

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 counties, 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.

Solicitor (age 33) wishes companion for a fortnight's tour in Normandy, starting 15th or 17th September; rides pneumatic safety; pace and distance strictly moderate.—Write "S." Box 6, Post Office, Manchester.

Wanted, companion for fortnight's tour in West of England, starting September 15th. Expenses moderate. Forty to sixty miles daily. Route to be arranged later.—No. 6831, 11, Arminge Road, Shepherd's Bush, London, W.

Companion wanted to Paris and the North of France, starting third or fourth week in September.—N. HARRY FULFORD (Speedwell B.C.), 32, Church Street, Lozells, Birmingham.

Companion wanted for ten days' tour in South of England, averaging about 60 to 80 miles a day; expenses moderate. Start 10th inst.—E. B. WEEKES, 25, Mount Sion, Tunbridge Wells.

Answers to Correspondents.

No. 9607.—There is every probability that new tyres will be "invented" and introduced at least once a week between now and next season, but we know of nothing coming that would justify your waiting.

L. FYERS BANKS (Dublin).—The address of the Duscable Tyre Co. is, we believe, 14, Sherborne Lane, London, E.C.

No. 1783. We value your good opinion, and hope the *Gazette* will continue to please.

No. 3254.—We have perused with interest. Apart, however, from the fact that we do not as a rule care to reproduce "tours" which have appeared elsewhere, we think Normandy has been fully exploited of late.

No. 13,556.—C.T.C. hotels are not under an obligation to make deposit for or to exhibit the official sign. The Handbook will always tell you the Headquarters.

No. 10,192.—Lucas's King of the Road is as good as any. Salisbury's lamps are also in the first flight.

Wheel Wanderings.

Under this heading, from time to time, as space permits, are published accounts of Tours taken by our members, newly discovered or recommended Routes, as well as other matter of general interest. Contributors 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.

BY THE RIPPLING RHINE.

BY THE AUTHOR OF "CAMPSTOOL AND CAMERA,"
"LOCK AH-OY!" "A CYCLING PILGRIMAGE."

Poor Tom Hood—alas! how we deplore him still—would probably to-day have other advice for the cyclist who confessed to a wish to explore Rhineland on wheels. Things have changed since the gifted author of "The Bridge of Sighs" ventured to thus advise *les voyageurs*. "Don't wash or be shaved; go like a hairy wild man, play dominoes, smoke, wear a cap, and frocksmock it. But if you speak English, or look like it, then, *take care of your pocket.*"

Excellent advice which might be tendered to any one about to visit Margate or any other English resort.

In point of fact the cyclist, who pictures Rhineland as a happy hunting-ground for extortionate restaurateurs, is altogether in error; true, it is possible to pay twenty marks for a dinner and ten for a room, but there is no compulsion in the matter, and if a cyclist is prepared to dispense with electric light and gaily-decorated flunkies he can travel through Rhineland at about the same cost as he would be liable for in his own country.

And here let it be said that the Rhine has still all the charms that long ago made it the most popular tour in Europe. Nothing can ever efface the glories of Bonn, of Bingen, or Rolandseck. Time, indeed, adds charm to their beauty, and the jerry-builder is "warned off" with results that should prove a lesson to certain speculators who carry on their pastime on the banks of old Isis.

Perhaps it will be best to give a brief outline of the route I recently took with a fellow wheelman, as, above all things, the *C. T. C. Gazette* is practical, and it may be that there are members of the C.T.C. who will follow our example—put forward with every show of humility, but with the conviction that it affords an especially enjoyable holiday, and is one that no cyclist should omit from his itinerary.

The choice of routes as a starting point is by no means limited, but in all cases where time is an object it is advisable to begin the cycling at Cologne. The city of "seventy smells" (they are all there) can be reached by a variety of routes. Thus, we can book through by the Great Eastern Railway, *via* Harwich and Antwerp, or *via* the Hook and Holland—by the latter a saving of time is effected; or, we

can travel by the Steam Netherlands Steamboat Co. to Rotterdam, and thence by boat or train. Still another is by way of Queensboro' and Flushing, or by General Steam Navigation Co. to Antwerp. Each of these routes can boast advantages fully set forth in their respective guide books, and I am inclined to think that it is very much a case of *chacun à son goût*; certainly they are all very good in their way, and the tourist will have little ground for complaint.

Now a word about the hotels. Avoid the cities in favour of the villages; the fare is always as good, the accommodation equally satisfactory, and there is a delicious sense of Bohemianism about impromptu banquets devoured in vine-clad arbours, where Corydon, Phyllis, or any other well-conducted young people, may taste of the joys of a rural retreat.

If, however, the cyclist prefers the busy city, then he must take Hood's advice, and the rest will be easy. C.T.C. members should never hesitate to invoke the aid of the Consuls in the particular cities through which they pass. But a few years since the writer was the recipient of much kindly forethought at the hands of a local club, who entertained him right loyally, as the result of a casual call. Of course C.T.C. Consuls—even on the Continent—are some-

times busy men, but in no case can I remember to have met with aught but extreme kindness from these officials. Such a tribute is well merited, and my only hope is that it will meet the eye of Herr—(his innate modesty, alone, deters me from giving his name).

Our machines, on the occasion of the trip, were of the ordinary pneumatic type, and our outfit consisted of a complete change of flannel underwear, a pair of slippers, a supply of soap, stationery, Bae-deker's "Rhine" (6s.), and Lindley's "Tourist Guide." My *fidus Achates*—whom I herewith

baptise as "The Pilot"—also carried a camera of the detective type and a plentiful supply of quarter-plates. In this respect he acted wisely. Rhineland teems with photographic gems, but it is a little irksome to carry a big camera and all the etceteras that go to make "a complete outfit." Quarter-plates are easily manipulated, they are not heavy, they yield, as a rule, excellent transparencies, and they should be taken in preference to half or whole plates, which would prove as irksome as "the old man of the sea."

Here is our itinerary:—

	Kilos.
Cologne	
Widdig	17½
Hersel	3
Bonn	5½
Godesberg	6
Mehlem	4
Rolandseck	3¾
Oberwinter	2



The Island of Nonnenwerth.

	Kilos.
Remagen	5¼
Sinzig	4¾
New-Breisig	5½
Brohl	3¾
Andernach	7
Weisenthurm	4
Coblenz	14½
Rhens	9½
Niederspay	2½
Boppard	9
Salsig	4
St. Goar	10
Oberwesel	6½
Bacharach	6¾
Trechtinghausen	8¼
Bingerbrück	6
Bingen	0½
	<hr/> 149 kilos. <hr/>

"And how long," asks a reader of the *Gazette*, who has thus far followed me kindly, "do you allow us for the trip?" To which I reply, not less than a week, but certainly as much longer as you can conveniently squeeze in. The fact is Rhineland is such an El Dorado of rural beauty that it is difficult to divine to what extent may be your stay. Smiling valleys, rustic hamlets, verdant pastures, and wooded heights are everywhere; now it is a babbling brook, trickling from some giant cliff, and sending forth a refreshing spray of gaily-tinted bubbles; anon it is a pasture of prettiness with fair Flora leading the way and all Nature smiling approval. But I must pause ere my enthusiasm runs riot, though in sooth where Rhineland is the topic it is very pardonable.

"The Pilot" had agreed to journey with me *à la* Harwich to Antwerp, and at eight o'clock one evening I found him in full cycling toga at the Continental platform at Liverpool Street. The run down to Parqueston was effected without accident of any kind beyond the fact that "The Pilot's" efforts to master *German in Twelve Lessons* was calculated to upset the friendly relations existing between the two nations, and I saw visions of some one at St. Stephen's "heckling" the Minister for Foreign Affairs as to the rupture brought about by "The Pilot's" energies.

On arriving at Parqueston we went on board, supped, and commenced a promenade on the deck; as the good ship got farther out it was evident that dear old Neptune was in a frolicsome mood, and for some moments "The Pilot" was occupied in contemplating the billows from the larboard side of the vessel. It was certainly very rough, and I blush to confess that ten minutes later I was participating in a duet. However, all's well that ends well, and when a truthful manner informed "The Pilot" that brandy was a sovereign remedy he moved towards the steward's department with an

agility for which I had never given him credit. Later came the refreshing slumbers of night, and waking next morning we found old Antwerp ahead.

Landing at the "City of Rubens," to-day, the unwary cyclist becomes the prey of numberless solicitous gentlemen, many of whom will even go so far as to take charge of your watch and chain—should the opportunity offer. Just now, with the Exhibition in full swing, "the snapper-up of unconsidered trifles" is very much *en vogue*, and "The Pilot" declined to believe that the gentleman who had been talking to him on the Quai was a *chevalier d'industrie*; later events confirmed this, however, as he discovered that his gold pince-nez ("The Pilot" was an 'exquisite' in his way) was missing.

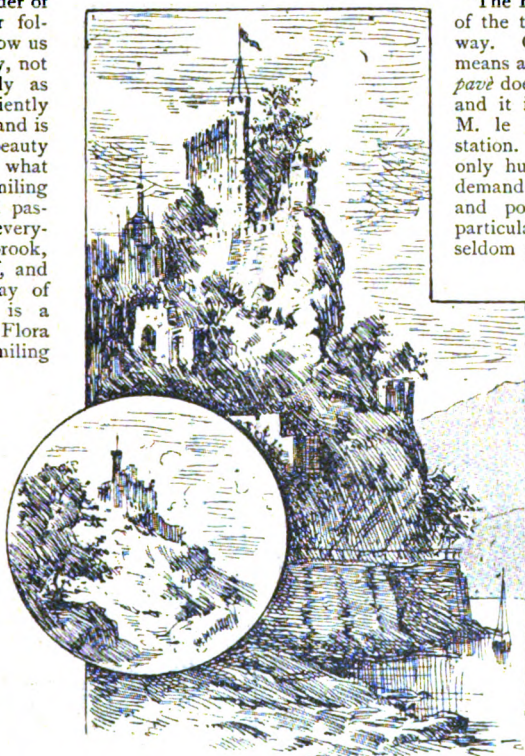
Space does not permit me here to dilate on the glories of the "Church under the Bells," as Thackeray was wont to call it; the Exhibition, too, is somewhat out of our precinct, but no cyclist should omit either, and if he can spare the time he should also see the picture gallery, St. Jacques, with its superb collection, and the Plantin Museum: all of which will more than repay the trouble involved.

The East Station is at the extreme end of the town, and thither we wended our way. Cycling in Antwerp is not by any means a sport to sigh for; the execrable *pavé* does not lend itself to the noble art, and it is an economy of temper to hail M. le Cocher and drive down to the station. M. le Cocher, I may mention, is only human, very human, and he will demand a threefold fare with an urbanity and politeness that will shock you—particularly as our English gondolier seldom yields to the temptation *when* he

has the opportunity—which is not often. At the station we book direct for Köln (Cologne). It is necessary to remember that first or second-class express should be used for transit; a third-class ordinary from Antwerp to Cologne is surely the invention of Mephistopheles himself—pray decline it.

Late in the afternoon we arrived at Cologne, the starting point for our tour. "The Pilot," with the enthusiasm of youth thick upon him—was anxious to start right away. It is here that the cyclist, who may be for the first time taking this trip, needs a word of advice. Don't over-strain yourself and spoil an enjoyable holiday. There is much to see in Cologne, and it would be a pity to miss it. An hour may be profitably spent in overhauling the machines, and any superfluous luggage may be left

at the hotel till the return journey. Hostelries abound; Hôtel du Nord in the Frankenplatz, Hôtel Disch in Brücken Strasse, or Europäischer Hof in Comödien Strasse are all reliable houses, at each of which one has experienced no little kindness and much consideration; prices range from 7 to 10 marks a day. While in Cologne see the Cathedral, St. Peter's with Ruben's pictures, the Rathaus, and the Museums. You will not need a guide for these, nor for the aromas, which are wafted along the air, and go to prove that a County Council is not numbered with the governing bodies of the city, and that an Inspector of Nuisances is a *rara avis*—how busy he would be!



Rheinstein and Holinek.

"The Pilot" found ample opportunities for his camera, though I am reluctantly compelled to chronicle the fact that a policeman obstinately refused to be made the subject of one of his pictures; I could have understood this had he seen some of "The Pilot's" early efforts in the Black Art! An idea! Perhaps the official had a relation who dabbled in it, which would account for it.

Mounting our machines the following morning we crossed by the Severin Thor and commenced our trip in real earnest. There is a direct road from Cologne to Godorf, where we alighted for dinner. An excellent steak, washed down by copious draughts of lager, helped to revive the drooping spirits of "The Pilot," whose opinion on the *pavé* is reserved for private circulation only. From Godorf we proceeded to Widdig, where we stayed for the night. There is absolutely nothing to evoke enthusiasm at the sight of the Rhine at this point, and my companion began to hint that the Thames at Wapping was infinitely more interesting! But a cicerone is accustomed to the frailty of human nature as embodied in a tourist, and I pacified the merry wheeler with promises of better things in store. In the cool of the evening we rambled round the town, but as the streets were dark and we had letters to write home, an early adjournment was the result. Next morning we resumed our journey. At Hersel we were joined by a

German cyclist, who "spurred" ahead much to "The Pilot's" delight, for as the result of a brief struggle we entered Bonn three hundred yards ahead of the native. More international complications may be looked for. It is at Bonn that the surroundings begin to justify the boasted glories of Rhineland scenery, and I am but doing "The Pilot" justice to add that he readily acknowledged the beauties of this delightful little city. We were in a holiday mood now with a vengeance, and after dinner the afternoon was spent lolling in the Münster-platz, where is Beethoven's statue, and later in climbing the heights of Kreuzberg. Ere evening closed a delicious hour was idled away under the chestnut trees of Poppelsdorfer Alle, and "The Pilot's" benediction, as we retired for the night was, "I like Bonn immensely; *can't we stay here?*"

We were up betimes the next morning, and, after a dip in the public baths, returned to breakfast at the hotel. Then, having made our *adieux* to mine host—a genial soul, by the

way—we wheeled on to Godesberg. Here we found Hôtel Blinzler cosy and comfortable. The castle is a very fine one, and "The Pilot" insisted on climbing the hundred and fifty steps which led to the eminence, while the writer contented himself with a laze in the gardens below.

