

THE MONTHLY GAZETTE

No. 10.
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1895.

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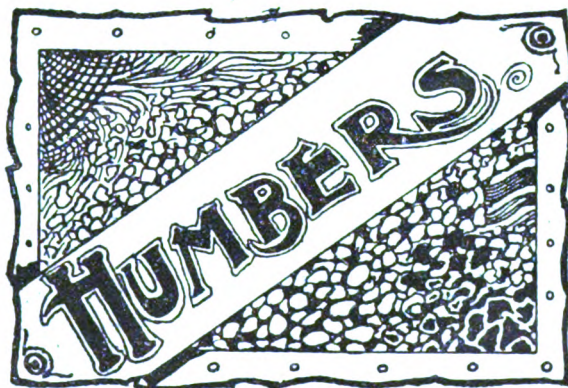
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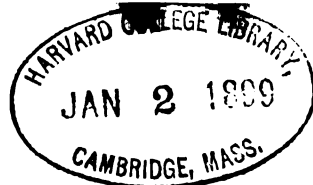
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THE MONTHLY GAZETTE

[FOUNDED 1878.]

INCORPORATED 1887.]

And * Official * Record.

No. 10. Vol. XIV. [NEW SERIES.]

OCTOBER, 1895.

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

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The appearance in our correspondence columns of many letters under this heading renders appropriate the insertion of the following cutting from the *Newcastle Daily Chronicle*. We think it, however, desirable to add a cautionary word for the benefit of those members in the trade who may be tempted to act upon the hint thrown out by the writer, and endeavour to make use of the concession accorded to the C.T.C. for their own business purposes. Were they so ill-advised as to do this, and the fact were proved, they would most certainly be expelled from the Club, and any action the French authorities might take against them would be cordially supported. The privilege of free entry is given members of the C.T.C. upon the express understanding, again and again repeated, that the privilege will be immediately withdrawn if it be in any way abused, and we venture to think that the stipulation is one all right-minded people will approve.

"I have great pleasure in appending the following interesting jottings from a London correspondent, who has

been trying the roads of 'La Belle France':—'I had a few days' cycling in Normandy last week, and learned one or two interesting facts. It is well known that the Cyclists' Touring Club claim to have obtained from the French Government the important concession that its members may take their machines into France free of duty, on presentation of the current year's certificate of membership, by certain ports. I went from London *via* Newhaven and Caen, and as there were no less than fifteen other cyclists, some members of the C.T.C. and some not, going by the same boat, I had a good opportunity of testing the claim of the C.T.C., the validity of which has been disputed in some quarters. I found that so far as our experience went, not only was the C.T.C. perfectly justified in its announcement, but it might go a good deal further. Every cyclist who was able to produce a C.T.C. membership ticket of any sort at once passed by the Customs officials without the slightest delay. One cyclist was in possession of one of the little circular tickets about seven years old—it was equally efficacious. Another was a cycle agent, with a new bicycle, which, for all I know, may have been intended for the innocent enjoyment of the said agent, who produced his C.T.C. ticket and marched past all right—if he had been bent on trade and were taking the machine as a sample, the ticket would evidently have still held good. I myself, though not a member, happened to be possessed of a membership ticket, and no further question was asked. I had obtained the ticket provisionally at the C.T.C. offices in Fleet Street, and my name has yet to appear in the *Gazette*. It was quite evident that any one who could beg, borrow, or otherwise acquire one of these little open sesame documents was on the right side. On the return journey I met some of the cyclists who had not been possessed of the ticket. They told me their experience. They had been kept waiting at the Customs shed till all other passengers had

been disposed of; they were asked a number of questions, their cycles—some of them dating from almost prehistoric times, and not at all likely to damage the trade of French cycle manufacturers—were carefully measured, weighed, and the entries were put down in a book, with the name of the maker, the description of tyre, etc., etc. After an hour and a-half the performance was over, and on payment of sums of £3 to £4 the victims were liberated. This deposit was of course recoverable on the return of the cyclist from France to England, though I imagine that if the cyclist wished to leave by a different port from that of his entrance, the circumstance would be too complicated for the comprehension of the French customs officers. The whole performance, though very advantageous to the C.T.C. and its members, seems to be quite as ridiculous as many other arrangements of that official-ridden country. The French duty on cycles is designed for the protection of French manufacturers or for purposes of revenue. The C.T.C. is open to cycle manufacturers and agents as well as to others, and any manufacturer who chose might send his machines into France under cover of the C.T.C. ticket. Even if he had to send a man to accompany each machine, he would still save a considerable sum, the return fare between Newhaven and Caen running as low as 9s., with 2s. 6d. for the carriage of the bicycle; while the duty on either old or new cycles is at the rate of 200 francs per 100 kilogrammes. I do not suppose English manufacturers trouble to avail themselves of this manoeuvre—though all is fair in trade competition—for they appear to command the French market pretty fully as it is. The absurdity of the duty and its method of collection, however, remains. The inconvenience to touring cyclists who are not provided with C.T.C. tickets may be imagined, and the number of cyclists who are deterred by this consideration from availing themselves of the excellent roads of France must be considerable. The French enthusiasm for cycling appears to be at least equal to that in England. Whether it will be equally permanent is a matter of opinion. The lady cyclists in France are much more numerous than in any part of England—even than in the London suburbs, where they are probably the most numerous. The popularity of the bicycle with French women is evidently connected intimately with the universal use of the breeches. I saw no French women in skirts riding the bicycle, but hundreds and hundreds in breeches. I am not quite sure whether French women adopt the costume in order to cycle, or cycle in order to adopt the costume. The hundreds whom I have mentioned were to be found in the towns, the watering-places, and the fashionable resorts of the district which I visited. On the country roads they were few and far between. The costume is primarily adapted for display, not for exercise. The tight waist-belt, the feather-trimmed hat, the brilliantly coloured blouse, the dark breeches, the showy stockings, and the neat shoes are all the opposite of what an experienced cyclist would recommend. Many of the fair cyclists at the seaside resorts dress in their costumes in the morning, go to cycle depots, hire a bicycle for an hour, during which they ride round the principal streets; then return the machine, and promenade in costume for the rest of the day. The roads of Normandy, as of many other parts of France, are deserving of much praise. Even the small by-roads are quite rideable, and guide-plates fixed on the walls (in place of guide-posts) are ample in number and information. There is no difficulty in getting about, even without knowledge of the tongue, and the kilometre stones fly by at an astonishing rate."

* * *

As many hotel proprietors who are under contract with the Club have of late received communications such as the following, and have written to inquire whether or not the publications referred to are in any way connected with the

C.T.C., we desire to say—for the guidance of all whom it may concern—that they are not.

"3, Royal Exchange, London, Sept. 21st, 1895.

"The Proprietor, — Hotel, —

"Dear Sir, — We are now engaged in compiling the Cyclists' Diary for 1896, and shall be glad if you will fill in the enclosed form (page 4), and return with your remittance (5s.) not later than September 26th, 1895.

"Only the names of first-class hotels desiring to cater for the custom of cyclists and photographers on tour are inserted, and, generally speaking—except in larger towns—only one hotel for each place, and the insertion of your hotel will certainly bring in considerable extra business, and prove most advantageous to you.

"The nominal charge is made to cover cost of compilation, printing, etc., and when we add that the present year's sale of the Cyclists' Diary exceeded 13,000 copies, and that in addition to this diary your advertisement will appear in the Photographer's Diary, you will readily see that your small outlay will be repaid you over and over again.

"It will be esteemed a great favour if you are able to give us the desired information re Photographic Dark Room and Cycle Repairer. Thanking you in anticipation of your kind attention, and hoping that we may secure your interest and co-operation.—Yours faithfully,

"CHARLES LETTS & Co."

"P.S.—Specimen diary will be sent free on publication."

Where no reply, and no 5s. fee is forthcoming, the proprietor is next written to thus:—

"Memorandum from Charles Letts & Co.,

"3, Royal Exchange, London.

"Re CYCLISTS' DIARY HOTEL LIST.

"Please let us have reply to our letter re inserting your Hotel in above, as with few exceptions, all replies are now to hand, and if you do not desire to avail your goodsof our offer, we must make other arrangements for your district forthwith."

The C.T.C. gives each hotel with which it enters into agreement a *gratuitous* advertisement in its official Handbook, and any proprietor who is applied to by outside speculators must determine for himself whether or not the inducements offered him are worth the money demanded. He may, however, rest assured that if he decide to decline all overtures of this character his connection with the C.T.C. will in no sense be jeopardised, as some imagine would be the case.

* * *

The growing popularity of our
PALMAM pastime accounts in large measure for
QUI MERUIT the fact that nearly every weekly and
FERAT. many a daily paper has of late devoted considerable space to cycling topics.

Much that thus appears is written by impractical people, who long before they have filled their allotted space "give themselves away" again and again. A case in point occurred a few weeks since in the *Daily News*, where a writer who had taken it upon himself to instruct the would-be lady rider, warned her against using a high gear, as it involved an extravagant action of the legs and feet! One would have supposed that even a novice would know that the height to which a machine is geared in no sense affects the size of the circle described by the feet (the length of crank alone determines this), but, incredible as it may appear, the editor of a cycling paper actually reproduced this part of the *Daily News*

article and emphasised the advice given! In contradistinction to the case referred to we would point to the thoroughly practical and unbiassed notes appearing over the *nom de guerre* of "Cyclophil," in the *Sunday Times*. This gentleman no sooner saw the article in the *Daily News* than he pointed out the fallacy and did his best to counteract the mischief it may have done. We know of no better cycling notes in the pages of the weekly press than those of "Cyclophil," and we hope they may long appear.



CHIEF CONSULAR VACANCIES. SPECIALLY IMPORTANT.

Through the resignation of the former officers, the following counties are in need of Chief Consuls:—

ENGLAND—
ESSEX.

WALES—
BRECKNOCK.

SCOTLAND—
CAITHNESS. SELKIRK.
ORKNEY AND SHET- SUTHERLAND.
LAND ISLES.

FOREIGN—
BELGIUM AND LUXEM- SPAIN.
BOURG.

Any two members are entitled to nominate a candidate upon the form obtainable gratis of the Secretary, and the co-operation of the membership to this end is cordially invited.

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.

SURREY.—(Dr. F. Powell, Hillbank, Redhill, Surrey.)—Brixton, Clapham, or other locality in London, S.W., Bagshot, Egham, Esher, and Leatherhead.

