

nblished under Official Authority on the 1st of each month, at the Chief Offices of the Cyclists' Towning 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, F.C.).

ELSWICKS

AS GOOD AS THEY ARE BEAUTIFUL.

"The Elswick Lady's Machine is a perfect little beauty. We saw a lady improve about three miles an hour by changing on to this mount from another first-grade machine, not long ago."—Irish Cyclist, December, 1894.

Wheeler, December 12th, 1894, says:—"TASTY, ELSWICKS. Wherever they exhibit the Elswick Co. always win praise for their good taste, and the beautiful finish of their wares."

Cycling, December 12th, 1894, says: - "Well finished."

HICHEST AWARD, COLD MEDAL, INTERNATIONAL EXHIBITION, BRUSSELS, 1894.
HICHEST AWARD, DIPLOMA OF HONOUR, ANTWERP INTERNATIONAL EXHIBITION, 1894.

DEPOTS: - NEWTONS, 165, Westgate Road, Newcastle-upon-Tyne.
NEWTONS, Grand Hotel Buildings, Barras Bridge, Newcastle-upon-Tyne.
NEWTONS, 12, East Register Street, Edinburgh.
NEWTONS, 111, High Street, Falkirk.
NEWTONS, 111, Vine Place, Sunderland.

CATALOGUES FREE, WITH NETT PRICES.

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

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THE

1895

Mc CULLOCH BALL TYRE.

The Pneumatic slips







"To the Officer Commanding
"Ist Battalion Coldstream Guards,
"Wellington Barracks, London.

'With reference to Dr. McCulloch's bicycle tyre, I beg to report that I have tried it on both good and bad roads, and for military purposes prefer it to any pneumatic tyre, since puncture and deflation are impossible, and it is therefore thoroughly reliable.

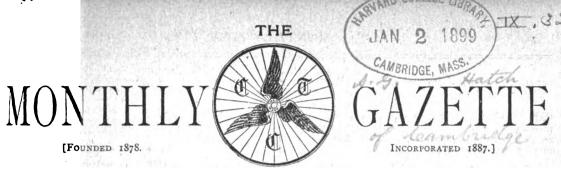
"(Signed) G. Liggins,





The Paeumatro fails
through Puncture

The Mc Culloch does not and wins



And + Official + Record.

No. 1. Vol. XIV. INEW SERIES. JANUARY, 1895.

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 excasions. All Contributions intended for insertion in the "Gazette" must reach the Editor not later than the manning of the 20th of the month later than the morning of the 20th of the month.

THE RENEWAL OF SUBSCRIPTIONS.—SPECIAL NOTICE.

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

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THE RENEWAL OF SUBSCRIP-TIONS.

As notified in the last Gazette, the time for renewing subscriptions has again arrived, and members who would avoid the penalty that attaches to deferred payment are requested to make remittance not later than the 31st instant. The duty of renewing ill it is hoped be promptly discharged by every

THE ELECTION OF CHIEF COMSULS.

The Annual Election of these indispensable officers takes place at the first meeting of the new Council on the 12th instant. Unless notification to the contrary be received from the present holders of the office it will be

aned that they are willing to accept re-appoint-There is, however, nothing to prevent any members from nominating candidates in opposition to the sitting C.C.'s should they think such a course All such nominations should be made upon the proper form, obtainable gratis of the Secretary, and should be lodged in his hands not later than the morning of the 10th instant.

The success that has attended the formation of the first District Com-DISTRICT

COMMITTEES. mittee, or, to give it its full title, the Northumberland and Durham Association of the C.T.C., is little short of marvellous, and reflects the highest credit upon all concerned. A detailed record of the proceedings of this body has, thanks to the energy of the indefatigable hon. secretary, appeared month by month in these pages, and a perusal both of it and of the capable article contributed by Mr. Lang in the current issue, should go far to induce our readers in other parts of the country to seriously consider whether the interests of the C.T.C. would not be best served by the formation of similar associations in their locality.

The annual dinner of the Newcastle contingent is to be held on the 22nd instant, and as several members of Parliament have accepted the proffered hospitality of the committee, the event bids fair to become a notable one in cycling annals.

With the renewal of subscriptions RE-ASSURING has come the opportunity our readers TESTIMONY. are not slow to avail themselves of to testify to the value they set upon their membership. Space does not admit of our making public even a tithe of the letters we have received bearing upon this topic, but the following may be accepted as typical:—

I enclose my subscription for the ensuing year. The letters in the *Gazette* lately depreciating the advantages of the hotel system surprise me. I happen to know from experience what touring was before the C.T.C. took the matter up.

Once, in '72, I was actually refused admission to an hotel in Derbyshire, because my machine and I were rather the worse for mud, and I only got in eventually by insisting on my rights. This year, though I toured for a week only, I certainly saved my subscription twice over. At Lymington I stayed for headquarters three days, always sharing in the table d'hôte, but at Club tariff. W. W. W., Cheltenham.

I wish the Gazette came out every week and you made a charge for it. It is the only cycling paper not edited by its advertisement manager, and that is free from vulgarity.

W.C., London, N.

I have experienced my first season's membership of the C.T.C., and certainly it won't be my fault if I ever cease to be a member.

Perhaps one of the chief inducements to one to join the Club is—in my opinion—the feeling, when touring far. from home, that you have friends everywhere. I never have to worry about getting on to Dash-town on any particular day; if the wind and roads are bad, I simply stop at Blank-town. Both are equally good for my purpose—both have C.T.C. houses, both have Consuls, and I am at home everywhere. It was different last year, before I had joined the Club.

B.W.C., Bedford.

Whilst enclosing renewal allow me to say that I am more than pleased at the way C.T.C. affairs are now worked, and more especially to the splendid Gazette which we get. I think this alone is worth much more (any, way to a practical wheelman) than the amount of the subscription.

The support of every cyclist ought to be given you, if only for the fact of keeping on a body which looks after (and that well) the true interests of cyclists.

S. A. W., Hanley.

I have pleasure in enclosing name of a new candidate with his subscription. I generally manage to secure from four to six members per annum. I am sure other members could do the same if they tried. What a grand club we should have if only each member introduced two new members each year.

A. C., Richmond.

I have much pleasure in enclosing P.O. for 3s. 6d., being my C.T.C. subscription for the coming year. The longer I am associated with the C.T.C. the more I am convinced of its usefulness for cyclists, as most of the privileges they now enjoy were won by the C.T.C., and any reforms that are still to come will be from the same source. I have introduced a good many members during the past year or two, not so much on the strength of the advantages to be obtained from a touring point of view as from the fact that

but for the C.T.C. the cyclist would be in a poor way to-day, and it is still pegging away to obtain still further concessions; in fact it acts as a sort of guardian angel to the cyclist. I think if that view was more impressed upon cyclists the membership would be much inereased, and of course increased membership means greater working power.

W. H. C., Greenock.

Those of our readers who are inter-

+ + +

As long as the C.T.C. is possessed of members actuated by the spirit which permeates these missives, so long will its future be assured.

+ + +

CYCLE ested in the development of the cycle INSURANCE. insurance idea will learn with satisfaction that the recently-formed London and Provincial Cycle Assurance Corporation, Limited, are now notifying in our advertisement pages their willingness to undertake all risks coming under the heads of Accident, Fire, and Theft. As before remarked, we are of opinion that the total loss of or vital injury to a machine through any of these causes would, to the large majority of riders, be a somewhat serious matter, and this being so we should suppose that the facilities offered by the new company will be largely availed of. It will be noted that a special discount is allowed to members of the C.T.C.



THE RENEWAL OF SUBSCRIPTIONS.

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

TO GERMAN MEMBERS.

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

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

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

C. A. TREUTER,

Chief Consul German Division, 5 Colonnaden Strasse, Leipzig.



CHIEF CONSULAR VACANCIES.

Through the retirement from various reasons of the former officers, the following counties are in need of Chief Cossus.—

NORFOLK.
YORKSHIRE (W.R.).
BRECON.
CARDIGAN.
DENBIGH.
FLINT.

AYR.
ROXBURGH.
SELKIRK.
KILKENNY.
TIPPERARY.

Any two members are entitled to nominate a candidate upon a form obtainable gratis of the Secretary.

The following nomination has already been received:-

YORK (WEST RIDING).

Kershaw, Leonard, 20, Gladstone Road, Halifax, County Court clerk, vice-president Halifax C.C. Proposed by E. M. Poole, Dewsbury, and seconded by Priestley Anderson, Weymouth Street, Halifax.

CONSULAR VACANCIES,

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

DEVONSHIRE.—(Chief Consul, H. M. Rankilor, Ailsabrook, Tiverton.)—Teignmouth, Honiton, South Molton, Kingsbridge, Okehampton, Lynton and Lynmouth, South Brent, Seaton, Clovelly, and Westward Ho!

DORSET.—(Chief Consul, Robt. A. G. Reid, Colson House, Dorchester.)—Swanage and Wareham, Sherborne, and Blandford.

HERTFORDSHIRE,—(Chief Consul, H. Croydon Roberts, 28, Notting Hill Terrace, London, W.)—Abbotts Langley, Barnet, Buldock, Buntingford, Hatfield, King's Langley, Stevenage, and Watford.

KERRY.—(Chief Consul, S. H. Robinson-Baker, Bank of Ireland, Charleville.)—Kenmare, Killorglin, Listowel, Muckross, Tralee, and Waterville.

LANCASHIRE.—(Chief Consul, J. T. Lightwood, Hope House, Lytham.)—Ashton-under-Lyne, Barrow-in-Furness, Burnley, Carnforth, Clitheroe, Colne, Garstang, Morecambe, Nelson, Salford, Southport, Ulverston.

MIDDLESEX. — (Chief Consul, H. Croydon Roberts, 28, Notting Hill Terrace, London, W.)—Ealing, Edgeware, Hounslow, Staines, Twickenham, and Whetstone.

SUFFOLK. — (Chief Consul, W. H. Stephenson, School House, Walton, Ipswich.) — Bury St. Edmunds and Lowestoft.

SURREY.—(Chief Consul, Dr. F. Powell, Hillbank, Redhill.)—Bagshot, Caterham, Cobham, Egham, Esher or Ripley, Ewell, Leatherhead, Putney, and South-east District of London.

SUSSEX.—(Chief Consul, Dr. F. Powell, Hillbank, Redhill, Surrey.)—Battle, Bognor, Cuckfield, Hailsham, Hassocks, Littlehampton, Midhurst, Newhaven, Rye, and Winchelsea.

. THE REPRESENTATION.

Vacancies in the representation still exist in the following counties:—

GLOUCESTER. GROUPED ENGLISH COUNTIES.

SURREY. WALES.

YORKSHIRE. GROUPED FOREIGN COUNTRIES.

Nominations are solicited from the membership in the areas affected.

The following have already been received:-

GROUPED COUNTIES OF ENGLAND.

BARRETT, WILLIAM EDWARD COWDELE, 2, Belfield
Terrace, Weymouth. B.A., LL.B., member, of
Weymouth Bicycle Club and Captain 1st Dorset
Volunteer Artillery Cycling Club, proposed by
Robert A. G. Reid, Colson House, Dorchester,
and seconded by George Dominy, King Street,
Weymouth.

YORKSHIRE.

POOLE, E. M., Dewsbury, proposed by Leonard Kershaw, 20, Gladstone Road, Halifax, Watchmaker and Jeweller, and seconded by Priestley Anderson, Weymouth Street, Halifax.

WALES.

HEARD, STANLEY, "Royal Hotel," Bideford, North Devon, Merchant, proposed by George S. Fitt, 17, Wind Street, Swansea, and seconded by John A. Bevan, 3, Dillwyn Street, Swansea.

GROUPED FOREIGN COUNTRIES.

JENNINGS, WILLIAM OSCAR, 88, Avenue Kléber, Paris, Physician, proposed by J. W. S. Neal, 248, rue d'Rivoli, and seconded by A. de Baroncelli, 8, rue des Saussaies, Paris.

NEAL, JOHN WILLIAM SHEPHEARD, 248, rue d'Rivoli, Paris, Librarian, proposed by W. O. Jennings, M.P., 88, Avenue Kleber, Paris, and seconded by A. de Baroncelli, 8, rue des Saussaies, Paris.

THE GENERAL ELECTION.

REPORT OF THE SCRUTINEERS OF THE VOTING PAPERS.

We, the undersigned Scrutineers of the Voting Papers appointed by resolution of the Council, do hereby certify that we have opened and examined the Voting Papers, and have counted the votes recorded in favour of the various candidates at the General Election, the result being as follows:—

COUNTY OF LANCASTER.

*Dickinson, W.	90	votes.
*Scott, T. I	80	
*Ord, W. E	78	,,
Sutcliffe, J. D		"

SCOTLAND.

*Hay, Alexander (Rev.)		
*Rennie, A. G	73	,,
Matthew, J. S	45	,,
* The first two are elected.		

EDWARD B. COOPER, C.C. FRANK POWELL, C.C. H. CROYDON ROBERTS, C.C. S. A. STEAD, C.C.

TO CONSULS.

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

EDINBURGH SECTION - RUNS FOR JANUARY AND FEBRUARY:-

Dat		Destination.	
Jan.	1st(Tuesday)	Leadburn	Mayfield, 12 noon
Tan.	5th	Roslin	Mavfield. 3, 30 p.m.
Feb.	2nd	Cramond	Rutland Street, 3.30

NOTE.—The dates of the January runs were misprinted in last month's Gazette.

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

BRITISH ROAD BOOK-SCOTTISH SECTION. IMPORTANT.

Road Reports sent in later than January 31st, can be of only secondary assistance.

ARTHUR POYSER, Editor.

NORTHUMBERLAND AND DURHAM DISTRICT ASSOCIATION.

IMPORTANT NOTICE.

The Annual General Meeting of the Northumberland and Durham District Association will be held at the Hôtel Metropolé, Newcastle, on Wednesday, January 30th, at 7.30 p.m.

The dinner of the Association will be held at the same hotel on Tuesday, January 22nd, at 7.15 p.m., when all members, it is hoped, will make a special effort to be present. Tickets (4s. 6d. each) may be had from any of the committee, or from R. T. LANG, Hon. Sec.

NORTHUMBERLAND AND DURHAM DISTRICT ASSOCIATION.

A meeting of the committee was held at the Three Tuns Hotel, Durham, on Wednesday, December 5th. Present, Messrs. George Bartram (chairman), J. I. S. Heslop, W. C. Brown, Sunderland; T. Philipson, Stocksfield; A. W. Blackwell, M.D., Gateshead; J. A. Williamson, Tynemouth; H. G. T. Barningham, Darlington; C. Caldcleugh, Durham; and R. T. Lang (hon. sec.), South Shields. Letters of regret were read from Messrs. J. R. Hogg, R. J. Smith, G. Watson, J. M. Gibson, and W. Ollift. The North-Eastern Railway Company having declined to grant the request of the committee for special fares for members of the Club when travelling in Northumberland and

Durham, a deputation, consisting of Messrs. G. Bartram, G. Watson, J. A. Williamson, C.C., A. W. Blackwell, M.D., and R. T. Lang, was appointed to wait upon the general manager of the company. The publication of a manifesto to the Parish Councils of Northumberland, by the aid of the local press, on the subject of "Universal Lights," was reported, and it was hoped that this action would have a satisfactory result. The dinner of the Association was fixed for Tuesday, January 22nd, at 7.15 p.m., at the Hôtel Metropolé, Clayton Street, Newcastle. Various arrangements were made in connection with this, which already promises to be the greatest function of its kind ever held in the North of England. The arrangements will be on a scale compatible with the position occupied by the Club, of which, however, we shall give further details later. Tickets may be had from any members of the committee. It was agreed to accept the offer of the Newcastle Centre, N.C.U., to assist in the Roadmenders' Prize Fund. A letter of sympathy was ordered to be sent to Mr. R. J. Smith, of Sunderland, a member of the committee, who has been dangerously ill. The resignation of Mr. A. W. Simpson, of Alnwick, from the committee, owing to ill health, was accepted with regret. It was agreed to draw the attention of the Borough Surveyor at South Shields to the fact that, when street lamps are repaired, the glass is frequently strewn all over the road, to the detriment of pneumatic tyres. The hon. sec. will be glad to hear of any similar cases coming under the notice of wheelmen.

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 :-

The Rev. H. W. Majendie, Torquay; W. C. Barrett, Weymouth; Coleman, Gateshead; G. P. Cooley, Nottingham; and R. Simmons, Mersham.



The usual monthly meeting was held at the "Colonnade" Hotel, Birmingham, on Saturday, December 8th, 1894, at 2.0 p.m.

PRESENT:

C.C. W. KENDALL BURNETT, Aberdeen (Chairman).
C.C. J. BRADNEY, Shifnal.
R.C. J. P. DERRINGTON, Warwickshire.
R.C. M. ILOTT, Grouped Counties of England.
C.C. TUDOR-LIEWELLYN, Chew Magna.
C.C. Rev. C. E. RANNEN, Malvern.
R.C. J. F. SYMES, Grouped Foreign Countries.
R.C. F. H. WARNER, Grouped English Counties.
R.C. J. WHITE, Kent.

E. R. SHIETON Secr.

E. R. SHIPTON, Secretary.

RESOLUTIONS, ETC.

- 147. "That the resignation of Mr. W. I. Rowland, of Aberystwith, as Chief Consul of the County of Cardigan, be accepted."
- "That the resignation of Mr. E. M. Poole, of Dewsbury, as Chief Consul of the West Riding of York, be accepted with regret."
- 149.—"That the resignation of Mr. G. S. Perry, of Rathdowney, as Chief Consul of the County of Kilkenny, be accepted with regret."

That the resignation of Mr. C. H. Bingham (formerly of Utrecht), as Chief Consul of Holland, be accepted with

REPORTS OF COMMITTEES.

FINANCE.

(a) The Chairman intimated that there was nothing special to report at present. The Committee are considering the advis-ability of issuing a double Gazette for the month of January, but have not yet arrived at a decision.

The advertising contract is at present in an unsettled state, but temporary arrangements have been made with Mr. T. B. Browne for carrying on the work pending the meeting of the Finance Committee in February next.

MAP AND ROAD BOOK (SCOTLAND).

(b) The Chairman reported that the work in connection with the Scottish volume was progressing, and that the list of deletions published in the Gazette from time to time would form a fair published in the Gasette from time to time would form a fair index as to how the route information was coming in. He further stated that he had received at the hands of the Editor a suggestion to the effect that in places where the Club possesses no members, it may be desirable to requisition the services of road surveyors and other public officials, who, he has reason to believe, would contribute of their knowledge for some very slight remuneration. For the moment, however, the Chairman did not submit a definite proposal to incur any expense under this head, he considering it preferable to obtain more reliable data in the first instance.

MAP AND ROAD BOOK (IRELAND).

(c) No report from the Chairman was forthcoming.

RIGHTS AND PRIVILEGES.

- (d) The Chairman reported that several additional Danger Boards had been requisitioned, and that a list of those erected would shortly be forthcoming. He further stated that advice and assistance had been rendered to members who had applied therefor.
- 151 .- "That the Report of the Map and Road Book Committee, as circulated with the current Agenda, be adopted, and that the arrangement under which Mr. Cook was to edit Vol. III. of the book be terminated."
- #52.—"That the Council record their dissatisfaction at the slow progress made with the English Road Book, and request that Mr. Cook will spare no effort to produce Vol. II. in time for the next riding season."
- N.B.-It was understood that the Committee would, in the interval N.B.—It was understood that the Committee would, in the interval that elapses between the present time and the January gathering, inquire into and assess the value of the work already discharged by Mr. Cook in connection with Vol. III. It was further tacitly agreed that the appointment of any new Committee to deal with Vol. III. could most fittingly be dealt with at the January Meeting, when all the Committees of the Council are re-appointed.

At this juncture a telegram was received from Mr. W. E. Ord, of Preston, saying that he had fully intended to be at the meeting but had unfortunately fallen and broken his leg in London the evening previous, and would in consequence require to ask for leave of absence. Whereupon it was resolved

- #55.—"That the Council records its synpathy with Mr. Ord in his misfortune, wishes him a speedy recovery, and grants him the leave of absence for which he applies."
- #56.—"That inasmuch as Prof. Everett, of Belfast, was not elected a member of the Council until April last, he be granted exemption from the rule which requires that Representative Councillors should attend two meetings in each Club year."
- 157 .- "That inasmuch as Mr. Stanley Heard, of Bideford, was absent from England during the first six months of the Club year, he be granted exemption from the same rule."
- \$58. That the Council Meetings for the forthcoming year be arranged as follows :-

January London.

ebruary ... Bristol. MarchLondon (A.G.M.) on third Saturday, to allow of sufficient notice for A.G.M.

AprilChester (on third Saturday, so as to avoid

Easter).

MayOxford. JuneEdinburgh.
JulyDublin.

AugustLeeds (on first Saturday, to fit in with Harro-

gate camp). September... Birmingham (Half-yearly G.M.)

OctoberGlasgow. November ... Newcastle. December ... Derby."

That Dr. F. Powell, the Rev. E. B. Cooper, and Messrs. G. H. Evans, H. Croydon Roberts, and S. A. Stead be appointed scrutineers of the voting papers in connection with the general election."

Comments upon the Agenda were received from the following absent Councillors:—Dr. F. Powell, Redhill; Rev. A. Hay, Grouped Counties of Scotland; Rev. C. W. McDowell, Ennistymon; Messrs. O. Beatty, Surrey; G. Bartram, Sunderland; J. Constable, York; W. Cosens, Sussex; W. Dickinson, Lancashire; J. I. S. Heslop, Durham; J. T. Lightwood, Lytham; H. M. Rankilor, Tiverton; H. Croydon Roberts, London; G. Watson, Northumberland; L. J. Williams, Middlesex; J. A. Williamson, Tynemouth; and J. W. Wright, Nottingham.

The next Council Meeting will be neld in London, on Saturday, 12th January, 1895.



Contributed by Miss F. J. ERSKINE.

I have to thank those lady members of the Club who have both publicly and privately written about the vexed question of Rational Dress. It proves to me, that I do not stand alone in saying that machines can be ridden as well in woman's dress as in that, which is after all a very bad copy of a man's.

Paris is supposed to be the home of the "manikin" cyclist. From what I was told, I expected to see the "new woman" pervading the Boulevards, as a matter of course. But in point of fact I saw the following; -One child in a sailor dress top, and things which might have been a kilted skirt or pair of pleated knickerbockers; one shop woman, who carefully kept her lower self out of sight; and one nondescript, being in a womanly hat, a fur cape, coat, and very baggy knickerbockers. Had any one been on the look-out for an elegant dress they would not have chosen this one. Anything more repulsive than this person swinging along I never saw. Again, I had been told that no notice was taken of such attire. Nearly every one, whom this apparition passed, had his head over his shoulder, whilst broad grins, sarcastic laughs, and comments were to be seen and heard on all sides.

I quite agree with those who say that if one behaves like a lady anything can be worn—but it would be still better to look like one also. A contemporary, I regret to see, considers my views on this subject quite out of date. No doubt - and I have to admit such seems to be the case-not only as far as I am concerned, but as far as 999 out of a 1000 are also. I write as I hear on all hands; my critic is, I fear, living amongst the "new woman," and is blinded and deafened by the blare of her self-blown trumpet, till her judgment is as much warped one way as mine is the other.

The Paris dresses were however not all of the objectionable kind. At one stand at the Exhibition was a most delightful suit of soft snuff - coloured cloth, admirably suited for golf or a long country walk, as well as for cycling. There was a short well-cut skirt coming to about the ankles—with a kind of "reefer" coat to be worn open or There were well-cut knickerbockers closed over a shirt. below this dress, and gaiters, which worn over tan shoes would complete a very fascinating cycling costume. The skirt was so short there could be no chance of being wound up; it was light, so as to offer very little resistance to the wind; yet long enough to show what order of creation the wearer belonged to.

Another dress on the same lines I saw at Viola's on the Rue de Rivoli. Everything about this heather mixture costume was in perfect taste. The material was light and warm, and the edges of skirt, coat, and waistcoat were piped with dark brown leather. I was told that they had not so

large a sale as the knickerbocker style, as the latter was almost half the price. The one in question was £12, but it was much ahead of any other.

Ladies' machines at the Salon de Cycle were well represented. Of French makers, the palm was carried off by Clement & Cie, the old-established cycle manufacturers. There was a look of solid worth-not weight-about their machines, worthy of the name. Strong light wheels, large tubing, good brakes, and a general look of "hard weather, hard wear, and good to the end," which, long before I saw the name of the firm, caused them to appeal to me as reliable mounts. So also did the Soliel machines of the Manufactory Français. Their design, finish, and above all their brakes, were most excellent. A collapsible bicycle was also shown. The closing was effected by a kind of sliding and swivel joint, which allowed the two wheels to close parallel to each other, when the whole thing could be shouldered and put in any handy cupboard. "Very convenient," as I heard a man say, "when living up six flights of stairs." The weak part to me, however, was the V frame, which seemed to stand in need of a detachable stay—which could have been secured

with clips to strengthen the joint. Tricycles were there also. Most of the big firms had them, showing that three-wheelers are not quite played out, as some would have us believe. There was also a single tricycle sociable—which apparently contradictory machine was a double-driven Cripper, each rider sitting over his own wheel, working connected pedals, and both steering with the same bar. The "Excursioniste Rapide" is made by M. E. Polaillon, 43, Rue de Bretagne, Paris. Great speed is claimed for the invention, but a pace of from twenty to twenty-five kilometres an hour without fatigue is rather a

large order.