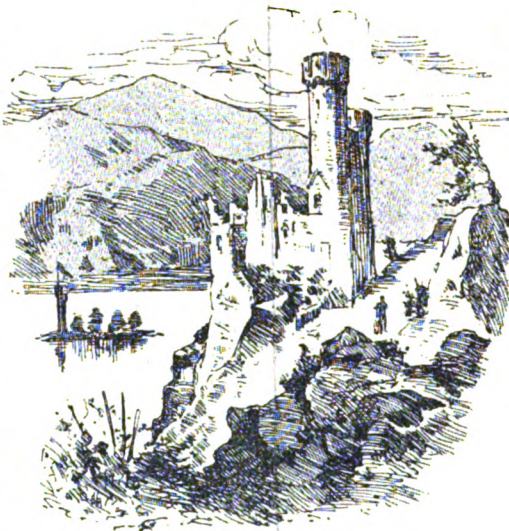
Mehlem was next touched, and here we resolved to stay for the night. After breakfast next morning we resigned our machines to the care of Jules, the waiter, boots, and general utility man of the inn—and crossed the ferry to Königswinter—the starting point for the Drachenfels. There are many ways of exploring the Seven Mountains, but not one good one. Thus, you can tramp the district on foot, and with the thermometer at 93° in the shade and insects executing a war dance on your face; or, you can hire a donkey, who is only a donkey, and who will cause you to appreciate the full interpretation of obstinacy as defined by Webster. You may probably decline the asinine friend and elect to scale the Drachenfels on a pony; well, if the pony doesn't topple you over the precipice, or waltz you against the nearest tree,

there will be little to complain of. If a good cyclist you may be tempted to wheel up, in which case make your will before you start on the expedition and arrange with the local undertaker. All these methods boast their peculiar advantages, and I leave it to my readers to make their choice.

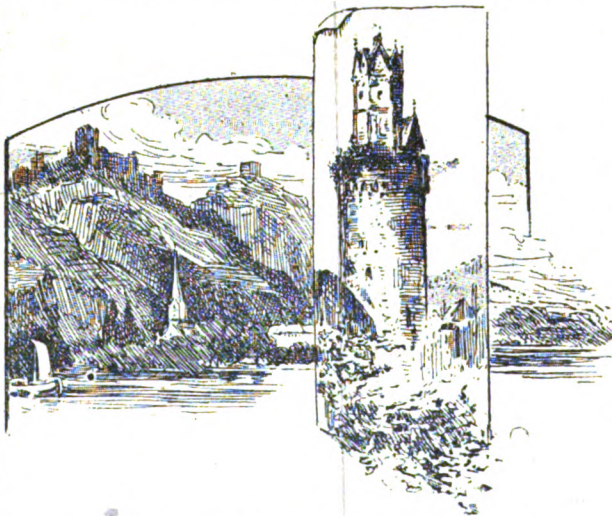
Notwithstanding all this the Drachenfels should certainly be explored, and the best route I know for pedestrians is that by the beautiful Nachtigallenthal. The *coup d'œil* from the terrace is exceptionally fine, and the castle may be visited with the only proviso that you have, as before stated, made all arrangements for a respectable interment. Byron's lines occurred to me, as with "The Pilot" we rested on the summit, but my *compagnon de voyage* would not have it at any price. "The fact is, Scribe," he naively added, "I've come along here to enjoy myself; your poetry has an opposite effect!" Could any one quote Byron after that?

At least a couple of days should be devoted to the Seven Mountains; and here

a word in season. Take matters easily; don't rush and hurry, and fancy the world is going to stop still if you can't see the Drachenfels in fifteen minutes! It's all a huge mistake. You are in a holiday mood—enjoy it while you can. Let "the other feller" do all that; there isn't room for two idiots in a party.



Castle of Ehrenfels.



"The Brothers" and the Tower of Andernach.

It was late in the afternoon when we recrossed the river, and took up our quarters for the night at Godesberg.

The following day the journey was resumed, Mehlem being our first stopping point, where an hour was idled away, much to the satisfaction of "The Pilot," who was busy with his camera throughout the journey.

From Mehlem we pedalled on to Rolandseck; and here let me do my companion justice—his enthusiasm knew no bounds; he was charmed with the picture presented, indeed, it would be difficult to visit Rolandseck without; your proud Neapolitan who urges you to see Naples and die might moderate his directions were he to see this veritable fairy bower in Rhineland.

So enchanted were we that further progress for the day was voted of the question. Very beautiful is the island of Nonnenwerth, only equalled by its companion, Grafenwerth. In the village one can purchase vilely-printed volumes containing the sad history of Roland and Hildegunde—a piteous story if true, but Rhine legends should always be taken *cum grano salis*.

At Remagen we halted for lunch, and then proceeded to Sinzig, where we found comfortable quarters at the Deutsches Haus. "The Pilot" secured one or two snap-shots, and then the shades of evening crept down and a delicious stillness pervaded the little town.

The road from Sinzig to Brohl is not good, and it was with a feeling akin to relief that we pedalled on to Andernach. A rest here and then a grand run to Coblenz. At the Hôtel de Trèves in the Clemens-platz we succeeded in engaging suitable rooms. Mine host explained that we should find some of the roads very fine. It was not till I had tested this remark that I learned how gloriously indefinite is "some," which algebraically might be represented by $x + y$.

There is a good deal to see at Coblenz. Of course "the man in the Custom House" should be interviewed—*entre nous*, it is merely a mechanical figure with rolling eyes that call up memories of our old friend "Jack, the Giant-killer." There is a lovely spin along the Rhine promenade to Lanbach, and this should not be omitted.

Early the following morning we crossed by the pretty bridge of boats from Coblenz, and ascended to the frowning fortress of Ehrenbreitstein. This is said to be one of the finest strongholds in the world. "The Pilot," who was a member of the volunteers, and, therefore, an authority, appeared to agree with the statement. Having inspected the fortress, we clambered down the steps and proceeded to scale the Pfaffendorfer Höhe, on the very summit of which is perched Fort Asterstein. There being no one to bar our progress we made our way through the entrance. The view here is superb, in fact, there is no finer on the Rhine.

"Grand!" exclaimed "The Pilot," as he glanced round to select a suitable spot from which to level his camera. "This will do. Click!" and the little instrument had done its work. But our triumph was short lived. In another moment a couple of stalwart grenadiers appeared on the scene, and promptly taking us by the arm led us away to the guard room! In vain I protested—in English—that we were only tourists, the guardians would have none of it, and even went so far as to hint that our C. T. C. badge was an insignia of military honour, and that we were spies. "The Pilot" could not speak German, but the eloquence of his native tongue should have struck terror into the hearts of the gallant Teutons. In the end we found ourselves incarcerated in a small chamber, and for two mortal hours we tramped up and down, wondering what would happen next. "The Pilot" was especially wroth.

"I shall complain to the Foreign Office directly we get back," he said, and proceeded to roll a cigarette, which a moment later was held forfeit by our grim custodian.

Anon, the officer of the day arrived on the scene, and a very courteous gentleman he proved. We assured him that we were cyclists—pure and simple—and having given ample evidence of this he at once ordered our release. "If you

will take my advice," he said, as he bade us adieu, "it is an extremely injudicious proceeding to go about photographing fortresses, and is not permitted anywhere in Germany."

"The Pilot" thought it was a pity, but we were heartily glad when we had recrossed the Bridge of Boats, and were safely ensconced in our cosy room at the Hôtel de Trèves.

It is about nine kilos. from Coblenz to Rhens, a picturesque village where we halted for lunch. In the afternoon we cycled on by way of Niederspay to Boppard, where we elected to stay the night at the Rhein Hôtel. There are some delightful excursions in this district, and our machines were relegated to limbo while we explored the glories of the Mülthall, and tramped to Fleckertshöhe.

A magnificent spin the next day to St. Goar. Here "The Pilot" gave way to sighs of regret at the limited store of his dry plates and the absolute plenitude of the views on all sides. Nature has been kind, nay, lavish at St. Goar; the grand old river swirls, and foams, and sparkles in the sun. Yonder is the Cat Castle, and not far off is the far-famed Lurlei, where the naughty damsel was wont to lure gallant mariners to destruction. A short distance from St. Goar is Oberwesel, another beautiful resort, and thence we go on to Bacharach, where we rest for the night. We are reaching the final stage of our trip. Wheeling through vine-clad villages, always teeming with interest, we finally reach Bingerbrück. On the opposite shore is Bingen, though of the two I pin my attachment to the former. At Bingen we indulge in all the luxury of *dolce far niente* till one morning we wake to find our return journey must be commenced. A novelty is to return by boat—select an express and Cologne is reached the same afternoon. From here we can travel *via* the Hook of Holland or by way of Antwerp, and twelve hours later we have reached our native shore.

And now a few words as to the cost of the trip. Much, of course, depends on the individual tastes of those concerned. In travelling, second class by train and saloon by boat is recommended. Premising that we have a fortnight at our disposal, and that we travel (a) *via* Harwich and Antwerp, the following are the fares:—

	£	s.	d.
First class throughout	3	15	1
or, Second class and saloon	3	0	0
Saloon to Bingen and Cologne	0	8	0
Hotel expenses, fourteen days, at 8s. per day (often less)	5	12	0
Carriage of machine, London to Cologne and back	1	0	0

(b) If we travel by the Steam Netherlands Line from London *via* Rotterdam the fares are considerably lower, viz.:—

First class	£1	14	6
Second class	1	4	0

(c) Or, we can journey to Antwerp by General Steam Navigation Company's boats, and thence by train to Cologne.

First class	£1	10	0
Second class	1	6	0

Both Cook and Gaze issue circular tour tickets and also hotel coupons, the latter at a charge of 8s. 6d. per day. The coupons are useful, and are divided into three series:—

- (1) Meat breakfast or tea, consisting of tea, coffee, bacon, ham, chop, cold meat or eggs 2s. 5d.
- (2) Dinner (available at *table d'hôte*), with or without wine, as customary at the hotel 3s. 3d.
- (3) Room, light, and service (entitles the holder to a comfortable bedroom, with lights and attendance) 2s. 10d.
- (4) Plain breakfast coupon, consisting of tea, coffee, and bread and butter 1s. 3d.

For the smaller villages I do not recommend these, as the tourists will do very much better for themselves, but in the cities, like Antwerp and Cologne, they will effect a saving of time and probably money; it is, however, quite possible to do without them, and I merely add this for the benefit of those who prefer coupons.

With reference to duties on the cycle, I have invariably passed through without trouble, and C.T.C. members will not be interfered with if simply crossing the various points named. In Belgium every machine is registered, and bears a distinctive number, and, doubtless, were any C.T.C. member to take up his residence permanently in Brussels or Antwerp, he would not escape; as it is, no questions are asked, and it is only when the machines are *quite new* that the officials eye them with suspicion. In all cases a little politeness will do more than an aggressive demeanour, and *M. le douanier* is not half a bad fellow when you understand him. On the foreign railways machines are charged at luggage tariff; the General Steam Navigation Company charge 5s. for bicycles, 7s. 6d. for tricycles; the Steam Netherlands Company's rates correspond.

I have only to add that I shall be glad to reply to any queries with reference to a trip through Rhineland, if addressed to me, care of the Editor.

It is a glorious holiday this by the rippling Rhine, and I heartily commend it to the attention of C.T.C. members, to which "The Pilot" adds "Amen."

WILFORD F. FIELD.

AN IDEAL TOUR THROUGH WENSLEYDALE, YORKSHIRE, TO THE LAKE DISTRICT.

By C.G.

No better approach to the Lake District from the South can be made than through the romantic Wensleydale with its castles and waterfalls. The approaches through Lancashire and Settle are, in my opinion, very intricate, and entailing much loss of time by reason of the number of large and ugly towns on the way, while by going through the route I am recommending one is amply repaid by obtaining magnificent views. The roads just now are in very fair condition. From the South the tourist should, if possible, take the Great North Road to Boroughbridge, and thence along a perfect road to Ripon (212 miles from London, *via* Doncaster). Here a whole day should be spent in visiting the Cathedral and far-famed Studley Park and Fountains Abbey. From Ripon, go *via* Kirby Malzeard to Masham (eleven miles) through lovely country. Hackfall, eight miles from Ripon, is on the road, and must on no account be missed, being a magnificent dale with the river Yore running through (a charge of 1s. for admission is made). After leaving Hackfall a fine panoramic view is obtained of Masham, with its fine spire, the river Yore in its serpentine course, and Swinton Castle, the residence of Lord Masham on the left. At Masham, luncheon and accommodation may be had at the King's Head Hotel. Five miles run brings us to Jervaulx Abbey, well worth inspecting. Three miles more we come to Middleham with its grim castle, rendered famous in the days of the great Warwick. Across the little suspension bridge we ascend a long hill into Leyburn (twenty-three miles) where a night should be spent, and if time an evening stroll should be made along "The Shawe"; here we have a splendid view of the Wensleydale. There is a spot known as the "Queen's Gap," where Mary Queen of Scots was recaptured after her escape from Castle Bolton, three miles further up the dale.