SUSSEX.—(Dr. F. Powell, Hillbank, Redhill, Surrey.)—Arundel, Battle, Bognor, Cuckfield, Hassocks, Littlehampton, Newhaven, Rye, Shoreham, and Winchelsea.

TO TOURING MEMBERS.

Any of our readers who are able and willing to aid the Editors of the respective Road Books now in process of compilation are earnestly requested to intimate that fact without delay. In many instances reports upon the roads to be dealt with are still lacking, and in others "draft" is waiting to be checked.

The Editors in question are:—

ENGLAND AND WALES, Vol. II. (London to Bath and North thereof up to Chester on the one hand, and Lincoln on the other). Mr. F. W. COOK,

C.T.C. Offices, 140, Fleet Street, London, E.C.

ENGLAND AND WALES, Vol. III. (North of Vol. II. up to the Border).

Mr. R. T. LANG,
27, Westoe Parade, South Shields.

SCOTLAND.—Mr. A. T. POYSER, Dunblane, Perthshire.

THE BRITISH HANDBOOK. SPECIALLY IMPORTANT.

A new and unabridged edition of this indispensable guide is now at the disposal of the membership, and we shall be glad to receive orders at the price of Two Shillings per copy. Members who are unacquainted with the work may be glad to know that it embodies the following:—A full list of the hotels under contract with the Club throughout the United Kingdom, together with a *note of the tariff and the special discount applicable to each*, a specially-drawn and valuable map; lists of officers; rules and regulations; hotel arrangements, and the special tariffs in England, Wales, Scotland, and Ireland; instructions to Consuls; uniform and general information; hints as to touring, and repairing machines; a list of the Chief Consular Divisions, with the addresses of the officers set over them; railway rates; calendar; sunrises and sunsets; the phases of the moon; as well as a complete diary and riding record, etc., etc., etc.

No member can possibly derive the fullest benefit from his connection with the Club unless he invest in a copy.

THE NEW FRENCH ROAD BOOK.

Part I. of the new French Road Book, dealing with the ground lying north and east of a line drawn along the river Seine from Havre to Paris, and thence southward through Orléans, Bourges, Clermont Ferrand, to Perpignan, is now at the disposal of the membership.

It consists of 550 pages, and describes in greater or less detail no less than 38,000 kilomètres (or 24,000 miles) of roads, and it is, in fact, the most perfect road book of France published in any language. It is sold to members at 5s. 4d. post free.

(Part II., dealing with the remainder of France, will not be ready for publication until the end of the current year.)

The new work is admittedly more complete than anything obtainable even in the French language, and it is as a fact indispensable to all who would tour in comfort in the area of which it treats. Its price is 5s., or 5s. 4d. post free.

THE BRITISH ROAD BOOK.—VOL. III.

A considerable quantity of information has yet to be obtained for this volume, and as the season is now drawing to a close, members who are willing to assist will oblige by at once communicating with the Editor, Mr. R. T. Lang, 27, Westoe Parade, South Shields. The following roads have yet to be reported upon in both directions:—

NORTHUMBERLAND.

1. Corbridge to Rowley.
2. Bellingham to Falstone.
3. Belsay to Morpeth.
4. Tynemouth to Blythe (by coast).
5. Blyth to Newbiggin.
6. Newbiggin to Alnmouth.
7. Alnmouth to Bamborough.
8. Ponteland to Morpeth.
9. Hexham to Chollerford (via Warden).
10. Allandale to Hexham (via Stublick).
11. Blanchland to Ridingmill.
12. Newcastle to Blyth (via Earsdon).
13. Corbridge to Heddon-on-the-Wall.
14. Alnwick to Dunstanburgh.
15. Rothbury to Felton and Ambie.
16. Blyth to Bedlington (via Bebside).
17. Ponteland to Dinnington, Gosforth, and Benton Square.
18. Belsay to Bolam, Meldon, and Morpeth.
19. Belsay to Bolam and Cambo.
20. Morpeth to Longwiton, Rothley, and Elsdon.
21. Morpeth to Hartburn, Scots Gap, and Elsdon.

25. Stamfordham to Barrasford (*via* Ryall).
26. Alwinton to Yetlington and Whittingham.
27. Rothbury to Longframlington.
28. Longframlington to Felton and Warkworth.
29. Allenheads to Alston.
30. Chollerton to Scots Gap.
31. Stamfordham to Heddon-on-the-Wall.
32. Stamfordham to Newcastle (*via* Callerton).
36. Matfen Piers to Matfen.
37. Blanchland to Hexham.
38. Chatton Park Hill to Belford.

DURHAM.

1. Washington to Pensher (*via* Biddick).
3. Seaham to Dalton-le-Dale (*by* coast).
4. West Auckland to Staindrop.
5. West Auckland to Causey Hill (*via* S. Andrew's).
6. Barnard Castle to Middleton-in-Teesdale.
7. Croft to Hurworth, Leasham, and Middleton-one-Row.
8. Winston to Staindrop.
9. Winston to Greta Bridge.
11. Gateshead to Sunderland (*via* Hylton Bridge).
16. Shotley Bridge to Blanchland.
20. Rushford to Sedgfield.

CUMBERLAND.

1. Kirkoswald to Brampton.
2. Kirkoswald to Armthwaite.
4. Broughton-in-Furness to Holborn Hill.
5. Holborn Hill to Ravenglass.

WESTMORLAND.

2. Beetham to Kendal.

ISLE OF MAN.

1. Kirkmichael to Ballamaeskelly.
2. Ballamaeskelly to Ramsey.

YORKSHIRE (EAST RIDING).

1. Withernsea to Easington.
2. Patrington to Easington, Kilnsea, and Spurn Head.
3. Pocklington to Driffield.
4. Driffield to Hunmanby (or Filey).

YORKSHIRE (WEST RIDING).

1. Skipton to Grassington.
2. Hebden to Pateley Bridge (over Greenhowhill).

WILTSHIRE.

The Annual Local Consuls' Meeting will be held in Avebury on Saturday, 12th October, at the "Red Lion," at 3 p.m.

AGENDA.

Chief Consul's Annual Report.

General Business.

Resignation of Chief Consul.

To receive suggestions from Local Consuls for the appointment of a new Chief Consul and arrange to submit same to Council.

Tea at 4.30. All members are welcome.

Those intending to tea will oblige the Chief Consul by letting him know not later than Thursday, 10th inst.

F. W. MARILLIER, C.C.,

The Ferns, Clifton Street, Swindon.



Any member who is desirous of securing a companion for a journey is invited to insert under this heading a short detailed account of his requirements, gratis. It is advisable to enumerate the counties, or leading centres, through which the Tour is to extend, and to state whether the rider is a Bicyclist or a Tricyclist. Communications should be addressed to the Editor, and in case they are to be re-directed, must be enclosed in a second franked envelope.

Wanted, a companion for a week's tour in October. About fifty miles per day; expenses moderate; North Wales, English Lakes, or The Fens, if agreeable. Fredk. Graham Young, L.D.S., R.C.S., 37, Park Street, Bristol.



The usual monthly meeting was held at the Colonnade Hotel, Birmingham, on Saturday, the 14th September, at 10 a.m.

PRESENT:

- C.C. W. KENDALL BURNETT, Aberdeen (Chairman).
 C.C. G. BATHAM, Sunderland.
 C.C. T. G. BOULTON, Wellington, Salop.
 R.C. J. LYON DENSON, Cheshire.
 R.C. J. H. HERBERT, Staffordshire.
 C.C. J. W. LLOYD, Newport, Mon.
 C.C. T. E. LOWE, Wolverhampton.
 C.C. Dr. F. POWELL, Redhill.
 R.C. J. F. SYMES, Warwickshire.

E. R. SHIPTON, Secretary.

- 141.—"That the Rev. P. Pirrie Conerney, B.A., of 6, Bolton Street, Clonmel, be appointed Chief Consul of the Counties of Kilkenny and Tipperary."

- (a) The resignation of Mr. J. B. Stewart, as Chief Consul for the County of Lanark, was not accepted, but the Secretary was directed to express to Mr. Stewart the hope of the Council that he would reconsider his intention to resign.

REPORTS OF COMMITTEES.

FINANCE.

- (c) Upon consideration of the interim Report of the Finance Committee it was resolved
- 144.—"That the paragraph in the Report of the Finance Committee relating to the British Handbook be approved, subject to the exception that a portion only of the issue be divided into two books, and the remainder bound in one volume as in the present Handbook."
- 145.—"That a sum not exceeding £75 be voted for contributions to the *Gazette* during the latter half of the current year."
- 146.—"That the recommendation of the Finance Committee that the two years' probation required in the case of candidates for Life Membership, be done away with, and that steps to that end be taken at the next Special General Meeting accordingly; and further, that the Finance Committee be asked to consider whether the present commutation fee of five guineas could not with safety and advantage be reduced."
- 147.—"That the Secretary be instructed to inquire of the Chief Consul of Merioneth and Montgomery whether or not it is a fact that he has not yet despatched the certificates of appointment with which he was supplied (in advance of Easter last) to the various Hotel Proprietors under contract in his district."

MAP AND ROAD BOOK (ENGLAND AND WALES)
VOL. II.

- (d) The Chairman intimated that no meeting had been held, mainly on account of the absence of the Editor and his assistant on holiday, but that the work was believed to be progressing favourably.

MAP AND ROAD BOOK (ENGLAND AND WALES)
VOL. III.

- (e) The Chairman reported that the Committee had upon examination, found that there was a great deal more work to do in connection with Northumberland and Durham than was expected at the last Meeting. All the routes originally asked for had been sent in, but the Editor, upon comparing the information with the latest edition of the Ordnance Survey, found that several additional routes would be required. These routes have now been asked for through the *Gazette*, and many of the roads have been reported upon. The County of Cumberland is almost completed, the bulk of the draft having already been sent out and checked by the Chief Consul.

MAP AND ROAD BOOK (SCOTLAND).

- (f) The Chairman reported that matters were progressing, and that out of the list of routes asked for in a recent *Gazette* not more than half-a-dozen were missing.

MAP AND ROAD BOOK (IRELAND).

- (g) The Secretary, in the absence of the Chairman, reported that he had been corresponding, without prejudice, with the Editor, and that the difficulty which had arisen in connection with the petty expenses account had been practically overcome. With

respect, however, to the larger issues he gave it as his opinion that a personal interview with the Editor would prove to be absolutely necessary, and he consequently recommended that he, the Secretary, should be authorised to effect a settlement.