The wooden rims and wheels of M. Chicot, rue des Arts, Paris, made a good show. Manufactured of second-growth ash and hickory, there should be no doubt as to their lightness and toughness; but what is claimed for them is not so much lightness, but that they go faster than a steel rim. How this can be seems a puzzle. Only a long trial will show their superiority if it exist. The appearance of the varnished wood was all in their favour. The rage for lightness is still rampant. Soon we shall be having machines so light that they must be walked over any road worse than the average. To this craze is sacrificed comfort, and the average. even safety. On one stand I noticed a machine with the modified drop frame built for a lady, but with naked chain and without a brake. "The lady would have her costume," I was told; "and for the brake—machines are built so light now, they are never put." I don't quite know how riders in England would manage, unless the County Councils are going to abolish hills and reduce the surface to a dead level. But I was glad to see that this suicidal policy was not shared by the best French and English makers. The Coventry Machinists, Starley Brothers, and the host of other good firms represented by agents, all had reliable roadsters - with good chain-guards, and light, though serviceable brakes to offer. Pneumatic tyres were omnipresent. They lay in heaps and writhed around in every corner. There was the anti-slipping Dunlop with its basket-work surface. There was another with a rough file-like band all round. There was a third of a triangular shape, with hardened apex—which looked odd, but seemed to have some good points. Then there were handles galore, cork predominating—though there were some ebonite and celluloid—and one firm exhibited some ventilated laced metal ones—in dead silver or aluminium. Then there were pedals -both rubber and rat-trap-some furnished with toe-clips, which ought not to be required by any one possessing proper ankle action.

A dense white fog hanging over Paris, combined with a 66 silver thaw,"—in short a most detestable day—prevented me from seeing any riders in the Bois de Bologne, thus defeating one of the chief objects of my visit. Men cyclists

there were in plenty, tearing along the broad surface of the Champs Elysees and by the Arc de Triomphe in a way which, shivering as I was in the raw air, made me long for a mount and good hard ride to raise the temperature a few degrees. As a rule, those I saw rode remarkably well. The humped attitude was scantily represented, and there were some riders whom it was a treat to see. They sat upright, held their handles lightly, and there was that swinging hawk-like movement only seen when man and machine move as one. It was a sight I wish could be more often seen in London, where nearly everyone seems to take an undying interest in his front wheel. It has often been said that there should be schools with qualified instructors to teach riding; and in this matter I think we might well take a lesson from our French neighbours, where schools of instruction are many and well equipped. In this, they are far ahead of us. Among the attractions of the Paris show, not the least was the finish of the machines themselves. Nickel-plate was there, in such profusion as to dazzle the eyes-and cause sad forebodings as to the effect of a muddy day-with the attendant cleaning. Not only was there an array of silver wheels but golden machines, spokes, bars, and all, shone on one stand. Then there were virgin-white mounts, and the whole gamut of colour from green to chocolate, some with inlaid flowers of mother of pearl. One stand—that of the Compagnie Français—was radiant in electric-blue machines, each one on a huge white fur mat-a dazzling show indeed.

Last but not least the people. It was a truly Republican gathering. French cyclists in a curious sort of biretta bat; fur-trimmed overcoated men, escorting wide-brimmed-hatted ladies, muffled up in furs; red-legged soldiers examining with deep interest every part of the wheels on show; country clerics in shovel hats, bands, and soutane, all deeply interested. There can be no doubt of the intensity of the rage-all sorts and conditions were there; chattering, smoking, gesticulating, whilst the vehemence of action and tone added interest. The sole unmoved persons were the gendarmes. They stood with folded arms and impassive faces, surveying both the wheels and the spectators, with that supreme air of contempt for all which seems inseparable

from their calling.



MY EXPERIENCES AS A CYCLIST.

By T. P. O'CONNOR, M.P., Editor of The Sun.

People have been telling me lately that I am looking very well; and that I seem to bear very lightly all the troubles and fulminations that have been hurtling around my devoted head. And they are right; I feel very well-better than I have felt for years; and I haven't even a temptation to resent much less to be disturbed by any form and shape of attack. And this I owe to the cycle.

I shall first say how I came to try this form of exercise. At the end of the Session I was almost worn out between the bad hours of the House of Commons and a very laborious and worrying year in connection with my editorial work, and I felt that some change was urgently necessary. I had got very stout from want of exercise-for I had scarcely ever put foot to the ground for a whole year-jumping into a cab almost the moment I crossed my threshold, and spending all my days sitting here in *The Sun* Office or the House of Commons. I thought the first thing to be done was to get thin; and so I went to Marienbad, in Bohemia, and spent nearly five weeks there. I had a delightful time; reduced myself nearly a stone in weight; and thought Marienbad the most charming and beautiful spot of the kind I had ever visited. As to whether Marienbad, however, did me good or not, beyond getting down weight, I shall not at present say, for I intend to write a few articles pretty soon in which I shall discuss the whole question of getting back health, and shall deal with the question, among others, of going to these WATER CURES.

When I was in Marienbad, a lucky thought suggested to me that I should try cycling. I had taken a few lessons at Vichy, where I had gone the previous year; but had got on very slowly; and had not continued the exercise when I returned to London. But in Marienbad, the little I had learned at Vichy, came back to me; and very much to my own surprise, I found I could manage to get around a certain small space without having a man at my elbow. To those who are about to try the cycle, I should say that it seems to some people at first so difficult as to make them despair. Others are singularly quick. At Marienbad, for instance, Mr. Branch, a young American friend, who accompanied me, and who had never been on a bicycle in his life, was positively able to manage the machine fairly well within a quarter of an hour after he had got on it; and before an hour was out he was whirling around the place like wild-fire. Within a week after he had begun he rode from Marienbad to Carlsbad—a considerable journey and over a not particularly good road. One of the people whom I have induced to follow my example is M. Johannes Wolff, the violinist. He was able to go round Battersea Park by himself quite easily the third lesson—that is to say, in about the third hour from the first time he was ever on a bicycle. I cannot pretend to any such rapidity; I am a slow and clumsy learner in all games; and I took, I should say, quite a dozen lessons before I was able to feel comfortable; and even yet after nearly a couple of months, I do not count myself much better than

A BEGINNER.

But, at the same time, I would advise the whole world to learn the bicycle. I cannot say what a difference it has made in my feelings and general health. Every morning, about eight o'clock—wet or fine, or even when there is a fog-I am out in Battersea Park, and remain there for an hour or two hours. However miserable I may be when I start out—and I never feel particularly cheerful in the morning—I am quite fresh and happy after this run through the open air. Your spirits, indeed, rise every moment. The motion—the sense of mastery—the pleasure of learning, and, above all things, the beautiful fresh air of an open space like Battersea Park-all these things produce physical and mental exhilaration which lasts through the entire day, and colours it and brightens it. I am getting thinner every day, and before long I expect to look so young that people will begin to think I have got back to my second childhood. can sit all day even in the stuffy and greasy atmosphere of a newspaper office and not feel much the worse of it; and though I do not have much time for walking I can walk with much greater ease and pleasure than I used to.

I would amuse young fellows—who learn everything easily with their fresh nerves and elastic muscles—by telling some of my misadventures as a learner. For a long time I found it almost impossible to get on the cycle, and not much easier to get off. I would never even attempt to get on if there was a bus or cab anywhere visible on the horizon; I was perfectly sure that I would tumble right under the wheels. As to getting off, when I was in Marienbad, I used to go round after round in the practising place, simply because I did not know how I was to manage my descent without skinning my shins. When I had overcome these difficulties, I was only at the beginning of

MY TROUBLES.

For instance, I found it extremely hard to carry on a con-

versation with a friend and colleague who accompanies me now and then. Conversation with a man is not very interesting unless you can look at him; and I could no more look across my bicycle than I could fly. When I had learned to do this without tumbling, the nerves of my face began to inflict gentle tortures upon me. I suppose everybody knows the cruel miseries one endures when you sit in a barber's chair; and are in the swaddling clothes of the barber's shop. This is the moment above all others when every nerve—especially in the region of my nose—begins to get active and troublesome; when a mysterious tickling sensation seems to make it a matter of life and death to get your hands free so as to scratch your nose. All this came to me on the bicycle; but I had to endure the tickling, for it was quite beyond my power to lift my hands off the bar; and if I wanted to scratch my nose, I could find no better plan than getting off my machine to do so.

When I had got over this difficulty, my cap began to

When I had got over this difficulty, my cap began to trouble me. It was always coming off, or always threatening to do so; and I was incapable of touching it without getting off. Then as to blowing my nose or looking at my watch, these were feats to wonder at but not to attempt. Well, I have got over all these difficulties now, with the result that my nerves do not trouble me, that I am not worried about my watch, and that I don't want to blow my nose every five minutes. It is a little more difficult to manage to go through crowded streets without a sense of

NERVOUSNESS.

I am far from comfortable yet, though I do manage now and then to spin down King's-road, which is usually a pretty crowded thoroughfare, with plenty of 'busses and other vehicles passing through it constantly. The best way for the beginner is to go out on Sunday mornings—no cyclist could be a stupid and narrow-minded Sabbatarian—when the traffic is very slight; and in the West-end there are plenty of excellent streets for bicycle riding. Victoria-street, for instance, is very well paved with wood, which is kept in good order; and there is just sufficient traffic upon the street to train the nerve, while there is not that terrible rush of week-days which does certainly try disagreeably the nerves of a beginner. Vauxhall Bridge Road is also an excellent street for the bicyclist.

There is one warning I would give the beginner—especially if, like myself, he be on the wrong side of forty-five. It is very bad to overdo the bicycle at first. I committed this mistake, with the result that for some time I suffered from a form of dyspepsia, which comes from over-strained nerves-that horrible pain in the region of the chest which makes life almost a burden. There is no doubt that pretty strong, not to say violent, exercise, such as the cycle, produces a certain nervous disturbance in people who are getting to middle age; and all nervous disturbance aggravates nervous dyspepsia. The cause in my case was that I was so delighted with the exercise and the fresh air that I used to remain out nearly three hours at a time. I came home exhausted, and had a pretty severe attack of dyspepsia; and suffered also somewhat from sleeplessness. But this did not daunt me; the delights of cycling were too great not to be worth paying for. Now that I have moderated my zeal, and have got more accustomed to the exercise, these symptoms have disappeared; and I experience from the cycle nothing but its good effects. By and by I hope to turn the cycle to practical use. Indeed, I have already done so to a certain extent. On last Wednesday morning I wanted to send my "leader"

DOWN TO THE OFFICE

by a cab; but no cab was to be found anywhere near my house; I got on my bicycle and went on a tour of exploration till I found one. When the summer weather comes again, I shall probably get down to my office every morning on the cycle. I hear some Members of Parliament who are devotees of the wheel, are anxious that Mr. Herbert Gladstone should do something for them. Mr. Gladstone is



taking his office as First Commissioner of Works seriously; and is making, I am told, some extensive alterations in the House of Commons. It would be very convenient for the cyclists if he would have a couple of bathrooms where cyclists could take a rub down and change their clothes. A good many more M.P.'s would come down on a bicycle if they had such a convenient place at their disposal; and the number of cycling M.P.'s is becoming daily larger.

Finally I should say to anybody who is thinking of learning the bicycle that he should not be deterred by the idea that After the first difficulties are it is a difficult thing to learn. got over it becomes astonishingly easy; and in some cases of natural nimbleness and strong nerves, there are not even initial difficulties. In most cases I should say the bicycle can be learned so as to use it with considerable comfort in a week-that is to say, after something like six hours' training. The bicycle has this delight about it—that every moment you are on it you feel you are advancing. You do better the second day than the first; you do better the third than the second—nay, you do better at the end of an hour when you go out in the morning than you did at the beginning. And I know no exercise which brings in so easily such an immense return in good health, good spirits and amusement. The cycle does not eat like a horse; it cannot run away; it does not require a stable. In this latter respect the bicycle is much superior to the tricycle—which is a clumsy and cumbrous business; and requires a special place for itself. By the increase in health, strength, and spirits which I have got from the cycle, I recommend everybody who has a sedentary life to imitate my example. Those who, by reading this article, are induced to do so, will often bless my name. - The Sun.

DISTRICT ASSOCIATIONS.

HOW TO FORM AND HOW TO WORK THEM.

By R. T. LANG, Hon. Sec. and Treasurer of the Northumberland and District Association.

If the day should come,—perhaps some time in that wonderful twentieth century, which is to give us flying machines, and real live Frankensteins and Galateas (to say nothing of the "new woman," of whom already we are tired)—when a Froude, or a Freeman, or a Green, will include the cycling era in his epitome of the national history, it goes without saying that the Cyclists' Touring Club will occupy a prominent position in that chapter. And I believe that this twentieth century historian will mark the formation of the Northumberland and Durham District Association of the C.T.C. as one of the most important episodes in the history of the Club.

After nearly six months' work we have had time to "feel our feet," and, although we are yet a baby, albeit a tolerably big one, we have already a record of work more than

sufficient to justify our existence.

It is not my intention, however, to preach upon that subject, but, rather, to endeavour to show the advantages which will accrue to the Club, the members, and cyclists generally by the formation of similar associations throughout the country, and, at the same time, to point out a few of the obstacles which will have to be surmounted.

As to the advantage of the general principle of decentralisation, there is a wide diversity of opinion. We are not all Home Rulers, but the tendency of the age is distinctly towards a greater or lesser degree of "Home Rule." Parochial matters are, it is now being generally recognised, best dealt with by a purely parochial body, acting under a central authority, and when these two bodies work together no better mode of government can be devised. It is when they get at loggerheads that trouble comes. Unless the members of the District Association in general, and of its managing committee in particular, are prepared to live

together in peace with headquarters, and to work, not for personal interests but for the common weal, that Association had far better never have been born. Of course, differences will arise now and again, but these can almost always be settled in an amicable fashion, and it is far better to give way a little than to indulge in more or less acrimonious warfare. My conception of a District Association is a body which will assist the Council in its work in that particular district, a body whose sole aim will be to further the interests of the Club and its members.

Probably the same objection will be raised here that was raised at the formation of our Association, viz. :- Why form another body to do what the Chief Consuls and Consuls are doing already? The reply to this is very simple. Upon the Chief Consul practically depends the whole of the work in each county, and it is absolutely impossible for any one man to attain such success as is possible by ten or a dozen of his fellows acting in concert. I doubt if there are anywhere two better Chief Consuls to be found than those of Northumberland and Durham, and it is no reflection upon their merits to say that the Association has accomplished vastly more than would have been possible by them, acting single-handed. We have a committee of twenty-four, meeting monthly, and discussing many points and suggestions received from all quarters, and, in short, we have an example of the truth of the old proverb that "in the multitude of counsellors there is wisdom." Only take care that the multitude does not become too great. A small, compact committee is a necessity.

In the matter of a name I hope nobody will follow our example. We never use that name in full except under compulsion. It is too awful. I feel, sometimes, as if I should like to take that name away up amongst the hills, far from human ken, and bury it. The man who can suggest a title which will be equally comprehensive without taking half an hour to utter, will be welcomed by us as a boon and a blessing. Locally we have come to be known simply 20 a blessing. Locally we have com the "C.T.C. District Committee."

I have watched, with some interest, the experiment of holding regular runs in connection with a sister association. I confess that I am altogether opposed to the idea. The duties of an association are, in the main, legislative. This principle of holding regular runs brings the C.T.C. down to the level of an ordinary club, entering, as such, into com-petition with the existing clubs. The Touring Club requires their support, not their opposition. In other districts such gatherings might become popular, in ours I believe they would prove a complete, nay, even a ghastly failure. It has been proposed that next year we should hold one combined run. It may be a success, but I am not very "sweet" on it. I know how the "inter-club" runs have failed, and where the combined clubs are unable to draw out their members, I fear the C.T.C., with its widely-scattered membership, would not succeed. In this case, however, there can be no argument against the principle, it is merely the practice which may prove unsuccessful.

And now, for a moment, I must touch upon a very delicate question, the question of collision or coalition with the National Cyclists' Union. It will be already evident that very careful handling is necessary to prevent a collision between a District Association of the C.T.C and a centre of the N.C.U. working on the same ground and on very similar lines. But yet there is no reason why the two should not live together in peace, and aid one another even, in the good cause they both have at heart. This is what we are doing in the North, although I must admit that we are specially fortunate. Our committee includes no fewer than three ex-chairmen of the local centres, an ex-hon. sec. of the Newcastle Centre, the chairman of the Roads Committee of that body, and another individual who, by some strange freak of fortune, was once racing secretary of the same, and now is busily engaged in compiling the Annual Report issued by the Union as a whole. With such connecting links, friendly feelings between the

two bodies are assured, and without any loss, but rather increase of dignity to each. Where similar feelings existed on both sides there would never be any friction. That brings up the greater question of amalgamation. I mean amaigamation, not the absorption of either body by the other, and not merely an amalgamation of the C.T.C and N.C.U., but also of the Scottish Cyclists' (Union, and the Irish Cyclists' Association, with their sister bodies. It is a pet hobby of mine that some day we shall see a great body, representative of every section of wheelmen in the kingdom, and absolutely united, but the time for that is not yet. Neither body is ripe for amalgamation, but the District Associations may prove a great step towards it, or—the other way. Time, alone, will prove that.

In the matter of finance, the expenses of a district association are not heavy. From five to ten pounds a year will suffice for the ordinary expenditure, and the good they do will return that with interest in increased membership. In that connection I hope to see the local associations supported, not by the favour of the Council's grant, but by a percentage of the subscription of every member. Not only would this give them a greater independence, but a direct interest in increasing the membership, which ought to be beneficial to the Club

as a whole.

In the above necessarily brief outlines, I am of course simply expressing my own personal opinions, indeed, in some cases. I am in a very decided minority, but I give them for what they are worth.

I hope, however, that ere another twelve months have passed, we shall see district associations flourishing in all parts of the country, and, if I can be of any assistance in furnishing information which will be of aid in the working of these associations, I shall be most happy to give the required details.



Our thanks are due and are hereby tendered to the many who send words of kindly greeting for Christmas and the New Year. Their good wishes are heartily reciprocated.

No. 12,260.—Riding or even wheeling a cycle upon a path made and set aside for the use of foot passengers is illegal, no matter how badly stoned the road may be. Seqthe Rights and Privileges Manifesto issued by the C.T.C., and placed at the disposal of every road user.

G.E.S.—Your first query is answered above, but as regards the others we would say:—The question as to what constitutes a footpath must be determined by the evidence produced in each particular case; the police constable is quite justified in stopping a rider who makes use of a footpath in the manner indicated, or who rides during prohibited hours without a light, and a refusal on the part of the cyclist to give his name and address would justify his detention by the constable until his identity was established.

Captain H.R.A.—We are very sorry to hear of your mishap. You are rightly informed when you are told that it is perfectly legal to drive a van or other conveyance after dark without a light, but the C.T.C. hopes to see the law altered in the good time coming. It is sparing no effort to that end.

No. 5083.—Of the machines you mention we should certainly give the preference to those of the Coventry Machinists Co. You will not get a safety to fill your specification under £12 to £14, we fear.

No. 14,041.—"The "Bantam" is neither more nor less than a front driver, and as such was referred to in this column for last month.

No. 4416.—Our advertisement pages are at your disposal at the usual rates.

A. H., Manchester.—The amalgamation of the N.C.U. and C.T.C. by no means a new suggestion, and without expressing any opinious pon the pros and cons we would say the idea is too old to be patentable.



SWITZERLAND ON BICYCLES. By H. W. ATKINSON, M.A.

Our party consisted of three; three who had decided to make trial of the land of mountains on wheels. We will for brevity's sake call them simply A, B, and C.

We met at Harwich, and had a good crossing by the G.E.R. Cos'. boat, Chelmsford. Arrived at the Hook of Holland, our bicycles were passed at once through the customs, and we registered them to Cologne. On the North German lines, i.e., north of Frankfort, bicycles are registered free as ordinary luggage. South of Frankfort, towards Bâle, and on the Swiss railways, since there is no free luggage, bicycles must also be paid for. In Germany the charge is about 1d. for six and a-half miles, and in Switzerland 1d. for ten miles. We had no trouble at all in passing the German customs at Cranenberg.

We did not claim our cycles immediately on arrival at Cologne, but visited the railway station. The completion of the new front of this building puts the city in possession of a public edifice of impressive grandeur, magnificent proportions, and harmonious style. internal arrangements are perfect, while the decoration leaves nothing to be desired. Near it may be found a building called the Cathedral. We visited this after lunch and then started for Bonn by road. The High Street (Hohe Strasse), Cologne, is about ten feet wide and very long, smooth at the town end and something at the country end that we have not yet fitted with an adjective. Beyond the pavé the road is good all the way to Bonn. But teadrinkers, beware! we stopped in a village for some evening refreshment; coffee and chocolate they knew, but could not prepare for us, but with tea they were utterly unacquainted. The youth who attended to the establishment was of tender years, and may on that score be forgiven; but our friend C always looks back with mixed feelings on that meal of very black bread, eggs, and soda water. We soon reached Bonn and settled for the night. Next morning we left by the boat for Mainz. Up the Rhine in a steamer, past all those historical castles, fairy abodes or stern relics of legendary lore, borne past vine-clad slopes on the rippling blue of the sun-lit stream; oh, yes, up the Rhine on a boat on a cold and clammy day, twelve slow and weary mortal hours of it from rosy morn to dewy eve and later, on a muddy, barge-besprinkled, factory-chimney-fringed common river. Oh, the bliss of it, the joy when our heavy task was done, and the clock struck the hour for retiring! We had return tickets by the same route—we have them still. "Special cheap line in return halves of Rhine steamboat tickets." True, the tickets were cheap in the beginning, so were we at the end. We stayed two days in Mainz and made an excursion to Wiesbaden. Ignorance often enables a man to transgress to his own advantage. We entered Wiesbaden riding, but we left it walking. A gentlemen in uniform kindly informed us that in order to have permission to ride in the town we must find the chief policeman and pay him sixpence, then we might have a number and ride in the town for the whole day. Nice man that; so kind and thoughtful. I wish he had been Chinese or Timbuctooese, so that we couldn't have understood him. Then we could have continued riding with unpuncturing consciences.

Wiesbaden is a handsome city, beautifully built, and no expense has been spared to make it attractive and healthy. The parks and gardens are very fine, and every day sweet music is discoursed at the Kurgarten by an excellent band. Wiesbaden is deservedly famous as a holiday resort as well as a place of refuge for the ailing. Mainz is also conveniently situated for reaching Frankfort, whither we went one evening. Our destination was the Opera House, second only to that of Munich in all Germany. The prices are about half those of a London house and the productions, both orchestral and scenic, of the highest class. Wagner's "Tristan and Isolde" was the piece that entranced us that evening.

We left Mainz by night for Bale, arriving at six a.m. Return tickets are only available for five days, but by taking circular tickets to go one side of the Rhine and return by the other, the cost is nearly the same as return tickets, that is one and a-half times the single fare. At Bâle we knew from information previously obtained from the Swiss Customs office that we should have to pay some duty on our cycles, repayable on leaving the country, but we were somewhat amused at the system of calculating it. The bicycles, luggage, and all were weighed and duty charged by weight! The older the bicycle, therefore, and the cheaper the make, the more duty is paid. As, however, it is all repaid, it is of little consequence how it is calculated. We met two cyclists on our homeward journey who had toured in Belgium. There they were required to pay on the value of the machine, but being short of French money they had to reduce the value of their machines until the duty came within their means. A modern pneumatic was worth about £4. Its value has gone up again now, otherwise one might bid for that machine. We paid a total of fifty-three francs for the three cycles, and received our "Freipass" by which to reclaim it on our return.

Leaving Bale early we proceeded by the road north of the Rhine to Rheinfelden, this road being better riding and prettier scenery than the south one. By this route we pass again for a short time into Germany after satisfying the Customs officer by the wayside that we are not smugglers. The road runs most of the way along the Rhine; crossing the river by a quaint old wooden bridge we meet the Swiss Customs officer at the end, who, on being shown our leaden duty tickets which were fixed on at Bâle, allows us to pass unmolested. Here we breakfasted, properly speaking for the second time, as we had a small meal at Bâle. Third Person so entranced the people with his before-breakfast reveries on the piano, that the landlady entreated him to play some more before While he inflated his tyres, the landlady told us of a gentleman whose tyre had completely collapsed, and not even in Bâle could he get a new tyre after waiting many days. This encouraged us, as the chances were against it happening again for the present. From Rheinfelden on we rode in our shirt sleeves; coats and waistcosts were unbearable in the heat we now met. And, indeed, except on the last two days of our tour, we regularly rode so clad-or unclad. Rheinfelden to Brugg was a steady incline most of the way. When we reached the summit above Brugg we had a splendid view across southwards to the Lucerne hills and over the valley of the Aar. From this point, the summit of the Bötzberg, down the "dangerous descent" mentioned in the Continental Road Book, we flew with considerable velocity into Brugg. Nor did it occur to any of us to dismount on the last half kilometer, as the Continental Road Book advises.

Brugg is very prettily situated. It is one of the military centres, and was at the time of our visit full of the military going through the yearly exercises, which included pontoon bridge work and the erection of wooden bridges. Here, as, indeed, at almost all the villages and towns we stopped at, we found the electric light. Water power everywhere provides a cheap source of electricity.