Resuming our journey, Castle Bolton should not be missed; part of it is still preserved, notably the room where Mary Queen of Scots was imprisoned. The dungeons are still to be seen with gruesome chains, etc.

A little further on is Aysgarth, with its famous waterfalls; when the river is full after heavy rain, the scene is simply worth a full day's journey to view.

A few miles further on we come to Hawes (forty-one miles). Three miles further on may be seen a fine waterfall with a clear leap of nearly 100 feet, while the scenery on both sides of the river is beyond the power of pen to describe.

Continuing our way through Garsdale, with huge and

frowning mountains on either side, we soon reach Sedburgh (fifty-three miles) and Kendal (sixty-three miles). Here we will take leave of our friends to make their own plans amongst the lakes.

Ministerial Hobbies.

III.—CYCLING.

A little glassy-headed, hairless man,
Who lived alone in a great wild on grass,
So lean, his eyes were monstrous—while the skin
Chung but to crate and basket, ribs and spine.

The modern philosopher refuses to see his ideal in little Mr. Barebones, who lived alone in a great wild on grass. Science and common-sense both tell us that if a brain-worker is to do his best work—not merely for a year or two, but through a lifetime—he must consider the welfare of his material frame as well as the development of his mental powers.

It is a desirable thing that ministers should have some hobby or pursuit to take them into the fresh air in search of health and strength. A ministerial hobby should be an outdoor one. It should be health-giving. It should be one that does not interfere with ministerial duties by requiring any large extent of time. And, in most cases, it must not cost too much money.

There are many hobbies which have their good points, but I do not know a single one which, for ministers, combines so many as cycling. Cycling is a delightful, health-giving, outdoor exercise. It is useful in pastoral visitation, especially to country ministers, and it is cheap. I have heard that it is by no means unusual for the hobby rider to extol his own hobby and run down every one else's. Says Piscator—"While strolling by the river, I saw you at break-neck speed upon your wheel with eyes for nothing but the road, the sign-posts and mile-stones. You saw less than the old woman who, after her first journey in a train, reported that she had seen nothing but a hay-stack, and that was running the other way!" Says Cyclist—"What's fishing? A stick with a worm at one end and a fool at the other!" Piscator—"You show your ignorance. Sometimes it is a fly. It is not always a worm at one end." Cyclist—"No; but it's always—" So that if I have spent some time in praising my own hobby, and spent more in trying to induce my friends to ride the same, it may be inexcusable; but it is not without precedent.

A certain professor of mathematics, when his students showed the intense interest they had in his lectures by "shuffling" with their feet, asked them to use their heads more and their feet less. "But," he added, "perhaps you are more accustomed to using your feet." Our ministers are more accustomed to using their heads; the aim of this paper is to induce them to use their feet. Perhaps this object may be best attained by a few practical hints on buying and riding, or attempting to ride, a bicycle.

At the present time there is practically only one machine to be considered. The ordinary bicycle, geared or otherwise, is obsolete. The front-driven safety has never, to use a Hibernianism, attracted the "eyes" of the *vox populi*, and the tricycle is mainly a makeshift for the elderly and timid. The one machine of the present day is the straight-tubed, diamond framed, pneumatic-tyred safety. There is no best among cycle makers, but there are a dozen or so that stand together in the first rank. Most of these are to be found along Holborn Viaduct. I am riding a Raglan, which gives every satisfaction. With regard to tyres, these should certainly be pneumatic. There is really not much danger of puncturing, and if an accident of that kind does happen, it is soon put right. Many of the punctures come from riding racing tyres upon the road. As with cycles, it is hard

to say which is the best among the various pneumatic tyres; but the Dunlop is as good as any at present—it is the best-known and has been well tried and proved. A gear case to cover the chain is a desirable addition to a safety. It is good policy to buy a machine made by a firm which has a reputation to keep up. Even if there should be a little more to pay in the beginning—and it is not always so—there will probably be less for repairs; and, surely, the safety of one's bones and ease of mind count for something. Don't believe that "Buggins' bicycles are the best," because the man in the shop says so. It is probably his interest to do so, and if you take his word and buy one of "Buggins' celebrated cycles," you are likely to find your steed bearing a close resemblance to ancient Gaul, when it was *divisa in partes tres*.

Pneumatic-tyred safeties are listed at various prices. £26, without gear-case, is about the usual list price for a first-class machine, and £20 for a lower grade one. The cash price is £18 or £19 for the first, and £13 for the second. £13 will buy a good strong machine. Below that price bicycles are of the gas-pipe and garden-hose variety, and one of them would form a charming present for any one against whom you have a particular grudge.

As to learning to ride, get one or two friends to help you—not by supporting you, but by putting you on the bicycle and setting you going. Balance yourself by turning the wheel towards the side to which you feel you are falling. It is not really difficult, and there is no need to despair because, for some little time, it seems impossible. The most approved books advise you not to learn on your own new bicycle, but to borrow some one else's. At any rate, it is just as well to have an old machine to learn on. Next, don't wear a silk hat or a tail-coat. These articles doubtless add dignity to the human figure, but not on a safety. Such apparel is sure to produce a profuse heat, even without the aid of the irreverent and personal remarks of the populace.

Finally, I would recommend joining the Cyclists' Touring Club, commonly known as the C.T.C. Of this there are nearly 20,000 members. The subscription is small—3s. 6d. annually, 1s. entrance fee. The advantages include reduced terms at hotels when touring, a monthly *Gazette* post free, and general interest in and care for the cyclist. If I can give any further information with regard to my favourite bobby horse, I shall be glad to do so, and a letter, care of the Editor, will find me. If these notes lead any weary brother to find health and rest—Black Cae rides behind the horseman, but I never heard of him on a bicycle—they will not have been penned in vain.

CYCLIST, in "The Presbyterian."

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 HOTEL QUESTION.

Sir,—In company with three friends—one a member, but without his ticket—I have recently spent three nights at as many Headquarters in Cornwall. A comparison of the bills gives the following results:—

Hotel A, C.T.C.	gains 1s. od.	on bill of	10s. 6d.
" B, "	" 2s. 3d.	"	13s. 8d.
" C, "	" 0s. 9d.	"	19s. od.

Hotels A and B are under the same management. B is vastly superior to A, and slightly better than C. I have in each case eliminated any expenses which we did not *equally* share, e.g., drinks.

It will be seen that there is very little difference between the ordinary and C.T.C. tariffs in the case of A and C, although a great difference in the appointments, etc.

I solved No. 4772's "impossible" problem (we were travelling without machines) by handing my ticket to the servant who showed me to my room, with a request that it should be given to the proprietor and returned with the bill—a plan which answered perfectly.

I would suggest that in any re-arrangements of tariff, the indispensable hot bath should be included, at a charge of 6d.—the shilling or eighteenpence usually charged being too much.

It has also occurred to me that a far more satisfactory system might be based on a so much in the shilling reduction on the whole bill to members. This, with a more accurate classification of hotels, according to their prices, would be a far better guide to the tourist than the present system. Would it not be possible to obtain from each hotel, etc., a copy of the ordinary tariff, together with the rate of reduction which the proprietor might be willing to allow?

This would incidentally bring about what I venture to think would be an improvement in the Handbook—an alphabetical list of towns (*not* counties) with the names of hotels in each, and opposite each hotel, in columns, the details of tariff, thus:—

	Bed.	Tea or Break- fast.	Lunch.	Dinner.	Attend- ance.	Reduc- tion.
TOUCHTOWN— The George	2/- 2/6	1/6 1/9	2/-	2/6	3d. 1/-	5/- in the £
The Falcon	1/6 2/-	1/3 1/-	1/6	2/-	6d.	2d. „ s.

Would it not also be possible at the same time to get special reduced terms at some hotels for lengthened stay, to meet the requirements of cyclists who like to spend, say, a week in the same district, making tours day by day from the same centre?

A TOURING MEMBER.

Sir,—The correspondence on this subject is interesting. It would perhaps be a good plan if members would inform us, through the *Gazette*, what hotels are specially good—as then I should have some to add to P. Whalley's list. P. Whalley is troubled about the putting up of his machine. My rule is to follow the Club rule, and never to pay any hotel servant for taking charge of the machine, unless some special trouble has been taken by him (such as cleaning the cycle if very dirty, etc.). This seems to me the proper course.

No. 4772 is very emphatic in declaring the hotel system to be radically wrong. His first reason is that it divides hotels into classes—yet he promptly proceeds to suggest some half dozen, instead of two, classes—showing that classification is essential. Of course there are, and must be, gradations. Occasionally one finds a H.Q. which one thinks ought to be a Q. Yet, on the whole, the present rough division seems to answer well. His second reason, by which he advocates putting members and non-members alike on the same footing, would, it seems to me, turn the Handbook into an "Hotel Register" pure and simple, for the benefit, not of members, but of the B. P.

No. 3647.

Sir,—August *Gazette* gives a letter from 4772 on this subject. I have on many occasions used the C.T.C. hotels, and have always been welcomed and well provided for; but I regret to say far too few are given, and the H.Q's. are beyond the figure

the average tourist desires—he invariably only requiring a meat tea, bed and breakfast, and off. A clean house and low-priced tariff is what is required. Therefore, I think your correspondent 4772 has hit the nail on the head by advising all the suitable hotels to be given; but I differ from him in one respect, *i.e.*, I think the Club should obtain a lowest tariff from each for C.T.C. members. This would have the effect of augmenting our membership and also increasing the sale of the British Handbook, as should there be a “real” advantage, such as this arrangement would cause, who would *not* be a C.T.C. member. The arrangement would pay the hotels, as members would oftener stay a week-end from home, and the terrible disputes about overcharges would become a thing of the past.

With regard to Ireland our Handbook is almost a farce. Whole counties are given and not a single hotel of any sort. Through the great touring country of Connemara, Clifden, and Westport, not a single hotel is named.

I am fully aware of the good work of the C.T.C., and only desire to see its usefulness extended and its name more esteemed.
No. 6358.

Sir,—I have just returned from a fortnight's tour through Midland England. Being much interested in the hotel system I determined to take particular notice of the accommodation, &c., in the various grades. We were a party of three and required a medium tariff, we therefore patronised the Quarters wherever marked in the Handbook, and Temperance Hotels and Coffee Taverns where no Quarters were available. We soon ignored the Coffee Taverns, as they varied too much, while the Temperance Hotels were, in our opinion, decidedly dear, and no special provision seemed to be made by them for cyclists.

The Quarters were uniformly satisfactory, and I should like to recommend those of Bedford, Stafford, Derby, and Kingston to any Club members visiting these towns (the latter should be more fully described as near Norbiton Station).

I would suggest that the Committee (on this matter) instruct every Consul to endeavour to arrange a Quarters Hotel as well as Headquarters in all towns of importance: some care should also be taken in sanctioning Headquarters in small places, as we found them in several cases decidedly inferior to the Quarters of larger towns.
CONSUL.

THE HOTEL SYSTEM: A MELBOURNE VISITOR'S EXPERIENCES.

Sir,—I have just completed another “Annual Offence,” and while saying *Au revoir* desire to place on record my appreciation of the Club's Headquarters.

During the past few months I have slept or eaten at 150 of them in England and Ireland, and without exception have received excellent fare accompanied by prompt and kind attention.

In several towns, where the Club had no Headquarters, I stayed at hotels of apparently equal standing, and from their charges I reckon that I have saved 3s. per day all through by belonging to the C.T.C.

Some cyclists think the C.T.C. members do not get so well treated as other visitors on account of the special tariff. This is an erroneous impression, for in many cases riders are not asked if they belong to the Club till their bills are being made up.

Every rider who tours at all should join the Club, for in addition to the saving, it's a boon when arriving in a strange town to be able to ride straight to “a home from home,” where the wheelman's wants are especially catered for.

Wishing the Club continued prosperity,

G. W. BURSTON,
President Melbourne B.C., Life Member C.T.C.

THE SPORT OF SPORTS.

Sir,—My age is seventy-four years, and I have just returned from a six weeks' tour of the Ardennes and Northern France with my tricycle, entering at Dieppe and leaving by Cherbourg. Last summer, my trip was the Loire Valley by Gien, Orleans, Blois, Tours, and Angers into Brittany, which latter I have crossed several times with my iron steed.

During the past ten or twelve years cycling has done so much for me in the shape of health and pleasure, that when I see the numbers of men, evidently younger than myself, and quite as capable, moping and squatting purposeless about our sea fronts—killing time as best they can, month after month, as if waiting for death—I often wonder they do not take to this delightful and health-giving exercise. Each summer I go a tour of some weeks, and in this way have visited Wales—South to North—as also the greater part of England. Not needing much wearing apparel in hot weather, I manage, with a little ingenuity, to carry all my requirements in a small knapsack strapped behind my machine.
C.T.C. No. 1679 (M. D.)

CONCERNING LOWNE'S CYCLE-LOG.