It was thereupon resolved

- 148.—“That the Secretary be authorised to visit Ireland, and in conjunction with the Chairman of the Committee effect a settlement with the Editor of the Irish Road Book.”

MAP AND ROAD BOOK (CONTINENTAL).

- (b) The Chairman reported that a portion of the matter relating to Part II. of the French Road Book had already been set into type, and that there was every prospect of the work being completed early in the new year.

RIGHTS AND PRIVILEGES.

- (i) The Chairman reported that much correspondence had taken place with members who had sought advice and assistance, which advice and assistance had been accorded wherever possible.

HOTEL TARIFFS COMMITTEE.

- (k) The Chairman intimated that a meeting of the Committee had been held at Birmingham the night previous, when the matters referred to were fully inquired into, and it was decided to send round to each member of the Committee a rough draft of a report embodying the views of those who attended.

CONTINENTAL TOURING ARRANGEMENTS.

- (i) The Chairman intimated that no meeting of the Committee had yet been held, but that one would be called shortly.
- (n) The Secretary laid before the Meeting an application for assistance from Mr. R. Butler, a member residing at Stamford Hill, N. It appears that he left his machine close to the kerb while doing business at a shop at Stamford Hill, and that during his absence (which did not extend over five minutes) a carman started his horses unattended while in a public-house. The horses left off, came into collision with the cycle, which they practically ruined, and the owner of the car declined responsibility.

It was thereupon resolved

- 149.—“That as Mr. Butler's case embodies a point which it is desirable to have settled in the interests of cyclists, the C.T.C. do bear the cost of taking it up.”

Comments upon the Agenda were received from the following absent Councillors:—The Rev. A. Hay, Grouped Counties of Scotland; Dr. W. N. Marshall, Gloucester; Messrs. W. E. Cowdell Barrett, Grouped Counties of England; E. W. Burke, Ireland; W. Cosens, Sussex; J. J. Graydon, Clones; L. Kershaw, Halifax; F. Lewis, Kent; J. T. Lightwood, Lytham; F. W. Marillier, Swindon; A. E. Paulsen, Hull; Andrew M. Porteous, Coldstream; T. W. Stainton, Redcar; G. E. Stanley, Grouped Counties of England; H. C. Staples, Kent; and Leslie J. Williams, Middlesex.

The next Council Meeting will be held at the “Grand” Hotel, Glasgow, on Saturday, 12th October, 1895.

The Half-yearly General Meeting at Birmingham.

The Half-yearly General Meeting of the Club was called for Friday evening, the 20th ultimo, at the Colonnade Hotel, Birmingham. As there were not twenty-five members present no business could be transacted, and the proceedings were of an informal character. The meeting was presided over by Mr. W. Kendall Burnett (Aberdeen), Chairman of the Council, and there were also present representatives of Birmingham and district, Redditch, Redhill, Sunderland, Wednesbury, Tipton, Dudley, Wolverhampton, Chester, Newport (Mon.), Warwick, and London.

THE AGENDA PAPER.

The business on the Agenda was:—

- (1) To adopt as a true record the minutes of the Annual General Meeting, held in London in 15th March last.

- (2) To consider the advisability of abandoning the Half-Yearly General Meeting, or of leaving the calling of it optional to the Council.

The CHAIRMAN said he proposed with their permission to take up proposition number two on the agenda, and also at a later stage of the proceedings to say a few words upon the present position of the Club. It was not a legally constituted meeting, and not even the minutes could be passed unless before they separated twenty-five members were present. They would see by reference to the agenda that a proposition had been placed before them, bringing under their consideration the advisability of abandoning the half-yearly general meeting. He thought they had a very good object lesson with regard to the necessity or otherwise of holding a half-yearly general meeting, when they were brought to a very large centre—because Birmingham was a very large centre, and there were a large number of cyclists there—and yet were not able to raise a quorum. No doubt if there had been any complaint with regard to the management of the club they would have a large number of members present. He proposed, however, that they should ventilate their views

in the same form as though the meeting had been duly constituted. It was quite understood that they were a company and had to act under the Companies Acts, and that anything that had to be done affecting the Articles of Association they must do after due notice had been given. They would require to hold a special meeting to make the suggested alteration. He read Article 24 bearing on the point, and drew attention to the fact that as it now reads the Council are bound to call a half-yearly meeting whether there is any business or not. There was really no business for the meeting called for that night; no Councillor or member had sent in any notice of motion; and there was no proposal of any kind to discuss, but as the meeting was obligatory under the Articles, the Secretary, exercising a very wide discretion, placed upon the agenda this subject for discussion. What he (the speaker) proposed to do, if it met their views, was to move “That in the opinion of the meeting it is desirable to alter the Articles of Association in such a manner as to do away with the compulsory holding of a half-yearly meeting and to leave it optional to the Council to call a special meeting”; that was to say, the Council would call a half-yearly meeting if there was any business to be done. They must always bear in mind it was within the power of the members to force the hands of the Council. The members could force the Council to hold a special meeting, so that the rights of members were properly safeguarded. At the annual meeting there was always some formal business to be done; the accounts had to be passed and the report had to be adopted. He thought the change advocated would be a wise step and would save expense. He asked them to consider whether they should not request the Council to place this matter before a special meeting, to be held, say, immediately after the next annual meeting. That would be a suitable time to have a special meeting for altering the Articles of Association. He concluded by moving the resolution referred to.

Mr. GEORGE BARTHAM seconded the same, and said the idea originally in having half-yearly meetings was to afford opportunity for the members to meet together, and so promote a spirit of comradeship apart from the business to be done. It was evident the members did not value a meeting of that kind at all. In a way it was not necessary, and the members showed that by not attending. There was on the agenda no business to interest anyone there that night, but he certainly thought that in a town like Birmingham, where there must be at least fifty resident members within a very short distance of that room, it was strange that at a meeting which occurred only once in a year or two, there was not a larger attendance. He thought if it was only to meet the Club officials and hear what was said about the Club and its working, that members might have taken the trouble to attend. It showed that the members did not value the privilege at all, and as the Chairman had said, it was a source of expense and unnecessary trouble. He thought it would be better in future if a half-yearly meeting were only called when there was business absolutely necessary to be done.

Mr. WHITE said he should very much like to know whether they might have a list of members resident in Birmingham.

The CHAIRMAN: Do you mean just now?

Mr. WHITE: I should like to have it as soon as possible. The C.T.C. was a Club, and he joined it as such. He saw very few members about, although he rode pretty frequently. There were very few who wore the badge—he thought he had seen two during the last twelve months. His reason for asking for the addresses of the members in Birmingham was to suggest at the same time that some effort might be made to form a really good local club. They were separate persons not knowing each other, and they joined the Club thinking it was a good thing, but it might be made a better thing if the spirit of the Club was extended.

The CHAIRMAN, in reply, said the chief Consul was furnished with a manuscript list every year of the members in his district. It used to be printed, but the expense was so great that he was now furnished with a written list. If Mr. White, as an individual member of the Club in that neighbourhood, was willing to help in the matter of bringing the members together, the Secretary and Chief Consul would be happy to assist him in endeavouring to do so. The Birmingham Chief Consul, Mr. Thompson, was away through bad health, and that, perhaps, accounted for the apparent want of *esprit de corps*. He was exceedingly sorry that bad health prevented Mr. Thompson from being present (hear, hear). Many Chief Consuls had called meetings of their members, and it might have been noticed from the *Gazette* that such meetings had been held. It was a method of interesting members that might be very much more utilised than it had been. He was certain that any information that could be supplied by the Secretary would be very readily and heartily given.

The CHAIRMAN said the Secretary had informed him there would be nearly 200 members in Birmingham and district. The wearing of the badge, he might say, was no criterion at all of membership. Where he came from the members did not wear the badge, they fought shy of it. People did not care to be marked or to wear uniforms so much as they used to, and he thought Mr. White might have passed many members without knowing they were such.

The resolution was then carried unanimously.

GENERAL POSITION OF THE CLUB.

The CHAIRMAN said that perhaps the meeting would allow him to say a few words upon the general position of the Club, and then leave the matter open for any member to ask any question or make any remarks (hear, hear). He was very anxious that the Council should be in touch with the membership. That was one of the reasons why he regretted they had not a larger meeting. It was very difficult for the Executive to be in touch with the membership. He always had valued these meetings, for the forming of acquaintance with the members and of hearing what they thought of the management of the Club or

their suggestions with regard to its future welfare. Although they were not a formally constituted meeting he thought they should take the opportunity of talking over matters and listening to any suggestions such as the gentleman who had already spoken had mentioned. He was glad to be able to speak of the satisfactory position of the Club, both numerically and financially (hear, hear). In membership they were two better than at the corresponding day last year. With regard to finances, they were, speaking roughly, about £300 better off upon the Revenue account alone (hear, hear). Speaking of the increase of the membership—although he did not lay very much stress upon social position, because as cyclists they were all brothers (hear, hear)—he thought they might congratulate themselves upon having taken a firm hold upon what might be called the upper classes. Among the candidates next month they had a real live Princess, and if they saw no objection to her membership she would presently be elected (laughter and hear, hear). Of still greater importance to them as a Club was the position of their road books. He had at past meetings prophesied with regard to these road books. He did not want to prophesy any more, but he thought he might say that next year they would have two additional volumes, and if there was no further difficulty, probably three (hear, hear). The work had progressed very rapidly during the last few months. With regard to the question of universal lights he thought they had every reason to expect that the Government in their next Local Government Amendment Bill would incorporate the Bill drafted by their Secretary (Mr. Shipton) to enforce the carrying of lights by all vehicles (hear, hear). As they all knew, it was one thing to introduce a matter into Parliament and another thing to get it through. Speaking not as a politician, because as cyclists they were not politicians, and only wanted the Government they could get the most out of, he was glad that there was a strong Government because they were likely to get something from them (hear, hear). The Club had a committee sitting upon hotel tariffs, and the new discount system he believed had given satisfaction. The convener of that committee was by his side, and if any member had anything to suggest with regard to the tariffs, or any experiences they had met with while touring to relate, he would be glad to hear them. They were always open to learn and to improve upon what had been done in the past. He had only further to say he did not himself lay perhaps the stress that some did upon numerical strength. He did not mind whether they had fifteen, twenty-five, thirty, or fifty thousand members. He did not think it made very much difference so far as their power was concerned. They were a very large club with ramifications all over the world, and a thousand here or there was not of very much consequence. But it was true, cyclists come and cyclists go. New riders were coming up, and it was inevitable they would every year lose a certain proportion of members. This being so, he felt that at every meeting it should be impressed upon the membership that one or two words of counsel spoken to a friend who was a cyclist was worth a hundred circulars sent out in the *Gazette* (hear, hear). Those who knew the advantages of the Club given in return for a merely nominal subscription should let their friends know of the good to be got out of it. He expressed the pleasure of the Council at meeting the members present, and although the number was small that was perhaps a guarantee that they were satisfied with the work he and his colleagues were doing.