Brugg to Baden, and on to Zurich, is interesting, but offers

nothing worthy of special comment. We placed our bicycles at once on board the steamer and went for some lunch. On returning we found the tyre cement running about the deck, which showed that the heat had the opposite effect on it to that which it had on us. On explaining matters the boat people threw a thick cover over them, so that they suffered no more. The steam along the lake was opportune, as it gave us a time for rest during the heat of the day, as well as an enjoyable trip. From Rapperswil we crossed by the bridge to the south side, and travelled along a beautiful road, perfectly level, vid Lachen to Näfels.

We tried to stop at Bilten, the village before Näfels. At the only place mentioned in Bädeker we applied for rooms, which the girl said they had. Could we see them? With some hesitation, Yes, we could. After seeing one, our further investigations were cut short by the appearance of an irate being in the form of a man, who, after expending some of his venom on the girl for showing us the room, then turned to us and assured us he was master there, and though it might be the custom in Germany to.see the rooms one wanted, it was not so there. We pointed out his error to him, and asked him to speak a little less fluently, but were not sorry to leave him and his rooms, as neither were attractive.

At Näsels we found ourselves very comfortably ensconced in a hotel, which had telephonic communication to all the chief neighbouring districts as well as to Bâle. Here, however, there seemed some cause of dissatisfaction to one gentleman; for a considerable portion of the night he practised elocution in a loud and energetic tone, and he was there again first thing in the morning, as though to show how last night's practice had improved his style. His readiness of speech and fluency of language were marvellous. Perhaps, however, it was well that we did not understand his dialect.

From Näfels vid Mollis to Filzbach, above the Lake of Wallenstadt, is a steep climb of about 900 feet, which must nearly all be walked. The labour is well repaid by the magnificent views, which far surpass those from the railway which runs below along the margin of the lake. The road winds up through woods and grassy slopes, whence one looks across the deep blue lake which mirrors in its waters the precipitous bare cliffs of the opposite shore. From the summit, the road descends still more rapidly than it rose, to Mühlehorn (all rideable with a good brake and care), and then skirts the lake to Wallenstadt, a convenient and good place for a mid-day halt. The road rises somewhat to Ragatz, offering at times lovely views. On this road the author's spring broke. The spirit of villainy that can inspire a spring to last for two years in England, and break the third day abroad when out of reach of repairs, implies a state of mental degradation almost inconceivable. However, its design was frustrated, for by means of string, and later by means of wire, that spring was bound up and is still rideable. Ragatz is a surprise, a busy tourist and holiday centre, with hotels, Casino, Kurgarten, etc., etc., frequented by kings, princes, queens, and princesses in abundance. The visitors are chiefly German, though the dancing at the Casino one evening we visited it was monopolised by the

The walk or drive from Ragatz through the Gorge of the Tamina up to Bad Pfaeffers is most beautiful, and constitutes the chief promenade of the health-seekers, and the inevitable excursion of the sight-seers. On our return from this walk we met a lady and gentleman, and we remarked, that to look at the lady, she might be the Queen of Roumania (whom we knew to be staying there then). And so it turned out to be. In all probability she was just as surprised to come upon us so unexpectedly, as our names had not yet appeared in the visitors' list, but she maintained her queenly dignity and did not show any unseemly emotion in the public thoroughfare. Ragatz to Landquart is plain; but from Landquart onwards began the fine part of our tour. Passing

through the narrow defile where road, rail, and river just find room to pass, we enter the Klosters valley, the Pratigau, and begin a steady ascent of some 2200 feet up to Klosters. The views are charming, the roads very fair, but the heat was intense. We paused in our walks at times to sit under a hedge (for here we often had to walk up steep parts), but more often we paused to drink at the numerous springs by the roadside. Here we may note that the villages are all very well provided with water supplies. this, for we sampled nearly every one we came to some of the days, as well as those that lay between the villages. From our impression, looking back, we must have consumed about as many pints of water as we rode kilometers. Coleridge's Ancient Mariner would have known what thirst was if he had ridden a bicycle weighing 50lb. with 23lb. of luggage up 2200 feet on a broiling morning in August. As often as not when we asked for milk we could not get it, as the cows were upon the hills, or it wasn't milking-time yet, and there was not any left from the last milking. It is a custom to boil the milk and leave it to cool and then drink it.

On arrival at Klosters, where the railway has a terminus and thence starts off fresh for Davos, we halted for lunch at a small restaurant by the station. We nearly cleared out the edibles of that house. They would not have had much chance of standing a siege when we left them. After lunch we sat outside, and, with the exception of intervals for drinks at the neighbouring fountain, slept till it was time for the Queen of Roumania, this time accompanied by the King and nearly all her relatives, to come to the train to return to Ragatz. Here again this town, too, was favoured by the presence in it on the same day of two sets of distinguished visitors, only the King and Queen, having come by train, had their coats on. There was no shouting of the populace as they left the station. They looked as if they expected some, as they posed quite regally on the end platform of the train as it "steamed quietly out of the wayside

station" (trains always do that in books). From Klosters we had another 1000st. to climb up to Davos a lovely bit of road through woods up the hillside, with views down on to Klosters, and then on passing the summit we suddenly came down upon the Lake of Davos, sheltered on all sides by the hills, a very ideal for a skating place. Passing Davos village we reach Davos Platz, about a mile further on. No wonder it is a favourite resort for holiday-seekers. Mountains all round, some glaciers not too far off, a fair piece of valley for non-mountaineers, and the lake provide all that can be desired, not to mention reading-rooms, bands, gardens, etc., Our next day's march—and it was mostly walking involved the ascent of the Fluelapass, a rise of 2700ft. during 3¼ hours' walking, and a descent on the other side of 3150ft. to Süss in the Engadine. Fortunately, the two of us most heavily laden had despatched half of our luggage direct to Bâle, some having become superfluous by this time. Even lightened as we were, we decided Passes were not

suited to bicycles.

We arrived at last in the dark and in safety at Süss. We said we supposed they did not get many cyclists over the Pass. Oh yes, they did. "What, cried B, "are there more fools in the cycling world?" Süss is very busy in the season, as all the traffic between upper and lower Engadine passes through it, as well as all that of the Fluela Pass. We realised this, as our rooms were to the front of the hotel. There seemed to be horses there all night ringing their bells—those Swiss bells are so sweet. Then at about 4.30 a.m. the goats begin to collect in the centre of the village; they have bells too. About sixty to 100 goats each with a bell makes an equal number of bells. This campanological entertainment is a pleasant variety from the monotony of sleep. About 5.30 the goat boy turns up, and seems to go through the village about six times, cracking his whip to show he is there. Then more goats and more bells come, and at last all go off to the hills for the day. Then

more diligences and more bells come from everywhere. We got up soon and did not hear any more bells. The lower Engadine from Süss to Tarasp and Schuls is in parts very fine; the road often many hundreds of feet above the river, the Inn, which rushes below over rocks and rapids in its firclad gully.

Passing in the other direction towards the upper Engadine the valley gradually widens. Dotted all along are the little villages, becoming more Italian in character as one advances southwards. The roads were for the most part good, but through the villages, where the road is paved, riding is wellnigh impossible. With a rare wit, as though anticipating the days of cycling in these regions, a notice at each end of each village notifies a fine of 3fr. for travelling at more than walking pace through the streets. The diligences despise the notice, and to the cyclist it is valueless, for it would require a machine as far in advance of the pneumatic as it is in advance of a boneshaker to make such riding possible. Sometimes the fine was 10fr. We thought there must be some temptation in the form of good roads to cause this rise in price, but our hopes were never realised.

From Samaden we branched to Pontresina, here meeting with the first drops of rain since we left Bâle. As we had left Süss early we had our afternoon at Pontresina. We spent it in visiting the Morteratsch Glacier, where we were caught in heavy rain. Our cycling capes proved of service and preserved us from the drenching that every one else experienced, who had relied too confidently on the weather.

experienced, who had relied too confidently on the weather.

We arranged to start early next morning for the ascent of Piz Languard. At Pontresina we are already 6000ft. up, so another 4700 puts us at 10,700ft. above the sea, the highest point we reached. This ascent was not on bicycles; we were humble and went on foot. The remembrance of the glacier and the anticipation of the ascent disturbed the sleep of one of our party. He carried out an ascent in his sleep and passed the night in a deep hole in the rock, the wall near the bed being its smooth precipitous sides. He lost the others en route, and not being able to find them (which was not surprising as they were not sleeping in the same room) he shouted loudly and lustily for them, and on at last receiving reassuring replies, his anxiety calmed and he slept again in his hole in the rock till the morning.

Our ascent was rewarded by a most splendid view. The atmosphere was perfectly clear and scarce a cloud marred the serenity of the Italian blue. It was said we could see to Mount Blanc, but it was difficult to be certain which peak it was. There was a weird hound that, like the dog that circled about Faust's footsteps, circled about us as we climbed. It knew the short cuts, vanished and re-appeared, and must have in all ascended Piz Languard about a dozen times before it eventually reached the summit. There was something uncanny about that dog, as though it were luring one on to destruction. But we escaped. We think we saw the same dog again, with a disappointed look in its eyes, searching for some more likely victims.

Another excursion we made from Pontresina was the "Tour of the Diavolezza." After two and a half hours' climb, a point is reached from which there suddenly appears to view the whole central snow field of the Bernina group, a really magnificent sight, and thence a four hours' descent over glaciers down to the hotel at the base of the Morteratsch Glacier. Here again in a heavy downpour our cycling capes proved useful.

St. Moritz, our next stop, was appreciated most thoroughly by us all. Our ride from there to Maloja and back, past the series of the Lakes of Campfer, Sivaplana, Sils and Maloja, was the most beautiful part of our tour. We had perfect weather for it and good roads. The view from the summit of the pass down into the valley of Bregaglia is magnificent.

A prolonged rainfall having temporarily spent itself, we started rather late for the passage of the Julier Pass. The climb was accomplished in about two and a half hours, and then commenced a descent of 4700ft., a height greater

£14

than can be obtained anywhere in the British Isles, Ben Nevis being about 4500. On this occasion also, as had been the case on the Fluela descent, B's band brake on the back wheel became so heated that it required constant cooling with spring water, the leather becoming perfectly burnt and cinderlike. Our friend C's rubber brake on his pneumatic worked fairly well. As soon as he smelt hot india-rubber he used to dismount for it to cool. The ordinary spoon-brake on the cushion was the most satisfactory. By means of a strap round the handle-bar and brake-lever the brake could be held on for any distance without any strain to the fingers whatever. This was a great relief, which will be better appreciated when it is pointed out that our descent down the north side of the Julier Pass was about twenty miles long and required the brake most of the way. With the strap arrangement for the brake nothing was so steep on all our tour but what the author could ride down with perfect ease. But to return to our journey, about half way down we encountered a thunderstorm. It was a fine event. The river almost perpendicularly below us, bare cliffs and rugged peaks all around, and the thunder rolling from cloud to cloud and echoing from peak to peak was a manifestation of nature in one of its wildest moods; a contrast to our ride on a sunny day along the banks of placid rippling lakes to the Eldorado of Maloja.

We spent the night at Tiefenkasten, a new-looking, redtiled, neatly-built village. New it is in fact, because in 1890 a short hour saw the chief part of the village destroyed by flames which originated in a stable, no one knows how.

The Albula Pass, the third of the passes eastward into the

Engadine, joins the route here.

Our next and last day's ride took us first of all over the Schyn Pass, which, as the Guide Books say, yields but little to the Via Mala. This !atter also we explored, for some distance, and then returned to Thusis for lunch.

After lunch the elements again showed themselves unfavourable, and as the roads had become almost unrideable from slipperiness to the pneumatic and heaviness for all, we made

for Chur and its railway station.

For a specimen of what roads can be, we would suggest for inspection the piece between Bonaduz and Chur. Imagine a series of ordinary garden rockeries arranged in row ten miles long, a layer of ploughed field as an upper coating, arranged so as to make capacious reservoirs every few yards. You will then have a fair idea of what we roole through; and we can say with some pride "rode through."

Never I ween did cyclist,
In such an evil case,
Struggle through such a rocky mud
Safe to the railway place.
But our limbs were borne up bravely
By the hungry hearts within,
While our good father Jupiter
Soaked through and through our skin.

Next morning we ordered eggs for breakfast; six were served, five went back uneaten by direct express to the kitchen. I think they told us there were not any more eggs to be got in the town. We thought that was good for the town. After that we took train to Bâle and it rained most of the way; and from Bâle by the same route to England as we had come (except the Rhine boat).

Assuming that the distances we rode we should otherwise have travelled by train or diligence, the nett saving was about £4 4s. But as a set-off, there is, of course, the trouble of looking after the machines at stations and steamboats to see they are not too roughly handled, and other minor inconveniences, such as damages to chain cases, pulling off tyres, etc. B's back wheel cushion tyre came completely off in one railway journey. But as the bicycle tickets are given "ohne garantie" (without guarantee), one cannot claim.

The total cost of carriage of each cycle London to Bâle and back and Chur to Bale was 19s. 6d. Of the accom-

modation, though we did not frequent the expensive hotels, we can speak very favourably. Such national prejudices as those of Germans and German Swiss in regard to small water jugs and strange beds must not discomfort one. Of the beds, we must refer to the description by Jerome K. Jerome in his. Diary of a Pilgrimage, and more water may be had for the asking.

Our trip was as great a success as the weather could be expected to make it; the roads were for the most part good, but considering the amount of walking we had to do in the hilly regions, and other minor points, we should besitate before recommending brother cyclists to try much riding in the regions of passes.

The cost of our trip was not excessive. It may be summarised as follows for each person:—

Travelling vid Hook, Mainz, Bâle, etc., including carriage of bicycle 6 8 0
Living and Hotels for twenty days ... 6 14 0
Photos., Opera, etc., etc. 1 5 0

Any information with regard to details will gladly be furnished on application, through the editor, to the 1st Person.

SUMMARY OF TOUR.

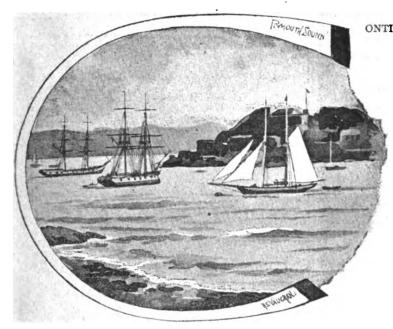
From	То	Distance in miles.	Roads.	Approx. feet up.	Approx. feet down	Approx- feet above
		15½ 14 31	Good Good Excellent	 1090	 850	 Bâle 870
	Rapperswil Näfels	19 171 34	By boat Very good Good walk'd		::- :	
Filsbach Mühlehorn Wallenstadt Ragatz	Wallenstadt Ragatz Klosters	21 61 111 25	most of way Good Stony & fair Very good Very fair	900 300 2250	900 	2350 1400 1700 4000
Klosters Davos Platz Fluela col	Davos Piatz	11 81 10	Very good Very fair, 37 hours walk Very good	1150 2700		5100 7800 4800
Süs	Pontresima Morteratsch	25 22½ 6½	Very loose and dusty Good	780 1250	780 	6000
Pontresima St. Moritz St. Moritz	St. Moritz Bad Maloja & back	5 19	Fair	:::	:::	5900
Tiefenkasten	Tiefenkasten Thusis Chur by train	21 9 16	Good, part very wet Fair & poor Abcaninable		4700 350 500 1080	2500 2500 2450 1950
	Totals				12410	

THAT CYCLE TAX.—The various Boards of Guardians—many of which have now ceased to exist as such—in the County of Kent have—at the instance of one of the most insignificant of their number—been considering the advisableness of appealing to the Chancellor of the Exchequer to impose a tax upon cycles. It is, however, reassuring to read in the daily press that "Sir William Harcourt has addressed the following letter to a correspondent: '11, Downing Street, Whitehall, S.W., December 10th, 1894.—Sir,—I am desired by the Chancellor of Exchequer to state that there is no truth in the report that he intends to impose a tax upon cyclists. Sir W. Harcourt expressed his opinion upon this matter in a letter which was published on January 17th last year.—Yours faithfully, L. V. HARCOURT.'"

JANUARY, 1895.]

Companion to the Road Book.

DARTMOUTH TO PLYMOUTH.



Route 345.

ONTINUING our journey to Plymouth by this route we have to face some very rough work for the first six miles. The entire stage to Kingsbridge is lonely, and sufficiently arduous to account for the fact that cyclists are very seldom met with upon it. One may perchance see, once now and then, some truly adventurous yokel bestraddling, with awkward antics, an ancient and rusty cross - framed "safety" on his way to work at some distant spot, or occasionally a member of some club from Plymouth or elsewhere may find it worth his while to come this way. But the sight of a tourist mounted upon a first-class modern machine is rare enough to create quite a sensation in most of the villages along the route, and to draw some very odd remarks from the natives. Thus I have been met several times with the remark, uttered in a perfectly sincere and friendly spirit -" I reckon it's a deal easier walking than a-drivin' that thing, sir!" Pneumatic tyres and gear-cases are sources of intense astonishment to these simple souls, and even the sound of the bell in some hamlets conveys no impression of warning, and appears to give rise only to blank amazement! A cycle is usually alluded to

bereabouts, by the way, as "that there thing!" I recollect that while toiling up a narrow hilly street in Dartmouth, I rang my bell to warn a fair inhabitant—who was occupying most of the available roadway—of my approach. As she declined to move after much bell-ringing and a polite verbal request, I dismounted in order to avoid frightening her by passing her too closely. For my trouble she raised her pince-nez, glared angrily at me, and remarked in a very loud voice to her companion—"I've a perfect horror (she called it howwah) of those things!" But the country people—even

if they do regard one with a kind of contemptuous pity - are courteous and good-hearted enough, once one is dismounted and disassociated from "that thing."

As regards the scenery of the route, it is charming. Slapton Sands, for instance, though visited by fishing and shooting parties to some extent, is as wild a bit of country as one could find.

Before dealing with the route, a short description of what is to be seen in and around Dartmouth may be useful. On the beauties of the quaint old "towne of shippemen" one is tempted to dwell, just as one is tempted, instead of going sight-seeing, to linger hour after hour in the sunshine on the quay or along the riverside, watching the movements of the coasting and fishing vessels, the little fleet of tenders and cutters round the huge hulk of the Britannia, and the innumerable yachts. There is still no better description of the situation of Dartmouth than the familiar one by Prince. He says—"The towne is situated on the side of



a very steepe hill, which runneth from east to west, a considerable length of near a mile, whereby the houses as you pass on the water seem pensil, ande to hang along in rows, like galley pots in an apothecary's shop, for so high and steepe is it that you go from the lower to the upper parte thereof by stairs, and from the top requires no less-in some places many more-than a hundred."

The houses still "hang along in rows, like galley pots," and still—in spite of much pulling down, and wanton destruction of the beautiful old carved fronts in past and present times—the streets retain such a sprinkling of 16th and 17th century buildings that the town wears an old-world aspect and possesses a quaint charm for which it is not easy to find a The famous Butterwalk, of which I gave a sketch in the last chapter of the "Companion," is parallel in England.

the best example of these buildings; but there are others—less highly ornamented—to be found throughout the town, and, as one strolls about the narrow streets and alleys, it is easy to detect by many a high-peaked gable or jutting upper storey that the monotonous modern front merely hides the shell of a once picturesque dwelling. Luckily the modern buildings of Dartmouth have not been entirely the production of the folks whose ideal of house architecture is a brick box with a slate lid. There is evidence of excellent taste in the fine block of half-timbered (Tudor style) houses, called Fairfax Place, just behind Cranford's Library on the Quay. The front is beautifully treated in sgraffito work, the panels showing the arms of some of the old heroes of Dartmouth. It seems rather incongruous to find on the ground floor of this admirable reproduction of old English architecture, the plate glass windows of a large "shirt and collar" shop, displaying the latest thing in straw hats and ties.

The Church of St. Saviour's is remarkable for a grand screen and pulpit, and for its Jacobean west gallery. Here are also the tomb and brass of John Hawley, a famous merchant prince, who built the chancel of the church at the end of the 14th century, and whose success as a ship-owner is yet remembered by the Dartmouth proverb—

"Blow the wind high,
Or blow it low,
It bloweth fair
For Hawley's Hoe."

The mother-church, St. Clement's, though older than St. Saviour's, has little of interest beyond a canopied tomb, and a figure in the wall of the nave which is believed to indicate the burial-place of a former vicar, who left directions that his body should be buried neither within the church nor without.

St. Petrox, the small church adjoining the castle at the harbour mouth, and depicted in the sketch at the head of the last chapter, is only used for service in the summer, and is chiefly worth visiting on account of its romantic situation. The round tower of the castle on this rocky point dates from the time of Henry VII., and the opposite castle of Kingswear is said to be older; a chain, for defence of the harbour, formerly connected the two. The former building is sometimes called Clifton Castle, from the title of Clifton-Dartmouth-Hardness under which Dartmouth was incorporated in 1342.

There is nothing finer in the scenery of the Dart than this narrow entrance channel, wherein the blue-green water washes the grey rocks at the base of steep towering hills, whose sides are densely covered with foliage. Among the trees here and there—and especially on the Kingswear side nestle white villas, many of them with little private boatslips at the foot of steeply-sloping gardens. anywhere, is the place to take life enjoyably and lazily: now and then rowing, or sailing, across to Dartmouth Quay to do your marketing in the morning, or to a neighbour's riverside garden for a chat; or in the evening, after dinner, smoking your pipe on the lawn while you watch the constant passing of graceful vessels up and down the fiord. From the terrace of one of these houses, many years ago, I recollect seeing a stately Italian frigate enter the river. Her towering spars seemed loftier than the hills on either side, and her long bowsprit looked as if, at some curve of the channel, it would scrape the trees, but she glided on her way majestically, with no sound but the shrill whistle of the boatswain's pipe, or the cry of the leadsman in the chains. In such surroundings it was a sight not easily to be forgotten.

An exploration of the most famous piece of river-scenery in England now awaits the visitor to Dartmouth. It is an open question whether the navigable portion of the Tamar is not as fine, but at all events it is not as well known to the tourist tribe. The trip of ten miles by steamer up to Totnes is, however, a delightful experience that must on no account be missed. Laying the wheel aside for a few hours

we take the boat from the landing stage at Dartmouth, and are speedily passing the Britannia and Hindostam training ships for naval cadets—two old hulks that by means of covered gangways, deckhouses, ventilators, and other wonderful contrivances, have been made as little as possible like anything in the shape of a ship. The graceful little tender, Wave—on which the boys learn practical seamanship—is, however, more pleasing to the eye.

About two miles up we call at Dittisham, one of the loveliest spots on the river. Its picturesque cottages and its primitive ferry-bell have been drawn, painted, etched, and photographed by such a host of illustrators that surely they must be familiar to thousands of persons who have never been in the west country. Opposite Dittisham, from the wooded hillside, rises Greenway House, the birth-place of Sir Humphrey Gilbert, yet another of those glorious sons to Devon who laid the foundation of England's naval power. In mid-stream, hard by, is the Anchor Stone, the traditional

smoking place of Raleigh.

From this point onwards the windings of the channel reveal a continued series of lovely views which work up the feelings of the "gifted lady amateurs" on board the steamer into a state of rapture, whence arises a running fire of such lucid remarks as—"Oh, isn't that too perfectly sweet for anything?" or "Now, dear, did you ever see such a duck of a cottage?" Up past Galmpton Bay, with a glimpse of Sandridge and of charming Stoke Gabriel, we reach the narrows of Sharpham, where, with good luck, we may catch sight of the tall grey form of many a heron by the waterside under the dense woods. The latter rise precipitously for some 200 feet above the steamer, and on the hill above stands the white mansion of Sharpham. So, by a long straight reach, up to Totnes landing-stage, one's last view from the water being that of the town and tall church tower backed by the blue hills of Dartmoor.

Totnes itself is a quaint old town, with a history that goes back to very remote times. Its streets bear evidence of its antiquity, and the piazzas or "rows"—something like those at Chester—are curious and picturesque. The town church is of great interest. It has a fine Rood-screen of stone which traverses the entire width of the interior, and is an elaborate net-work of lightly-proportioned tracery. I believe the remains of the Rood-loft were removed at the restoration in 1888, but the old staircase still exists. The screen itself was redecorated in harmony with such remains of the old colouring as were visible. This Totnes screen is usually considered to be the finest in the county of Devon.†

Besides its screen, the handsome tower of Totnes church is noteworthy. It is Perpendicular, of red sandstone, and surmounted by crocketed pinnacles. In one of the niches is a statue of Bishop Lacy, with the words, "I made the Tour." The most important monument is that to one Christopher Blackhall, who found the married state so far from being a failure that he made five separate trials of it. In the churchyard there is an odd punning epitaph on a certain shoemaker:—

"Here Edward Luke, full six feet deep in earth,
Lies stretched at length; who almost from his birth
Was mending soles; though having strength of breath
Was ever at his ends, yet feared not death.
Among his friends so joyous and so gay
One boundless passion did him lead away.
Mirth called him brother, and he did fulfil
The laws laid down by mirth's own measure well.
Young Luke some called him; ah! how altered now!
For underneath he lies with wrinkled brow.
Reader! remember, at one single call
We go from hence, for God is awt in awt."

†At the little village of Staverton, a short way above Totnes, on the Dart, there is another very remarkable screen. It has a continuous run of seventeen bays, in all 50 feet long from north to south. It is groined on both sides, and there is a Rood-loft the entire length, 6 feet 9 inches wide. The height of the screen is 15 feet. It was recently restored by an anonymous donor, through the medium of the Rev. S. Baring-Goald.



^{*}Fares-18. 3d. Single; Return, 28.