Sir,—A *bona-fide* tourist, who continues to carry mudguards, and a bell, and a brake, and other things that tend to make our pastime a pleasure and not a penalty, can well afford to add thereto a good cyclometer. Such an instrument is as useful in an ordinary run as when one is actually on tour; and I wish in this note to express my unqualified satisfaction with the Lowne Cycle-Log, after an experience of some nine years. But a stronger reason for writing is the hope of drawing the present maker from his self-effacement. Why is the general public allowed to read on all hands the claims of newer cyclometers, without even the chance of discovering the address of our old friends Stanton and Lowne? I have managed to obtain a new Lowne's crank-log through the Coventry Machinists' Company, who are singularly well supplied with good accessories; but this piece of business occupied them and myself for some ten days. I now want to convert a 54-inch log to a 56-inch, a little detail that seems hardly worth doing indirectly, even through so courteous a firm. Anyone who has used the old Stanton logs, now known as Lowne's, will have appreciated the beautiful finish of their workmanship; and competition seems only to have caused them to maintain their excellence. But why are they so modestly withdrawn from human knowledge? I find the crank-log that I have used for seven years past still regarded throughout England as a new and ingenious invention. It is easily fixed to any squared crank, and is well out of the way of the foot; I have never known it to come loose; and I have checked it over thousands of miles of carefully posted British and Continental roads. Why should a friend so valuable and accurate, and withal a noiseless one, be so difficult to discover and procure? I am glad enough at any time to sing its praises; but I wish its makers would let us hear more of them before this season also passes.
THE AUTHOR OF “THE GYPSY ROAD.”

COTTON v. WOOL.

Sir,—Our attention having been called to the letters now appearing in your *Gazette* under the above heading, we would like to say that, if any of your readers like to drop us a card, or send for a reprint of three letters—one from Dr. Crowther, of Dumfries College, wherein he gives his experience of the two theories, one from Dr. Jaeger's agency upholding the animal wool theory, and one from ourselves as the pioneers of the cottonwool movement—which appeared a short time ago in one of your contemporaries, we shall be very pleased to send or give them one free. Therein they will find the whole question boiled down to the proverbial

nutshell dimensions, and if, after perusing it, they would like to have some further testimony, we feel confident that some of your own readers will be able to give them such information as will induce them to go a step further still, and try Dr. Lahmann's cottonwool for themselves.

Even doctors disagree sometimes, as we all know, and we only received this morning very high commendation from a medical gentleman, signing himself M.A., M.D. Cantab., M.R.C.P. Lond., &c., whose family, including himself, have worn Dr. Lahmann's cottonwool underclothing since its introduction into this country. He also writes that "a large number of my patients and friends have also adopted it on my recommendation, and in all cases with satisfaction."

We enclose his letter for your personal perusal and return, and shall be very pleased to show it, and others like it, to any one desiring to see them!

One word more. Let it be at once stated here that Dr. Lahmann's soft, non-shrinkable, and non-irritating cottonwool underclothing is as different from the usual cotton textures as day is from night, and that it is therefore very probable that those of your correspondents who are still upholding the animal wool theory have not yet heard of your obedient servants,

DR. LAHMANN'S COTTONWOOL UNDERCLOTHING
AGENCY.

15, Fore Street, E.C.

P.S.—We have just tried Dr. Faulkner's suggested experiment, and at the time of writing find the piece of flannel soaked through, while a piece of our cottonwool, of the same size, does not show the slightest trace of moisture on the uppermost side, and neither shows the slightest inclination to sink. We send you a bit of each, that you may test the point as well.

Sir,—The discussion going on in your columns *re* Cotton versus Wool is such an important matter to the cyclist, and the letter and demonstration of Dr. Faulkner in which he says that a piece of cotton or linen thrown on the surface of water will quickly absorb water and sink, whilst the flannel will continue to float for a long time, absorbing water very slowly, will I am afraid have disastrous results; by leading your readers to infer that cotton or linen garments should be worn instead of woollen ones.

Wool is a bad conductor of heat and a great absorber of water. The water penetrates into the fibres themselves and distends them (hygroscopic water) and also lies between them (water of interposition). In these respects it is greatly superior to either cotton or linen. This property of hygroscopically absorbing water is a most important one. During perspiration the evaporation from the surface of the body is necessary to reduce the heat which is generated by the exercise. When the exercise is finished the evaporation still goes on to such an extent as to chill the frame. When dry woollen clothing is put on after exertion, the vapour from the surface of the body is condensed in the wool and gives out again the large amount of heat which had become latent when the water was vaporised. Therefore a woollen covering from this cause alone at once feels warm when used during sweating. In the case of cotton and linen the perspiration passes through them and evaporates from the external surface without condensation; the loss of heat then continues. The texture of wool is warmer from its bad conducting power and it is less easily penetrated by cold winds.

Linen conducts heat, and absorbs water slightly better than cotton. Cotton is very non-absorbent of water (either into its substance or between its fibres), and conducts heat rather less rapidly than linen, but much more rapidly than wool. "Parkes and De Chaumont Practical Hygiene."

Cotton garments are durable and do not shrink in washing. They are non-absorbent and rapidly conduct away heat;

hence cotton is the wrong material for underclothing, for it soaks up the perspiration and becomes wet, and the moisture is re-evaporated, causing a chill to the surface of the body. The heat of the body is not retained by cotton but is rapidly dissipated.

Wool is a very bad conductor of heat, and is very absorbent of moisture; hence its value as a material for underclothing. After exercise causing perspiration the water is absorbed and retained by the wool, thus giving back to the body the heat rendered latent by evaporation from the surface of the skin. A woollen garment after exercise is therefore warm and dry and prevents the chilling of the surface and the lowering of the temperature by evaporation which is so dangerous. The disadvantages of wool are the hardening and shrinkage the fibres undergo when frequently washed, and the loss of absorbency resulting therefrom. The wool fibres being hygroscopic readily absorb organic vapours and dirt from the body, therefore, require frequent but careful washing. "Louis Parkes Hygiene and Public Health."

Hygroscopic power of wool as compared with linen. The latter not only absorbs much less water than the former but parts with it much more quickly. "Pettenkofer." After exercise, as working up hill, in going down again with feet on rests and meeting the wind, there is often felt a sense of cold; here one experiences the benefits of wool, its bad conducting power not rapidly dissipating the heat as cotton does.

With the hope that these few lines will shed a little more light on this subject, is my apology for taking up your valuable space.

M. D.: D. P. H., No. 4872.

THE WHEELMAN AND THE PUBLIC.

Sir,—I was pleased to see the sensible letter of "No. 552" in the current *Gazette*, and entirely agree with him in justifying the action of the authorities in the Aberdeenshire and Kingston cases.

In the former case the gratuitous assumption on the part of the defendants that they had not only been noticed by the unknown pedestrians, possibly short-sighted, who had turned their backs at a distance, perhaps of a quarter of a mile or more, but had occupied the attention of the pedestrians all the meanwhile, was no excuse for their infraction of a wise and salutary law.

With reference to the Kingston case, although the letter of the existing law would appear to permit of any audible warning, vocal or instrumental, when overtaking other traffic, I think the words "or whistle, or otherwise" might well be omitted, and the bell, as being most distinctive and convenient for the purpose, alone recognised.

Assuming, however, that the Kingston magistrates were right in their contention that the warning must be instrumental, surely they were justified in convicting a cyclist for riding on a frequented highway unprovided with an instrument for giving such warning when required, as from time to time it must be. The circumstances of such a case, therefore, rendering obedience to the law clearly impossible, the mere absence of proof that any particular person was overtaken without the required warning, if relied upon as a defence, involves a paltry quibble which is, in my opinion, too small to be taken up by a representative body like the Club.

Since the issue of the August *Gazette* further convictions have taken place at Kingston for the alleged offence of riding without bell, etc. (see Press cutting attached), but I venture to hope that the Club will reconsider its decision to incur unknown expense by appealing. With the Universal Lights Bill and other matters of real importance still in abeyance, let us not waste our available funds in the defence of riders who obstinately refuse to accept a reasonable interpretation of a wise and just law, involving no injustice or hardship whatever.

No sensible cyclist should object to carry a bell or whistle, and to use it when required, in the interests of the public, as well as his own safety; and the alternative right of hallooing or firing blank cartridge when overtaking others is not worth the expense and trouble of defending. No. 1529.

PRESS CUTTING REFERRED TO:— CYCLISTS AND THE PUBLIC.

At the Kingston County Bench yesterday, Frank A. Rhodes, of Pimlico, Frank Barker, of Kingston, John F. Walters, of Edgware Road, and Frederick Rolfe, of Peckham, were summoned by the police for riding bicycles in Portsmouth Road, Long Ditton, on July 29th, without having bells or whistles attached thereto, or otherwise being provided with the means of giving audible warning of their approach.

Walters raised a technical defence; but

The Chairman (Mr. W. Y. Cockburn) said the Act was clear on the subject, and most benches of magistrates held that the words "or otherwise" referred to similar instruments to bells and whistles, and not to the human voice. If cyclists objected to that reading of the Act, they must appeal to the higher court, and the magistrates would be pleased to state a case.

Walters said, as a matter of fact, he had a door-key in his pocket at the time, and he thought that was quite sufficient to give audible warning of his approach. (Here he blew a shrill blast upon an ordinary door-key.) He showed the key to the sergeant at the police-station, but he only laughed at him, and said, "You don't suppose we're going to call that a whistle?"

The Chairman: Did you produce that to the constable at the time?
Defendant: No.

The Chairman: And you were not carrying the key in your hand?
Defendant: No.

The Chairman: Then suppose there was danger, you could not put your hand into your pocket to blow the key.

Walters said he was quite able to ride his bicycle with both hands in his pockets, and added that if all cyclists blew their whistles as they were passing through Kingston the place would be a perfect Bedlam.

The Chairman: It cannot be much worse than it is now.

Walters said it was almost impossible for respectable cyclists to go through Kingston without being interfered with by the police.

The Chairman said the police were only doing their duty.

Walters said he was laughed at as he was conveyed through the streets, and people shouted at him, "Here comes another one." It was most annoying.

After consideration the magistrates fined each defendant 5s., including costs.

Another defendant, named Percy Munn, of Camden Town, was fined £2 for riding a bicycle furiously on the same day.—*Daily Telegraph*, 30th August, 1894.

CYCLE ROUTES TO THE ISLE OF WIGHT.

Sir,—The contemporary which you quoted in the August *Gazette* does not strike the first chord of grumbling about the excessive fares and pier dues in and connected with the Isle of Wight; but I believe that the authorities are at last awaking to the utility of small profits and quick returns, and that tourist and other reduced tickets are to be obtained. In the face of this improvement, I would wish to correct one mistake in the paragraph quoted, viz., that "the cost of conveying a bicycle to the Isle of Wight and back is just double the passenger's fare."

In the cost of conveyance of the bicycle the pier dues on each side of the Solent have been considered; these have been omitted in the case of the passenger, whose complete return fare between Ryde Pier Gates and Southsea Pier Gates would be *one shilling and sixpence*, unless an alteration has been made quite lately. I quite agree that there is room for improvement in the cost of a machine's carriage, and since the fare for the full length of any of the Isle of Wight railways is only sixpence, some action by the C.T.C. might effect a reduction for the transit of machines from "the mainland." H. C. MOOR, No. 373.

Poston, Derby.

[We omitted last month to point out that until the C.T.C. moved in the matter, two years ago, the rates for the conveyance of cycles from Portsmouth to Cowes, Southampton to Cowes, and *vice versa* were double those at present charged.—ED.]

"THE CONTINONG."

Sir,—Having just returned from a short tour through the Ardennes, and extending as far south as Sedan, one or two somewhat novel experiences might be of service to any of our members about to tour in the same district.

The first relates to money, and is of importance. Since the 20th of July in Belgium, and the 25th in France, Italian and Swiss silver coinage from five lira and five francs downwards respectively are no longer legal tender, and every café and estaminet and railway office or other public place has a notice to this effect.

As hitherto Swiss, French, and Belgian francs and Italian lira have been current all through the Latin Union on the Continent, it now behoves every tourist, when obtaining foreign change, to take care that he only gets such coinage as applies to the countries he intends to visit, and to examine carefully all change given at cafés and inns, and see not only that the correct amount is given, but also good coinage.

The Swiss and Italian silver coins are only worth 15 centimes per gramme in France and Belgium, which only runs to about *half* their full value.

Secondly, in entering Belgium, it is important to pay duty (returnable on leaving the country), and to see that the lead seals are duly affixed to the machines.

On entering France from the Belgian frontier, if by road, it is advisable to inquire carefully for the Douâne, as the C.T.C. ticket is not there treated with the respect it receives at Calais or Dieppe; and on the road from Dinant to Sedan, by way of Givet, there is a most misleading sign post, 2 kilos from Givet, which directs by the nearest way to that place, but the Douâne is on the road to Philippeville, and cyclists following the direction of the sign post are liable to suffer the annoyance to which I and my friend were subjected, namely, of being placed under arrest and threatened with fines of £20 and the confiscation of the machines.

In our case it ended in threats of "procès verbal" and the stoppage for a night, as the chief inspector was open to reason, but had we been left to the tender mercies of the "sous officials" we might still have been there arguing our innocence of evil intention in the direction of smuggling.

The last warning I would put before tourists is to count all change carefully, as I found, as paymaster for my party, that at nearly every place errors, invariably to my disadvantage, were made—a coincidence which amounted to a conspiracy to defraud.

Trusting these experiences are worth the space for so lengthy a letter. M. E. SWAN.

SOME EXPERIENCES IN FRANCE.

Sir,—Knowing how valuable hints about hotels have been to myself, I send a few notes of a trip just made by my wife and self in France.

The C.T.C. ticket passed us at once at Granville, and in many instances secured us above the average of bedrooms and at the same charges as if we had been members of the F.C.C.

In some cases, if I found the hotel named in our route book was not to our liking, we went to another hotel and mentioned who we were, and were well entertained at moderate charges.

At Avranches, "De Londres" was very second class, so we went to the "D'Angleterre."