TAXATION OF CYCLES.

Mr. WHITE said that he understood in Cheshire they were agitating to tax cycles. Was the Council prepared to do anything in the matter? He took it that cyclists wore the roads out very little (laughter).

The CHAIRMAN: Yes, I have heard of it, but I don't know whether the proposal has taken any definite shape.

Mr. DENSON said that at a meeting of the Chester County Council the Chairman spoke of the coming of cyclists who came into Chester. He (Mr. Denson) did not think it was at all likely any steps would be taken at present towards taxing cycles.

The CHAIRMAN: The County Council have no power to tax us; they can only memorialise Parliament to do it.

Mr. DENSON, continuing, said that he understood the number of cyclists coming to Chester one Bank Holiday was counted at the suggestion of a member of the County Council. Unfortunately, the riders were counted both ways, so that a cyclist coming in and going out was counted as two cyclists (laughter). It was a question whether the men who counted them could be legally paid by the County Council.

Mr. WHITE: I understood that the County Council were able to tax cycles, and it is satisfactory to know they cannot.

HOTELS: THE HANDBOOK.

A member suggested that a little more care might be exercised in appointing hotels, and that it should be seen that members were not made to pay more than the ordinary tariff. He could mention a spot not twenty miles from that place, where as soon as the hotel was appointed as headquarters, where they used to pay a shilling for an ordinary tea they had now to pay 1s. 6d. He might mention another case at Winchester. Whoever appointed these hotels should see that their ordinary tariff was not more than the Club's ordinary tariff. With regard to the Handbook, it wanted to be made not more than half its present thickness. It was a handbook at present, but not a pocket-book (laughter). He found—on taking it with him upon a very long tour—he had to put it in his parcel, because he could not take it in his pocket. There was a lot of information in the Handbook that was not absolutely necessary to carry about. Who, for instance, wanted all the rules and regulations contained in it, and the regulations with regard to their uniform, and also lots of hints as to touring. He would practically exclude all that with regard to hotels, would exclude the diary, and remorselessly cut

out all the advertisements and all the application forms at the end. If that were done it would cut 150 pages out of the book, and if the other were printed on India proof paper it would make the book half the thickness. He would give every member on joining a copy of the rules and regulations, and have a copy of the uniform regulations and the list of tailors given with it, and for which advertisements might be obtained that would save the cost. That would enable them to have a Handbook they could carry about the country (hear, hear).

The CHAIRMAN thought the suggestions of the last speaker were very important ones. He might say without breach of confidence that the Finance Committee had placed a report in the hands of the Council which would be considered on the morrow, and which was very much on the lines suggested. They recommended that the book be divided into two parts—one including the information with respect to hotels, and both made to go into one cover. With respect to the hotel tariffs, they were perhaps paying in some places more than they ought to pay. It was a very difficult thing to be perfectly sure they were getting an honest tariff from the hotel proprietor. Speaking for himself, in his district the hotel proprietors had many different tariffs—one for summer, one for winter, and one for the man who looked like a prince or a lord (laughter). It was only by members giving the Secretary, or the Chief Consul the benefit of their experiences that any complaints could be remedied. He was always exceedingly glad to get any complaints with respect to tariffs in his district, because he should write to the hotel proprietor and tell him that if he did not give the proper tariff he would not get another appointment. Unless complaints were sent in Chief Consuls were powerless, because they had done their best to get the proper tariff and a fair discount, and they could not do more than that.

The SECRETARY said that as the work of preparing the Handbook devolved very greatly upon him he could assure the gentlemen who had addressed the meeting on the subject that if the work could be cut down to half its present bulk no one would be better pleased than himself. Each feature of the book had been added after very careful consideration, and there was no one part of the book that had not been praised by some section of the membership. Their friend regarded the diary as practically useless. As far as he (the Secretary) was able to judge from communications from the members, fully 25 per cent., and perhaps 50 per cent., of the books were bought largely for the sake of the diary. The true solution of the difficulty was, he thought, embodied in the recommendation of the Finance Committee, viz., to divide the book into two portions. The Handbook should contain every information valuable to a member going on tour. He could without egotism say there was a large amount of information in the Handbook that could not be found in any other work. Take for instance the Local Government Act and the interpretation put upon the lighting-up clauses. The opinion of counsel as taken by the C.T.C. was given, as also were tables showing how a rider could calculate the time of lighting up in different localities. The consequence was members had been able to show the Bench before whom they were summoned that they were really and truly not contravening the Act, and so escaped the penalty in consequence. The paper upon which the information was printed was specially made for them, and it was believed to be as thin as could reasonably be got at the price, and that thinner paper would be too transparent. As to its quality and its adaptability to the purpose in view he might say that a leading firm of guide book makers had written asking where the Club got the paper, as they had altogether failed to obtain as thin a paper as in the Club Handbook. If these experienced guide book makers had to come to them it showed they were not so very much behind the times. The chief additions to the bulk of the book were not due to him as editor but to the change in the hotel system. Instead of being able to compress the information into small compass they had now the set of the charges for each particular hotel. That involved producing the book in tabular form with a large number of columns across the page. His opinion was the work reflected the greatest possible credit on the printers, because at great pressure at the beginning of the year they produced a book which was generally acknowledged to be an advance upon everything that had preceded it. He was sure that the Finance Committee, who went very fully into the matter at the office a week or so ago, would effect improvements, if it were in any way possible. If the information could be condensed into a smaller compass it would be done. The Handbook of next year would be very much improved, but it would be more expensive to produce. This year's issue cost them 1s. 3d., and consequently they lost three-pence on every copy they had sold, a condition of things which could not be repeated (hear, hear).

The CHAIRMAN asked the member who had spoken of certain hotels to let the Secretary know the names of them, an invitation he extended to any member who had any complaints to make with respect to other houses. Their desire was to ensure that every hotel proprietor should carry out the bargain he had made with them, and that no member should pay more, but rather that he should pay less than the outside public. If an hotel proprietor had given a wrong tariff and then gave 2d. in the shilling discount to bring his charges to members of the C.T.C. down to his ordinary tariff the matter should be remedied forthwith.

THE NEW HOTEL TARIFF SYSTEM.

Miss FINEY said she had recently been on a tour with a lady friend. She found a different price was charged if a Bank Holiday was included in the tour. She happened to stay a week end which included a Bank Holiday at a place, and she was astonished that they wished to say that Bank Holidays were not provided for in the Club's tariff.

The CHAIRMAN replied that the legal aspect of the question was perfectly clear. There was nothing to exclude Bank Holidays from

the contracts. The only way was to send the bill to the Secretary or to the Chief Consul, who would see that the overcharged money was returned.

Dr. POWELL: There are some exceptions to that in the Handbook.

The CHAIRMAN: I don't think they apply to Bank Holidays, they apply to regattas and things of that sort.

Mr. BARRATT asked Miss Finney if she had any trouble in getting the discount? That was one of the things they had to discover whether the members liked in the new system. He would like, as Chairman of the Hotel Tariffs Committee, to know whether members who had used the hotels under the new system had found it of any advantage to them.

Miss FINNEY said that at several hotels the proprietors were not aware of the new system. She had to bring down the Handbook and point out the charges to them, after which the right demand was at once made.

Mr. WHITE: Then it is a *sine qua non* that you carry the Handbook about with you?

The CHAIRMAN: It is, and is a good thing to always have it handy.

The SECRETARY said that this new hotel system was only introduced to the Chief Consuls in a workable shape about the first of December last year. These officers had in consequence practically only a couple of months in which to revise the list of hotel head-quarters and quarters already existing and get new contracts executed. Some Chief Consuls worked hard to make the new scheme a success, but others did nothing in the matter. The Hotel Tariffs Committee intended, however, to bring pressure to bear to get the present appointments revised, and to bring the existing head-quarters and quarters under contract by the new system. They wanted to make the new arrangement general, and where now they had one hotel under the new system, they would by and bye have two or three of varying grades (hear, hear).

Mr. WRIGHT said he could speak of Wales, the valley of the Wye, and the Eastern Counties. He had been very pleased that the new arrangements worked better than the old ones. He had also found that, as the lady member had mentioned, comparatively few hotel proprietors knew of the existence of the new tariff, or else they did not understand it. During a tour at Easter he had to help a landlady to make out the bill, and he had to tell her what to charge and what was to be deducted (laughter). He thought when the new system was better known it would work very well indeed. It was a very great improvement upon the quarters and head-quarters method. He should be glad when head-quarters were done away with altogether, though as a rule he had found that all the hotels under the C.T.C. were very well appointed, and it showed that those who had had the appointments had taken great trouble in the matter. With the exception of one which he referred to, and which was a very second-rate hotel, he had found them first-rate.

The CHAIRMAN said that the appointment of hotels was entirely in the discretion of the Chief Consuls. He explained the *modus operandi* of negotiating the contracts, and said he did not see how an hotel proprietor could fail to understand what he was bound by, as all of them had a certificate of appointment embodying the tariff they had agreed to charge.

Mr. KNOWLES said his experience this year in touring had been very slight—only a few days in Wales. He had no difficulty at all and no trouble. When he asked for his bill he simply mentioned that he was a member of the C.T.C. and the discount was taken off. He understood that if anything were wrong and the price varied from that set forth in the Handbook they had only one thing to do, that was to let the authorities at head-quarters know and the thing would be remedied. He thought when the system had got into a good working groove it would be immeasurably superior to the old. With reference to the Handbook he was pleased to find there was a division to be made of it. Sometimes it became irksome to carry the book. He should be sorry to see the diary taken away. That was one of the things wanted on tour, particularly if they took account of the mileage they made. If they had not the book it necessitated making the entries on pieces of paper and then entering it when they got home. He, personally, should like that with the list of hotels to take with him when touring, while the other might very well be left at home.

The CHAIRMAN said the views put forward would be brought before the Council. He pointed out that the tabulated portion was fully three-fourths of the book.

Mr. KNOWLES: If you put it in as small a compass as possible it will be better. I shall be satisfied either way.