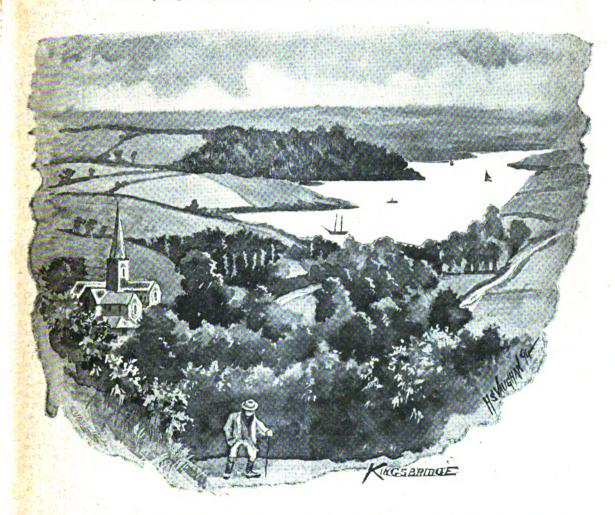
Totnes Castle, of Norman date, stands in some gardens laid out by the late Duke of Somerset. The Keep should be ascended for the view. The Guildhall, near the church, contains the old town stocks and some other curiosities.

While visiting Totnes time should be spared to see the beautiful ruins of the Castle of Berry Pomeroy, three miles away. They are partly of Norman date and partly 16th century.

In the village church of Berry Pomeroy there is a splendid oaken screen of thirteen openings, and some monuments of

are of dark stone, devoid of ornament, and usually unsurmounted by vane or flagstaff.

From Stoke Fleming there is a more or less risky descent—with a fine coast view across to Slapton—with a lovely little coombe which slopes down to Blackpool Sands. The coombe is filled with trees and has a few thatched cottages at its mouth. As the road ascends again we get a peep into the little cove with its shining curve of beach, and water of blue-green hue. On the headland hard by stands a white house with a miniature battery or fortress in front of



the Seymours, lords of the castle from the time of the Protector Somerset.

Dartington, a little above Totnes, was the birth-place of the brilliant historian and master of English prose, whose loss we have so recently mourned,—J. A. Froude. His father was Archdeacon of Totnes.

Resuming Route 345 from Dartmouth, we commence, after leaving Warfleet, with a long and very tiring climb. The first village encountered is Stoke Fleming, a dreary and rather dirty-looking place on a bleak hill-top. The church has a tall, dark tower of a peculiar and ugly type. It may be here remarked that most of the church towers on this road between Dartmouth and Plymouth are very plain; they

it. The spot is a charming one, and will before long doubtless attract (alas!) the attention of the building-estate speculator, with his train of gimerack architects, shoddy builders, and all the other promoters of "development, progress, and enterprise." Another weary climb brings us to Street, a none too cleanly village that seems to be tenanted chiefly by screaming infants and clucking hens. The long descent that follows is dangerous, by reason of two twists which occur in it; the surface also is very rough, so that while riding one can have no eyes for the fine view of Slapton Sands ahead. These sands are in reality a huge bank or bar of shingle, two miles long, having the sea on one side, and a large mere of fresh water, formed by two or



three streams, on the other One of these streams comes down a small valley on the right, near where our road reaches the shore, and expands into a swamp or marsh—a desolate sedge-filled place at the foot of the hills, that affords splendid cover and breeding ground for wild fowl. The road along the beach is straight and level, but its surface is

naturally loose and shingly.

At the narrowest part of the lake there is a bridge, across which a branch road leads to Slapton village. opposite the bridge is a long, low-storeyed building, which is of considerable interest to every sportsman and lover of nature. This is the "Royal Sands" Hotel, kept by Mr. Dowse, a big Wiltshire man, and as keen a shot and fisherman as may be found in the neighbourhood. In spite of its unpretentious appearance outside—which I trust it may long retain—the house possesses very large accommodation, and has some excellent rooms, including an exceedingly light and pretty dining room facing the sea. Mr. Dowse kindly showed me over the place one day last spring, and I would advise any of my readers who pass this way to make a point ot asking to see his really magnificent collection of birds and fish, all of which have been killed on the estate. Passing through a little corridor, in which hangs a tempting array of rods of every kind that one could want, you enter a large billiard-room, on the walls of which hang specimens that many a natural history museum would be only too glad to possess. They include some grand pike of 25lb. and 30lb., a superb king heron with his plumage in perfect to possess. condition, and a pair of magnificent bittern shot by Mr. Dowse, of which latter he is particularly proud. Cyclists who may be tempted to linger here for two or three days' fishing need not fear empty baskets. The Lea, which covers 300 acres and is 2½ miles long, swarms with pike, roach, and perch, while trout abound in the streams that come down to the lake, and sea fishing is also to be had if desired. The shooting is quite as varied, for rabbits, wild duck, and pheasants are all to be had in due season.* In short, Slapton Sands, with the hills and woods adjoining, appears to be quite a sportsman's paradise; long may it remain so, for with draining and building operations, and the making of sea-walls and railways, the haunts and breeding grounds of wild birds on the coasts of England are growing rapidly fewer in number every year. This wild district is, I think, one which would delight the "Son of the Marshes"; for, as he sadly intimates in that fascinating book, "Woodland, Moor, and Stream," the fowl have been driven from most of the parts he described therein by the "progress of civilisation," which phrase is by courtesy used to describe the operations of those who speculate in land, bricks, and drain-pipes.

Slapton village is half a-mile inland, across the bridge opposite the inn. Its church has a good screen, and there are the remains of a chantry founded by Sir Guy de Brian, who carried the standard of Edward III. at the siege of Calais. In this parish lived that terror of the Spaniards, Sir John Hawkins, of whom it is written:—

"The waters were his winding-sheete,
The sea was made his toome,
Yet for his fame the ocean sea
Was not sufficient roome."

On Slapton Sands, it is interesting to note, the sea-kale grows wild, and it was first cultivated for kitchen use in 1775 by a Mr. Southcote, of Stoke Fleming. Before concluding this description of the place I must mention that the title of "Royal" was added to that of the "Sands" Hotel, because the two sons of the Prince of Wales, when cadets in the Britannia, used to come round here in their yacht from Dartmouth for the sake of the fishing.

Passing on to Torcross our road curves round the south

end of the Lea and then goes inland towards Kingsbridge. Torcross is a fishing hamlet with some sturdy boats and a hardy race of men and women; the latter, it would seem, are hardly less accustomed to the sea and the rough work of those who toil therein, than are their husbands, judging by a row of lusty, short-skirted matrons that I saw hauling in a heavy fishing boat out of the surf. They reminded me not a little of the fishwives of Newhaven on the Firth of Forth.

Any one staying at the Sands or Torcross hotels for a day or two should take the walk of four m.les over the cliffs to Start Point, the gloomy headland which, with the Skerries shoal, has been the death of many a good ship. The Start Lighthouse is one of the most important on the south coast, but it is of no more use than a "tarthing dip" in the face of a storm so awful as the blizzard of March, 1891, to which I referred in the last chapter. On that occasion this part of the coast was simply strewn with wrecks, and the eyes of the few watchers on shore met nothing but a succession of heart-rending scenes. The following vessels drove asnore here during the blinding hurricane of snow and sleet :- The iron steamer Marana, of Liverpool, 1682 tons; the full-rigged ship Dryad, also of Liverpool, 1035 tons; the three-masted schooner Lunesdale, of Barrow, 141 tons; the schooner Lizzie Ellen, 73 tons, of Chester; and several others, of which no identification was possible. The total known loss of life just here was fifty, but the actual loss was probably much greater. If truth be stranger than fiction it is no exaggeration to say that the plain, bare statement of the facts of this tempest—as published in the local newspapers, and recorded in the little volume called "The Blizzard in the West "-are more thrilling than any novel. Every man, woman, and child-for almost the youngest can remember it -in this vicinity can give you some reminiscence of the storm, and many of them are well worth listening to.

Following the telegraph poles along the Kingsbridge road we come to Stokenham, the most picturesque part of which is shown in my sketch. The massive barn with ragged thatched roof that hides the body of the church is worth an artist's study in itself. The curious old house beyondnow the "Church House" Inn-is evidently of a great age. I do not know its history, but, judging from the title, should think it quite possible that in pre-Reformation days it was actually a Church House or Priests' residence. There are more than half-a-dozen inns of the same name in Devonshire, but, strangely enough, they nearly all occur near Totnes. For this, as for all things, there must be a reason: perhaps some Devonian reader of archæological tastes could enlighten us. The church (Perp.) was consecrated in 1431; it has a fine screen, and a font of early date. In the south transept there is a stained window to the memory of twenty-eight persons who perished in the wreck of the Spirit of the Ocean, on

this coast in 1866.

Thence onward through Frogmore, at the head of its creek, to Charlton, where the church stands up high at the west end of the village, a wild, wind-blown spot, as the bend of the trees indicates. Then the road curves to the right round the shore of another creek, which it presently crosses by a stone bridge. another tongue of land, with a small lonely cemetery upon it, is passed, and then we run down to Newquay, with its inn and wharves to which vessels of some size—brigantines, schooners, and the like—come up on the full tide. Just beyond, at the head of the Kingsbridge estuary, the steep, narrow street of the town rises by the "Anchor" Hotel. At the top of the ascent is the church, and the curious old building called the Shambles on the left; on the right stands that excellent old-fashioned posting-house, the "King's Arms" Hotel (C.T.C. Headquarters). house has a fine garden with five glass houses, and proofs of what they can produce are usually to be found on the table in the dining-room: when I was there in May last, I recollect the centre-piece was a huge mass of lilies-of-the-valley. The mail-coach which runs from here to Dartmouth, by the road which I have just described, starts from the "King's Arms,"

^{*}Although the fishing is free to visitors at the hotel the shooting—except of course along the foreshore—is strictly preserved by the lord of the manor, unless a change has come over the spirit of the dream within the last few years.—ED.

and a good old-sashioned scene may be witnessed at its arrival and departure. The posting-business of the hotel, which was formerly very large when the nearest railway station was ten miles off, has dropped off since the new line was opened about a year ago; but presumably the volume of trade generally has increased, at all events the townspeople expect it to do so.*

expect it to do so.*

The church, which is dedicated to St. Edward, king and martyr, is cruciform, and of large size; it is of 14th century date, and late Decorated in style. Its only curiosity is an epitaph to a certain eccentric cooper, which runs as follows:—"Underneath lieth the body of Robert, commonly called Bone Phillips, who died July 27th, 1793, aged 65 years; at whose request the following lines are here inserted:—

"Here lie 1 at the chancel door;
Here lie I because I'm poor.
The farther in the more you'll pay;
Here lie I as warm as they."

which, as regards wit, and the brevity that is the soul of the same, is decidedly above the average of epitaphs in general.

The clock of this church—or perhaps it was the four-faced clock in the turret of the hall adjoining—gave rise to the local proverb, "As great a liar as Kings-bridge town clock."

As far as the tourist is concerned, Kingsbridge may be chiefly regarded as a centre from which to visit the beautiful Salcombe district. To reach the quaint little port under the shelter of Bolt Head there are three ways. First, by steamer, when the tide serves (fares, 6d. and 4d.); second, by a walk through the lanes, 43/2 miles; third, by cycling on the high road, 61/2 miles. Of these the first two are by for the pleasantest, and to go by one and return by the other-according to the tide - will be

The road journey is vid West Alvington found best of all. and Malborough. For the walking route leave Kingsbridge by the "Anchor" Hotel, bear to the right across the head of the estuary, and take the first lane to the left. The first mile or two is rather dull and very hilly until the first creek is reached. Here there is a pretty view down the inlet, between low, wooded hills: a modern farmhouse stands by the bridge. The next creek-head is crossed by a small bridge at a spot called Blanks Mills - presumably because there are no buildings there at all, although the flat bit of meadow above the bridge looks as though it might have been the site of a mill centuries ago. Where the lane turns to the right beyond, climb a steep bank and cross two fields, turn through the hedge and follow the path to the picturesque turn buildings of Ilton Castle. There are here some insignuficant remains of an ancient building of some kind.

There be croakers who prophesy that much of the trade which used to rest in Kingsbridge hands will now go direct to Plymouth.

cross the brook, and up over the bank and stone stile—one of the ruggedest stiles you will find even in this part—across a steep ploughed field to the lane again. Then through the stile immediately opposite and down by the field path into the most delightful of little hamlets, whose thatched cottages hang on the sides of a deep coombe half smothered in orchards. This is Batson. When you reach the shore by the fishermen's cottages, bear to the right and take the path that runs on the low cliff above the inlet. It is from this point that my sketch of Batson was taken.

Presently the quaint quays of Salcombe come in sight, and it takes but a short time to reach the church, which stands at the head of the steep streets leading down to the waterside. That church surely does not need the yellow tablet on the face of its tower to proclaim the date of its erection—1843. The poverty and dreariness of its architecture sufficiently indicate its period. The town itself is perhaps more odd than picturesque, but its surroundings are extremely beautiful. There are some new villas on the higher ground, and an attempt is being made to "develop" the place as a seaside

resort. If these efforts are successful I hope the local authorities will keep a tight hand on the advertising fiend and other agencies that do so much to make life hideous in some of our seaside It is the towns. natural beauties and the exquisitely balmy climate of Salcombe which is the chief attraction to the visitor, and no switchback railways, steam-lifts, or promenade piers can improve upon these.

It was at Salcombe, in October
of this autumn, that
the death of James
Anthony Froude
took place. For
some years he resided
at "The Molt,"
which he rented of
the Earl of Devon,
but recently he
occupied a house
called "Woodcote."

As a port, the prosperity of Salcombe has somewhat fallen off. Some years ago a goodly fleet of small schooners used to sail from here in the coasting trade, as well as to Newfoundland, but this traffic has been largely usurped by the class of steamers known as "ocean tramps." A barque of considerable size, the Sabrina, still enters the port. The chief excursion from Salcombe is the cliff-walk to Bolt Head and Bolt Tail: the coast scenery is very fine. Ramillies Cove—close to the Tail—is the scene of the wreck of the man-o'-war Ramillies in 1760, one of the most painful events in the history of the Royal Navy. By taking the ferry over the estuary, one may visit Portlemouth and Chivelstone, with their interesting churches, and then follow the coast-guard path down to Prawle Point. In whatever direction one goes from Salcombe one is sure of an interesting walk in the midst of fine and unspoiled scenery.

interesting walk in the midst of fine and unspoiled scenery.

Continuing on our way to Plymouth from Kingsbridge, we cross the railway, and ascending a hill between tall banked-up



hedges, presently obtain the extensive view of the town and estuary shown in my sketch. Churchstow, which has a very conspicuous church tower and a venerable inn, is passed, and presently the road makes a very steep and tortuous descent to the bridge which crosses the head of the Avon estuary. I think that a "danger-board" is badly needed at the top of this hill *: the road is nothing but a narrow lane between tall hedges, and it twists so suddenly in places that to avoid any vehicle which may be coming up is very difficult. Crossing the river we ascend the opposite hillside through Aveton (pronounced Auton) Giffard; the road turns to the left, and then to the right, by a grey stone mansion, afterwards ascending through a long cutting; from the top of this one gets a good view of the church by looking back over the bank. The building has a Norman tower and Early English body; at the side of the former there is a curious circular stair-turret with a pointed top. From the churchyard there is a pretty view over the tidal course of the Avon.

Thence on past the "Harraton" Inn, and down into the

pretty valley in which Modbury lies.

This old market town scarcely does justice to its situation. There is little that is picturesque or interesting about it except the fine parish church. This has a remarkable spire, and contains some monuments of the old Devonshire family of Champernowne. The bells of this church were, and are, famous. Witness the old local rhyme :-

> "Hark to Modbury bells, How they do quiver! Better than Ermington bells, Down by the river.

There is an awkwardly sharp turn into the main street on entering the town, and then a steep ascent between the dull grey houses, during which one has opportunity to listen to the caustic criticism of the worthy townsfolk upon one's appearance. One of these remarks made with reference to myself was an excellent specimen of the sort of thing referred to in the opening of this chapter:-"He'll kill hisself for certain one o' these days a-ridin' o' they things!"

Descending to the bridge over the River Erme, there is a charming view of Fleet House and its sylvan park, which latter runs for a long way by the side of the road. Although the mansion has all the appearance of an ancient castle, it is

in reality quite modern.

Yealm Bridge is a tiny hamlet among orchards on the Yealm (pronounced Yam), the smallest of the Dartmoor streams, which reaches the sea on its own account. Between this point and Yealmton, on the course of the river, there were formerly caverns in the limestone banks, which yielded bones of the rhinoceros and other animals now extinct The caverns were destroyed by quarrying. in Europe. Yealmton spreads over the side of a wooded hill, which descends to the river. The church (Dec.) contains monuments and brasses to the Coplestones and other families. On the north side there is a rugged granite monolith of unknown origin, bearing the single word TOREVS. Beyond the village the road is bordered by the beautiful grounds of Kitley. From this point onwards—and especially beyond the "Volunteer" Inn-there is a large increase in the volume of traffic on our route, betokening our approach to Plymouth. A great deal of this traffic, at certain times of the day, takes the form of carriers' carts. These, almost invariably drive on the wrong side of the road, and apparently object on principle to make way for a cyclist. Many trollies from the limestone quarries at Laira Bridge are also met with, and in consequence the road surface for four or five miles out of Plymouth is very bad. Indeed, from the Bridge itself until one meets the wood pavement, it is so astonishingly vile that I can give the citizens of Plymouth credit for possessing the worst piece of macadam roadway with which I am acquainted between the

North Foreland and the Land's End! Having been bumped up and down in the saddle until your body seems to be one huge bruise, half blinded with dust, and rendered nearly frantic by trying to dodge the small boys and pedestrians who throng the roadway, you do not feel in the best of tempers by the time you have penetrated the dingy, narrow streets of the east end of the town, and reached your hotel.

But go out next morning in the bright sunshine on to the Hoe, and looking upon one of the fairest prospects in England, all the discomforts of the road will be forgiven; for in spite of the trumpery pier down below-hopelessly vulgarised by advertisement placards—and the too great preponderance of asphalt and stone upon the slopes of the Hoe itself, I doubt if there is any grander view of its kind on the coast of Britain; and this not merely because the panorama of sea and rivermouth, wooded hill and rocky isle, crowded dock and busy town, is so extensive, but also because of the human, the national interest of it all.

Here, at least, one feels the little Englanders—the "poor little street-bred people," as Rudyard Kipling calls them, who yelp at the Flag to which they owe their very existence -can have no part nor lot. Look where you will from the Hoe almost every spot has its associations with some gallant deed, or with some hero of the past; and the greatness of modern England is fully witnessed to by the merchant vessels that lie in the Sound, the brown-sailed fishing craft that beat in and out of Sutton Pool, the smart brigs off Drake's Island that train young blue-jackets for the Fleet, the big battle-ships and cruisers that steam slowly in and out of the Hamoaze, and the forts and barracks from which the merry

ring of bugles strikes upon the air.

One cannot do better than let this view form an introduction to one's acquaintance with Plymouth, including, of course, the prospect of the town and hills of Dartmoor obtained from the little garden near the Citadel-a spot which in summer time makes a brilliant display of colour with its carefully-tended flower-beds. From the neighbourhood of the Hoe almost every part of Plymouth we can wish to visit is within sight—the imposing group of buildings which includes the Guildhall and town-church, the quaint and smoky and withal artistic Barbican quarter, the famous breakwater, the woods of Mount Edgecumbe-sadly denuded by the great blizzard—the quays of Millbay, and the distant town of Devonport, where the famous Dockyard lies. To "the Three Towns (Plymouth-Stonehouse-Devonport) and their surroundings some further reference will be made later on.

A WORD OF THANKS.—The Cycling Noter of the Manchester Guardian—who frequently puts in a good word for the C.T.C.—has placed the Club under a further obligation by saying:—"The approach of the turn of the year reminds me to say that any who have put off taking the advice, more than once given, to become members of the C.T.C. cannot do better than take it as soon as possible, Those who wait until Easter is upon them before applying are apt to find that the holiday is past and gone by the time the formalities of election are complete. Even non-touring readers will find the Club worthy of their support; for its jealous watch over the interests of wheeling, from legal and other standpoints, has been of immense benefit to the cycling world. Its special arrangements with hotels and coffee taverns (to the number of nearly 3000) in the British Isles will next year be extended by a discount arrangement with houses that are too far above its higher scale of charges or too far under its lesser scale to have found place in the present broad classifications. The Club's Road Book, when completed, will be a monumental work; and, speaking generally, such influence as the organisation has been able to exert upon Parliament, upon the police, upon railway companies, and upon foreign Custom-houses has resulted in nothing but good." Other journalists please copy.



^{*}The C.T.C. will provide such a board if local riders will undertake to erect it. Who will volunteer?—ED.

Motes on the National Show.

By C. W. BROWN.

If the Stanley Show of 1894 was satisfactory, there can be little doubt that the National, which opened at the Crystal Palace the week after the Islington exhibition closed, was even more so. Of course I am only judging the matter from an outside view, having nothing to do with the purely business aspects of the case. As the *élite* of the cycle trade were exhibiting, the general finish of the machines was better and the whole exhibition decidedly of a higher class. Barring the inconvenience occasioned in reaching the Palace the Sydenham show was the better worth attending.

Following the kines which I pursued last month, I shall first deal with the machines exhibited at the National, and shall then briefly, and so far as the space at my disposal will permit, deal with the accessories on view at both

Speaking broadly, the National Show still further emphasised the fact that there is really only one type of cycle extant to-day, and that machine is the straight-tubed safety usually identified as the "Humber" pattern.

To treat of these machines separately would be a wearisome repetition, and, therefore, I shall, so far as gentlemen's machines are concerned, deal with them collectively, except in one or two rare instances. Ladies' machines and tandems require more description, owing to the variations in pattern which still exist among them.

So far as the general design of the modern safety is concerned there is but little to desire, but, alas, details are still very far from perfect, while there is a distinct retrograde tendency in a few respects, which was more noticeable at the National than at the Stanley Show. For some inexplicable reason which I am totally at a loss to understand, the trade seem to imagine that there is a desire on the part of the cycling public to have the upper backbone of the diamond frame perfectly horizontal, but I really believe that the fashion has originated with the makers themselves. I have no objection to raise against this movement so long as it does not have a backward tendency, but unfortunately its baneful effects were very apparent at the National Show, for many makers are placing this tube horizontally by means of shortening the head, a system which is radically wrong. If the general body of cyclists are silly enough to insist upon what is after all simply a fad, of course the trade must cater for them, but I should prefer to see the rear frame built up higher and the crank-bracket raised in proportion, to a retrograde movement to the short heads which were tried a few years ago and found utterly inadequate to resist the strain put upon them. The racing men are responsible for this return, but then it must be remembered that their machines are for the most part used upon smooth surfaces, and that consequently the heads are not subjected to the cross strains and vibration which those of roadsters have to withstand. I do not say that a short head is dangerous or that it is likely to cause an accident, but I maintain that it cannot wear so well as a longer one, and hence is unsuited to the man who-not holding an N.C.U. licence-has to pay for his cycle. Many of the otherwise fine machines displayed at the Palace had heads far too short; for instance, many of the "Rovers," in almost all other respects equal, if not superior, to any other machines in the Show, had this defect. Another point to which I would particularly draw the attention of wheelmen is the narrow tread mania. This has been painfully prevalent at both Shows. It began to come on badly last year, and then several makers resorted to bending out one crank to clear the gear-case, advertising the length of the axle as width of the tread, a little illusion which the public for a time swallowed. Now, however, a far worse, because less easily seen, method is adopted, namely that of placing the crank-axle out of the centre of the machine so

that the rider is more or less lop-sided on the saddle. some of the largest firms are not above adopting this little plan of obtaining narrow treads, and many of the machines exhibited had the axle as much and sometimes more than a quarter of an inch on one side. Yet, strange to say, there was a lady's safety on Messrs. Humber & Co.'s stand which had a central axle, and yet a narrower tread than the firm's other ladies' machines, but it was only shown the last two days

Another error, so far as roadsters are concerned, and I am only considering these, is the dreadful plan of making the front chain wheel and crank in one piece. It is all very well to point to the easy way in which the gear may be changed, but in case of a fall it is a horrid arrangement. So, too, is the method of screwing the pedal-pin into the crank and allowing of no latitude for the adjustment of the stroke. These faults must surely be corrected in a year or so, and I live in hope, after the successful crusade I have made in the matter of large gear-wheels, which have come

By the way, these were nearly as common at the National Show as at the Stanley, but not quite, for the big makers very often have a large stock of parts, and grieve tre-mendously over a "tup-penny" casting.

Dealing with the machines for gentlemen and rational -not rationally dressed - females, two of whom were, by the way, making a disgraceful exhibition of themselves on a home-trainer on one of the stands (a display which I wonder the Show authorities did not immediately stop), the first variation from the usual type was that of one pattern of the "New Howe." In this an additional tube is carried from the bottom of the head to about a third down the diagonal from the saddle-lug. The attendant informed me that this type is much sought after on the Continent, and if so it shows that some people do recognise the strain on the wide angle formed by the lower front tube and the head. I think that this "New Howe" pattern gets over the weak point, but I would prefer the extra tube carried to the saddle-lug instead of to the diagonal.