At Dinan we were recommended to the "Porte," but finding they did not care to have us, went to the "Commence."

At Quimper the "France" was small and noisy, so we went to the "De l'Épie," a first-class hotel.

At Vitry we preferred the "France" to that mentioned in the book.

This town is far too little visited. It is one of the oldest towns in France, situated amidst charming country.

The roads in that part of France are splendid, far better than our English ones, and the country folk more civil, and hotel people more obliging.

Another advantage of a tour in France is that cycles are carried free by railway, though I fear this will not be long, as they several times kept the trains; at one station I counted nine cycles going by our train.

I may mention that our living expenses including fruit, tips, etc., came to exactly 6s. 8d. a day, each.

List of Hotels:—Avranches—Angleterre, comfortable, attentive, and moderate. Mont St. Michel—M. Poulard. Aîné. Very comfortable, and capital feeding; very full. Reîmes—De France, first-class hotel. Vitre—De France, small, pretty comfortable, and moderate. Auray—Du Pavillon d'eu Haut, some of the bedrooms are poor; better write beforehand. Hennebont—Du Commerce, clean and moderate. Quimper—De l'Epie, first-class hotel; very moderate for the accomodation. Morlaix—Europe, first-class hotel; very full. Dinan—Commerce, second-class, but very comfortable and moderate. Dinard—Des Changers, small, moderate. G. H. B., No. 2,378.

Holly Lodge, Jersey.

LANTERN EVENINGS.

Sir,—It has occurred to me that if the C.T.C. were to publish a set of lantern slides, illustrative of the routes described in the companion to the Road-book, and were to hire them out to members of the Club at a rate of say a penny per slide or under, that two ends would be served, as C.T.C. members would be able to get reliable slides at reasonable terms, and the club would after the first dozen times of hiring make a good profit on the transaction.

The illustrations which have appeared in the *Gazette* with the companion would, I should say, make good slides, and doubtless many of those members of the Club who have negatives of places of interest, etc., would send them so that slides could be made from them.

[Very few of the illustrations in the *Gazette* would bear amplification on the screen, and this portion of our correspondent's suggestion will not, we fear, prove practicable.—ED.]

GLASGOW AND DISTRICT C.T.C. MEET.

Sir,—This Meet has now been definitely fixed for Saturday afternoon, September 18th, starting as under:

Glasgow, West Botanical Gardens' Gate, under Chief Consul, Mr. J. B. Stewart, starting at 4 o'clock. South side, Strathbungo station, under Chief Consul, Mr. Alex. Martin, starting at 3.30.

Hamilton, from Palace West Gate, under Consul Mr. D. Nimme, starting at 3 o'clock. (Note.—Bothwell members will join Hamilton contingent at Blantyre.)

Paisley, Gilmour Street Station, under Chief Consul, Mr. J. R. Balfour, starting at 4 o'clock. (Note.—Barrhead contingent, under Consul J. Mackinlay, Junr., starting from G. B. and K. joint Railway Station at 3.30, will join at Paisley.)

Johnstone, Ludowie Square, under Consul Mr. Edwin C. Young, starting at 4 o'clock.

Greenock, Tontine Hotel, under Consul, Mr. J. Forrest, starting at 3.30. (Gourock members will join Greenock contingent.)

Dumbarton, Elephant Hotel, under Consul A. A. Lindsay, starting at 4 o'clock. (Note Vale of Leven contingent, under Consul A. Smollet Young, from Bonhill, starting at 3.30, will join Dumbarton contingent.)

Destination, Erskine Ferry Hotel, where tea will be ready at 5.30.

As noted in letter in August *Gazette*, we wish to have the Meeting together at destination as enjoyable and social as possible, and we purpose having an hour of games before tea. After tea, viz.: about 6.30, we will have a "social,"

and hope that our members with talent will come prepared to help in song, recitation, etc. We also hope to have the Editor of the Scottish Road Book with us, who may be able to give us some interesting information about *the book* in which we are all so deeply interested. We may probably also have some of our officials from some other parts, and if so may have a few words from one or two of them on club matters. Return homeward at 8.30.

We sincerely hope that our members will do their utmost to make the Meeting a success. For the Committee,

JOHN R. MARFOUR.

Fernbank, Beith, Aug. 24th, 1894.

MR. HANNAY AND CYCLING.

Sir,—I enclose a cutting from the *Standard* with reference to a case heard yesterday at Marylebone Police Court, and the magistrates remarks thereon.

"Charles Ayton, a cabman, in the employ of Mr. Reynolds, of 67, Purvis Road, Kensal Rise, was summoned for wanton driving. Police Constable 33 D R. said that while on regulation duty at the Marble Arch, on the 11th inst., he observed the defendant drive in a reckless manner towards the Bayswater Road, and following hard upon a gentleman who was riding a bicycle. The gentleman, seeing the danger he was in—for there was a cab immediately in front of him—called to the defendant to hold his horse back, as also did he (witness); but Ayton took not the slightest heed, ran the cyclist down, rode over his machine, and narrowly escaped riding over the cyclist himself. In questioning witness as to the position of the vehicles at the time of the collision, Mr. Hannay remarked that *bicycles were a great nuisance, and were always getting into everybody's way*. The defendant's answer to the summons was that cyclists had a mania, when fixed between traffic, of wriggling about so as to avoid dismounting. The cyclist referred to did so upon this occasion, and happened to knock against his (defendant's) horse, causing it to plunge forward, and thus unseat the rider. It was a pure accident. *The constable (intervening) said he saw the whole affair, and had no doubt in saying that the defendant was wholly to blame*. Mr. Hannay imposed a fine of 1s., and 2s. costs."

All cyclists must have noticed that the antipathy of the authorities towards the cyclists has very much increased of late.

Certainly amongst cyclists there are some bad characters, but that is no reason why magistrates and others should make such sweeping assertions reflecting on the body of wheelmen, who comprise all classes.

I foresee in these remarks a great danger to us. Every loafer and gutter-boy will feel himself justified in interfering with us on the strength of such remarks, and we know that even formerly it was difficult enough to get people to pay as much attention to us as they would to a donkey-carriage.

Sir, I think this is a matter that requires the most serious attention of our Council and that of the N.C.U., and I suggest a joint conference to deal with same.

I may add that I have never used my bicycle for riding to the City.

B. STEINHEIM.

Aug. 23rd, 1894.

Sir,—Did you notice the enclosed in to-day's paper? Surely such a flagrant outrage of all principles of justice was never known. I do hope you will be able to move in the matter, either to procure a heavier fine, or to address a letter to all the papers. It is nothing less than *inciting cabbies to run cyclists down*. Suppose Mr. Hannay himself rode a bicycle, or that his son did so. Would he have talked about a nuisance—a nuisance indeed, when cycling is being introduced into all the Crown services. Again, look at the fearful danger a cyclist is always in when using crowded

thoroughfares. One would think the poor cabby was in danger and not the wheeler. Suppose the latter had been going for a doctor or on a State service. Besides, if he quietly dodges cabs, whom does he hurt? But to *be run down* and then sworn at—good gracious—what next?

Aug. 23rd, 1894.

T. G. THREADFOLD.

SIR,—I enclose a cutting from the *Daily Telegraph* of the 22nd inst. which seems to show that the justice meted out to an unfortunate cyclist by one of the Metropolitan magistrates was "scant" indeed. If the destruction of the cyclists' machine was an accident why should the cabman be fined even the trumpery amount he had to pay? If he was guilty of gross recklessness, which the evidence seems to prove was the case, and which might have caused severe or fatal injury to the cyclist, surely the justice of the case would have been better met by the imposition of a substantial penalty.

No. 9509.

[Several other correspondents write in a similar strain.—ED.]

Multum in Parvo.

TO LADY MEMBERS.—The Ladies' Official Tailor (Mr. J. T. W. Goodman) has removed from No. 47 to 28, Albemarle Street, Piccadilly, W.

UNIVERSAL LIGHTS.—A bye-law is in force in the Long Ashton district whereby all timber waggons are compelled to carry lamps at night.

TO MEMBERS GENERALLY.—The possessors of Vol. I. of the Continental Road Book for which they have no further use will oblige us by returning their copies to headquarters, when they shall be recouped at least half the first cost. There must be many who can help in this particular way if they will kindly do so.

UNIVERSAL LIGHTS.—The Warwickshire County Council will at its next meeting consider a bye-law to be proposed by one of its members whereby the use of lights will be rendered compulsory upon all vehicles proceeding at a greater than a walking pace. Members of the C.T.C. who bring pressure to bear upon their representatives upon the Council and get them to vote for this proposition will be rendering the cause good service.

ANOTHER NEW DRIVING GEAR.—Among the many aspirants to public favour is a novel method of driving, introduced by a firm at Brixton. The device employed is simplicity itself, but without a practical trial we can express no valid opinion upon its merits. It consists substantially of a small bracket or arm attached to the frame at the centre of the rear wheel upon the side upon which the chain is fitted. To this bracket or arm an idle cog-wheel is attached in line with the chain. This idle cog-wheel engages in the chain and revolves with it, and its mission is to lift the chain out of contact with the teeth upon the lower half of the upper cogged-wheel (which as usual forms part of the hub). By this means it is claimed that the pull of the chain is concentrated upon the top and the next cogs to the rear instead of being distributed, as it may be under ordinary circumstances, over any of the teeth in the rear half of the eel. We hope to make trial of the device at an early date.

GLASGOW AND DISTRICT.—Members resident in Glasgow and the West of Scotland generally will peruse with interest the programme of the Meet arranged for the 6th inst., set out upon another page.

TOURING IN LA BELLE FRANCE.—A Lancashire member writes:—"My three friends and myself found our C. T. C. tickets of membership of great use to us during a recent ten days in Brittany. We crossed over from Jersey to St. Malo, and had not the slightest difficulty with the Customs; they even passed our valises, that were strapped to the machines, without any examination. We found the roads splendid all through. Went to Dinan, Lamballe, St. Brenic, Guingamp, Morlaix, St. Pol de Lion, Roscoff, etc., etc. The hotels were very good, and moderate in their charges."

THE ROADS QUESTION.—The disgraceful condition into which many of the roads in South Devon have been allowed to lapse was recently the subject of a strong leader in the *Western Daily Mercury*, as witness the following:—"We have heard numerous complaints from cycling tourists of the terribly bad state of the roads in the neighbourhood of Plymouth. Enter the town by any route he may select, the cyclist has to ride over three or four miles of ground so full of pits and ruts as to test the strength of his machine and the equanimity of his own temper more than fifty miles of average running in any part of the country where the roads are kept in decent order. This applies to the 'going' in dry weather. Half-a-day's rain makes these sections of road so abominably treacherous that it is almost suicidal folly to attempt to ride over them at all. Not long ago a correspondent met at Liskeard a party of cyclists who had just come down to the West from London. To do our Cornish friends justice, the tourists were loud in their praises of the roads on the western side of the Tamar. But their anathemas on the Devonshire roadmakers were enough to bring a blush to the cheek of any self-respecting native, and the worst of it all—says our correspondent—is that one felt they were more than deserved. Three Towns cyclists, and owners of carriages too, will agree with us that the condition of the thoroughfares from the George Inn to Mannamead, from Ridgeway to Exeter Street (including the Embankment Road and South Devon Place), and from Yealmpton to Laira Bridge is a disgrace to the authorities responsible for them. It was fondly hoped that when the care of the main roads was transferred to the County Council an improvement would be seen. If anything, the roads referred to are worse than ever; and we are surprised that the representatives of the districts through which they run do not raise their voices in protest. Plymouthians who wish to see their town growing in attractiveness to strangers have an interest in demanding that the cupable authorities 'mend their ways,' and that speedily. A considerable part of the Embankment Company's road is actually within the borough of Plymouth. Surely the Town Council has some power of control or compulsion, and, if so, it is a shame that the power is not exercised. It may be said that the public roads are not made for cyclists. True; but this is a matter which concerns the general public as well as cyclists, who, however, are becoming far too large a body to be ignored. All that is demanded is that the Devonshire road authorities should aim at something like a decent approach to the average standard of 'form' attained in other parts of the country. It may be too much to ask them to compete with their Cornish neighbours, but they might follow them at a respectful and respectable distance."—All who are familiar with the roads in the neighbourhood of Plymouth will endorse the strictures in which our contemporary deals, and will join with us in hoping that "the powers that be" will at once do something to remove the scandal, and place the town and district within the pale of civilization.

ALRESFORD.—A Putney member desires to express his great satisfaction at the treatment received at the Alresford head-quarters, "The Swan," a house which has recently changed hands.

THOSE DANGER BOARDS.—Among the candidates whose names appear in the current list, are no less than three who made separate and individual application for enrolment simply from a desire to support the danger board scheme.

ANOTHER GUIDE TO LONDON.—The latest publication in this line is a penny pamphlet just issued by Messrs. J. C. Francis & Co., of 14, Fetter Lane, E.C. To the casual visitor, whose time is limited, the little manual will prove of undoubted service.

TO COUNCILLORS GENERALLY.—Mr. P. Edward Dove, R.C., for Middlesex, desires us to invite all members of the Council who may be interested in the work of the Council Meetings Committee, of which he is Chairman, to communicate their views to him at 11, Stone Buildings, Lincoln's Inn, W.C.

"THE CONTINONG."—An unconventional Handbook bearing this title has just been compiled, and published by one of the assistant masters at Harrow School. It is full of information of the greatest value to cyclists who propose to tour in France, and whose knowledge of the language is limited. Copies may, we believe, be obtained through the usual channels, or of the publisher, Charles Hirsch, Prince's Buildings, Coventry Street, W.; the price is 1s. 6d.