Mr. DENSON said two members came over from Ireland who had written to him for routes. He asked them to take notice how the hotel system worked, and when they returned to give him a call. They came back in about a month's time, and had been nearly all over the country, and had found the system to work admirably. They reckoned it saved them in some cases from 5s. to 10s. per week.

A SUGGESTION FOR THE "GAZETTE."

Mr. ELD said that he knew the *Gazette* was conducted without fear or favour (hear, hear, and applause). He should like it better if it gave some idea of what new accessories and inventions were being put on the market relating to cycles. If there was a sort of tabulated list given in the *Gazette*, without calling particular attention to the things embodied, it would be beneficial to the members (hear, hear). He might say that a friend of his called his attention to what he described as an india-rubber chain cover, which was stated to be a very good thing by the editor of the paper it was noticed in, but doubtless the editor had his reasons for saying so (laughter). He wished he could get this kind of information from the *Gazette*.

Mr. ELD then moved a vote of thanks to the Chairman for presiding, and said he had made the meeting intensely interesting.

Mr. WHITE seconded, and the Chairman having returned thanks, the proceedings concluded.

[*] The chain cover in question is no novelty, although it has recently been re-patented! It does not bear comparison with a gear-case, even though the latter be unprovided with an oil bath, and it is open to question whether it is any improvement upon the naked chain.—Ed.]



By MISS F. J. ERSKINE.

Author of "Tricycling for Ladies," etc., etc.

The end of the touring season will not, I hope, mean also the end of the riding season to many. Autumn with its cool, fresh mornings—the haze which hangs over the landscape, and the wholesome "bite" in the air—has always been my favourite season for riding. Few things are more pleasant than the swish of the wheels through the dry fallen leaves. Perhaps it may be one is fresh from change of air and scene and touring. However it may be, autumn riding to me is always worth more than all the rest of the year.

The most unexpected people are taking to the wheel. Makers must turn their attention to a special brand of "chaperones' tricycles," so that the daughters may have at least a semblance of that hitherto much-needed article. Old and young express their intention of riding. A clergyman of my acquaintance was gravely waited on by one of his Sunday-school children, to ask advice on purchasing a bicycle; and on the roads, at garden parties—in short, everywhere—is seen the familiar black and silver tubed frame.

Apropos of tricycles—it seems a great pity that makers should have dropped making them. I am often asked where to get a tricycle, with pneumatic tyres and suitable to elderly folk, who do not care for the requisite tumbles in learning the two-wheeler, and I must say I am often unable to answer the question. One of the premier firms in the trade replied in answer to my inquiry: "We have given up making tricycles." This seems a mistake. Light and swift as is the bicycle, yet in a hilly country it is nowhere in comparison with the tricycle, with its luggage-carrying capacities and powerful brake. My autumn outing this year led me to Northumberland, and over the same switch-back roads as in days past I had thoroughly explored on a tricycle. The hills then had no terror for me—I knew my brake would hold me on any angle, short of the roof of a house—and sailed down with my feet up, never dreaming of walking a hill. But on the two-wheeler it was different. Often I had difficulty in holding in—and tales of accidents came daily to my ears—this with a singularly well-fitted brake, the best I have yet come across on a bicycle. For photographing, for quiet touring, and intense comfort, a tricycle cannot be beaten.

Miss Everett Green, in her exhaustive article in the last *Gazette*, re-opens the subject of rational dress. The question is still, as she remarks, the cause of warfare, but is of nothing like the importance it was this time last year. Then, it threatened to interfere with the development of the sport. Now, it is simply one of the various cranks and "fads" all women delight in. No *ukase* issued by American local authorities, or much-exercised French Prefects of Police, can prevent women making guys of themselves if so minded. The danger of riding in a skirt if it is properly made, is simply *nil*. Thousands of English women have put that to practical proof since this time last year. The question of

wind resistance is also of the bogey tribe. If there is a head wind, then riding a bicycle, driving a cart, or riding on horseback will be a weariness and a task. The only thing is to slow down to a steady pace, which will be found to solve the difficulty as far as it can be done.

I do not think those who advocate this dress quite know how deeply-rooted is the dislike to it, not only in England but also abroad. True, I know that in France it is largely worn, but even there the feeling is gaining ground that it is not nice. "*Ah! ces misérable culottes,*" I heard a bystander remark at a fête in Normandy, where the Zouave ladies had mustered strongly. Not only this, but even certain leaders of the theatrical and operatic profession have been uplifting their voices against the fashion. Madame Melba states bluntly she abhors masculine costume for women. Madame Bernhardt comes out in quite a new rôle on the bicyclette and family life, though she acknowledges under certain conditions knickerbockers are convenient. So they are in a gymnasium or as a bathing dress.

I have entered into conversation with many about this subject, and have only got one feeble hesitating defence from a lady who did not ride herself, against about fifty from those who did ride, were enthusiastic wheelmen and wheelwomen, who believed in their machines and rode well, but who hated and detested rational dress.

The only valid reason for any such garb Miss Green mentions; and with her I wonder it has not been made more of, for it is the sole rational reason for absurd dress. It is that dressed *à la man* a diamond-frame machine can be ridden. Those who know anything about the structure of their bicycles will see that in the dropped frame is a certain element of weakness, intensified by the fact that ladies mount and dismount by the pedal, thus throwing an immense deal of weight and strain just where the frame is weakest. Whilst the present form of lady's safety is made, the weight should not be cut down any further, as the cross strain, despite double tubes from the steering post down to the lower part of the frame, is so great that rough roads or riding stiff hills would be liable to cause a smash.

Through the courtesy of Mr. C. W. Brown, I was enabled to have a trial spin on a machine of his improved design meant to strengthen the frame and counteract the very weakness which I have alluded to. Owing to illness I was not able to test it nearly as thoroughly as I would have liked to have done, but I saw enough to convince me that by the low cross tubes which bound the V frame at the bottom, the solution of the difficulty, the weakness of the V and Y frames, had been surmounted. Now that makers are thinking of Stanley Show machines, it would be well if they took this matter into account. All women are not feather weights, though of course ideally they ought to be. Many who ride are six feet high, and turn the scale between ten and eleven stone; this is a good weight to have brought down solidly on the pedal, especially when the rider sits down with her instep well on the pedals, and works one against the other with full power, but little skill. It seems an almost hopeless task to persuade any beginner to use her toes to pedal with. With the seat well down—"less far to fall, you know!"—the rider cuddles into her handlebar, which is much too high, and thus bunched up, pedals along very happily unless she could see an instantaneous photo. of herself, and then folks blandly say, as a cutting at my elbow does in print, "If the costume is ugly, the action of bicycling is even more so." Naturally, if people will not take pains to look nice, such things will be said. They cannot or will not understand that sitting low they have next to no power over the machine. The light delicate balance, which is so greatly helped by playing with the pedals, as a violin player does on the strings, is quite beyond their comprehension. Few aspire to more than A, B, C, when there is the whole alphabet to be learnt. To sit plump down on the saddle, get the balance after a fashion, and go *some* how—the consequence is the result is hideous, and the world dubs the sport ugly.

That machines get knocked about when travelling is a sorrowful fact, but to cover each wheel with a brown wicker-work armour is carrying precaution a long way. The other day at a railway station I saw a gorgeous white and gold and silver machine thus enveloped, and the effect was decidedly odd. White and gold machines may be very "chic," but they do not wear well. One I saw the other day had changed to a light lavender, and seemed at first sight as if only just painted with the first coats of priming. Maroon also looks heavy. I have never seen a bright blue yet on the road. The electric blue ones I saw at the Salon de Cycle, on their white mats, are no doubt less beautiful now. The colour ought to wear well, but after all the plain black and silver looks most quiet, ladylike, and workmanlike.

Parades of cycles are quite the order of the day. A monster one was held at Seaham in Durham, when many ladies attended. It was also the first run of a newly formed ladies' club, which already numbers over a score of members. It is rather a pity when these processions are of the so-called fancy dress burlesque type, but this one at Seaham, which was for the benefit of the infirmary, was a most unqualified success on all hands. The weather was perfect, the attendance was so large that, whilst many in the procession had traversed a circuit of three miles, the rear guard had not started!

I shall be glad to receive any information about the Newcastle and District Club for Ladies, and trust that their spirited example will find many imitators in the coming season.



By C. W. BROWN.

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All front wheel plunger brakes are actuated by levers of the patterns I have shown, the various makes only differing in detail. There are, however, as I have before mentioned, many patterns of brakes or spoons designed to come in contact with the tyre, and attached either permanently or by means of clips to the bottom of the brake-plungers. In the early days of cycling many of the ordinary bicycles then popular were fitted with what are known as roller brakes. These were subsequently abandoned in favour of ordinary metal spoons, but when pneumatic tyres became general, the unsuitability of these spoons caused a few manufacturers to revert to the roller brakes of by-gone days, though of course in somewhat altered form. One of the best of these was fitted by the New Howe Co. The brake consisted of a concave roller running between the prongs of a small fork attached to the bottom of the plunger. The design was simple, but the roller brake which seems to be the most common at the present time is that shown in Fig. 38. This consists of a bracket A, screwed to the bottom of the plunger B, and fastened by the nut C. The bracket takes the shape of two arms, bent at nearly right angles to each other as shown, which arms form bearings upon which the rubber rollers DD revolve when the brake is in action. The arms are provided with shoulders EE, and the rubbers are kept in place by the washers FF and the nuts GG. The angle at which the rollers are set causes the pressure to be applied

more or less to the sides of the tyre, no part of the brake coming into contact with the actual tread. This brake at first looks a good thing, but in practice the friction entailed by the rapidity with which the rollers are revolved causes the latter to rapidly wear out. Even when the rubbers are lined with metal cores, so that small parallel bearings are

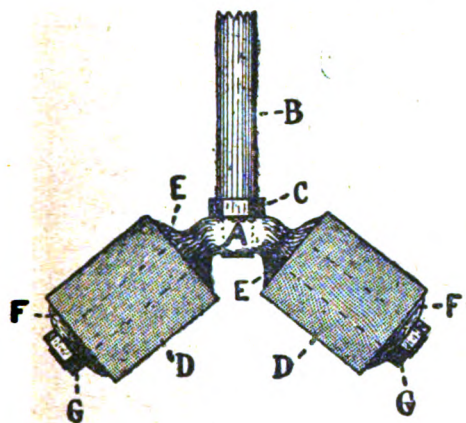


Fig. 38.

made, the high speed at which the rollers are turned soon causes the bearings to become heated. It would of course be possible to construct this brake in such a manner that the rollers should run upon adjustable ball bearings, but the expense would be too great to enable such brakes to be supplied, except at an increased cost.