The next modification was a somewhat extraordinary one shown on the "Brookes" safeties. In this the diagonal is carried below the crank-bracket for some four inches, and is connected at its lower extremity with a tube, on the chain side of the machine, from the rear hub. From the rear fork-end another tube ascends to a point on the diagonal also about four inches above the crank-axle, and passing through a lug-ring continues forward to the lower front tube, where it terminates. On the other side of the machine another tube is carried from the fork-end to the crank-bracket. The object of this contrivance is to allow of the chain being placed between the two tubes first described in the racing machine, but in the roadster these said tubes are dispensed with, a D-section tube passing round the chain, and forming the frame of the gear-case, being attached to the diagonal, lower front tube, extension of same, a short extension of the stay from the saddle-lug carried below the rear fork-end, and to the same stay above the rear hub. The frame is certainly rigid, but the tread is really too narrow. I only noticed one safety of the duplex frame type, which is a pattern apparently nearly obsolete.

Osmond's new machines have two or three nice features,

notably a very neat handle-bar clip made out of a piece of flat steel, which is clipped round the stem of the steering post. The racer has an innovation in the shape of D-section tubes to the rear main forks. The back wheel nuts are carried in the ends of these tubes, and are reached by a special spanner, but I am doubtful if the arrangement is sufficiently strong for roadsters. It is, however, neat and light.

Of the ordinary-pattern machines I like the "Rover" and the "Triumph" as well as any; both are very good mounts, but the heads of some of the former are too short.

Laced wheels have evidently really come to stay, and I think it is a clear case of the survival of the fittest. I cannot understand why Messrs. Humber & Co. will persist in using

the semi-tangent hub, which has tangent spokes on the chain side and direct on the other. It is heavier and not nearly so neat as a tangent wheel. By the way, the "Hobart" cycles have very nice wheels, in which the spokes are swaged down in the centre, gradually enlarging at each end to form the heads at the hub flanges and to receive the nipples at the rims. This is reducing weight where it can be really spared, for spokes do not break in the middle, except in cases of an absolute flaw, but always at the ends, either where they are weakened by being bent at the hub flanges, or else where they are partially cut away by the necessary thread at the rim.

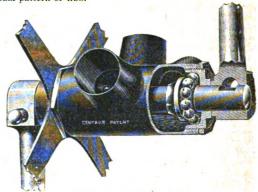
Steering locks were not quite so often met with at the National as at the Stanley Show, but I think they are a great convenience. I would, however, strongly recommend purchasers to see that the action of the spring, with which most of them are fitted, is to pull the lock off, and not to put it on, as one or two do. Nothing is so calculated to cause unpleasantness, to put it mildly, as a lock which may come into operation while the cycle is being ridden.

Another thing I should like to point out is the necessity for insisting upon having L or T pins to support the saddle, for the single pin method, which allows of no horizontal adjustment, is wretched. It is ridiculous to expect every rider to sit so far forward as machines are built at present, just because one or two racing men have elected to throw all

their weight on the handles.

The flat handle-bars, which were so apparent at the Stanley Show, were also a feature of the National. They are right so long as the riders are not so small as to necessitate the shortening of the heads in order to place the handles low enough. I do not, however, like the angle at which many of the bars are set, and I believe that the handles should be at right angles to the line of steering. If they are not I fancy the position of the hands and wrists is a trifle strained. Very few of the machines with flat bars reached my ideal in this respect. Large tubes for the handle-bars were to be frequently seen at both Shows, but I do not like to see I-in. bars attached to 1/2-in. stems. I think this is really putting the cart before the horse. There is, however, a difficulty in adopting I-in. stems, unless heads of 1/4 in. diameter are used.

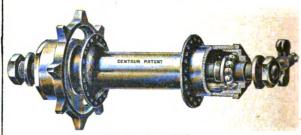
Bearings are still too small in many instances, but there are a few exceptions. For general design I like those of the Centaur Co. better than anything I have before seen; barring that I should prefer 18th balls to rear hub and crank-bracket I consider they are perfect. I have long maintained that the principle of adjustment employed in the "Humber" bracket should be used for hubs, and that the ball races should be placed well outside the chain. So far as the hub is concerned the Centaur Cycle Co. have carried this out better than has been done before. The spindle is not hardened, but has two hardened cones upon it, which cones face outwards, as in the "Humber" bottom bracket. Each end of the hub is threaded internally, and receives a collar con-Upon the few taining the second portion of the ball-races. threads of these collars, which are left outside the hub when the bearings are adjusted, screw thin nuts, which, when tightened against the ends of the hub, lock the collars The pin is, moreover, provided at each end at a little distance outside the collars, with a shoulder against which a small washer rests. The fork-ends are gripped against this washer by the usual nuts, and it will be seen that it is not necessary to loosen the pin in the fork in order to adjust the bearing. I think that this is a great point. The front wheel hub is constructed on exactly the same principle, and the locking nuts are also applied to the crank-bracket, which is an improvement upon the usual methods of holding the collars by either a split bracket or a set screw, both of which plans are liable to push the collars slightly out of the line, and, unless they are fairly thick, to cause fracture. The three illustrations appended show the new "Centaur" bearings, and when I point out that the ball-race on the chain side is under the locking nut shown outside the chainwheel on the hub, it will readily be perceived how much the crosss train is reduced. By the way, the ball-races are 4½ in. apart centre to centre, which is nearly Iin. more than the usual pattern of hub.



Centaur Crank-bracket.



Centaur Front Hub.



Centaur Rear Hub.

The only improvement I would suggest is the insertion of a tubular lining to the crank-bracket, placed as close to the axle as possible, in order to prevent such a quantity of oil as is shown in the illustration being retained in the bracket. Of course the outer shell and the inner tube must be connected by a short pipe to convey the oil from the lubricator.

An arrangement similar to what I mean is Bown's sliding bracket, wherein the ball-races, or in this case that portion of them contained by the cups, are in a piece, or at any rate practically so, with each other. The centre portion of the bracket thus formed is slid into the outer case, where it is held by two wedge cotter-pins. I don't like the method at all, as it allows of slovenly building, the alignment of the chain being to a certain extent adjustable. Bown's bracket, although good so far as its central tube is concerned, has the dreadful drawback of being a cup and cone arrangement, i.e., the adjustment is effected by a cone screwing on the axle and fastened by a lock-nut, a system which is thoroughly bad and completely out of date. The Component Parts Co. also have a similar bracket, but in theirs the central portion does not, I believe, slide.





Several back-wheel hubs embodying the same idea as the "Centaur" were shown. Gibson's is the neatest, but the bearings are not so wide apart. The "Elswick" is of very similar construction, but is more complicated in adjustment, and the balls run in a U groove on the pin, instead of upon a cone. It is, however, a very excellent hub. "Iames" hub accomplishes the same result in so far that it presents a smaller circle for the admission of dust than the usual cone type. In it the cones screw on the pin in the usual manner, but face outwards; the other portions of the ball-races being contained in collars screwing into the hub. The adjustment is effected by screwing the cones outwards, but I much prefer the "Centaur" method.

Before leaving the gentlemen's machines, I may remark that the "Elswick," in which the lower front tubes are duplex and cross, the one from the left of the head passing to the right side of the bracket, and the other vice versa, are unaltered, and it is very difficult to find their equals for

finish.

A strange machine, called the "Unia," was to be seen. It is said to be the strongest cycle on earth, but why I don't know. The novel feature is a tube descending from the saddle-lug to the lower backbone, which tube would, if continued, bisect the front wheel hub. On the under side of the diagonal is a flat piece of steel, shaped like a quadrant, against the lower face of which a similar piece, provided with rollers in a groove and held by a short extra fork to the front fork proper, presses. It is claimed that this device takes the breaking strain off the fork crown, but it is clumsy and likely to get dirty, while it entirely spoils the sensitiveness of the steering. It is sold in a detachable form to be clipped to the lower tube and front fork of any machine, but, in this latter case, there would be no tube to stay the frame to the saddlelug, and the strain on the lower backbone would be very great. If the extra weight of the contrivance were added to the head and fork crown, the desired effect would be attained in a much neater and better way.

Another monstrosity is Wellen's patent gear as applied to a cycle. This is nothing but the "Merlin" gear used on the "Merlin" tricycles of years ago, applied to a rear-driving safety. There are two chains, one on each side of the machine, which pass over gear wheels on the hub. These gear wheels are provided with roller friction clutches, after the style of those employed on the old "Cheylesmore" tricycles. The chains are actuated by two T levers at the crank-bracket, being attached to the short arms of the T by a flat piece of steel at the top, which takes the driving strain, and a spiral spring at the bottom, which has only to undergo the strain of reversing the chain and releasing the clutches. The T levers are hinged on ball bearings, at, or near, their centres, to the crank-bracket, and carry the pedal on their longest arm. These arms also are attached to each end of a strap which passes vertically upward over a small idle roller fixed to the upper tube of the frame. The object of this strap is to pull up one lever as the other is depressed. The arrangement being a clutch one, a a short or long stroke may be taken. Of course, the machine is of no utility in this age of speed. One other lever machine intended for gentlemen was shown. This was the "Elliptic." It is really nothing more than a modification of the rear-driving "Facile" of some few years ago. The machine is of the ordinary diamond-framed type, save that the wheel-base is abnormally short, but the stays from the hub to the saddle are nearly upright, so that the saddle is directly over the rear wheel-a very bad position indeed. There is an extension of the frame at the back, which terminates above the rearmost portion of the driving wheel, and is stayed to the fork-ends by similar tubes to those from the saddle. From this extension two short arms hang from ballbearings on each side, and are connected by ball-bearing joints to two long levers which carry the pedals at their forward ends. The rear hub is carried in independent bearings in the fork-ends, and through it passes a spindle carrying short cranks, to which the levers are attached by ball-bearings, just as in the "Geared Facile." One end of the hub carries a toothed wheel provided with roller teeth, which gears with a plain toothed wheel attached to the lever on that side, at its junction with the short crank. really the sun and planet gear of the "Facile," the only modification being that the wheels are elliptic instead of round. The wheel on the levers is so arranged that when the pedals are descending or ascending, the smallest portion of its ellipse gears with the largest side of the hub wheel. The pedals have an elliptical motion, the down movement being about 12in, and the horizontal about 7in. The gear is doubtless ingenious, but can never hope to compete with the chain, and is, in fact, completely out of date

Only one firm showed any front drivers, and this was the Crypto Cycle Co. Several "Crypto" F.D.'s from 30in. to 38in. were exhibited, together with half a dozen "Bantams, ranging in size from 22in. to 25in. I prefer the latter type of the two, and like the style with a nearly perpendicular rear fork and straight backbone stayed from near the neck to the back fork ends by a light tension tube and forks. My opinion of the front driver is too well known to need

repeating here.

I may also remark that no machine of the really high-framed or "Giraffe" type was exhibited at either Show. This is another case of "Hic jacet."

The ladies' safeties of the National Show were, as a rule, upon much the same lines as those of the Stanley. There were, however, more with only a single backbone, and when this is used I much prefer it straight, and stayed to the diagonal level with the top of the gear-case. Large tubes, at least 11/8 in. in diameter, should be used for the backbones of this type of machine, and the gauge must be heavy. A good many manufacturers seem rather doubtful as to which pattern is best, and not a few showed two and even three designs. One or two machines, which have two curved front tubes, have these stayed together by three or more struts at the bottom, as in the "New Buckingham and Adams." One pattern which I did not like at all, was the Bayliss and Thomas "Excelsior." There were two types of this, one with a large straight tube from the bottom of the head to the crank-bracket, and the other with a similar tube slightly curved. These tubes were not stayed in any way. same may be said of the "Psycho," and one pattern of the "Humber," namely, "Model C." This type of machine is cheap, and that is its only merit.

Calcott Bros. have two patterns, one an ordinary V frame, and the other with the two front tubes curved but not stayed together as they should be. The "Brookes" lady's safety is identical with the firm's gentleman's roadster, but has, of course, the top tube removed. It is replaced by a tube from near the bottom of the head to the diagonal about six inches above the crank-bracket, just like the "Humbers" Nos. 7 and 9. The weak place of these patterns is at the junction of the two front tubes with the head. The "Brookes Convertible" is of similar design, but the upper tube is double and is hinged at the bottom of the head. bolt is withdrawn the tube can be slid up the diagonal and clipped round the latter just under the saddle-lug, the other end being then attached to a lug at the top of the head similar to that at the bottom. The Bow Mills Co. showed a lady's safety with a single curved front tube stayed from the crank-bracket to the bottom of the head, or rather to the neck by a wire in strong tension, which passes over a small strut projecting downwards from the front tube a little way in front of the crank-bracket. The weak place is, I think, between the bracket and the strut. S. Goodby & Son exhibited a pattern in which the lower front tube is straight and the upper one from the top of the head to the diagonalwhich it joins rather near the bracket—in the form of an S. What this is for I don't know.

The "Granville" has a straight lower tube and another straight tube descending from the head to the main one,



where it is connected by a lug, and then bent horizontally backwards to the diagonal, level with the top of the gearcase. I am assured that the lower tube is substantially bushed underneath the point where the upper tube joins it, and this should render the frame stronger than many others which are not so linered. The Olympic Cycle Co. showed a machine in which two tubes descend side by side in curves from the bottom of the head to the crank-bracket, and, passing above that, continue to the back fork-ends. diagonal descends to the bracket, and is then curved forward and upward, following the curves of the two side tubes centrally, about two inches above them, and being attached to them by three bridge lugs, after passing the last of which it curves sharply upwards to the top of the head. It seems a fairly rigid frame. The "Sunbeam" ladies' safeties are a fairly rigid frame. The "Sunbeam" ladies' safeties are well known. They are of the usual V type, and are fitted with the fixed "Carter" gear-cases, in which the firm believe so strongly. I agree with Mr. Marston that there is no case like the fixed "Carter," when properly fitted. In this connection I may remark that I have never found any firm fit these better than Messrs. F. W. Potter & Co., of Phipp Street, E.C. I have seen many cases which they have supplied, and every one has been satisfactory. This firm showed two specimens of their work at the Stanley Show, and although the chains were being run at great speed, there was positively no leakage. They also believe in the fixed case when really well made.

The "Humber No. 20" is a new departure in cycle frames. In this the diagonal is carried some four inches below the crank-bracket, and unites at its lower extremity with the lower front tube or backbone from the bottom of the head. From the top of the head the upper front tube descends to the crank-bracket, while from the rear hub duplex tubes run forward and slightly upwards on each side of the machine, being united by ring-lugs to the diagonal and upper backbone at points about level with the top of the gear-case, and continuing forward end in dead-end lugs on each side of the lower front tube, which is therefore stayed to the main fork of the frame, formed by these two tubes, much nearer the head than is generally the case. From the hub the usual stays ascend to the saddle-lug, while from the under side of the fork-ends two other tubes, one on each side of the wheel, descend to the apex of the triangle formed by the diagonal, the lower front tube, and the nearly horizontal main fork tubes described, to which they are connected by dead-end lugs on each side. These lower tubes are always in tension, and can therefore be very light in gauge. The frame is "self-locking," being bound together by its own angles, and thus a great portion of the strain is removed from the brazed joints. It is claimed to be remarkably rigid, in fact equal to a diamond frame, but as it is of my own design, I prefer to leave the criticism of it to others. The accompanying block—kindly lent me by the editors of Bicycling News—shows the pattern. The dotted line indicates where a detachable stay might be placed if required, but I do not think that it is wanted.



[Our opinion of this design will be found on page 375 of the December Gazette.—Ep.]

Drakeford & Randle showed a machine of the V type in which the tube from the top of the head joined the crank-bracket very close to the lower backbone. This is I think a mistake.

The "Raleigh" frame is a good one. In this the upper tube is placed as in the machine last described; but an additional tube is carried from the bottom of the head to a point on the diagonal some six inches above the crankbracket. This tube bisects the one from the top of the head to the bracket, the junction being effected by a neat lug. I cannot say that I like the "Quadrant" frame in which only one front tube is employed. This tube runs forward horizontally from the crank-bracket for a few inches, and is then curved upwards concentrically with the tyre of the front wheel to the bottom of the head. A short stay descends nearly perpendicularly from the top of the head to the main tube, which it joins a very little behind its junction with the head. I like the firm's V frame much better.

The "Rothwell" is another frame which I do not fancy.

The "Rothwell" is another frame which I do not fancy. It has a straight lower tube and an upper one descending from the top of the head to within an inch or so of the bottom one and then curved slightly backwards to the diagonal. I am strongly of opinion that these tubes should be braced by a strut at the point where the upper one is bent backwards.

The "Elswick" lady's safety is much the same as the firm's gentleman's machine, but the upper tube is dropped from the top of the head to the crank-bracket, passing between the two crossed tubes from the latter to the bottom of the head and being connected to them by lug-rings. The frame appears to me to be a very good one.

frame appears to me to be a very good one.

The lady's "Premier" is of the V type and is constructed of the "Helical" tubing, which has, I am told, been very successful during the past season, but I think that the head is far too short.

I may also remark that I do not consider it wise to place the footrests on the tubes of the frames, as is often done by some makers. The position, I fancy, involves additional strain upon the machine, whereas if the rests be clipped to the fork blades they, to a certain extent, stay the frame when the rider's feet are placed upon them. One or two safeties were exhibited with the upper front tube half way up the diagonal—the machines being intended for rational dress. There were also one or two small full diamond machines with 26in. and 28in. wheels specially constructed for women, one being built for a so-called "lady record-breaker."

There were several tricycles—more than I expected to find—all of either the "Humber" type, wherein the seat-pillar is placed on the centre of the bridge, or the semi-pyramid and full pyramid pattern, in which the saddle is supported upon duplex tubes more or less spread towards the ends of the bridge. All these types are fairly strong, but I do not like the modification of the former often seen, in which the seat-pillar is placed on the main backbone in front of the bridge. This position is radically wrong, unless the pillar is stayed on each side by tubes from near the saddle-lug to the bridge, as in the "Quadrant." By the way, the swivelled bearings of the latter machine have now had an extended trial, and have proved successful, any predictions to the contrary notwithstanding. The firm had a very nice machine on their stand, weighing only 30lb all on, and it seemed plenty strong enough for light weights, while their slightly heavier pattern would carry anybody. I believe the "Quadrant" to be one of the very best tricycles now made. I may mention that the old quadrant steering, from which the Company took its name, was not shown at all this year.

With the exception of the swivelled bearings of the "Quadrant"—which were the same as last year—the tricycles at the National Show were all repetitions of those exhibited at the Stanley, and I will not therefore go into more details. I will, however, repeat that I prefer the chain slightly on one side, for the reasons given in my Stanley Show Notes, and also a properly stayed hanging or an eccentric



crank-bracket, in order to prevent altering the frame when the chain is adjusted. I may mention that several makers showed machines with detachable upper stays, or else tricycles entirely designed for ladies, the front portions of the frames in nearly every case resembling the ladies' safeties made by the same firms. The "Townend" lady's tricycle was, however, simply a return to the "Direct Steering Premier" of some years ago, the frame being constructed in a V shape, the front tube being attached to the one from the bridge to the crank-bracket, just above the latter, the chain adjustment being identical with that of the old pattern referred to. I do not think this frame particularly strong.

The Quadrant Cycle Co. have a spring-framed safety, the only one I saw in the Show. In this the frame is of the ordinary diamond type, but the rear fork is hinged to the crank-bracket by large ball bearings. The stays ascending to the saddle-lug are also hinged a little above their junction with the fork-ends, and their upper extremities are attached to the ends of two cross-arms swivelled to the horizontal tube of the frame just in front of the saddle-lug. The lower ends of these arms are connected together, and pulled forward by a strong adjustable spiral spring attached at the other end to the head of the machine. A spring frame is thus formed, but of course little or no vibration is taken off the handles. To my mind there has been only one spring frame worthy of the name, and that was the "Whippet," which seems to have departed from us. The joints of the "Quadrant" frame are all fitted with lubricators, and those subject to much wear have ball bearings, so that it is well thought out in detail.

Tandem tricycles are evidently in low water. The Crypto Cycle Co. appeared to have the only one on view. It is the "Princeps Compressible Tandem," and is a single reardriver of the "Olympia" type, the hay-fork frame being hinged and capable of being folded in order to narrow the

machine. I don't like the pattern at all.

Tandem safeties, on the other hand, were numerous, and there is no doubt that this is the only type of double cycle likely to survive. Most of the machines were either of the ordinary pattern with duplex tubes running parallel between the crank-brackets, and the central rhomboid of the frame stayed by a cross diagonal from the saddle-lug to the rear crank-bracket, or else of the "Humber" or "New Howe" pattern, in which a second horizontal tube runs from the bottom of the head to the rear diagonal, bisecting the front diagonal in its course. This is no doubt a good frame, but is only suitable for two gentlemen. Where machines are not of this pattern I am sure they should be stayed by a third tube in front from the top of the head to the crankbracket, or from the bottom of the head to the front saddlelug. The "Rudge-Wedge" has the front chain central, the chain wheels over which it runs being placed between the duplex tubes of the frame. The machine has a swinging bracket, but the arms of this should be connected underneath the front chain wheel to ensure the bearings being brought forward together when the chain is adjusted. I do not, however, at all like a central chain on account of the necessity for independent bearings to the crank axles, and the difficulty and uncertainty of adjustment caused thereby.

Several tandems had the front chains on the outside of the rear ones, an arrangement which widens the front tread unnecessarily and also prevents the crank-bracket ball-race being carried under the chain wheels. But the most dreadful error in tandem safety construction was more frequent at the National Show than at the Stanley. I allude to the placing of the chains on opposite sides of the machines, thereby involving the rear crank-brackets in a double cross strain, and also placing a further twisting strain upon the frame. I consider machines constructed thus simply unworthy of

further consideration. Three crown plates are now often employed, and I am glad of this, as it is a step in the right direction. Several machines, however, had the plates too close together to be of

any great use, and this is a point which should be carefully noted. I think that the plates should not be nearer to each other than three-quarters of an inch, and that they should also be of the sleeved variety. The fork blades of tandems should also be bushed or linered for some distance below the plates, and the head should be similarly treated from the bottom crown plate to near the top centre. Many firms are now doing this, but, on the other hand, many are not.

In dealing with tandems designed for a lady and gentleman, I may remark that, in the majority of cases, the front portions are simply reproductions of those of the ladies safetles manufactured by the same firms, only constructed of larger and heavier gauge tubing. Double steering is, of course, always used on these machines, and I noticed that one or two tandems designed for two gentlemen had also coupled steering. I must emphatically protest against the method of coupling the handle-bar ends, which was more often seen at the National than at the Stanley Show. It is a wretched device, entirely doing away with the advantages of the open frame on one side, and being very liable to seriously incommode the riders in case of a fall. One manufacturer wished to argue the point, and said that a central coupling was not strong enough. I know that very often it is not, but whose fault is this? I have ridden a centrally coupled tandem for a season and have often taken non-bicyclists on the front seat over the most greasy roads, without accident. The side coupling is a dreadfully dangerous and out of date device. I also object to central couplings with only one rod, which has to do both pulling and pushing work, and when this rod is bent, as it is on several patterns of tandem safeties, it is all the more objectionable. I think that even where two rods are used, they should always be perfectly straight. Wires in tension, however, are, I believe, the most satisfactory. The "Travers" tandem safety had a steering of

this kind, which was very neat.

The "Humber No. 17" tandem is constructed on the lines of the firm's "No. 20" lady's safety, the cross diagonal being carried below the rear crank-bracket, and connected with the lower tension tubes similarly to the front diagonal. The duplex tubes run two on each side of the frame, as in the lady's safety, and the frame is self-locking. Naturally I prefer not to deal much with this machine, but, in justice to myself, I must remark that the bending of the duplex tubes between the crank-brackets and the sharp bends in the rear forks were not in my original drawings. Neither was the ridiculous position of the rear handle-bar, which should be curved forward, nor the complicated band-brake adjustment, which looks like an old "Cripper" brake of years ago. All these "improvements" have been made at Messrs. Humber and Co.'s Beeston factory. The steering of the machine is effected by wires which are attached at each end to light chains, fastened by a central bolt to small pulleys, one between the the lower crown plates at the head, and the other at the end of the inner steering tube, passing from the rear handle-bar down the inside of the front diagonal, which latter is slotted and bridged just above the front crank-bracket and below the main horizontal tubes of the frame, to allow of the connection being made. The adjustment of the tension wires is done by couplings having left and right-handed threads. The wires pass through slots in the main horizontal tubes of the frame level with the upper front tube, the main tubes being strengthened by lugs at these points. A plate to act as a step connects these tubes, and also prevents rain reaching the lower chain, while the wires passing through the tubes, cannot possibly catch the lady's dress. The front fork of the machine is of the nearly straight pattern, as is the one on the lady's safety, "No. 20," for I do not believe in the Beeston curve. Quarter-inch balls are to be used in the rear wheel and crank-brackets, a size which is undoubtedly too small for tandems, but as one of Messrs. Humber & Co.'s managers actually told me that the crushing load of a large and a small ball is the same, it is useless to argue the matter. The rear crank-bracket of this machine is placed higher than



the front one, so that the back rider may be better able to see, while the steering is slightly geared down in his favour. The chain-wheels and cranks are, however, in one, and the pedals are fixtures to the latter: but the inconvenience of

this is not apparent to the non-riding makers.