THAT QUADRANT TRICYCLE.—The latest testimony to the value of the principle embodied in this, the latest three-wheeler, is forthcoming in the letter from an elderly friend who was curious as to its merits, and to whom we lent our machine for the week end. When returning it he writes:—"It is certainly a very excellent machine, light, comfortable, and easy running. I found it very fast, in fact it wanted to go faster than I care to travel. It is a machine that deserves to sell, and would do so largely but for the silly prejudice which riders have against the three-wheeler. I like three points of support myself, and I hope to see an increasing number come over to that opinion."

DAMAGES FOR A CYCLIST.—In the Queen's Bench Division yesterday the case of *Swan v. Plummer* came on for hearing before Mr. Justice Hawkins and a common jury, it being an action brought by Robert John Josslyn Swan, aged nineteen (suing by his father as next friend), against Mr. John Plummer, a cab proprietor, to recover compensation for injuries sustained owing, it was alleged, to the negligence of one of defendant's servants. The defendant denied negligence, and further pleaded contributory negligence. Mr. Moyses, in opening the plaintiff's case, said on November 23rd last Mr. Swan, jun., was riding a bicycle. He had a friend some little way behind him, and when he got to a refuge in the middle of the road he decided to have a rest. He did not alight from his machine, but put his right foot on the curb and kept his left foot on the treadle. He had not been there more than a minute when one of the defendant's cabs ran him down, and caused him such serious injuries that he had to be taken to St. George's Hospital, where he was detained three months. Owing to the accident Mr. Swan had lost some six months' tuition and instruction in his contemplated profession. At the conclusion of the case the jury found a verdict for the plaintiff, and assessed the damages at £25. Judgment accordingly.—*Manchester Guardian*, August 7th, 1894.

AS IT SHOULD BE.—The Alton Local Board has given orders for the erection of a finger-post at the junction of the road leading to Odiham from the Alton and Basingstoke highway. The matter was brought under their notice by Mr. E. C. Duchesne, the Chief Consul for Hants.

PHOTOGRAPHY ON THE CONTINENT.—Mr. S. A. Stead, Chief Consul of the Foreign Division, will esteem it a favour if members who may have practised photography in the various countries of Continental Europe will acquaint him with the regulations in vogue in each, such as customs duties payable, prohibitions, etc., etc.

GOOD HEARING.—The first matter taken up by the Northumberland and Durham District Committee has culminated successfully. An exceptionally bad stretch of road exists between Seaham Hall gates and the Railway Bridge on the Sunderland-Seaham road, the property of the Marquis of Londonderry. The matter was taken up by the Committee, and the noble Marquis has now given the desired instructions to his surveyor.

THE BITER BIT.—A Gainsborough member of the C.T.C. who recently suffered an unprovoked assault, has turned the tables upon his opponent, as the following will prove:—At the Retford Police Court on the 11th ult., Arthur Appleby, of Retford, was summoned for assaulting Dr. Henry Wright, of Gainsborough, and further with obstructing the same gentleman and two companions when being the driver of a conveyance he did not keep on the near side of the road. Mr. Robbs, of Gainsborough, was solicitor for the complainants, and Mr. Bescoby, of Retford, for the defendant.—Mr. Robbs called attention to a recent Act of Parliament bringing bicycles within its meaning, so that for their purposes a bicycle was a carriage.—Mr. Bescoby said that would be admitted.—The complainant said that he in company with Mr. Wood, a surgeon dentist, and Mr. Barnes, of Gainsborough, were returning from Retford on their bicycles on the 16th July, and after walking up Claborough Hill they were riding forward when they met the defendant driving a dog cart, in which there were two other people. Although it was a wide road, sufficient for three conveyances to pass abreast, the defendant pulled the right rein of the horse hard, causing it to draw to the side on the bicycles. Mr. Barnes rang his bell, and was followed by Mr. Wood and witness. The first two passed with difficulty, and complainant could feel his wheel grate against the side of the road, whilst the handle of the bicycle passed over the box of the cart wheel, and his shoulder under the dash board. As he passed defendant struck him across the back with the whip, and shouted, "You get off the road." On the following Tuesday the defendant came over to Gainsborough to "square" and he told him that if he would make a donation of £5 to the Retford Cottage Hospital and publish an apology in the two local papers he would hear no more of it, but on no other terms would he withdraw from a prosecution.—Mr. Wood corroborated, and in cross-examination by Mr. Bescoby, Dr. Wright said he had no feeling in the matter except the public interest. It was ten minutes to nine o'clock, and perfectly light when they met defendant.—For the defence F. Warburton and Wm. Brammer were called, and said defendant did not leave Wheatley until 9.20, and it was urged that complainants ought to have lighted up, and they drove round a curve suddenly upon the cyclists, and the horse swerved, that defendant struck the horse to pull it back into the middle of the road, and that the whip accidentally struck Dr. Wright.—Defendant was fined £2 for the assault and £1 for the obstruction, with costs.

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

CYCLING AT THE ANTIPODES.—A Bradford member writes:—I am anxious to learn if there are good roads and any cycling done in Western Australia, in the districts of the best towns, Perth, Fremantle, Beverley, Albany, etc., and would take it as an extra favour if any member can supply me with the information. Also any information *re* cost of machine (safety) to accompany you, and if they will allow you and the machine to leave the vessel at the various ports of call.

SIGNS OF THE TIMES.—"The social status of the bicycle has been somewhat raised recently. In London it still remains "impossible," but in the country it is now quite possible, indeed the desire to ride stately pneumatic machines is rather to be encouraged than otherwise. At country houses bicycling is not confined only to the men; girls also, no doubt in imitation of their continental sisters, are indulging in the novelty. That men who have their stables full should condescend to the bicycle would not have been credited last year; this year it is a fact.—*Court Journal*.

THAT CYCLE TAX AGAIN.—"One member of the Shropshire County Council intends to become a terror to cyclists. At to-morrow's meeting, Mr. Jeffrey Poole will move 'That a tax not exceeding the sum of 5s. be levied upon all cycles used on the highways, and that the whole of the revenue derived therefrom be used for the improvement of the said highways throughout the country.' Cyclists will await with interest the result of the discussion."—*Manchester Evening Mail*. Our contemporary should have said cyclists will await with indifference the result of such a ridiculous discussion, for they know that no County Council has power to impose any such tax, and, what is more, it never will have.



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

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

ALTERATIONS AND ADDITIONS

TO THE

BRITISH AND IRISH HANDBOOK, SEPT., 1894.

REPRESENTATIVE COUNCILLORS.

Page 7.—**Middlesex**—*Insert* C. Wigan, M.A., 15, Ladbroke square, Notting Hill Gate, W.

CHIEF CONSULS.

Page 8.—*Insert* Rev. J. H. Bain, M.A., The Manse, Westport, Co. Mayo.

Page 9.—*Erase* J. F. Curtin, Mackintosh Castle, Oranmore.
H. Graves' address is now Department of Science and Art, London, S.W.

Erase T. Rhodes, Rathfarnham.

RAILWAY RATES.

Page 66.—*Insert* London, Brighton, and South Coast at prices on that page with the following exceptions, *i.e.*, the old rates (see page 68) will be charged between all stations where the South Eastern, London, Chatham, and Dover, and London, Brighton, and South Coast Railways convey in common.

Page 68.—*Erase* London, Brighton, and South Coast except as above.

TABULATED LIST.

Page 103.—**Church Lawton**—*Insert* Rev. H. Nunn, B.A., The Rectory, as Consul.

Page 104.—**Crewe**—*Erase* J. Blackhurst as Consul.

Page 105.—**Mottram**—*Insert* F. W. Cheetham, 62, Great Norbury street, Hyde, as Consul.

Page 110.—**Millom**—*Insert* F. Nainby, Nelson street, as Repairer.

Page 127.—**Andover**—*Erase* Q. George and *insert* Q. White Hart.

Page 130.—**Insert** Rowlands Castle—Q. Fountain.

Page 133.—**Great Hadham**—*Insert* Rev. C. S. Anthony, Wynches, as Consul, and M. L. Yealby, High street, as Repairer.

Page 152.—**Potters Bar**—*Insert* F. Mitchell, Bentley Cottages, Quaker's lane, as Consul.

Page 154.—The Chief Consul's address is now Department of Science and Art, London, S.W.

Page 162.—**Abingdon**—*Insert* (See also under Berkshire).

Page 167.—**Nether Stowey**—*Erase* Q. Rose and Crown.

Page 172.—**Ipswich**—*Insert* C.T. Brunswick Restaurant, Norwich road.

Page 174.—**Dorking**—*Insert* Q. Queen's Head.

Page 176.—**Peckham, S.E.**—*Erase* F. Mitchell as Consul.

Page 190.—**Worcester**—*Insert* Q. King's Head.

Page 191.—**Howden**—*Erase* W. H. Rylatt as Consul.

Page 206.—**Milford Haven**—*Erase* H.Q. Lord Nelson.

Page 207.—**New Radnor**—*Insert* T.H.

Page 218.—**North Berwick**—*Erase* H.Q. Royal.

Page 228.—*Insert* under **Wigtownshire** (Portpatrick)—G. S. Anderson, Holm street, as Consul.

Page 239.—*Insert* Rev. J. H. Bain, M.A., The Manse, Westport, as Chief Consul of Co. Mayo.

Page 240.—*Erase* J. F. Curtin as Chief Consul of Co. Roscommon.
Erase T. Rhodes as Chief Consul of Tipperary.

INDEX.

Amend in accordance with foregoing.

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.
AVR—Currie, Rae & Co., Ailsa Buildings.
BALE (Switzerland)—V. Settelen.
BARNSTAPLE—J. N. Brewer, Cross Street.
BATH—*Gould & Son, 23, Milson Street, and 1 & 2, George Street.
BEDFORD—J. Beagley, 5, High Street.
BELFAST—J. Stringer, 47, Donegal Place.
BERLIN (Germany)—W. Köpse, W 8, Mohrenstrasse 50.
BERWICK-ON-TWEED—Paxton & Purves.
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.
BRIDGNORTH—W. Jones & Co., Waterloo House.
BRIGHTON—R. Needham & Son, Castle Sq., Old Steine, and Palace Place.
"—F. Willard & Son, 2, Western Road.
BRISTOL—Randall & 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.
CAMBORNE—J. Vivian & Brother.
CAMBRIDGE—J. Gillings, 14, Alexandra Street.
CANNOCK—C. H. Cope.
CANTERBURY—J. G. Jackman, 6, Parade.
CARDIFF—E. J. Parker, 33, Queen Street.
CARLISLE—Clark & Son, 35, Bank Street.
CHATHAM—J. W. Taylor, 191, High Street.
CHELMSFORD—J. P. Green.
CHELTEMHAM—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.
FAVERSHAM—F. C. Jackman, Market Street.
FALMOUTH—W. Gooding, 34, Market Street.
FOLKESTONE—W. Ward, 38, Guildhall Street.
FROME—Swaine & Son.
GLASGOW—R. W. Forsyth, 13, 17, Renfield Street.
GLOUCESTER—Wareing & Son, 3, Westgate Street.
GREAT GRIMSBY—C. H. Thompson, 112, Cleethorpe Road.
GUILDFORD—J. Levy & Co., Bank House.
HALIFAX—W. H. Graydon & Son, Northgate and Crossley Streets.
HANLEY—T. & R. Gilman.
HEREFORD—C. Wits.
HULL—C. H. Capes & Son, 20, Savile Street.
ILFRACOMBE—R. Jewell, 123, High Street.
INVERNESS—H. Fraser, 23, Bridge Street.
IPSWICH—W. Damant, 13, Butter Market.
JERSEY—E. P. Falle, 10, Beresford Street.