Another form of brake designed to act upon the sides of the tyre is that shown in Fig. 39. It is known as the "Hall" brake, and it is certainly one of the most satisfactory front

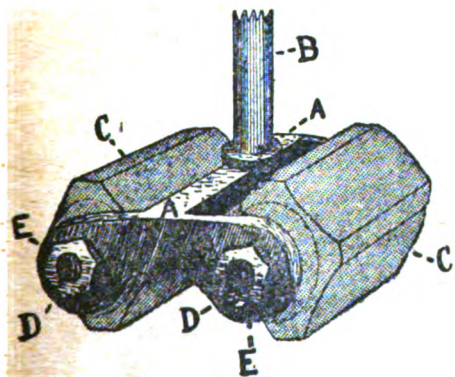


Fig. 39.

wheel brakes extant. It consists of a duplex frame AA, attached to the bottom of the plunger B. This double frame carries two rubber blocks CC, placed longitudinally to the tyre, and held by the bolts DD passing through them and

secured to the frame by the nuts EE. The rubber blocks are made nearly square in section, each having four broad, flat sides. It therefore follows that as the rubbers wear with use they may be turned round from time to time by loosening the nuts EE. Each of the sides can thus be brought into contact with the tyre, and when all four are worn out, new rubbers can be obtained at a small cost. I certainly do not think that there is at the present time a better type of plunger brake than this one.

A lighter pattern of brake which also allows of longer wearing life than most, is the "Perfect," shown in Fig. 40. It is an exceedingly simple contrivance, consisting of a small fork AA, attached to the plunger B, which fork carries between its prongs a four-sided longitudinal block of rubber C, centrally pivoted between the fork-ends on the screw D. This rubber block is further secured between the fork-ends by a second screw or bolt E, and when one side is worn away, this bolt may be withdrawn and the block turned over so that the hole EI may receive the bolt E, when the latter is replaced, the flat side of the rubber, which has hitherto been uppermost, being now brought into contact with the tyre of the wheel when the brake is applied. This brake has the merit of being cheap, but it of course acts upon the tread of the tyre.

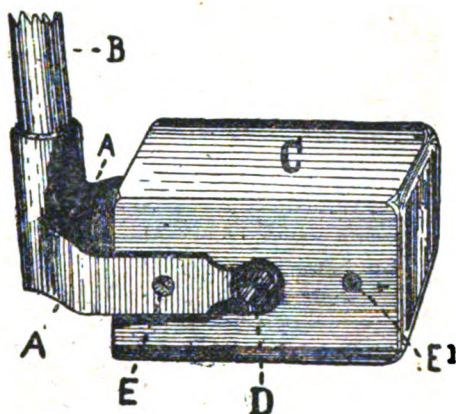


Fig. 40.

Another type of front wheel brake is that shown in Fig. 41. It may be taken as a fair sample of the class known as rim brakes. In this the downward push of the ordinary brake-lever upon the plunger is reversed by means of a tumbler joint between it and the top of the plunger, so that the action of gripping the lever with the hand has the effect of raising the plunger upwards. The brake itself takes the form of a stirrup, a small portion in the centre of the bottom bar being removed. This stirrup AA is generally screwed to the bottom of the plunger B, and locked by the nut C. When it is in position the ends DD of the stirrup AA come below the rim E, as shown. When the brake-lever is gripped the plunger is drawn upwards, thus bringing the ends DD in contact with the underside of the rim E. Of course a brake of this description has the advantage that its action is entirely independent of the tyre, but it needs a specially-constructed and very strong rim. Even then it will be very apt to wear the felloe through, if used at all frequently, and in any case its application is, of course, absolutely fatal to the enamel on the

rim.* Moreover, its appearance is anything but good. With many of the brakes of this pattern it is impossible to take the front wheel out of the fork without first of all detaching the stirrup from the plunger, as the rim cannot pass through the opening between the ends DD except sideways, and then only when the tyre is deflated. I do not think that we shall ever see a really practical rim brake for cycles on account of the extra weight necessary in the felloe, and of the unsightly appearance.

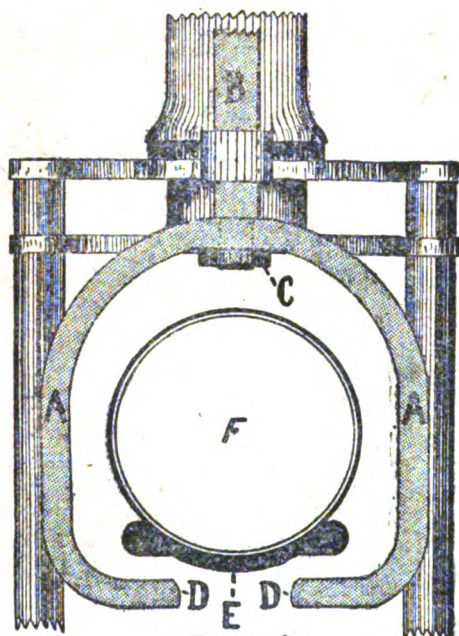


Fig. 41.

Sometimes a band brake of similar construction to either of the patterns shown in Figs. 33 and 34 [page 271, September Gazette] is used on a front wheel, being actuated either by a pulling or pushing rod. As the distance from the handle-bar to the front wheel hub is very considerable, it is best for such a brake to be applied by a tension wire, pulled upward by a tumbler on the centre of the handle-bar. Messrs. Humber & Co. fit a brake of this description to order, but I am strongly opposed to front wheel band brakes on account of the increased strain upon the front forks.

Before leaving front wheel brakes it will be well to deal with at least one pattern of foot brake, types of which are occasionally fitted. There are several varieties, but all rely upon much the same general principles as that shown in Fig. 42. In this the brake consists of a piece of steel AA, placed across the tyre B behind the front fork, and provided with two arms CC running forward and hinged to the footrests DD at the points where the latter are attached to the fork-blades EE. To the underside of the steel bar AA, which is nearly as long as the width of both the footrests and front fork, is secured by a deeply counter-sunk screw or other suitable means, a piece of rubber F. When the brake is out of action, the bar AA is drawn upward close against the under-

side of the mud-guard in cases where one is used, by the small spiral springs GG, which are attached at their upper ends to the crown plates as shown at HH. When it is desired to apply the brake, the toes are placed upon the footrests DD and the heels rested upon the ends of the transverse bar AA, so that when the latter is depressed the rubber F is brought into contact with the tyre B. With a little practice the pressure exerted by the heels can be regulated fairly evenly, and when this is the case the brake is by no means a bad one for long hills. Its great drawback is that it cannot be applied quickly, unless the feet of the rider be already upon the footrests, and hence I think that it and all foot brakes of its class should only be viewed as auxiliary brakes. In my opinion a perfect cycle brake should be capable of instant application. The "Mulville" foot brake is of the same style as that shown in Fig. 42, but is of certainly far more simple construction. It is, moreover, very easily detachable without interfering in any way with the footrests. It consists of a clip secured round the steering-post between

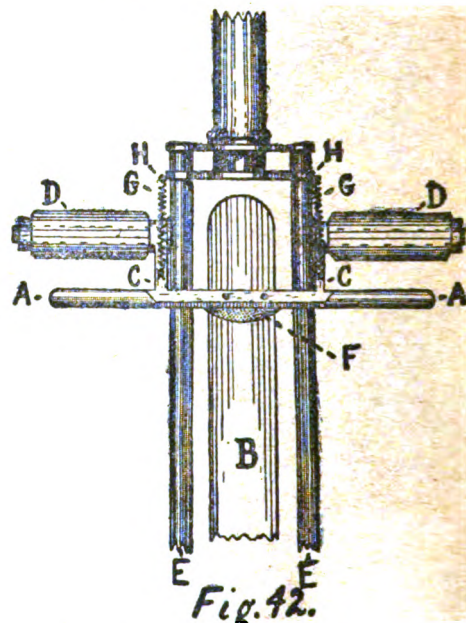


Fig. 42.

the plates of the fork-crown, from which clip two spring steel wires project backwards and downwards, carrying at their rearmost ends the transverse bar and rubber block. The spring of these wires keeps the brake off the tyre unless the bar be depressed by the heels of the rider.

To deal with all the different forms and modifications of brakes would be wearisome and would serve no practical end, but I may, before leaving this important part of the modern cycle, refer to band brakes applied to the crank-axle. It is a comparatively easy thing to fix a band brake at this point on machines not fitted with gear-cases, but when the chain-wheels are properly covered in more complication is necessary. On an uncovered chain a band-brake drum may be secured to the crank-axle chain-wheel, and a band of suitable construction, say of one or other of the types shown in Figs. 33 and 34, may be successfully applied to it, but when a gear-case is used it becomes necessary to affix a separate drum on the opposite side of the crank-axle—a plan which adds a good deal of extra weight and does not look over neat. Mr. Walmsley has sent me a model of a brake wherein the drum is a fixture, upon the crank-bracket, the

* This defect is in some cases remedied by vulcanizing to each side of the rim a band of hard rubber, upon which the brake shoe bears; but there still remains the great drawback that the unyielding grip of this type of brake has a tendency to pull the wheel to pieces. The brake is in fact only of use as long as the rim remains dead true.—ED.]

band itself revolving with the chain-wheel and being fixed to the latter. By an ingenious arrangement the band is tightened upon the fixed drum when the rider back-pedals. This device is not, however, new, as a similar plan was exhibited by a Mr. Gardner at the National Show in 1893, and much correspondence subsequently appeared upon the matter in the *Gazette*, Mr. Gardner refuting my contention that a brake should not act through the chain, as that portion of a machine had already quite enough strain upon it in the ordinary course of driving without being called upon to withstand reverse and sudden strains to which it is subjected by the application of a brake acting upon the crank-axle. I have seen nothing to alter my then expressed opinion that no brake should act through the chain. This season we have seen a great deal of trouble caused by chains breaking, and this would be further enhanced by the adoption of brakes of the type referred to. Moreover, should a chain snap the rider would have no means of controlling his machine, as both his brake and back-peddalling power would be taken away by the accident. Hence I am as strongly as ever opposed to placing the brake upon the crank-axle, notwithstanding that that position offers certain slight advantages in the matter of convenience. Of course it also follows that any brake applied by back-peddalling entirely prevents the possibility of the rider using his footrests when descending long hills. The question of the best form of brake is very wide, and there does not appear to be a really very satisfactory one in existence. Band brakes are too heavy and complicated; spoon brakes frequently tear the tyre and are useless in case of the tyre puncturing; rim brakes injure the felloes; the pneumatic brake is liable to puncture. Who will give us the perfect cycle brake?