The "Raleigh" tandem follows the lines of the firm's lady's safety, but the frame between the crank-brackets is further stayed by a tube placed between the diagonals a little above the lower duplex stays. The steering was side coupled, but Mr. Mills told me that a wire rope central connection will in future be used, which will, I think, be a vast improvement on the present form. Messrs. Brookes's tandem, with Renouf's frame, is much on the lines of their single. A tube is carried from the head to the rear crank-bracket, bisecting the front diagonal in its course, and a similar tube runs backwards from the top of the same diagonal to the centre of the rear one, after bisecting which it is continued in the shape of a fork to the rear hub. rear diagonal is stayed to the fork-ends by the usual tubes, and the two diagonals are braced together at the points where they are bisected by a horizontal tube. The crankbrackets are similarly stayed, and a tube also descends on one side of the machine from the front bracket to an extension of the rear diagonal below the rear one. A tube connects the bottom of the head with the front bracket in the usual way. The frame is suitable for two "rationally" dressed women, but is too high both in the front and rear for a lady's skirt. The double steering is effected by a steel band running round fairly large drums on the bottom of the rear steering pillar and the head. There is a slight give between the handles, and so far as I can see no method of tightening the band. The latter is, moreover, very sharp at the edges, and, as it is above the frame, would have a disastrous effect upon the skirt, supposing a properly-dressed lady attempted to ride the machine. By the way, many of the tandems designed for a lady to occupy the front seat have the steering couplings far too high for the dress. Not a few of the frames are also too high in front.

One convertible tandem safety was shown, but I do not believe in this class of cycle at all; it is bound to be either far too heavy as a single, or much too light as a tandem.

Only one tandem in which the front rider is always a passenger, so far as the strering is concerned, was exhibited. This was the "Humber Model I." It has a 28in. driving wheel and an 18in. steerer. The frame is simple in design, and is constructed as follows:-The rear diagonal, rear torks, and the stays to the saddle-lug are the same as usual, but from the rear crank-bracket a single tube of large diameter runs forward horizontally to the front bracket. From the rear saddle-lug the usual horizontal tube runs forward to the top of the front diagonal, which latter ends a couple of inches above the main lower tube, being stayed thereto by a short strut at the back. The rhomboid of the frame is stayed by the usual cross diagonal. diagonal forms the ball-socket for the rear handle-bar stem, which is connected at its lower end with the very short head of the front wheel. The front saddle is carried at the upper end of a curved tube, which is connected to the front diagonal by a strut at the top, and curved downwards and forwards to the front crank-bracket, and thence very slightly The steering coupling is central, but upwards to the head. only one rod is used. The front handle-bar is clipped to the saddle-pin, and passes round the back of the rider, as on the well-known "Olympia" tandem tricycle. As the front rider has no inkling of which way the machine is being steered, or of the balance, it can never be a fast type of cycle, while the small front wheel must be objectionable over rough roads, and render the steering on muddy or greasy surfaces anything but easy. I much prefer the "Humber Model B," which is of the ordinary V type, but with a detachable top

The rim question is apparently still with us, and I must say that I am at a loss to understand the present situation.

For years manufacturers have been striving after a rim which should be light and at the same time rigid. This end has been reached by quite a number of firms, notably the Jointless Rim Co., while Ball's rims and those of the Electric Co., not to mention the double hollow variety of the "Westwood" and "Trigwell" type, have all proved satisfactory. Now, however, the wooden rim has arrived, and it was very much in evidence at the National Show. have tried the lateral rigidity of many of these rims, but never have I found one to even compare moderately with a steel felloe in this respect. Of late years we have not been much troubled by spokes breaking, and I believe that this has been in a great measure due to the strength of the hollow rims now generally used. Of course pneumatic tyres have contributed greatly to saving spokes, but I fancy that the rigid rims have also done a great deal in the same Anyway, there can be but little doubt that wooden felloes will place more lateral strain upon the spokes then hollow steel ones, and the question is, Will the spokes as at present made stand it? They may: as likewise they may not. There is also another point to be considered, and that is the effect of our damp climate upon wooden rims. are said to be coated with all sorts of varnishes impervious to wet, but these may very easily wear off. Anyway, I am about to experiment with a pair of these rims on my tandem, and shall then be able to judge what effect the weather has upon them. I may remark that wooden rims, by the time they are made up into wheels, are scarcely any lighter than steel ones. I cannot say that I admire the joints by which some of the rims are pieced. The "Plymouth" is, I think. liable to pull open, and would be improved by a peg passing through it from side to side. The "Fairbanks" rim is a work of art so far as gluing is concerned. It is made up of three or four strips of wood, according to the depth of a long lapped or "scarfed" joint. The outer strips are of maple and the inner ones of ash, the grains being crossed. The strips are glued together, and there are about 22ft. of glued joint in a 28in. rim. The whole is covered with a special canvas and varnished. Like the other wooden rims it is not so rigid faterally as a hollow steel felloe by any of the best makers.

On the whole I am inclined to think that the "Birch" rim is about the best of the wooden variety yet introduced. In this the section is such that a fairly thick beading is left round the felloe, and this adds materially to the lateral stability. I shall try this rim against the "Fairbanks" and steel ones during the coming season.

Following closely upon the rim question comes that of tyres. The "Dunlop" certainly has so far proved most satisfactory, and is undoubtedly the most popular. It is a great pity that the Dunlop people are so off-handed and dictatorial in their dealings with the public. I had an experience last summer in which a nearly-new tyre tore away from the rim of a tandem tricycle entirely owing to a flaw in the manufacture, and yet the Dunlop Co. insisted upon payment for repairs. This is not the way to treat their customers, more especially as they only patched up the cover with a bit of canvas and solution, and it compares very unfavourably with the courteous manner in which the Palmer Co. treated me when one of their tyres went wrong. I am, however, trying a pair of the new "Dunlops" with the non-slipping covers, in order to see whether the corrugations appreciably slow the tyres.

Of the many pneumatics now made it is very difficult to judge without practical experiment. The "Scottish" is really the same as the "Dunlop," except that the wires are coupled together by a screw, made out of a piece of similar wire about nine inches long, which is provided about two inches from the end with a left-handed screw, and passes through a hole in a small block also provided with a left-handed thread and fixed to one end of the main wire. The end of the extra wire has a right-handed thread for about an inch



and screws into a similar block on the other end of the main wire. The two blocks are thus drawn together when the extra threaded wire is turned to the right. The loose end is flattened and is tucked under the main wire upon the rim before the tyrc is inflated, so that it is impossible for it to turn round until properly released. The wires are specially treated in order to prevent rust.

treated in order to prevent rust.

A similar device is that of the "Record" tyre, but in this the threaded wire is replaced by a small screw bolt having a square head, which is turned by a special box spanner or key

when the tyre is deflated.

The "Beeston" tyre is not unlike the "Dunlop," but the This is all cover is wrapped completely round the air tube. very well when the tyre is taken off in a clean place, but in the case of a roadside repair I fear it will be difficult to avoid picking up grit and mud in the folds. The "Clincher" seems to me to be a very excellent tyre as now made: so too is the "Gormully & Jeffery," which is to all appearances the same as the "Macintosh." The new "Palmer" detachable, the cover of which is constructed of the well-known "Palmer" fabric, resembles the "G. & J.," as it is provided with a grip wedge tucking under the hooked edge of the rim. The "Guthrie-Hall" tyre has only one wire, the opposite edge of the cover being thickened. completely encircles the air tube, the thickened edge lying at the bottom of the rim tucked under the wire in the other side of the cover. The pressure of the air naturally further adds to the strength of the fastening. Cooke's tyre remains the same as heretofore, the wires overlapping each other and passing through small holes in the rim, and being secured by nuts outside. The "Fennemore" appears to me to be much the same as the "Jenatz," which was shown, I think, some two years ago. The cover is moulded with two square edges, which face inwards, and are inserted into square recesses in the rim, the thickened edges passing under two flat beads projecting outwards from the raised centre of the rim, being held in position by two rubber bands encircling the wheel, and forming wedges tucked in between the cover of the tyre and the outer edges of the felloe. It is certainly a simple mode of attachment. The "Preston-Davies" has a wire in each edge of the cover, which wire encircles the rim twice. One circle is in the cover and the other outside it. When the circle in the edge is pushed to the bottom of the rim it is naturally loose, the circumference of the felloe at that point being smaller. The second circle of the wire outside the cover can, therefore, be pulled, and as the inner one contracts, naturally enlarges until it can be drawn over the edge of the rim, when it in turn can be contracted by pulling the edge of the cover, the wire in which expands as the loose circle contracts, until the cover can be slipped off. When the cover is replaced, the pressure of the air acting on both wires alike, simply forces the cover half way up the sides of the rim, and at the point where both circles are at the same tension and of the same circumference, the cover is fixed. The "Grappler" tyre is fixed by small metal hooks attached to the cover about an inch apart and catching under the turned-in edges of the rim. The "Fleetwood" resembles Cooke's in many respects, and calls for no special description. The "La Plata" tyre is in the general shape like the "Fennemore," but instead of the raised bottom of the rim being beaded it is plain, and the square-shouldered edges of the outer cover are fastened by means of oval locking plates, which can be turned from the outside of the rim. These plates are some six inches apart. I do not care much for the arrangement. Like the "Fennemore," the tyre has the advantage of having the air tube completely outside the rim. The "Webb" tyre is a very ingenious device in which the wires are tightened by a small rack and pinions, which are fitted with ratchets, and when tightened sufficiently, are further locked by a small nut on the rim. A key is provided to turn the pinion axle, but this can only be turned one way unless the key be pressed inwards, when the ratchet is released, and the wires may be loosened by turning the pinion backwards. It is a very neat arrangement, and in wooden rims the ratchet can be sunk in a special recess. Maltby's "Skin" tyre is a novelty. In this the outer cover is simply constructed of thin leather specially treated to resist wet, and contains an ordinary air tube. This latter can be got at by an opening near the valve, but the tyre has to be taken off the rim for some distance to do so, and, as it is of the cemented on type, this is a decided drawback. It is by far the lightest pneumatic ever made, weighing only about six ounces, and is said to be practically unpuncturable, but I have my doubts as to this.

A rather novel idea in the tyre line is that of the Safety Air Tube Co. In this the air tube is either moulded in an oval form or else encloses a spring wire of nearly the circumference of the inside of the tyre when fully inflated. The object of this is to draw the air tube when it is deflated up against the centre of the cover, so that there is no fear of its getting pinched between the cover and the rim when the former is put on, as so often happens unless great care is used. It is said that the wire in no way affects the running

of the tyre.

I was much taken with Gressley's Puncture-proof Tube, exhibited at the Stanley Show by the Puncture-proof Tyre Company. In this the side of the air tube next the tread is slightly thicker than usual, but very little—so little in fact that the speed of the tyre cannot be affected by it—and is treated by a new process which renders it quite self-closing so far as ordinary punctures are concerned. The tube is dry and not sticky on the inside, as was the case with the old "Silvertown" self-closing tyre, and hence there is no fear of its losing its "puncture-proof" properties. I shall certainly try this tube, as I believe it is really a first-class thing. I much prefer it to the "Speedifier" band, which is another product of the same Company, and consists of a number of plates of very thin steel held together between the air tube and the outer portion of the tyre by a secondary cover. The plates are placed overlapping each other, like the scales of a fish. The arrangement is said to positively increase the speed of the tyre, but I cannot see how it can possibly do so.

The best non-slipping and partially puncture-preventing band I have yet tried is Smith's, but it requires very careful fitting to the tyre or it is liable to come loose. It is, however, cheap and effective when once properly put on.

There were several varieties of tyres exhibited intended to supersede pneumatics, more especially at the Stanley Show. I need only mention one or two. The "W. and A. Safe Tyre" was the first I noticed. This consists of pieces of rubber and cork placed alternately round the rim and hidden by an outer cover of rubber. Naturally the plan is not to be commended.

Doig's tyre, about which such a fuss was made in some of the daily papers a little time since, is another thing which cannot hope for even a better future than the same gentleman's pneumatic hub. He would not explain how his tyre is made, but from its general appearance and the feel of it I suspect it is nothing more than our old friend the double rim trotted out in a new guise. The tyre is more pointed than usual, and is said to be free from side slip, but it is I think harsh and in no way to be compared with an ordinary pneumatic.

There were fewer gears at the National Show than at the Stanley, in fact, the "Boudard" seemed to be the only variety, except Messrs. Humber & Co.'s "Sudworth," which is somewhat neater in appearance but equally objectionable in other respects. I think that Lawson's gear, which consists of a crank axle placed eccentrically to the real chain wheel, and geared therewith by six small pins or arms provided with steel rollers projecting into a corresponding number of circular holes, about 1½ in. in diameter, cast between the spokes of the real chain wheel, and the object of which is apparently to gain crank leverage, is about the hardest thing of the kind I ever tried to turn. One or more of the small

arms appear to bind, but I do not think it matters much, for

such a gear is quite out of it.

At the Stanley Show was exhibited Gear's gear, which is simply an addition of a small idle toothed wheel carried on a perpendicular arm clipped to the fork-end, and running on ball-bearings immediately under the chain wheel on the hub of the machine. The idea is to prevent the chain encircling the latter wheel too much, and to place the pull upon the two top teeth of the hub wheel. As the chain has to encircle a portion of the idle wheel, and as the latter has to revolve and so increase friction if only by a little, I do not see the gain. Perhaps on a very badly made machine, with the gear wheels out of line, the idle wheel might act as a guide to the chain, but we do not want machines of this class. Rather let us put the cost of the gear towards paying for extra care in the making of the machine with the real chain wheels in proper alignment.

There were three samples of two-speed gears shown, two at the Stanley Show and one at the Crystal Palace. That of the Coventry Gear Co. is essentially like the "Crypto." The inner periphery of the crank chain-wheel is toothed, and attached to four short arms projecting from a plate fixed to the crank axle, are four small pinion wheels, which gear with a central toothed wheel running loose on the axle, but which central wheel may be either fixed to the plate carrying the arms—in which case the gear revolves as if in one piece—or to the bracket of the frame, by means of pawl and spring, actuated by a lever from either the handle-bar or

fixed to the upper backbone of the frame.

Another two-speed gear is "Linley's Expanding Wheel." In this the wheel is made in two segments sliding one upon the other. The positions are varied by a couple of camplates attached to the crank-axle, the act of back-pedalling causing the segments of the wheel to slide apart, one tooth being divided into two, while a little more back-pedalling causes yet another tooth to divide so that two extra ones are added, the wheel, of course, having taken an elliptical form. Further back-pedalling causes the cams, after reaching their greatest expansion, to contract, and reduces the wheel to its original size. It is ingenious, and that is all, as there are several objections, not the least of which is that the adding of the two teeth necessitates four being only half the proper width. Again, the chain must be long enough to go over the wheel when at its largest size, and hence will be very loose when the wheel is at its smallest circumference, the slack having to be taken up by an idle wheel and spring. Further, I should not like to change the gear when the chain is running at anything like speed, as I believe it might easily be caused to mount the cogs by doing so.

The "Collier" two-speed gear—now, I am given to understand, manufactured by the Crypto Cycle Co.—was exhibited at the National Show. In this gear the crank-axle is placed eccentrically in a large shell bracket. The chain-wheel runs loose on the axle and is geared to a small wheel on the latter by a ring of arm teeth. A lever either places the axle centrally in the bracket or shifts it to one side. At the low gear the whole arrangement revolves as if in one piece. The axle has two motions, namely the usual rotatory one and a second movement round a small orbit. The gear is said to run remarkably well, and for those who like such contrivances may be a good thing, though I do not think it is better than the Coventry Gear Co.'s device. My belief is, however, that a moderately low fixed gear is the best in the end. Twenty miles within the hour can be done with a 56in, gear, and few people wish to exceed that

speed.

The parts exhibit at the Shows is usually more interesting to the trade than to the cycling public, but there were one or two special features to which I will allude. For the past two years I have been urging the necessity for special pedals, with not more than three inches between the side plates, for ladies' machines. Several ladies' pedals were exhibited at both Shows which were very nearly this size, and one or two

firms, notably Messrs. Humber & Co., showed machines for ladies fitted with 3-in. pedals. I am pleased to note this improvement. Naturally the majority of such pedals are either of the rubber or felt varieties, and I personally recommend the latter as being less liable to slip should the shoes of the rider become muddy through walking. Rubber slips very much when the soles of the shoes are wet. By the way, very excellent toe hooks were shown—notably one, which seemed pretty general, and is I believe known as the. "Spring Steel Toe Clip." It is simply a hook of thin steel fastened to the front blade of the pedal, but is so tempered that it appears to defy all attempts to break it. One of the "Lonsdale" ladies' safeties at the Stanley Show was fitted with a toe stirrup of flexible steel covered with rubber, the object being to prevent all possibility of the dress catching, but I should be very sorry to recommend anybody to ride with their feet so encumbered. For the same reason I dislike most of the wire toe hooks which completely encircle the toe of the shoe, and prefer a simple hook which allows the foot to be released at the side in case of an accident. The "Lonsdale" people had a capital method of balancing their toe-hooks so that there is no difficulty in catching them, which is an improvement. It can be adapted to any kind of clip, and the contrivance weighs next to nothing.

I noticed that one or two of the chain makers are con-

I noticed that one or two of the chain makers are constructing special rear chains for tandems. Appleby's "Albert Humber" tandem chain is very good. It consists of the usual hardened blocks, but these are protected on each side by additional supporting links or plates of tension steel, so that a great deal of the strain upon the blocks is removed. The side plates are of the usual pattern. It is just the thing for the rear chain of a tandem safety. Mr. Appleby is a strong believer in large gear wheels, and considers that a quarter-inch block chain running over a twelve-toothed hubwheel will be about as strong and wear as well as a three-eighth

block on a seven or eight-toothed wheel.

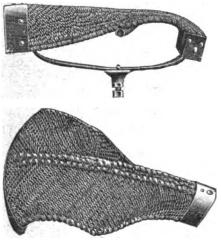
Another small part worthy of attention is "Wiles' Triangular Grip Nut." This has only three sides, but the spanner can be placed on it in six different positions, and in either of these has double the amount of flat surface to grip. It will, therefore, not be so likely to round the edges, an accident which often happens with the ordinary hexagon nuts.

Gear cases were to be seen in plenty, but of those containing oil-baths there is nothing to equal the "Carter" to my way of thinking. Of the leather ones I like Grose's, and it has several imitations, so near indeed that it is difficult to discover a difference. The "Grose" case with aluminium frame only weighs twelve ounces, so that in the matter of weight it certainly scores. I do not, however, see any use in the transparent celluloid side, nor in any of the transparent cases, neither do I think they look so nice as the ordinary kind. Still, they answer the purpose just as well,

and it is purely a matter of individual fancy.

Saddles there were in various types, the worst being, I think, one made of celluloid, and as hard as a brick, besides being of very bad shape. It was shown for the inventor by Messrs. Middlemore. The latter firm have a very neat clip which is equally suitable for either T pins or the plain pin with no horizontal adjustment, now, unfortunately, so often sent out even on first-class machines. Sheldon & Sons have a nicely shaped saddle suspended on double coil springs, but I do not think that I like the hammock-pattern saddles at all, although Brook's "B 28," with the twisted wire springs, is very comfortable. I also like Lycett's air-pad saddle, and nearly always use it myself. The "Simmonite" automatic saddle, the peak of which is kept tilted up by a spring, and easily depressed by the weight of the rider should he lean forward, is a novelty; but a short ride I had on it did not at all enamour me of the contrivance. One of the best saddles I have ever tried is "Wood's Patent Wire Saddle." In this the wires are of spring steel, and are interwoven in such a manner that the surface is comparatively smooth, while

the whole saddle is really a complete spring. I rode a machine fitted with this saddle, and no other spring, over a rough piece of road, and found very little vibration. I shall experiment further with it, as I think it is a good thing. Covered with a "Jaeger" pad it should wear well, as the wires are specially treated to prevent rust. The accompanying illustration shows the general appearance of this saddle.



Wood's Saddle.

Of the fads of the Show I will only deal briefly. The first on my list is a safety with the saddle exactly over the rear wheel hub, through which passes a loose axle carrying the cranks as in a geared ordinary. Instead, however, of toothed gearing, the driving is done by a chain running from a chain wheel on the crank axle to a lose axle in front of the driving-wheel, which loose axle carries another gear wheel at its opposite end, which gears by means of another chain with a smaller toothed ring on the hub of the driving-wheel. The latter is, of course, carried in independent bearings in the rear fork-ends. A tandem and also a triplet on much the same lines were shown. I can only think that the inventor is trying to do a good turn to the chain makers. The advantage claimed is that there being two chains the strain is reduced by half—the inventor not caring to discuss the matter of two halves making one whole—while the rider being over the rear wheel, the length of the machine is reduced. Strange how little some people know of the modern cycle! The machines are made in Milan. I am sorry for the Italians, and tender them my sincere sympathy.

Our old friend the safety driven by an intermediate gear wheel was once more displayed, this time by a new inventor. It needs no remark, its drawbacks being already widely

known and appreciated.

Mr. Otto showed an adaptation of the "Devon Swing Frame" applied to a safety, the idea being to place the rider over his work in ascending hills. Instead of the pedals swinging backwards, as on the old tricycle referred to, the saddle is carried at the top of a secondary diagonal hinged at the crank-bracket. This diagonal passes through the upper backbone of the frame, which is constructed of flat sides, forming a long slot for about twelve inches in front of where the saddle-lug of an ordinary frame is placed. slot is provided with a ratchet, in the teeth of which a spring on the movable diagonal engages, and so holds the latter in any required position. The handle actuating this spring is behind the saddle, and is moved by a band round the rider's The whole thing is, of course, completely out of The same may be said of Byrne's Sliding Seat waist. Cycle, exhibited at the Stanley Show; but these people will go on inventing what is not required, and it is no use arguing with them. Mr. Otto also has a hub made on much the same principle as the "Spring Chain Wheel," being barrel-shaped, and containing a spring which allows the chain-wheel to be pulled round by the chain for a varying distance, according to the resistance offered by the machine, before the hub itself is turned. More complications for nothing!

Messrs. Alldays & Onions showed a fearful monstrosity in the form of a lady's safety. In this the rear hub is in independent bearings, and carries two toothed wheels on the spindle outside the fork-ends. On these wheels gear two internally-toothed discs, running on separate bearings, and each provided with a crank. The frame of the machine is of the ordinary V type, and from the upper front tube swing two arms working on ball bearings. attached at their lower extremities to two long levers, connected at their rear ends with the cranks, and carrying at about two-thirds of their length from the latter, sandalshaped stirrups in which the feet of the rider are placed. The saddle is done away with, a seat of wood being used instead. The motion of the feet is forwards and backwards and very slightly downwards and upwards in a nearly straight line. The machine is, I was told, intended for the Paris market. I think it is a mistake to risk an European war by sending such a thing to our neighbours across the channel.

The "De Burgo Spring Wheel" is another useless contrivance. It is worse than the pneumatic hubs (which are, as I expected last year, quite out of it), being a mechanical device. The hub consists of a large hollow circular chamber containing two sets of parallel slides, fitted with ball bearings and having two motions and a joint compound movement. When the driving strain is on the wheel the slides will probably not work so freely as when loose, but if this is so it really doesn't matter, as nobody who knows anything of cycling mechanics will invest in the contrivance. The Company are highly satisfied with the press notices they have received from the non-cycling journals, which do not understand the question, and it is a good thing that this is so, for they are unlikely to find their device extolled by people who are at all conversant with the subject.

Another spring wheel was exhibited by Professor Everitt. It is simply a reproduction of the "Quadrant Spring Wheel" of years ago, the spokes being divided and coupled together by spiral springs. Everitt's wheel has I think shorter springs than those used in the "Quadrant" wheel, and in his they are closer to the hub. The wheel lacked lateral stability, and I could pinch it against the fork with my finger and thumb. This want of stability has been the defect of all such spring wheels, and renders them practically useless, quite apart from the liability of the springs to rust and break.

Bar the few last-mentioned exhibits the National Show was comparatively free from fads: in fact both the Shows of 1894 decidedly scored in this particular, a point upon which both cyclists and the trade are to be heartily congratulated.

EDINBURGH SECTION.—Edinburgh members held their usual monthly run on Saturday, December 1st, to Cramond. They were joined at tea by members of the winter section of the Edinburgh Bellevue Club. After tea a musical evening was held as usual, and nearly all present contributed to the programme. Mr. Harold Hart, one of the original promoters of the Edinburgh section, recited, and other C.T.C. men distinguished themselves. Consul Poyser sang two cycling songs, which he had written specially for the occasion. A Christmas run was carried out on Saturday, December 22nd, in stormy weather. Carols and other seasonsable music were performed as was also Mr. Kendall Burnett's new song, "Ruth." Both these outings proved of a very enjoyable nature.





"A HAPPY NEW YEAR" to one and all.

THE RENEWAL OF SUBSCRIPTIONS.—Members are again reminded of the necessity of remitting the annual subscription of 3s. 6d. before the 31st instant, and are requested to discharge this pleasing duty without delay.

TO CANVASSING MEMBERS.—Those of our readers—and their number is legion—who take an interest in the development of the Club will learn with pleasure that the Candidates' List for the current month is twenty-five per cent. larger than that for the corresponding period in 1894. This is a good omen, and it should serve to encourage us all in the determination to make of 1895 the best year on record.

TO SCOTTISH MEMBERS.—Our many good friends across the Border are earnestly requested to read the ominous warning of the Editor of the Scottish Road Book appearing among the Official Notices.

MORE PROSELYTISING.—The Consul for Ashford, Mr. F. G. L. Spain, recently initiated a discussion upon the advantages of cycling at the local literary institute, when the claims of the C.T.C. were not lost sight of.