KIDDERMINSTER—Thos. Bennett, 6, Oxford Street.
LEAMINGTON—T. Claxton, 106, The Parade.
LEDURBY—C. Wits.
LEEDS—L. W. Rowland, 36, Albion Street.
LEICESTER—*F. Brett, Peterboro' House, Granby Street.
LEOMINSTER—C. M. Binyon, 1, Corn Square.
LIMERICK—Cannock & Co., Limited.
LINCOLN—J. W. Martin, 2, Silver Street.
LIVERPOOL—*G. E. Young & Co., 49, Dale Street.
LLANELLY—Davies & Parry, Compton House.
LONDON—H. Brinkman, 253, Oxford Street, W.
"—Clare & Son, 102, Fenchurch Street, E.C.
"—T. H. Holding, 7, Maddox Street, W.
"—W. J. Pile, 22, Philpot 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, 28, 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. Breeches or Knickerbockers—Brown cloth, 18/6; Grey cloth, 19/6. Trousers—Brown cloth, 21/-; Grey cloth, 22/-; Waistcoat—Brown or Grey cloth, 15/6.)
MAIDENHEAD—R. Whitaker & Sons, 12, Queen Street.
MAIDSTONE—H. Taylor, 25, Gabriel's Hill.
MANCHESTER—*Meggit & Co., 22, Cross Street.
MARLBOROUGH—J. Russell & Sons, High Street.
MIDDLESBROUGH—J. Newhouse & Co., Albert Road.
MULHOUSE (Alsace)—H. Dussere.
NANCY (France)—J. Gaillé Fils et Grandmaitre, 23, rue St. Dizier.
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 Marche.
"—(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. Gabbatiss, 20, Market Street.
OXFORD—Arthur Shepherd, 6, Corn Market Street.
PARIS—J. Drouart, 9, Rue de l'Echelle.
PERTH—W. Byars, 88, High Street.
PLYMOUTH—L. Sansom, 17, George Street.
PORTADOWN—*W. Paul & Son, 46, High Street.
PORTSMOUTH—See Southsea.
PRESTON—W. Elton, 11, Lune Street.
RAMSGATE—G. Wellden, 40, High Street.
READING—E. P. Silver, 17, King Street.
REDRUTH—J. Evans, Tower House.
RETFORD—C. J. Merryweather, Bridge Gate.
RHYL—Hughes & Son, 56, High Street.
SCARBOROUGH—J. Etches & Son, Huntriss Row.
SHEFFIELD—R. R. Neill & Co., 12, Change Alley.
SHREWSBURY—W. F. Watkins, 6, Pride Hill.
SOUTHAMPTON—J. H. Gilham, 29, Hanover Buildings.
SOUTHPORT—*E. Trounson, 213, Lord Street.
SOUTHSEA AND PORTSMOUTH—*Chase & Tighe, 82, Palmerston Road, Southsea.
"—John Maltby, Commercial Road, Landport.
SOUTH SHIELDS—Mackey & Co., 23, King Street.
STIRLING—Jas. Robertson & Sons, 16, Murray Place.
ST. LEONARDS—H. Angliss, 44, London Road.
STOWMARKET—F. Ward, Ipswich Street.
STRATFORD-ON-AVON—S. Williams, 25, Bridge Street.
SUNDERLAND—*J. Gillies & Son, 56, Fawcett Street.
SWANSEA—H. Thomas & Son, 9, Heathfield Street.
SWINDON—R. L. Mugford, 15, High Street.
TAUNTON—Josiah Lewis, 11, North Street.
TORQUAY—Montgomery & Dolbear, 49, Fleet Street.
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., 394, Kromme Nieuwe Gracht.
UXBRIDGE—Carrick & Coles, Waterloo House.
VIENNA I—F. Kadlezik, Rothenburgstrasse 31.
WALSALL—Barrett & Forrester, Park Street.
WARMISTON—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—I. A. Milborne, 21, Prince's Street and Church Street.
YORK—W. R. Beckwith & Son, 30, Colliergate.
ZURICH—A. Whittlinger, Bahnhofstrasse.
"—T. A. Harrison, Anglo-American.

List of Candidates, September, 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).

<p style="text-align: center;">BEDFORDSHIRE.</p> <p>Alston, C., J.P. Vine Cottage, Turvey Beazley, J. A. Grammar School, Dunstable Harenc, Lieut.-Col. C. E. Dil-Aram, Park avenue, Bedford Hervey, C. F. G., B.A. Cleverlands, Bedford</p> <p style="text-align: center;">BERKSHIRE.</p> <p>Brooke, Rev. H., M.A. 47, Russell street, Reading <i>Brooke, Mrs. H.</i> Colson, Rev. F. T., M.A. St. John's Vicarage, Reading Fairbank, W. Moulsey House, Windsor Gillmor, Rev. F. J. C., M.A. The Priory, Wantage Walters, H. F. H. 15, Friar street, Reading</p> <p style="text-align: center;">BUCKINGHAMSHIRE.</p> <p>Clegg, J. Hollbrook Villa, Slough Gomm, H. W. C. Carr. The Chase, Farnham Royal</p> <p style="text-align: center;">CAMBRIDGESHIRE.</p> <p>Macrorie, T. W. The College, Ely</p> <p style="text-align: center;">CHANNEL ISLANDS.</p> <p>Bennett, Brigade Surgeon J. Goodlands, St. Saviour's Jersey Falla, W., M.R.C.S., L.R.C.P. Adelaide Lodge, Great Union road, St. Helier's, Jersey</p> <p style="text-align: center;">CHESHIRE.</p> <p>Footner, H. King's Buildings, Chester Haworth, T. G. Hilston House, Altrincham Haworth, A. " " "</p> <p style="text-align: center;">CORNWALL.</p> <p>Honey, C. H. (Bodmin C.C.) Kingbury, Bodmin Molesworth, Sir L. W., Bart. 6, Acland terrace, New Quay</p> <p style="text-align: center;">CUMBERLAND.</p> <p>Pearson, J. M. (Millom C.C.) 44, Horn hill, Millom</p>	<p style="text-align: center;">DERBYSHIRE.</p> <p>Cholerton, A. 7, Franchise street, Derby <i>Little, Mrs. R. A. The College, Buxton</i></p> <p style="text-align: center;">DEVONSHIRE.</p> <p>Nicholson, J. C. 22, Queen street, Newton Abbott</p> <p style="text-align: center;">DORSETSHIRE.</p> <p>Child, H. E. Longham, Wimborne Child, W. The Manse, Yetminster Jeffries, Rev. P. W. 91, High street, Poole Pearce, H. 1, Tan Yard lane, Shaftesbury Wilkins, T. A.</p> <p style="text-align: center;">DURHAM.</p> <p>Ayton, G. W. Crawley Hall, Stanhope Hudson, Rev. E., B.A. St. Helen's Auckland, Bishop Auckland Moffett, W. E. (Y.M.C.A. C.C.) 23, Sea view, South Shields Pease, O. B. Mowden, Darlington</p> <p style="text-align: center;">ESSEX.</p> <p>Crowe, J. J. (Brentwood C.C.) "Gweedore," Brentwood Leclere, G. R. (Essex Wheelers C.C.) 5, Forest drive, Leytonstone</p> <p style="text-align: center;">GLOUCESTERSHIRE.</p> <p>Burbey, J. L., B.A. 60, Clifton Park road, Clifton Edwards, W. Arkleworth Rectory Grenfell, H. H. 169, Whiteladies road, Bristol Trapnell, F. C. (Ley School B.C.) 60, St. John's road, Clifton</p> <p style="text-align: center;">HAMPSHIRE.</p> <p>Beedem, C. W. W. 1, Mede villas, Winchester Brown, H. M. Clark, W. W. 48, Pyle street, Newport, Isle of Wight Harrison, W. H. Woodcote, Meyrick road, Bournemouth Jelks, A. (Southsea C.C.) 24, St. Andrew's road, Southsea Maberley, E. F. Avonmouth, Christchurch</p>
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

HEREFORDSHIRE.

Wallis, E. L. The Firs, Hampton Park, Hereford

HERTFORDSHIRE.

Harvey, Rev. W. J. Amwell Vicarage, near Ware
Hopkins, T. H. C. Fairhill, Gt. Berkhamstead

KENT.

Amies, A. E. (Maidstone Ch. Inst. C.C.) 8, Ashford road, Maidstone
James, H. Ellesmere, Sundridge avenue, Bromley
Lovett, H. J. 4, South park, Sevenoaks
Marryat, G. Down Hall, Farnborough, R.S.O.
Mohn, M. E. (Herne Bay C.C.) Lawn Villa, Herne Bay
Russell, Lieut.-Col. C., R.A. Hazelwood, Ramsgate
Trappell, J. G. Danecroft, Recreation road, Sydenham
Turner, Lieut. A. F., R.N. H.M.S. "Pembroke," Chatham

LANCASHIRE.

Boothroyd, W. J. 30, Leyland road, Southport
Breakell, A., M.R.C.V.S. Garstang, R.S.O.
Collett, E. P., L.D.S. Wilbraham road, Chorlton-cum-Hardy
Cook, G. The Crescent, Worsley, Manchester
Darbyshire, A. Bank Chambers, Farnworth, near Bolton
Dawson, Major C. Gore Lodge, Gorton
Dubois, E. Searisbrick Hall, Ormskirk
Evans, A. 98, Jubilee drive, Kensington, Liverpool
Harbut, I. (Radcliffe & District C.C.) The Springs, New road, Radcliffe
Hetherington, A. F., Ph.D. 24, Church road, Wavertree, Liverpool
Hoare, C. G. D., B.A. Rutland House, St. Anne's-on-Sea
Hulton, B. 33, Lulworth road, Birkdale, Southport
Hulton, C. (Southport C.C.) " " "
Hulton, M. " " "
Hulton, R. " " "
Johnson, J. H. 49, Stanley street, Cheetham, Manchester
Maginnis, A. J. 109, Ullet road, Liverpool, S.
Martin, S. 4, Balliol road, Bootle
Martin, T. H. 89, Union street, Oldham
Mellodew, J. G. 8, Stanley street, Liverpool
Oulton, G. 70, Richmond Grove, Longsight, Manchester
Porter, R. C., B.Sc. 5, Swinley road, Wigan
Potter, Mrs. J. W. 151, Ormskirk road, Newtown, Wigan
Sephton, C. (Wigan Wheelers C.C.) 24, Cameron street, Liverpool
Threadgold, R. 25, Bloom street, Liverpool
Townley, W. A. 43, Chapel street, Didsbury
Webber, C. W. 13, Walton Vale, Aintree, near Liverpool
Webber, Mrs. C. W. 13, Walton Vale, Aintree, near Liverpool
Wesvill, A. E. 13, Walton Vale, Aintree, near Liverpool
Wolstenholme, G., M.B. (Wigan Wheelers C.C.) Newtown, Pembroton, near Wigan

LEICESTERSHIRE.

Lloyd, W. H. (Y.M.C.A. C.C.) Hertford House, Saxe Coburg street, Leicester
Wright, A. Crow Lees, Springfield road, Leicester

LINCOLNSHIRE.

Curtis, H. P. The Vicarage, Langrick, Boston
Hopper, Rev. C. H. Lowe Hagworthingham, Spilsby

MIDDLESEX.

Adams, A. J. Highclere Lodge, Heston, Hounslow
Arnold, Capt. E. C. 8, Old Quebec street, Portman square, W.
Barker, J. W. 39, Lillie road, Fulham, S.W.
Betjemann, J. G. 13, Compton terrace, Highbury, N.
Boutwell, W. G. 21, Earl's Court gardens, S.W.
Boyce, H. W. 46, Percival street, Goswell road, E.C.
Boyce, J. Ballard's lane, Church End, Finchley, N.
Boyd, W. S. (St. Paul's School C.C.) 45, Norfolk square, Hyde Park, W.
Brackenbury, Miss A. 92, Wightman road, Harringay, N.
Cleave, J. K. F. 2, Coleherne road, South Kensington, S.W.
Cox, H., B.A. 1, Field court, Gray's Inn, W.C.
Crysell, W. 130, Horseferry road, Westminster, S.W.
Docker, E. H. Dudley House, Spring Grove, Isleworth
Durant, G. C. 16, Constantine road, Hampstead Heath, N.W.
Elskins, E. 35, Bridle lane, Brewer street, W.
Fairbank, C. B. Sunnycroft, Madeley road, Ealing, W.
Fairbank, J., M.R.C.S. 18, George street, Hanover square, W.
Fuller, R. H. Stock Exchange, E.C.
Gordon, H. P. E.I.U.S. Club, 16, St. James' square, S.W.
Goss, A. H. Beethoven House, Islip street, Kentish Town, N.W.
Heighington, T. G. 33, Hill street, Rutland Gate, S.W.
Ireland, J. 5A, Cork street, Burlington Gardens, W.
Jacobus, T. 57, Wardour street, Shaftesbury Avenue, W.
James, W. R. 5A, Cork street, Burlington Gardens
Johnson, B. V., M.A. 1, Elvaston place, S.W.
Keele, J. P. 30, Albion road, Hampstead, N.W.
Leroy, G. 19, Wardour street, W.

Mennell, G. G. 1, Royal crescent, Notting Hill, W.
Mennell, Z. " 119, Gower street, W.C.
Robertson, A. H. 120, Uxbridge road, Ealing, W.
Sanguinetti, Mrs. F. 11, Montague road, Hornsey, N.
Sheppard, W. E. 18, Queen square, Bloomsbury, W.C.
Smith, S. 4, Addison studios, Blythe road, West Kensington, W.
Syngé, G. 5A, Cork street, Burlington Gardens, W.
Thacker, J. S. 36, Piccadilly, W.
Tournier, J. 2, Phillimore gardens, S.W.
Travers, H. C. (University College C.C.) 87, Wimpole street, Cavendish square, W.
Unwin, W. U. L. 18, Kemplay road, Hampstead, N.W.
Venn, J. R.
Vincent, C., Mus. D.

MONMOUTHSHIRE.

Richards, D. W. (Newport C.C.) 5, Depot street, Newport

NORFOLK.

Hemming, G. Quidenham Hall, Thetford
Pigot, Rev. W. M., M.A. (Norfolk and Norwich C.C.) Eaton Vicarage, Norwich

NORTHAMPTONSHIRE.

Cutlack, O. W. (Peterborough B.C.) Bridge House, Peterborough
Wells, G. C. 69, Sheep street, Northampton

NORTHUMBERLAND.

Cutter, J. W. (Northumberland County C.C.) 55, Gloucester street, Newcastle-on-Tyne
Doig, W. S. (Northumberland County C.C.) 41, Jefferson street, Newcastle-on-Tyne
Gjemre, L. (Tyne Amateur C.C.) West avenue, Gosforth, Newcastle-on-Tyne
Macpherson, D. (Rambler's C.C.) 22, Hartington street, Newcastle-on-Tyne

NOTTINGHAMSHIRE.

Bradley, A. Broxtowe House, Park terrace, Nottingham
Webster, G. M. 11, Chapel bar, Nottingham
Woolley, G. J. Portland Colliery, near Alfreton

OXFORDSHIRE.

Edgeworth, Prof. F. Y. All Souls' College, Oxford

SHROPSHIRE.

Gough, H. 27, Watling street, Wellington
Sedden, Rev. R. T. Chelmarsh Vicarage, Bridgnorth

SOMERSETSHIRE.