With regard to the pneumatic brake (see Fig. 35, page 272, September *Gazette*) I may remark that it has just been further improved by the shield A being clipped to the arm B, instead of being rivetted to it. The arm is also made somewhat longer and the forward end is bent in at right angles to the fork-leg, passing transversely across the machine just in front of the rear tyre. It is to this transverse end that the shield A is clipped, so that it may be adjusted either further from or nearer to the fork-leg, until the central portion of the air-pad D is in such a position that it will, when the pad is inflated, come into contact with the exact centre of the tread of the tyre. It will be remembered that the central strip of the air-pad is very much thickened, and it is important that this portion only should be brought into contact with the tyre. A further improvement has been effected by constructing the shield A with a tongue at the top and bottom. These tongues hold the air-pad very securely in place without the necessity for the canvas strip at the back, the slots for the same to pass through, or the wire bolts to hold it in place. The only improvement I can suggest is to strengthen the inflating tube E, which is at present made of simple rubber. Were a strata of canvas introduced there would be no fear of this tube bursting, an accident which once occurred to the brake I have in use. I may also give the following tip to users of these brakes. Get a piece of rubber about 3-16in. thick and five or six inches long by one and a-half wide. Fasten one end of this to the back of the metal shield, say to the clip by which the latter is held to the tubular arm, and pass the rubber over the top, bending it over and letting it hang down between the face of the pad and the tyre. When the air-pad is inflated it will push the rubber curtain thus formed against the tyre, and thus apply the brake. The rubber should be backed with a strip of canvas solutioned to it. Of course it will be necessary to adjust the shield slightly further away from the tyre than usual, in order to allow for the thickness of the rubber curtain. A piece of old air-tube slit open will answer admirably, and if it be found that the rubber will not bend sufficiently sharply over the top of the shield to allow it to clear the tyre when the brake is off, the lower end may be tied back to the bottom of the shield, always making sure that the

curtain is left loose enough to allow the air-pad to expand to its full capacity. This simple device will prevent the necessity for renewing the air-pad, as the wear will be taken by the rubber curtain, which can easily be renewed from time to time at a most trifling cost.

(To be continued.)



NORTHUMBERLAND AND DURHAM DISTRICT ASSOCIATION.

A general meeting of the members of the C.T.C. in Northumberland and Durham will be held at the "Queen's" Hotel, Stockton, at 8.0 p.m. on Wednesday, October 9th, when a large attendance is expected.

R. T. LANG, Hon Sec.

Westoe Parade, South Shields.

LIVERPOOL DISTRICT SECTION.

The last meeting of the members was held at the "Woolton" Hotel on Saturday, 14th September, the attendance being the greatest since the formation of the section.

Several riders having visited "Red Brow" and having expressed their opinion, it was decided that it would not be expedient to fix a danger-board thereon.

Letters from District Surveyors bearing on the condition and repairing of roads were read.

The next meeting will be held at the "Royal" Hotel, Prescott, at 4.30 p.m., on Saturday, 12th October.

H. D. MATHIAS, Hon. Sec.

140, Smithdown Road, Liverpool, 20th Sept., 1895.



No. 339.—We are glad to learn that the difficulty has been overcome. The matter is not, however, of sufficient importance to merit public mention.

Dr. FAULKNER.—A band brake attached to the lower chain wheel has often been tried, but it possesses the disadvantage that it only acts through the chain (which occasionally snaps under the strain), and unless made to be applied by the foot the fittings required are usually more complicated than when the brake is affixed to the back wheel, where, other things being equal, a much smaller drum suffices.

C. F. WILLIAMS.—The superiority of pneumatic to cushion tyres was long since so well established that we regard a discussion of the point as supererogatory.

No. 14,327.—As there is so far as we know no probability of aluminium entering largely into the construction of bicycles, the discussion of details such as the question as to what parts of the present machine could be made of the new metal would we think be premature.

M. G.—Your parody is ingenious, but it is not quite up to the standard of the C.T.C. *Gazette*.

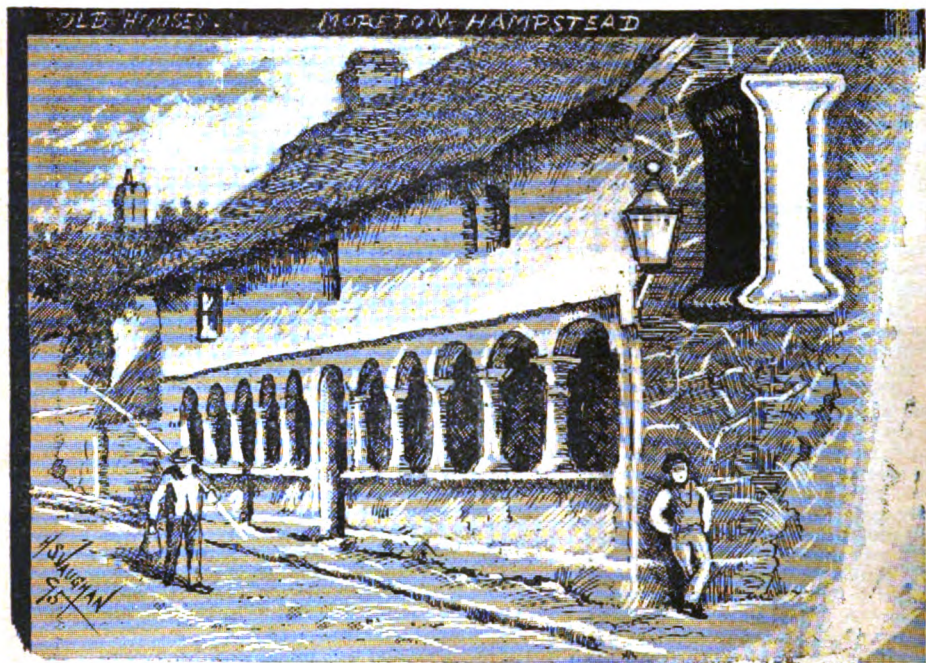
No. 6804.—We have made a note of the bare facts, but to grant you the use of the columns of the C.T.C. *Gazette* for the purposes of your Socialistic propaganda is of course out of the question.

"Unique," Plymouth.—We approve of your specification, but should choose Bluemel's celluloid mudguards in preference to the detachable but flimsy variety you mention, and should omit the "self-closing" air tubes. The Collier two-speed gear is a good thing, and we recommend it for hilly districts such as yours.

Companion to the Road Book.

DARTMOOR.

Routes 322, 323, and 380.



Some former numbers of the "Companion" I have described the great main roads, from Exeter to the West, which skirt the wild region of Dartmoor very closely, actually touching it in places, as for instance in the neighbourhood of Okehampton, Ivy-bridge, or Ashburton. In this chapter I shall deal with the roads that cross the moor itself.

Of these, strictly speaking, there are but two, and they intersect each other at Two Bridges, a little to the north-east of Princetown, crossing the moor from N.E. to S.W. and from W. to E.; a glance at the map makes this obvious. From these there are a very few

offshoots which are possible for cyclists: otherwise the moor is crossed only by tracks and faint footpaths, often of the most ancient origin.

I fear that this chapter will appeal not in the slightest degree to "scorchers," or to those smart riders who will not condescend to any pace of less than twelve miles an hour; for that is a rate of speed which can never be attained on Dartmoor. But, happily, the C.T.C. includes in its ranks a large, and increasing, number of sturdy riders who would be content with twenty-five or thirty miles for a day's run, if that distance lay in a sufficiently interesting country. Now that, if one knows how to see it, Dartmoor undoubtedly is, and as thirty miles affords quite sufficient work for one day on the moorland roads—being equal to, say, fifty elsewhere—it follows that there is a vast deal of "pottering" to be done on the moor. And "pottering" is a thing abhorred of the "scorcher." Nevertheless there is a great deal more of toughness and staying power required in a "pottering" excursion across Dartmoor than in tearing like a "lightning lunatic" down the Brighton or Ripley Roads.

The best plan is to use your machine as a Mounted Infantryman does his horse, simply as a means of conveyance from one point to another, leaving all the skirmishing, or explorations into the wilderness, to be done on foot. Two Bridges, where the two roads intersect, is twenty-five miles from Exeter, and is one of the best centres for exploring the moor on foot: there is sleeping accommodation at the inn, as also at Postbridge. If five or six days can be devoted to Dartmoor I would suggest some such itinerary as the following (supposing Exeter to be the starting point):—Ride the first morning to Moreton Hampstead (twelve miles), and on to Chagford, where spend the remainder of the day and the whole of the next in exploring that part of the moor; return to Moreton and spend one day in the Lustleigh and Widecombe country. The fourth day ride to Two Bridges and visit Princetown; the fifth, visit Holne Chase and Buckland; the sixth, on to Tavistock and thence by rail to Lidford and Brentor. If more time can be spared, so much the better, but a very fair knowledge of the moor can be gained by some such programme as the above. A good many of the more notable spots on the edges of the moor have already been described in the "Companion": we are here chiefly concerned with the inner portions.