A SAD MISHAP.—Mr. W. E. Ord, of Preston, one of the R.C.'s for Lancashire County, who came up to town for the National Show, is a temporary inmate of St. George's Hospital. It appears that Mr. Ord was entering Burlington Arcade, when in stepping aside to avoid a group of people emerging therefrom, he fell over a boot scraper, dislocating his ankle and breaking his leg. We are, however, glad to say that he is making good progress toward recovery. He may, we know, rest assured of the sympathy of our readers in his enforced retirement.

CHEAPER MACHINES.—Those of our readers who anticipated that some benefit would accrue to them from the deliberations of the committee appointed to devise some system for the more advantageous purchase of machines, will find matter of interest in our correspondence columns and in the advertisement pages of the current issue. With respect, however, to what appears in the latter we would say that the C.T.C. collectively has not "requested" any advertiser to offer special terms to members, nor has it officially accepted any offer voluntarily put forward.

ARTIFICIAL HEATING.—No. 552 writes hereanent:—"I am afraid your readers will not find their oil lamp keep their cycles rust-free unless they have a chimney to carry away the products of the combustion of the oil, one of which is water. In 'Healthy Houses'—one of the handbooks of the Health Exhibition of 1884—a case is mentioned where the interior of a London house was ruined during the absence of the owner by the servants in charge keeping gas burning continually to keep it dry, and the sanitary engineer called in to inspect it calculated that the amount of gas burnt was sufficient to produce a hogshead of water."

THE LATEST ROAD-HOG.—A Bristol cyclist has obtained a verdict for £30 damages, and costs, in the Chippenham County Court, against a farmer who allowed his pigs to stray upon the highway so as to bring the rider and his machine to grief.

THE ENGLISH LAKES.—Mr. A. W. Rumney, M.A., of Keswick, the author of the illustrated article on "Cycling in the English Lake District," which recently appeared in our columns, has re-issued his narrative in pamphlet form. It sells at the nominal price of 4½d., post free.

UNIVERSAL LIGHTS.—The District Association of the C.T.C. for Northumberland and Durham appealed to all candidates for the Parish and District Councils to support the principle of "Universal Lights," all the leading papers in the North of England lending their columns to that end.

SIGNS OF THE TIMES.—The old-established and well-known firm of Singer & Co., of Coventry (never connected by blood or otherwise with Singer & Co. of sewing-machine fame, a wide-spread belief to the contrary notwithstanding), has been turned into a limited liability company with a capital of £175,000. No shares are offered to the public. Messrs. Singer & Co. were awarded, quite recently, a diploma of the first-class for their exhibit at the Milan International Exposition.

CYCLE v. BREAK. — A Bristol rider has succeeded in establishing his claim against the Bristol Carriage Co., whom he sued for damages caused by the negligence of a driver in their employ. It would seem that the cyclist and his companion were riding a tandem bicycle upon the road, when, as they were overtaking a break belonging to the defendant company they were run into and upset. The Judge of the Bristol County Court—before whom the case was heard—absolved the driver from all blame save that of not taking sufficient care to leave enough room for the plaintiff to pass.

THE NEW HANDBOOK.—Members who, when renewing their subscription, are in doubt as to whether or not to order a copy of the new Handbook, will do well to bear in mind the fact that if they intend to make use of the new hotel arrangements the book will be simply indispensable, for, only by referring to its pages will they know what is the tariff in force at any particular house. It is difficult to gauge in advance the demand that is likely to arise for the book, and, as a consequence, we shall be glad to receive as many orders as possible when the annual subscription is being remitted.

THE N.C.U. AND ROAD RACING.—The Council of the National Cycling Union has shown its usual wisdom in rejecting the recommendation of the sub-committee, that riders and clubs taking part in organised road racing should be suspended. That is the happy way these athletic councillors have of throwing over the work of a committee that has been appointed to inquire into a question. The only result of this idiotic procedure will be to increase the unmitigated evil of road racing, and to render the action of those who are responsible for the public safety more hostile to cyclists than ever. The consequence will be that the ordinary rider will soon find himself hampered with such restrictions that cycling instead of being a pleasure will become as big a nuisance to the cyclist as the present road racing is to the ordinary wayfarer.—Truth, 13th December, 1894.

THE REPRESENTATION OF YORKSHIRE.—The schedule of nominations to the post of R.C. for this county, published in the December issue, was incomplete in so far as the name of Mr. F. L. Dodds was concerned. This gentleman was proposed by Mr. W. Hutchinson, 6, Turner Street, Coatham, Redcar; and seconded by Mr. Richard Cummings, 45, Baulea Terrace, Thornaby-on-Tees.

THE ISLE OF ELY.—The restrictions threatened by the County Council of the Isle of Ely are, after all, absolutely innocuous. They take the shape of a placard addressed "To Bicyclists, Tricyclists, and others," and consist of extracts from the Highway and Local Government Acts, in as far as they are applicable to cyclists. There is nothing to complain of or to criticise in such a manifesto.

"CYCLING IN THE ORIENT."—Under this head Mr. R. L. Jefferson, the gentleman who recently undertook to ride from "Constantinople" in London to Constantinople in Turkey, detailed to the members of the Society of Cyclists and their friends, at the recent Stanley Show, his experiences on the trip in question. Mr. Jefferson's narrative was exceedingly interesting, but the obstacles and discouragements he met with will surely prevent all but the most enthusiastic from following in his footsteps either figuratively or literally.

THE "COMPANION TO THE ROAD BOOK."-The author of the series of articles bearing this title writes:-"With reference to the letter from No. 5661 which appears in last month's Gazette, I should like to point out that had your correspondent read my article instead of merely glancing at my sketch he would have known that I had personally visited Anstey's Cove, and made many sketches in the neighbourhood, so that the necessity for a photograph does not arise. I am not aware of any view of the Cove which would have given a better result, though I have sketches of every part of it, having been acquainted with it for the last twelve years, which is perhaps sufficient to enable me to know it as well as your correspondent does. I think that gentleman hardly shows good taste by his note of interrogation after the word 'sketch.' It means either that he has not read my article, or else that he does not believe in the sincerity of the Your editorial comment, I can assure you, is fully justified, as I have visited every part of the country on which I have written for your columns during the last three years, sometimes at considerable expenditure of time, money, and personal convenience. As regards Devonshire I am half a Devonian by birth, and think I may say without boasting that few men have a fuller personal acquaintance with the whole of the county than I have. In re the Geological controversy raised by Mr. Bothamley it seems to be merely a question of rival authorities. The notice of Kent's Cavern which I inserted was compiled from the published results arrived at by the researches of such experts as Lubbock and Pengelly (partly from notes of a lecture which the latter delivered on the subject). The names of the authorities I quoted in my article appear to me to be of equal if not of greater importance than those of Sir W. Dawson and Mr. Bothamley. [P.S.—I can, if you desire, forward the original water-colour sketch from which the drawing of Anstey's Cove was made. It was made shortly before sunset on an August evening, hence the slanting lights and shadows].'

A BRADFORD LIBEL ACTION.—ILLINGWORTH v. "CYCLE TRADE JOURNAL."—This action was brought by Mr. Ebenezer Illingworth, cycle dealer, of 11, Bank Street, Bradford, against the Cycle Trade Journal Company, Limited, proprietors of the Cycle Trade Journal and F. W. Potter & Co., Limited, of London, the printers of the journal, to recover damages for an alleged libel. Mr. E.

Tindal Atkinson, Q.C., and Mr. Waugh were for the plaintiff, and Mr. Waddy, Q.C., and Mr. Atherley Jones, M.P., were for the defendants. Mr. Tindal Atkinson, in opening the case, said that the cycle trade had become an enormous one, and there existed a club called the Cyclists' Touring Club, which had no less than 20,000 members. Of that club the plaintiff was a member. There had been some agitation as to the club members procuring bicycles direct from the manufacturers in order to save the intermediate agents' profits, and the plaintiff conceived the idea that he might anticipate that state of things with advantage to himself. He obtained the consent of certain leading manufacturers to supply him at wholesale prices with machines to be sold, not to the general public, but to the members of the Cyclists' Touring Club, at advanced prices which would give him 9 or 10 per cent. upon his turnover. This mode of business would be an advantage to Mr. Illingworth, as it would render it unnecessary for him to keep a stock, as the orders sent in by the members of the club would be handed forward to the manufacturers, and the plaintiff would receive the difference in discounts. This was, Mr. Atkinson con-tended, a perfectly legitimate trade. The profit which he was proposing to take was much less than that usually taken by the cyclists' agents, which was something like 25 per cent. The plaintiff accordingly advertised in the Gazette, a journal conducted by the Cyclists' Tourist Club, and thereupon the following article appeared in the Cycle Trade Journal in March last :-

"The following advertisement appears in the present issue of the Cyclists' Touring Club Gazette:—'A boon to C.T.C. members only. High-grade cycles at wholesale prices. Having made special arrangements with some of the leading manufacturers, I will on proof of membership post to you makers' price list quoting best wholesale discounts. E. Illingworth, wholesale agent, 11, Bank street, Bradford.' Our readers will note that this gentleman states that he has made special arrangements with some of the leading manufacturers. We don't know who these manufacturers may be who are supporting Mr. Illingworth in his disinterested methods of trading, but that they are not supporting their agents who do not sell at best wholesale prices is only too evident. Agents buying at best wholesale prices usually desire to do business for profit, but Mr. Illingworth does not appear to require that reward which the labourer is entitled to for his hire. That a splendid institution such as the C.T.C. should be made use of for the purposes of trade is at once objectionable and regrettable, and manufacturers who confirm this method of doing business deserve to be boycotted by all agents who feel as men should feel, who owe a duty to members and those who wish them to pay 20s. in the pound." In the April number appeared another article condemning this course of business, and remarking: "The combined action of fifty important agents is sufficient to effectively prevent any manufacturer from selling to those who have nothing at stake, and whose professed object is to ruin all those who have." The plaintiff was advised to take no notice of the articles, and he went further and sent copies of the articles to his customers to show them the advantage which he was giving them. In June another article appeared in a similar sense, and as a result of the articles several manufacturers refused to sell the plaintiff any more machines. He accordingly asked for damages. The plaintiff was called and proved the facts as stated by counsel. No witnesses were called by Mr. Waddy, but in addressing the jury the learned counsel for the defendant justified every word in the articles and commented strongly on the fact that the two earlier articles had, so far from damaging the plaintiff, been so good an advertisement of him that the plaintiff had actually reprinted them and issued them by the hundred. The jury, after a short consultation, and without leaving the box, found a verdict for the defendants, which was entered with costs. -Bradford Observer.

PERTH.—A cyclist here recently recovered £30 damages and expenses for the running down of his machine by a horse-dealer.

A PRIOR CLAIM.—Mr. B. B. McLellan, the Official Repairer at Rotheray, N.B., writes to say that "Bassett's puncture preventer," referred to by us in the last Gazette, is identical with one he made two years ago, and submitted to Mr. R. L. Philpot (who at that time was manager for the New Howe Machine Co.) as also to the Pneumatic Tyre Co.

Parish and District Councils.—The offer set forth in the last Gazette—to wit, that it would afford us pleasure to send any reasonable supply of "road" literature to those who would undertake to distribute it among the candidates for election to the Parish and District Councils—has been largely availed of, and it is hoped that good results may ensue. Any who have not yet applied for copies of the pamphlets should send us a post card without delay.

"IN THE SUNNY SOUTH."—The paragraph under this head on page 376 of the last issue has, we learn, given offence to more than, one of our readers, who write us protesting against the animadversions in which the "leisured member of the Council" deals. We exceedingly regret that the remarks in question should have wounded the susceptibilities of even a single member, and we are sure that the author of them would be equally grieved if the facts were brought to his knowledge. In his absence we would, on his behalf, disclaim any intention of being offensively critical, and would say that his remarks were never intended to have a personal application. There are objectionable specimens of humanity in all parts of the world, but when making references to his unfortunate experiences in the colliery districts of South Wales, the manufacturing districts of England, and some portions of Italy, he without doubt instanced cases in which he had met with less courteous treatment from particular classes and certain sections of the community than he was—after making every reasonable allowance—entitled to expect.

The Newcastle Programme.—Our local correspondent writes:—"The dinner of the Northumberland and Durham District Association—to be held at the Hôtel Metropolé, Newcastle, on the 22nd instant—promises to be the biggest thing ever held in the coaly metropolis, and, indeed, may rank with all the great functions of the year. A host of cycling celebrities will be present, while in the political world such shining lights as S. Storey, Esq., M.P. (Sunderland); L. A. Atherley-Jones, Esq., M.P. (N.W. Durham); Alderman C. F. Hamond, M.P. (Newcastle); C. Furness, Esq., M.P. (Hartlepool); and John Wilson, Esq., M.P. (Mid-Durham), will be present. H. S. Kynnersley, Esq., County Surveyor of Northumberland, will also join the company. An extension of time to twelve o'clock will, it is expected, be obtained. The dinner will be in the best style of the Metropolé, and no effort is being spared to secure a leviathan success, The North-country members of the Club will, we anticipate, roll up in strong force; and the accommodation, large as it is, of the Hôtel Metropolé will be tested to the full. Tickets, price 4s. 6d. each, may be obtained from any members of the committee, or from the hon. sec., Mr. R. T. Lang, South Shields."

** The crowded state of our columns precludes the insertion of much interesting matter, including, we greatly regret to say, Mr. G. D. Leechman's exhaustive reports on the Stanley and National Shows. We trust, however, that the appearance of the trenchant criticisms of Mr. C. W. Brown will more than make amends.



We shall at any time be glad to give prominence to letters from memoers 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.

COTTON v. WOOL.

Sir,—With reference to the letter of "Medicus" in the December issue on the subject of Cotton v. Wool, it appears to me that the theoretical propositions therein set forth will be accepted by most cyclists as being, on the whole, correct, But I should like to point out that one of the conditions of clothing being healthy to the wearer has, it seems to me, been overlooked by your correspondent. It is that such telothing must be comfortable to the individual as well as theoretically healthy. Upon this question of comfort, it appears to me that there will always be differences of opinion, and it must therefore be left to each one to decide for himself in accordance with the grand old principle of chacun à son wolf.

Now for myself, and many others are of the same way of thinking, I find that a woollen material is far more comfortable, on the whole, for wear next the skin than any material with more than a modicum of cotton in it. According to my own personal experience cellular clothing, made of cotton, is neither comfortable nor theoretically healthy for wear next the skin. I have found that it does not part with moisture in the manner its advocates claim, but on the contrary, in warm weather, the perspiration causes the material to become very wet and cold to the touch, and that in cold weather it is not warm enough for comfort. Cellular underclothing made of wool, on the other hand, I find satisfies both the requirements of health and comfort, and the only drawback to it is, as "Medicus" says, that it costs more than cotton and is liable to shrink.

I may add, however, that for wear when cycling, and indeed at all times when exercise is more or less violent, I prefer the good old white cricketing flannel to any other material, although I admit that when perspiration is profuse it is apt to become too damp for comfort.

C. C. W.

Sir,—I fail to see how the controversy as to the relative value of cotton and wool for clothing purposes is affected by your correspondent's recommendation of the "Cellular Clothing." All materials for underwear should be so woven as to retain air, but the limit of porosity is soon reached; and "clothed in air" has a "shivery" sound.

Animal wool is suited to animal life by its slow heat-conductivity, its non-absorption of malodorous vapours, and its resistance to saturation by wet—all reasons why the animal on whom the wool grew has survived. Plant fibre is as unsuitable for covering for animals as plant life is widely different from animal life. No matter how the fibre is woven, its nature remains, that of wool being sympathetic, and that of cotton antagonistic to the well-being of the animal wearer.

LEWIS R. S. TOMALIN.

Sir,-Having started this correspondence in October, 1893, I take the liberty of summing up the letters received. These number thirteen, excluding my own. trade puffs; the remainder speak for themselves. I append the months in which the various letters appeared. November, 1893.—"No. 5058," having an irritable skin, is obliged to wear cotton next the body in summer, but prefers flannel to wear cotton next the body in summer, but prefers flannel in winter. He implies that different men require different treatment. November, 1894.—"No. 5132" seems to be of the same opinion, and for the same reason, viz., an irritable skin. August, 1894.—"Nemo" prefers flannel, and thinks air cells a farce. December, 1894.—"No. 594" thinks cellular clothing good. June, 1894.—"No. 1005" finds cellular clothing unpleasant, it retained animal smells. February, 1894.—"Experientia Docet" favours both flannel and cellular clothing, but finds cellular less comfortable, and no protection from wind. August, 1894.—Dr. Faulkner likes cotton on the skin and wool outside: Dr. Faulkner likes cotton on the skin and wool outside; prefers linen if one can change immediately the exertion is over. February, 1894.—" Experientia Docet" prefers wool over. February, 1894.—"Experientia Docet" prefers wool next the skin, and thinks the outer garments don't matter. September, 1894.—"M.D., No. 4872" scientifically proves wool to be best. October, 1894.—Dr. Faulkner disagrees with him on technical points. October, 1894.—Mr. Clark prefers Jaeger goods. In my letter in April, 1894, I asked, prefers Jaeger this what is one to think?" That question I now reneat now repeat.

["Who shall decide when doctors disagree?" layman, surely. All the same, however, as we have at various times personally experimented with the various substitutes for all-wool underclothing at present on the market we may perhaps add a few lines. In so doing we are, of course, prepared to admit that "what is one man's meat is another man's poison," and it does not at all follow that our experiences are to be accepted as conclusive. We have for many years made use of all-wool underwear, light or heavy according to the season, and when taking active exercise—e.g., when cycling—have invariably used woollen outer clothing into which no trace of cotton enters. With a view, however, to seeing how far prejudice and habit could be set aside we have at various times tried both the cellular cotton underwear and that manufactured by Dr. Lahmann's Agency, each of which materials has been referred to in the course of this correspondence. As far as their use in ordinary life is concerned we have found both these varieties of cotton clothing warm and comfortable, but whenever any untoward exertion has been called for and perspiration has resulted, a feeling of chilliness has supervened, which, if it have not resulted in a severe cold, has rendered us supremely uncomfortable. It is, perhaps, only fair to say that we believe ourselves to be more than normally susceptible to a chill, but be this as it may, we have satisfied ourselves that in our case all wool is the only safe wear for active exercise, and we swear by it accordingly.

In this connection, and before closing a discussion which has dragged its weary length along for the last twelve months, only to leave each set of champions "as they were," we would say that as the footnote appended to the letter of Dr. Jaeger's Woollen Co., on page 308 of the October Gazette, may give rise to some misapprehension, we should like to place it on record that in instituting a comparison between the underwear sold by the Jaeger Co. and that introduced by the Club, we in no sense intended to reflect upon the quality and value of the materials generally offered by the former. What we desired to say was that the C.T.C. introduced knitted combination and other garments fashioned to the figure, and strengthened (by the introduction of a larger yarn) in the wearing parts at a time when the Jaeger Co. dispensed garments cut from tubular webbing, sewn together, and strengthened (if need be) by the addition of an extra and separate layer of material. Furthermore, the C.T.C. made use of a yarn

which was admittedly better calculated to withstand the severe wear incidental to cycling. -ED.]

GEARS AND GEARING.

Sir,-It may interest some of your readers to learn that I have ridden almost ten thousand miles with a 64 gear, over all manner of gradients, including the Westmorland and Yorkshire mountain districts. This experience so convinced me that the balance of advantage is in favour of high gearing, that I now use 77, and find it but little harder strain than the 64 up hill, while on down grades it is of course a great advantage. I have only used it for the last two months, and have not yet covered 1000 miles with it, but I can ride all the hills on the North Road between Royston and Ware; even with a dead weight (including machine and luggage) of over 60lb. to propel. I may add that I am upwards of fifty years of age.

EDWARD CONYBEARE, No. 231. Barrington Vicarage, Cambridge, Dec. 8th, 1894.

THE PNEUMATIC BRAKE AND BOUDARD GEAR.

Sir,-I read with pleasure Mr. C. Gorham's letter on pneumatic brakes in the December number.

I use a Kitchen pneumatic brake on hind wheel fitted below crank-bracket, on a Beeston Humber, with Boudard gear, but as this gear imparts such a continued run to the machine the brake has to be applied very heavily to retard

Its simplicity is wonderful. The brake is hard on in the pace at all. three deflations of the ball, and off by a mere touch on the stop valve. It is apt, however, to pull off your band on the tyre (if you use them), but on a Welch Dunlop it works

The Boudard Gear I like better each day I use it on the well. road, and those who speak against it have not used it long enough to appreciate its merits.

I recently rode from Havre to Boulogne along those beautiful French roads, which for surface are unsurpassed, where each kilometre is clearly marked, and I frequently did thirty kilos. in the hour. The Boudard seems to fly you over an undulating country like Normandy, and I look to this district as the future road racer's resort.

ROGER H. FULLER.

63, St. Aubyn's, West Brighton, Dec. 7th, 1894.

THE ANATOMICAL CYCLE SADDLE. Sir,-No. 13,996 evidently requires some assistance, and being a rider of the Henson Anatomical Saddle I may be able to help him in one of his troubles. If his saddle slips round when really tight, a very small piece of emery or sand cloth inserted between the T pin and seat lug will easily prevent that; again, if it is a Henson's saddle he is riding he must have overlooked the fact that it is easily adjustable and only requires raising in front to the proper tilt to prevent any tendency to slip forward, as when properly placed the sitting bones rest in the two depressions made to receive them. Although practically retired from the cycle trade, I have assisted at most of the 12 and 24 hours' record rides for some years, and have seen much ill effect and discomfort from the hard, unyielding, and admittedly useless peak; and had I not met with something less dangerous than the ordinary saddle, I should have discontinued riding. Having had a most enjoyable three weeks' tour in Scotland with a friend—both of us on Henson saddles (on one day of which, by the bye, our C.T.C. tickets saved us 5/6)—I am not writing from a day or two's experience. I admit it was only after some considerable trouble I found the tilt which suited me; now, however, I should be sorry to have to return to the old style, as the feeling of comfort and safety is more than I can well describe.

Twelve years foreman to the Crypto Cycle Co., Ltd.

Sir,—Under the circumstances we think we may fairly ask of you the courtesy of a small space in your valuable columns to reply to a member's letter in last month's issue. We may briefly state every saddle sent out up to the National Cycle Show this month was "on approval," and we have readily returned cash to a considerable number who could not wait their turn to be supplied, as well as to a few (under half a dozen) who have returned them before they could possibly have tried them properly, as it necessarily takes some time to find the exact adjustment to suit the individual rider and machine, especially with those who have become accustomed to the dangerous support of the irrational peak. Had your correspondent written us we should willingly have shown him the way out of his troubles, or, if he had preferred, returned the cash paid for the saddle (as a number of your readers could doubtless testify), as we had customers waiting for them up till the end of the season. The first lot we had ready for sale were withdrawn, because the elasticity of the spring he describes was found to be too great for safe riding with pneumatic tyres also; but he could have had them or the tapered fronts by simply ordering or asking us to change, instead of which (like the member who could only save tenpence a tour for her 3s. 6d. a year) he thinks the proper thing to do is to air his grievances and impracticability in your columns. The seat lug he complains of is Middlemore's simplest and best, and is in general use now. We are sorry makers will not fit triangular or square L pins. We shall be happy to post particulars and testimonials of riders to any members who write for them. T. DUNLOP & Co.

PNEUMATIC BRAKES.

Sir,—I noticed a letter in last number of Gazette from C. Gorham, saying that although he found the Pneumatic Brake (Kitchen's) a great convenience and an assistance to back-pedalling, it was of no use for "coasting."

But in the notes on Stanley Show by C. W. Brown in same Gazette he says "One squeeze (of pneumatic ball) will put the brake on, and two or three will absolutely lock the wheel." Surely this is sufficient for all purposes, "coasting" included. I should like to know who makes the brake Mr. Brown refers to, and if this is Kitchen's?

THE ADVANTAGEOUS PURCHASE OF MACHINES.

No. 13,996.

Sir,—Seeing the correspondence that has been taking place in the columns of your paper respecting the supply of cycles to the members of the C.T.C. at reduced prices, I would ask you to kindly permit me to say that, after many years' experience with agents in the United Kingdom, I have come to the conclusion that if the members of the C.T.C. will only approach the agents in a proper manner they will be able to obtain every consideration from them that they can reasonably expect; and also that they would be able to obtain terms which they cannot but regard as reasonable and fair.

I am well aware that if the desire of the purchaser is to obtain a large discount only, this can be done, but not from the best and standard makers' list. As you are no doubt aware, there are many small makers and manufacturers who purposely list machines at a ridiculously high price to enable the unscrupulous agent to offer large discounts, which, on the face of it, seems a great inducement to the uninitiated to purchase, but a careful comparison of the machines so quoted with those of reliable makers will show that list prices are most misleading, and your readers will therefore find it by far the best to place confidence in the local agent, who, being anxious to extend his business as far as possible, will only be too pleased to recommend a machine which will give satisfaction to both buyer and seller. It has often been remarked that the unfortunate purchaser of one of these highpriced low quality machines only pays the first instalments when he buys it, the repairs which follow each other in quick succession running up the total cost to far more than a good machine would be in the first place.

In districts where we have no agents, we could no doubt give your members satisfaction as regards terms, if they will make application through you; but we always prefer, where possible, to do our business through our agents, and we think that the members of the C.T.C. will be wise in purchasing through agents wherever possible, as the agents are in a position to assist them in many ways, not only in the selection of a machine, but in procuring sundries, giving information of various kinds that is sure to be wanted from time to time by the touring cyclist, and also in adjusting and cleaning the machine when required. J. K. Starley, of J. K. Starley & Co., Ld.