Davis, H. J., L.R.A.M. 20, Charlotte street Bath
Kettlewell, E. W. Harptree Court, East Harptree, near Bristol
Plyer, F. T. Oakhill, near Bath

STAFFORDSHIRE.

Bennett, Miss A. Stafford road, Cannock
Bennett, Miss N. 349, Soho road, Handswoth
Dennett, S. 32, Church street, Losells
Fulford, W. H. (Speedwell B.C.) The Limes, Lightwood, Longton
Meigh, C. S. 29, Victoria road, Harborne
Meigh, C. 29, Victoria road, Harborne
Tarbolton, C. E.

SUFFOLK.

Cunningham, F. A. Colonial College, Hollesley Bay
Neale, J. M. 5, Pearce road, Ipswich

SURREY.

Acland, Capt. F. E. D. Woodmansterne, near Epsom
Addison, Captain A. M. Staff College, Camberley
Atkinson, R. C. Portesbury Hill, Camberley
Birt, D. K. C. Merlebank, Caterham Valley
Catto, J. W. 66, Schubert road, Putney, S.W.
Clark, G. B., M.P. Barwell Court, Chessington
Clark, Mrs. G. B. " " "
Clark, W. B. " " "
Cromwell, E. O. Haydon's Park, Wimbledon
Evans, J. M. 99, Stockwell Park road, S.W.
Hamilton, B., M.A. Elmhurst, Cottenham Park, Wimbledon
Harris, G. E. 53, Haldon road, Wandsworth, S.W.
Heard, Capt. E. S. Belgaum, Yorktown, Camberley
Jopling, T. 1, Quadrant road, Brigstock road, Thornton Heath
Jopling, Mrs. T. " " "
Kent, T. P., B.A. Cranleigh School
Lawrence, H. A. Waddon Hall, Waddon
Luson, E. T. 6, Canning road, Croydon
Luson, L. 16, Havelock road, Croydon
Magenis, J. 8, Tooting Bec road, Upper Tooting, S.W.
McGrath, M. F. Tudor House, West Hill road, Wandsworth, S.W.

Mountain, W. G. (Guildford C.C.) 22, Denzil road, Guildford
 Noon, L. Farncombe, Godalming
 Noon, J., M.A. The Grammar School, Kingston-on-Thames
 Rowe, G. W., M.A. 46, Charlwood road, Putney, S.W.
 Scott, W. E. 48, High street, Godalming
 Stedman, L. Audley Lodge, Addlestone
 Stocks, J. W. 40, Dulwich road, Herne Hill, S.E.
 Swaffield, G. (L.S.C.C.) Sunnyside, Camberley
 Wood, Capt. H. St. L., C.D.S.O.

SUSSEX.

Bradford, E. 27, Arundel road, Eastbourne
Crake, Miss A. M. *Highlands, St. Leonards*
 Daniels, H. Tyes-Cross, East Grinstead
 Gordon, Lieut.-Col. O. R. G. Rockburst, West Hoathley
 Harding, A. Institute, London road, East Grinstead

WARWICKSHIRE.

Bacon, E. W. (Deritend Impregnable C.C.) 236, Green lane, Small Heath
Branbey, Miss C. S. 22, Whitmore road, Small Heath
 Busch, F. 154, Great Lister street, Birmingham
 Canning, E. G. Newtown row, Birmingham
 Clayton, F. C., J.P. (Edgbaston A.C.C.) 18, St. James road, Birmingham
 Douglas, A. P. 3, Westbourne grove, Stratford-on-Avon
 Heath, W. G. 144, Parade, Leamington
 Matthews, P. (L. & S. W. C.C.) Greville Lodge, Rugby road, Leamington
 Mitchell, J. 6, Clarendon square, Leamington
 Parkinson, T. F. T. (L. & S. W. C.C.) 101, Regent, Leamington
 Rant, A. J., M.A. 26, Stirling road, Edgbaston
 Scrivener, A. 194, Sherlock street, Birmingham
 Smith, G. E., M.A. 13, Warwick road, Stratford-on-Avon
 Winterburn, T. (L. & S. W. C.C.) 3, Bertie road, Leamington

WILTSHIRE.

Atkinson, Rev. N. S. M. Rodbourne Cheney, Swindon

WORCESTERSHIRE.

Haywood, H. A. 69, Beach road, Sparkhill
 Haywood, P. J. " "

YORKSHIRE.

Angel, A. E. 24, Bainbrigge road, Headingley
 Branford, B. B. P. Pool, Leeds
 Brownhill, C. H. Inkerman House, Denby Dale
 Fairbrother, F. Tickhill, near Rotherham
 Groves, Rev. J. The Vicarage, Redcar
 Hinchliffe, R. A. 40, St. Paul's road, Bradford
 Kitching, T. R. Heworth Cottage, York
 Laycock, W. Cavendish villas, Hyde Park Corner, Leeds
 Lucas, F. W., M.A. The Grammar School, Hipperholme
Maistre, Mrs. S. J. J. S. le *Everingham Rectory, York*
 Moxon, H. (Airedale C.C.) 264, Wellesley terrace, Manningham
 Schofield, A. 42, Broad street, Sheffield
 Thompson, J. F. 12, Parliament street, Hull
 Wilkinson, W. T. The Lodge, Bramham, Boston Spa

CARNARVONSHIRE.

Speed, C. Penrhyn Gardens, Bangor

DENBIGHSHIRE.

Egerton, Sir R. E. (Wrexham C.C.) Coedyglyn, Wrexham
 Kendrick, R. J. Sylfair, Belmont road, Wrexham

GLAMORGANSIIIRE.

Lewis, J. W. The Vicarage, Briton Ferry
 Woods, J. C. Rhcnavva, Swansea
 Woods, H. R. W. " "
 Woods, R. W. " "

PEMBROKESHIRE.

Davies, A. P. Saunders, J.P., D.L. (Cardigan C.C.) Pentre, Boncath, R.S.O.

EDINBURGHSHIRE.

Lion, D. M. 20, Montgomery street, Edinburgh

LANARKSHIRE.

Harvey, A. B. Waterside street, Strathaven
 Knox, J. 21, Scotia street, Glasgow
 McKay, R. 255, Langside road, Glasgow
 Macnair, D. S., Ph.D., B.Sc. 2, Grosvenor terrace, Glasgow, W.
 Rollo, J. 6 Binnie place, Glasgow

PERTHSHIRE.

Bell, J. Ardoch, Braco
 Moncrieff, J. Elmside, Balhousie, Perth

STIRLINGSHIRE.

Smyth, Capt. H. Ordnance Office, Stirling

ANTRIM.

Hamilton, A. P. Magherabury House, Portrush

CORK.

Kingscote, T. G. Charleville

DONEGAL.

Adams, J. (Letterkenny C.C.) Letterkenny

DUBLIN.

Boyd, J. B. 92, Bride street, Dublin

LOUTH.

Lynam, F. J., M.I.C.E. (Dundalk C.C.) Francis street, Dundalk

UNITED STATES OF AMERICA.

Breaker, Rev. J. C. Southington, Conn.
 Day, Rev. W. H., B.D. 145, Cleveland avenue, Chicago, Ills.
 Gundaker, G., B.A. 1626, Arch street, Philadelphia, Penna.
 Morris, M. C. 21, North 7th street, Philadelphia, Penna.
 Mott, C. S. (L.A.W.) New York City, N. Y.
 Nichols, J. E. H. 4, East 43rd street, New York City, N. Y.
 Parnley, A. L. 507, South Main avenue, Sioux Falls, South Dakota
 Pitcher, W. F. 54, Prospect avenue, Revere, Mass.
 Sanders, N. S. H. Haverhill, Mass.
 Winn, G. D. Hannibal, Mo.

FOREIGN GENERAL.

Muir, M. (Brisbane Safety C.C.) Florence St. Valley, Brisbane, Queensland, Australia

GERMANY.

Ludwig, F. (G.R.V.) 10, Market, Gr. Glogau

CANADA.

McLean, D. H., B.A. Central Chambers, Ottawa
 Pease, H. C. (Toronto B.C.) 24, Adelaide Street West, Toronto

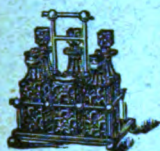
ITALY.

Turrissi Grifeo, B. (Duca di Florida) (Trinacria V.C.) 104, Corso Olivuzza, Villino Partanna, Palermo

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

WILLIAMS & COMPANY

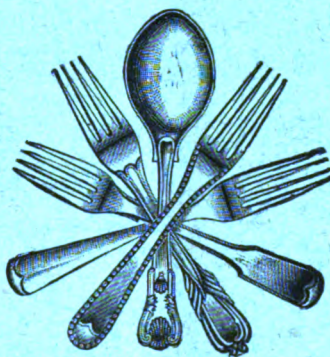
MANUFACTURING SILVERSMITHS, supply the Public Direct with Solid Silver and Silver-Plated Articles, of the First Quality and Highest Class of Workmanship, of the most perfect finish, in all the newest and oldest designs, at Manufacturers' Wholesale Prices, **Representing a bona-fide saving of from 30 to 50 per cent.** WILLIAMS & COMPANY absolutely guarantee Quality, Finish, and Wear for twenty years, and with every transaction give an undertaking to return the money if the goods do not comply strictly with their description in Advertisement, Catalogue, and Invoice.



Heavily Silver-plated on Nickel, CRUET FRAME, with Six Rich Cut-Glass Bottles, 47s. 6d.



Heavily Silver-plated on Nickel, in the Best Quality, full size REVOLVING BREAKFAST DISH, with Drainer and Soup Tureen, 55s.



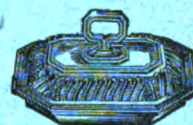
60 per Cent. off List Prices. Send for List.

King's, Beaded, and other Fancy Patterns at same List Price as Plain Patterns.

Buyers are requested to send for new Illustrated Price List (post free).

Samples sent free carriage paid.

Quantities (small or large) sent carriage paid on receipt of Postal Order for value.



Heavily Silver-plated on Nickel, in best quality, full-sized ENTREE DISH, removable handle, forming Two Dishes, entirely new design, 89s. each, a set of 2 or 4 forming a very suitable present.



Solid Silver (Hall marked) NAPKIN RING, Chased and Pierced, 15s. each.

WILLIAMS & CO.'S manufactures are of the highest class, and they offer an absolute guarantee to all purchasers that their Electro-plate has a foundation of Nickel-silver, and is strongly plated with Sterling Silver. WILLIAMS & CO. think it desirable to call public attention to this, as most of the cheaper class of goods are manufactured on a basis of soft metal, and cannot be relied upon for lasting wear.



QUEEN ANNE AFTERNOON TEA SERVICE.

Heavily Plated on Nickel, Highly Finished, Ebony Handle to Tea Pot, Sugar and Cream, Gilt Inside. Cannot be distinguished from Solid Silver of the very best workmanship.

Complete, £2 18s. 6d. In Sterling Silver, £7 7s.

The public are respectfully invited to compare the above prices with those of similar articles at Stores or Retail Establishments, and in ordering or correspondence to mention THE C.T.C. GAZETTE in replies to this Advertisement.

WILLIAMS & CO. will send, carriage paid, select parcels of Solid Silver Goods and Electro-plate on approval to any address in the United Kingdom.

Make your homes beautiful, and your Dinner, Breakfast, and Evening Meals attractive by ornamenting your tables with Solid Silver, or the very best heavily-plated Silverware, which can now be purchased direct from the Manufacturing Silversmiths,

WILLIAMS & CO.,

NEWHALL STREET, BIRMINGHAM.

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

"NEW HOWE" WORLD'S RECORDS.

At Vienna, May 24th, Messrs. LUGERT and LURION reduced the World's Records for 500 and 1000 Metres to 34secs. and 1min. 53secs. on a **NEW HOWE TANDEM.**

"New Howes" Championship.—At Hampden Track, Glasgow, May 26th, the 10 Miles West of Scotland Championship was won on a **NEW HOWE.**

At Phoenix Park, Dublin, May 29th, 20 Miles National Handicap won on a **NEW HOWE.**

The Fastest Mile ever ridden in Scotland was done at Merchants' Sports, May 19th, on a **NEW HOWE TANDEM.**

Greenock, May 29th. Vale of Leven Sports.....	One 1st and two 2nds.....	NEW HOWE.
Liverpool Wheelers' 20 Miles Path Race.....	1st	NEW HOWE.
Kilmarnock Academy 2 Miles Handicap	One 1st	NEW HOWE.
Colchester C.C. Sports, June 1st	One 1st and one 2nd	NEW HOWE.
Belfast College Sports, June 4th.....	Two 1sts.....	NEW HOWE.
Dunmurry Sports, June 4th.....	Two 1sts.....	NEW HOWE.

12 Hours' Northern Tandem Record lowered, June 8th, on a **NEW HOWE.**

Paris to St. Petersburg Record, broken by M. Phaler, unassisted by Pacemakers, and on one Machine, without a single mishap. The journey being done in 13 days 22 hours 42 minutes on a **NEW HOWE**, beating Terront by 8 hours 20 minutes.

Yorkshire Roads Club 100 Miles Scratch, won by Mr. A. Spreckly, Manchester, beating previous records, on a **NEW HOWE.**

THE NEW HOWE MACHINE CO. LTD., GLASGOW.

LONDON: { 48, Farringdon Street.
500a, Brixton Road, Brixton.



PEARS

SOAP MAKERS

BY SPECIAL APPOINTMENT TO HER MAJESTY

The Queen