CHAIN BREAKING.

Sir,—I shall be glad to have an opinion from any of your readers with regard to the above. I ride a semi-racing safety geared to 67 1/2 with rather light chain. The latter invariably tightens up whilst riding in damp or wet weather, and in consequence often snaps a link, or flies off the cog wheels, and throws the frame completely out of truth. happened to me only last week some twelve miles from home. A link gave way under the pressure and the machine was hopelessly disabled. I had only ridden five miles in very easy fashion, and the chain was quite loose when starting. Rain came on and produced the effect aforesaid. Of course a gear case would remedy the evil, but the machine is so constructed that it is difficult to fit one. Several makers have tried and failed. I have tried drying the chain, when dismounting at a hill, with a cloth, but this only postpones the "smash" for a short time and causes The accident generally occurs going down hill. Can a link be taken in and safely repaired, or would it be better to have a new chain? What is the best kind to get? The cogs are small and will not take large link holes, but the material should be strong, and of such quality as to prevent contraction from moisture. A word for the "Silvertown" tyres. Mine have not been inflated for over three months, and are as hard as ever, although ridden some 600 miles, over some rough and hilly roads.

A. F. PARBURY, No. 7616.

[The writer of the foregoing is in error in supposing that his chain shrinks from the rain. What happens is this: the mud flung on the chain by the wheels adheres to the links and so prevents them from bottoming on the teeth—in other words, it throws the chain out of pitch with the cogs over which it is running. From our correspondent's description we should suppose that his machine is fitted with a ridiculously narrow chain, and of course with gear wheels to match, but it is impossible to prescribe a remedy without a personal inspection—and a competent repairer should be called in.—ED.]

PNEUMATIC TYRES.—HOW LONG SHOULD THEY LAST?

Sir,—This is a practical question which affects nearly every rider now-a-day. I think it would be beneficial if members, through the *Gazette*, would give their experience of lasting qualities of the leading tyres.

The canvas in my tyres is worn threadbare, and the rubber in outer covers quite perished after only ten months wear. Makers admit canvas but refuse to admit (though equally apparent) that rubber is perishable.

"VALUE FOR MONEY."

* Many letters and other articles are unavoidably crowded out or held over for want of space.



The Club Uniform.

SPECIAL AND IMPORTANT NOTICE.

The uniform stock is now kept at No. 7, Maddox Street, Regent Street, London, W, where it is under the direct management of Mr. T. H. Holding, who will execute wholesale and RETAIL orders as heretofore, and at the same tariffs.

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

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

LIST OF OFFICIAL TAILORS HOLDING APPOINTMENTS.

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

ABERDEEN—K. Maclean & Son, 17, Bridge Street.

ACCRINGTON—J. W. Foster, 25, Blackburn Road.

AYR—Currie, Rae & Co., Ailsa Buildings.

BALB (Switzerland)—V. Settelen.

BARNSTAPLE—J. N. Brewer, Cross Street.

BATH—"Gould & Son, 23, Milsom Street, and 1 & 2, George BATH—"Gould & Son, 23, Milsom Street, and 1 & 2, George Street.

Belpast—J. Beagley, 5, High Street.

Belpast—J. Stringer, 47, Donegal Place.

Berlin (Germany)—W. Köpsel, W 8, Mohrenstrasse 50.

Berwick-on-Tweed—Paxton & Purves.

Birmirgham—"Husband Bros., 21, Paradise Street.

Bilden Black Burn—Tomlinson & Co., 17, Aspden'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.

Burnley—J. Leedam, 5, Red Lion Street.

Burnn-on-Trent—W. Brown, 184 and 185, Station Street.

Burno-on-Trent—W. Brown, 184 and 185, Station Street.

Camborne—J. Vivian & Brother.

Camborne—J. Gillings, 14, Alexandra Street.

Cannock—C. H. Cope.

Canterbury—J. G. Jackman, 6, Parade.

Canterbury—J. G. Jackman, 6, Parade.

Cantellee—I. Baker, 33, Queen Street.

Chalisle—Clark & Son, 35, Bank Street.

Chalisle—Clark & Son, 35, Bonk Street.

Chalisle—Clark & Son, 35, Winchcomb Street

Chester—J. T. Davis, The Cross.

Chichester—G. Fraser & Son, Southgate.

Cirencester—G. Fraser & Son, Contray—B. Riley, King & Head Buildings. Street.

CIRENCESTER—G. Fracer & Son.

CORK—J. Drew, 24, Princes Street.

COVENTRY—B. Riley, King's Head Buildings.

CREWE—Vickers & Son, High Street.

DARLINGTON—W. G. Wallis, 4, North Gate.

DENDEY Gamble & Cunningham, 54, Sadler Gate.

DEVIZES—Parsons Bros., 3, St. John Street.

DONCASTER—G. Goldthorpe & Son, St. George Gate.

DONCASTER—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.

DUDLEY—W. R. Kneale, 251, Castle Street.

EASTBOURNE—

DUDLEY-W. R. Kneale, 251, Castie Street.
DUNDRE—Tocher & Henry, 63, Reform Street.
EASTBOURNE—
EDINBURGH—'Gulland & Kennedy, 55, North Hanover Street.
ELY-H. Kempton & Co., High Street.
ELY-H. Kempton & Co., High Street.
EXETER—'J. & G. ROSS, 227, High Street.
FAREHAM—W. Surman, 4, High Street.
FAREHAM—W. Surman, 4, High Street.
FALMOUTH—W. Gooding, 34, Market Street.
FALMOUTH—W. Gooding, 34, Market Street.
FLORENCE (Italy)—L. Dotti & Co.
FOLKESTONE—W. Ward, 38, Guildhall Street.
FROMK—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.
HALLFAX—W. H. Graydon & Son, Northgate and Crossley Streets.
HANLEY—T. & R. Gilman.
HAVERFORDWEST—Greenish & Dawkins, 24, Market Street.
HEREFORD—C. Witts.
HULL—C. H. Capes & Son, 20, Savile Street.
LUFRACOMBE—R. Jewell, 123, High Street.
LUFRACOMBE—R. JEWELL WILLE WIL

KIDDERMINSTER—Thos. Bennett, 6, Oxford Street.
Leamington—T. Claxton, 106, The Parade.
Leanington—T. Claxton, 106, The Parade.
Leanington—T. W. Rowland, 36, Albion Street.
Leicester—T. Brett, Peterboro" House, Granby Street.
Leicester—T. Brett, Peterboro" House, Granby Street.
Leominster—C. M. Binyon, 1, Corn Square
Limerick—Cannock & Co., Limited.
Livorn—J. W. Martin, 2, Silver Street.
London—H. Brinkman, 23, Oxford Street, W.

Clare & Son, 100, Fenchurch Street, E.C.

T. H. Holding, 7, Maddox Street, W.

Street, Camden Jown.

Street, Canden Jown.

Street, Canden Jown.

Street, Canden Jown.

Albemarle Street, Plecadilly, 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 yet cloth, 556. Breeches or Knickerbockers—Brown cloth, 1366; Grey cloth, 556. Breeches or Knickerbockers—Brown cloth, 1367.

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MANCHESTER—Meggitt & Co., 22, Cross Street.

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MANDONOM—J. Rusell & Sonn, High Street.

MIDDISSBROUGH—J. Newhouse & Co., Albert Road.

MULMOUSE (Alsace)—H. Dussere.

MANDONOM—J. The Millings, Limited, Bon Marche.

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Newton H. Albert Sonn, 12, Groyge Street.

Newton H. Albert Sonn, 12, Groyge Street.

North Shrields—J. While & Co., 100 of Street.

North Shrields—J. While & Co., 100 of Street.

North Shrields—J. Purky House.

Perst—W. Dynas, 28, High Street.

RABORATE—G. Wellden, 40, High Stree

List of Candidates, January, 1895.

- Amateur Bicyclists and Tricyclists—Ladies and Gentlemen—in all parts of the world are cordially invited to join the Cyclists' Touring Club. The Subscription is a nominal one: Three Shillings and Sixpence per annum only. The Entrance Fee is One Shilling in addition, and both are payable upon making application for admission. Forms of Application for Membership are obtainable gratis of the Secretary.
- ARTICLE 6.—All Members shall be elected in the following manner: The candidate shall apply for election to the Secretary on such printed form as shall be from time to time prescribed by the Council. His name shall be sent by the Secretary to all members of the Club in such manner and with such particulars of his application as the Council may from time to time direct, and at the expiration of seven days from the issue of such notice he shall become duly elected providing that no protest shall have been lodged against him with the Secretary. In the case of a protest being lodged against any Candidate for election the same shall be considered by the Council at their next meeting and they shall have full power to elect or reject such Candidate. The Council may temporarily set aside or anticipate the usual formalities relating to the election of a candidate should good cause be shown and grant upon such terms and conditions as they may determine a provisional certificate of membership in advance of the time at which the member would be entitled to the ordinary ticket.

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

within one month from his election.

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

BRDFORDSHIRE.

Bousfield, Miss H. M.

Alpha Villa, Ampthill road, Bedford

BUCKINGHAMSHIRE.

Barrett, R. H.

The Grove Lodge, Slough

CHANNEL ISLANDS.

Fairlie, J. J.

Fantaisie, St.: Luke's, Jersey

CHESHIRE.

Dalton, C. J. Dalton, R. Hales, Mrs. L. G. Sunnyside, Hale, Altrincham

DERBYSHIRE.

Wilmot, E. M. Wilson, A. J.

Rose Cottage, Quarndon Jessop street, Codnor

Hazelmere, Alsager

DEVONSHIRE.

Ball, A. E. J. (Radford C.C.) Brooke, E. A. Chenhall, J. S. (Totnes C.C.) Kennedy, J. N. C., Lieut. R.E. Langworthy, G. Mayer, J. H. (Ottery Rovers C.C.) Parsons, F. N. (Budleigh Salterton C.C.) West Hove, near Plymouth Borneo, Torquay Dart villas, Totnes
7, Bedford circus, Exeter
88, Fore street, Kingsbridge Silver street, Ottery St. Mary The Library, Budleigh Salterton

Perry, J'₂ (Devonport C.C.) Rudge, B. F. E. (Barnstaple C.C.) Stoyle, E. J. Tardrew, Miss M. E. z, Edgcumbe street, Stonehouse. Newport, Barnstaple 135, High street, Crediton 18, Westcroft, Bideford

DORSETSHIRE.

Capper, Major W.

The Barracks, Portland

DURHAM.

Brown, W. M. 26, Broughton road, South Shields Chilton, F. (Darlington Wednesday C.C.) 16, Salisbury terrace, 16, Salisbury terrace,

Eastwood, L., L.R.C.P. Noble, J. Smith, Capt. J.

8, High terrace, Darlington 1, South view, South Shields The Docks, Seaham Harbour

ESSEX.

Ashbridge, J. Southweald, Grove Park, Wanstead Harper, G. D. 12, Vicarage road, Stratford Hill, W. H., A.C.P. (Mansfield House Ramblers C.C.) 98, Dongola

Mumford, G. B.

The School, Felsted

GLOUCESTERSHIRE.

Allen, W. H. Tucker, W. (Bristol B.T.C.) Tucker, R. D. (Bristol B.T.C.) 26, Lawrence hill, Bristol Woodstock avenue, Redland, Bristol

HAMPSHIRE.

Chinchen, W. G. Rose Cottage, Adelaide grove, East Cowes Isle of Wight Altenburg, Church road, Bournemouth

Harding, Miss A., M.I.S.M.

Love, E. N. Mantell, Capt. A. M., R.E. Paul, J. D. Stone, E. Stone, Mrs. E.

Wray street, Ryde. Isle of Wight Westover, Archer's road, Southampton Winchester road, Botley Beechlands, Hill lane, Southampton ,,

KENT.

Bell, H. Hussey, A. Parker, T. Western, G. T. Wigan, Rev. S. R., M.A. Yorke, Lieut. E., R.N.

Mottingham House, Mottingham
Burstock, Chisleburst
Broomfields, Wilmington Ravensbourne, Shortlands East Malling Vicarage, near Maidstone H.M.S. "Pembroke," Chatham



LANCASHIRE.

Esk House, Rathen road, Withington
Longlands, Grange-over-Sands
7, Devonshire road, Liverpool
50, Manley road, Whalley Range
19, Croston street, Brooke's Bar, Manchester
1, Sandringham drive, Liverpool
23, Buckingham road, Tue Brook, Liverpool
359, Blackburn road, Bolton
Addiscombe, Manley road, Whalley Range
67, Monton road, Eccles
11, St. Thomas' street North, Oldham
R.C.S.
279, Oxford road, Manchester
184, Liverpool road, Patricroft Ashworth, E. Barker, H. S. Boulnois, H. P., M. I. C. E. Bradbury, A. W. Cummins, W. H. Darbishire, C. W. Dwerryhouse, W. Forrest, W. S. Foxwell, W. H. Halliwell, F. T. Haslop, M. Headridge, D., L.D.S., R.C.S. Heaton, E., jun. Heaton, J. Heaton, Miss G. Higson, A. 17, Park crescent, Southport Higson, A.
Higson, A.
Hoyle, J. (Liverpool Carlton B.C.)

Too, Castle street, Haulgh, Bolton
Grant road, Knotty Ash, near
Liverpool Jones, A. S.

Jones, A. S.

Jones, A. S.

Jones, A. S.

Jones Street, Bootle

Marsh, H. W.

Mercer, G. B., A.M.I.C.E. (Anfield B.C.)

Abercromby square, Liverpool

Rickards, C. G.

Rickards, C. G.

Jones Street, Heaton Park, near Manchester

Jones J. H.

Jones J. Holling J. H.

Jones J. Holling J. H.

Jones J. Holling J. H.

Jones J. H.

Jon Rickards, C. G. 14, Salter, H. H. Seed, J. H. 26, Walmsley, T. S. Watkins, J. (Balliol C.C.) 92, Queen's road, Bootle

LEICESTERSHIRE.

Wright, E.

29, Humberstone road, Leicester

LINCOLNSHIRE.

Carline, W. A., M.D. Preston, H., F.G.S. Syckelmoore, P.

Lincoln Waterworks Office, Grantham 100, Trinity street, Gainsborough

MIDDLESEX.

Hillcotte, Netherhall gardens, Finchley road, N.W.
207, Whitechapel Road, E.

A. South Lodge, Hilling don Heath, near
265, Regent street, W.
18, Ladbroke grove, Notting Hill, W.
Gray's Inn, W.C.
111, Southwood lane, Highgate, N. Allwright, A. Andrews, A Leawood, Muswell Hill road, N. Sunbury House, Sunbury-on-Thames

48, Bassien Park road, Shepherds Bush, W.
29, King street, St. James's, S.W.
48, Bassien Park road, Shepherds Bush, W.
29, King street, St. James's, S.W.
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29, King street, St. James's, S.W.
48, Bassien Park road, Shepherds Bush, W.
29, King street, St. James's, S.W.
372, Harrow road, W.
372, Harrow road, W.
373, Harrow road, W.
373, Harrow road, W.
374, Harrow road, W.
375, Ladbroke grove, W.
376, Fall Mall, S.W.
377, Harrow road, W.
378, Harrow road, W.
379, Ladbroke grove, W.
379, Ladbroke grove, W.
38, West Halkin street, Belgrave square, S.W.
390, Endymion terrace, Finsbury Park, N.
391, Mallis, S.W.
392, Ladbroke grove, W.
393, Endymion terrace, Finsbury Park, N.
394, Mallis street, M.
395, Ladbroke grove, W.
396, Portsdown road396, Portsdown road396, Portsdown road397, Gwendwr road397, Gwendwr road398, Bassien Park road, Shepherds Bush, W.
397, Harrow road, Shepherds Bush, W.
397, Harrow road, W.
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398, Harrow road, W.
397, Harrow road, W.
398, Harrow road, W.
399, King street, St. James's, S.W.
397, Harrow road, W.
397, Harrow road, W.
398, Harrow road, W.
398, Harrow road, W.
398, Harrow road, M.
399, King street, St. James's, S.W.
398, King street, St. James's, S.W.
398, King street, St. James's, S.W.
398, Harrow road, M.
398, Harrow road Baldsvin, Miss R. A.

MONMOUTHSHIRE.

Davies, Rev. D.

Hanover House, Llanover

Norfolk.

Park. E. H.

St. James's Mill, Norwich

NORTHUMBERLAND.

Gillespie, J. D.

Corstorphine House, North Shields

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Markham-Clinton, Tuxford, Newark Castle Grove, The Park, Bentley, F. Dobson, F. W. (Sneinton C.C.) Nottingham Lister place, Brant Broughton Erskine, Miss F. J.

Ford, J. H. (Notts Boulevard C.C.)

73, Arkwright street, Nottingham Russell place, Talbot street, Nottingham Fernhurst, Gregory Boulevard, Nottingham 53, Park road, Lenton, Nottingham

OXFORDSHIRE.

Burrows, J. F. (E. Oxford C.C.)

11, Princes street, Cowley road, Oxford

SHROPSHIRE.

Gwynn, S. T., M.D.

Fullmer, Rev. H. G. Newry, F. Wilde, L. M. Warham, Mrs. R. L.

St. Mary's House, Whitchurch

SOMERSETSHIRE.

Hippisley, A. Kemble, Miss E. L. Kettlewell, H. W. Warren, Mrs. W.

South Lawn, Ston Easton, Bath Greenshill, Timsbury, Bath Harptree court, East Harptree, nr. Bristol 3, Lyn Vale villas, Lyncombe Hill, Bath

STAFFORDSHIRE.

z, Brighton place, Merridale road, Wolverhampton Lysways Hall, Rugeley Hollies drive, Wednesbury Bowen, T. Davey, H. Knowles, J., jun.

SURREY.

Cranleigh school, Cranleigh 42, Evelina road, Nunhead, S.E. 76, Gauden road, Clapham, S.W. West Leigh, Wimbledon 23, Montague road, Richmond St. Kilda, Cranes Park, Surbiton Beeston, F. Bellingham, W. F. Bellingham,
Black, J.
Harter, Lieut. O. B. (D.L.I.)
Hesse, H. F.
Loxley, H. C.
Moore, Mrs. C. T. (Glengarry C.C.)

West Leigh, Wimbledon
23, Montague road, Richmond
5t. Kilda, Cranes Park, Surbiton
Glengarry, Campden road,
South Croydon

Wraylands, Reigate
62, Church road, Richmond
Newlands corner, Merrow, Guildford Pritchard, F. Strachey, J. St. L.
Strachey, Mrs. J. St. L.
Thompson, Miss J. E. " 56, Hawkstone road, S.E.

SUSSEX.

Walters, T.

The Pavilion, Bognor

WARWICKSHIRE.

C.C.) 199, High street, Deritend, Birmingham 74, Somerville road, Small Heath Bacon, J. T. (Deritend Impregnable C.C.) Bacon, C. H. Bacon, C. H.
Coates, H. W.
Duff, J. K., M.A., M.B., C.M.
Fortescue, L. W. (Calthorpe C.C.)
Guest, T. M.
Milligan, J. W.
Reynolds, F. G.
Riddell, C. S.
Ward, W. G.

74. Somerville road, Small Heath
48, Vaughton street, Birmingham
City Hospital, Birmingham
90, Bristol street, Birmingham
12, Beaufort road, Birmingham
16, Rottonpark road, Birmingham
164, Belgrave road, Birmingham

WILTSHIRE.

Edmonds, J.

Bristol street, Malmesbury

YORKSHIRE.

Alderton, W. B. Aston, R. H., M.R.C.S. Chambers, Rev. A. J., M.A. Darling, A. Bolton Arms Hotel, Leyburn, R.S.O. Ashfield terrace, Eccleshill, near Bradford Anlaby, Hull

24, Devonshire street, Keighley

36, Castle road, Scarborough

49, Sunbridge road, Bradford Darling, A.
Elvidge, J.
Firth, T. W.
Longfield, E.
Longfield, P.
Morris, D. G. (South Milford and District C.C.) "Monk Fryston"
near South Milford
Peace, W.
Percy, Miss E. A. M.
The Miss E.

One of the description of the d

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Parry, E.

Saracen's Head Hotel, Cerriy-y-Druidion

GLAMORGANSHIRE.

Heard, R.

24. Brookland terrace, Swansea



ABERDEENSHIRE.

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AYRSHIRE.

Campbell, A. M. M.

Glaisnock, Old Cumpock

FIFESHIRE.

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Goldielea, near Dumfries

LANARKSHIRE.

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Lockhart, jun., W. C. Reid. A. Wiseman, A.

James place, Harleeshill road, Larkhall 30, Annette street, Crosshill, Glasgow Hope terrace, Hope street, Hamilton

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25, Herriet street, Pollokshields

CAVAN.

Gill, W. F.

12, Church street, Cavan

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Office of Public Works, Dublin 7, Elma terrace, Merrion road, Dublin

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Kilmallock

Monaghan.

Knox, Rev. D. B.

. Shantona Lodge, Castleblayney

ROSCOMMON.

Fenton, F. A.

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Wyeth, R. H. (Touring Club de France)
31, Boulevard Hausmann,
Paris

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Austro-Hungary.

Kovaes, F. (Savaria C.C.)

Szombathely

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120, Yonge street, Toronto ,,

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Villa Boschereccia, Bordighera Via del Corso 2, Florence Viale Militare, Florence Via del Corso 2, Florence

Reviews and Motices.

"ONE THOUSAND PATENT FACTS," BY ROBERT T. PHILLIPS, M.Inst. M. E.

(LONDON: ILIFFE & SON, 3, ST. BRIDE STREET, E.C.

Under this title Mr. Phillips, who has already distinguished himself by compiling and publishing the first and second volumes of a valuable book of reference known as "Phillips's Abridgments of Cycle Patents," has marshalled an immense amount of information of undoubted value to the owners of patents, and to would-be patentees. The "facts" relate to all countries; are set out under the respective numbers; and although their sequence is not at times apparent, a copious index is provided whereby the reader may readily "spot" the "fact" of which he is in need.

"THE CONTINONG: A GUIDE TO FRANCE AND FRENCH AS SHE IS SPOKE."

(London: Charles Hirsch, 4, Prince's Buildings, Coventry St., W. 1/6.)

A few brief months only have elapsed since we drew attention to the appearance of this invaluable little manual, and already a third edition lies before us. The new issue is materially enlarged, revised to date, and considerably improved, and the mere statement of this fact—coupled with a reference to the highly laudatory criticisms passed by the general press upon the first edition-should suffice to convince the most sceptical of the value of this little handbook. The accomplished author is about to produce a similar book relating to England, for the guidance of his confreres across the Channel.

"THE TYRES OF 1895," COMPILED BY I. W. GAFFNEY & ERNEST M. BOWDEN.

(London: Iliffe & Son, 3, St. Bridr St., E.C., AND ALL THE CYCLING PAPERS.)

An illustrated handbook of from 50 to 60 pages bearing this title has reached us at the hands of the authors. It contains lucid descriptions of the leading makes of pneumatic tyres, and is well worth the modest sixpence at which it is priced.

THE CYCLIST'S DIARY.

(London: CHAS. LETTS & Co., 3, Royal Exchange: Price 1s.)

The New Year's issue of this little Annual is now ready. Apart from the diary portion proper, the book contains much information likely to be of service to the cyclist.

THE LATEST NOVELTY .- A pneumatic tent-i.e., a tent the ribs of which are stiffened by inflation until a centre-pole is no longer necessary—is about to be placed upon the market. It is the invention of a Glasgow rider, who claims that the article can easily be packed into small compass and conveyed from place to place on a safety.

LUGGAGE BAGS. - No. 1717 writes :- "Do you mind informing me if you have had any experience with the luggage carriers that fit into the framework of safeties? If you have not, perhaps some member might give his opinion of them through the Gazette. Are not the knees apt to chase against the sides whilst riding, more especially with the narrow tread now in vogue?" We have not made trial of the form of bag referred to, and shall in consequence be glad to hear from those who have.



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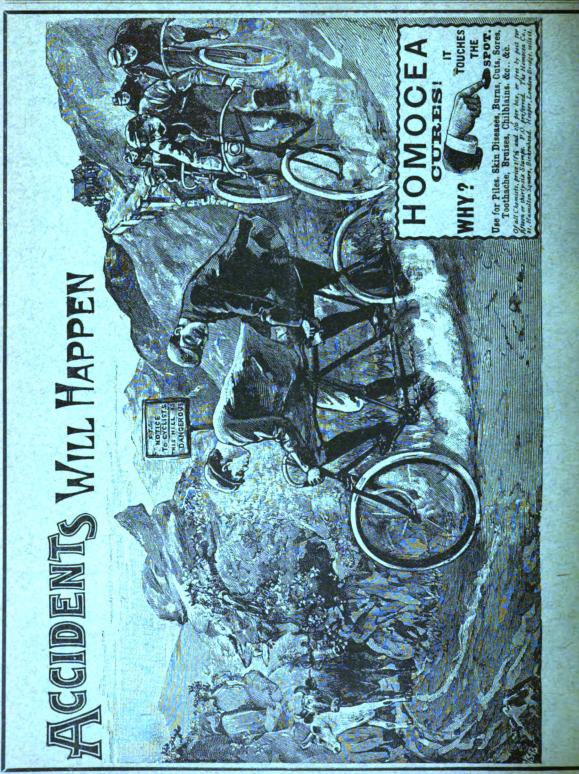
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Printed and Published by the Cyclists' Touring Club, 139 and 140, Fleet Street, E.C.

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