To describe Dartmoor adequately—to discuss its history and traditions, its peculiar geology, its unique folk-lore, and that curious air of mystery which seems still to enshroud (and shut off from the rest of Devon, as it were) this, the most remarkable of the few wild regions still existing in Britain—all this is far beyond our present scope. It has been ably done by scores of writers, from Rowe, with his "Perambulation," and Carrington, with his noble descriptive poems, to Mr. Page, who has written a fascinating volume on the subject as a companion to his "Exmoor." Our province is only to deal with what may be seen, and understood, in a tour of a few days' duration. To visit Dartmoor and see in it nothing but a desolate wilderness of dusky mountains and dreary piles of rock—to feel nothing of the

"... rich mystery that aw'd
The mind, and flung around a thousand hearths
Divinest tales, that through th' enchanted year
Found passionate listeners,"

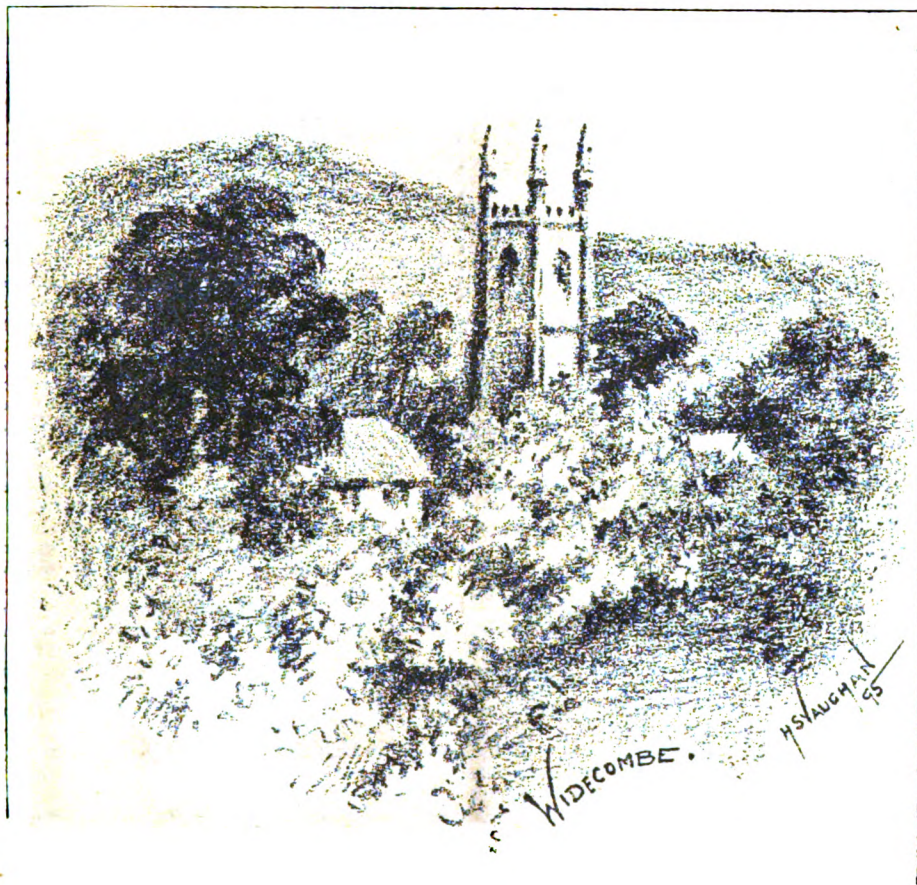
or to wander over the barren hills by the identical paths first trodden by tribes that perished ere history began, and affect to regard as uninteresting stocks and stones the

" forms
That rose amid the desert, rudely shaped
By superstitious hands when time was young

—is worse than useless. Most West-countrymen, even at the end of this prosaic nineteenth century, cannot help regarding the moor as a little bit *whisht*, or uncanny: certain it is that if the pixies—whose departure Carrington so pathetically deplored—yet linger anywhere in Devon, it is in the recesses of the great moor. But apart from fairy-tales, in which no self-respecting modern child, or anybody

like Holne Chase, or Lustleigh Cleave, upon a bright day of May or September when Dartmoor looks its best, and listen to his remarks. In these, and a hundred other places, he will be astonished at the rich sylvan beauty of the scenery: and even in the inner parts of the moor, where only rocks and rills and heather meet the eye, the sun has but to shine and the whole landscape glows with vivid colour and light. The same quality of crystalline purity of atmosphere prevails on Dartmoor, in fine weather, as on Bodmin moor, which I mentioned in the *Gazette* for February last.

Fairly settled weather is necessary to the enjoyment of a tour on Dartmoor: high winds will render cycling absolutely impossible, for they sweep over the moor with a fury that



but a folk-lorist, will condescend to believe, there still come down from the moor, at rare intervals, but especially in winter time, strange tales and rumours that make the comfortable lowland farmer in the smiling valleys between Dartmoor and the sea thank his stars that he is not one of "they Dartmoor folk." Tales of sudden outbursts of water, of abnormal snowdrifts and mysterious disappearances, snake stories, fog stories, and sometimes a "convict scare."

But the average tourist, *not* of the west country—if he has ever thought of Dartmoor at all—has probably conceived it to be a big rocky common, more or less flat and dreary, with an important prison establishment in the middle of it! Such an one I should like to pop down suddenly, say at some spot

nothing can move against. As to rain, the less said about a wet day on Dartmoor the better. To lose one's way in the driving rain mists, and wander, wet to the skin and chilled to the bone, for hours in solitude among the rocks and heather, to end up miserably by spending the night crouched under the lee of some cairn or boulder, is an experience that has before now befallen a pedestrian on the moor. Lucky in such a case to escape with the pangs of hunger and rheumatism, rather than with a broken ankle or worse. These dangers, however, may be avoided by not making excursions into the wilder parts of the moor in very doubtful or misty weather. There is much to be seen in the vicinity of the two main roads, without going farther afield.

I must here warn cyclists that strong boots are indispensable for rambles on the moor, and if possible gaiters also should be worn. If these cannot be carried on the machine, they should be sent on ahead by the carrier, or by parcels post, to the inn at Two Bridges, or whatever point be selected for one's centre.

A complete change of woollen clothing is also necessary, a pocket flask, a wallet in which one can carry a substantial lunch, a large scale map of the moor, showing footpaths, tracks, bridges, and antiquities (Bartholomew's maps are excellent), and a reliable pocket compass.

Thus armed, and having good health and strength, there is nothing to fear on Dartmoor in the summer time. If you entirely lose your way at any time in the mist, follow the course of the nearest stream *downwards*; you are pretty sure thus to reach shelter of some kind within a few miles, or at least to strike a road.

By Route 322 Moreton Hampstead is twelve miles distant from Exeter. The road is of little interest until the valley of the Teign is reached at Dunsford. Some very lovely scenery, to which I have already alluded in the *Gazette* for May last, lies up and down this river valley, but hereabouts Teign ceases to be a moorland stream, and so enters not into this description. Dunsford has a conspicuous church tower, but is of very little interest.

Moreton Hampstead, however, besides being a good centre for exploration, has some attractions of its own. It is a railway terminus, and has two fairly good inns, although at the end of last century it could only be reached by pack-horse, and no wheeled vehicle had ever been seen in the village. The church (Perp.) is large but of little interest: the nave walls are embattled, and the tracery of the windows is good. In front of the church is a public field called by the curious name of *The Sentry*; from this spot there are good views of the edge of the moor. The chief curiosity of the village is the "*Dancing Tree*," concerning which there is a delightful chapter (Chap. XV.) in Mr. Blackmore's Dartmoor novel "*Christowell*." The Puritan spirit, which has made English village life so dull a thing, long ago stopped the dancing and the fiddling in the ancient tree, but this is what used to happen:—"Instead of putting up a May-pole, and frolicking around it in a pixy-ring, the young folk of Moreton have their frisks among the verdure without dread of dewy feet or toes stuck in a mole-hill. High up in the tree, which stands in an elbow of scrappy street, they hoist and fix a timber platform, strong enough to bear the vehemence of feet, not too aerial. The boughs of the patulous tree above the bole afford a noble amplitude; and a double ring of hay-rope, roven fast around the branches, provides the most headlong couple with a chance of preserving their necks—when valuable." And then, as that quaint character, Tim Pugsley, remarked, "If any man offendeth in zider, ale, or langwich, us kicketh 'un out o' the tree, wi'out no rasoning, and a' cometh down zober on the backside of his head. Never has no call to do it twice, miss."

From Moreton, as I said above, there are several capital excursions to be made. First, to Chagford; to this place one can cycle, following the road taken by the 'bus that runs in connection with the train: telegraph poles run most of the way; the distance is about five miles. This is, perhaps, the most picturesquely situated village on, or near, Dartmoor. Its beauty in summer and its desolation in winter * are expressed by the story that tells of a traveller approaching the place and asking a native its name. In summer comes the reply, boastfully, "Chagyford, an' what do ye think of it?" But in winter, dolefully, "Chagyford, good Lord!"

* The latter part of the story, which comes down from pack-horse days, hardly applies now, when Chagford is in daily communication by bus with a railway station.

Mr. Page points out that the present pronunciation of the name in the vernacular undoubtedly represents the ancient name, which is spelt *Chaggefard* in ancient manuscripts.—H. S. V.

Chagford has a fine fifteenth century church: in the graveyard there is the following curious verse on a stone, commemorating, not merely the man who lies beneath, but his father who erected it:—

"William Rogers placed me here,
Ireland is his nation,
Longford once his dwelling-place,
The heavens his habitation.
When he is dead and in his grave,
And all his bones are rotten,
Upon this stone you'll find his name
When others are forgotten."

The famous Holy Street Mill, painted (among many other artists) by Creswick, has vanished, but there are still many picturesque bits left in Chagford.

Leaving his machine in the village and starting off on foot to explore the district, the tourist will see by his map that he is now close to some of the most remarkable and romantic features of Dartmoor. There is plenty of stiff climbing and rough walking to be done, so that he will find it impossible to visit all the points of interest, or half of them, unless time be no object; but he will be able to make his selection from the following list. Guides can be engaged at Chagford if any disinclination is felt to trust to map and compass.

1. North-eastward to the Teign Gorge and Fingle Bridge, going over Rushford Bridge and along the riverside, or else by the road past Whyddon Park to the ancient hill-fort of Cranbrook Castle (1016 feet), descending thence to Fingle Bridge; it is well to go one way and return the other. Of this district—the bridge, the gorge, the cromlech, the old forts, and the village of **Drewsteigton*—I furnished a detailed description in the *Gazette* for October last (page 286), to which I must now refer my readers.

2. To Gidleigh Castle and Church, two and a half miles. A couple of cottages complete this tiny hamlet, anciently the seat of the Gidleys, a famous Devonshire family. The thirteenth century castle tower is the only fragment left of their mansion. The church has a good screen.

3. The Gidleigh antiquities, so called; a very remarkable series of prehistoric remains. Go through Waye Barton to Metherall. In a meadow down towards the river are some *hut circles*, one of which is the finest on the moor, the diameter is about 30ft. Returning to the road, cross the South Teign River to Fernworthy Farm (date on the house 1690): near the point where we cross the stream there is an ancient slab bridge by an ash tree. Ascending by a lane on to the moor, make for Fernworthy Circle, about a quarter mile to the west. On the land lying between the North and South Teign Rivers the large number of prehistoric remains is remarkable. Fernworthy Circle is sixty feet in diameter, and consists (or did a short time ago†) of twenty-seven stones, about three feet high. To the south-west rises Sittaford Tor, which, by no means so imposing in appearance as mighty Cosdon, is yet only twenty-five feet less in height (1764ft.). On its summit is a square Logan stone. At its eastern foot lie the Grey Wethers, two circles (incomplete), so called from their supposed resemblance to a flock of sheep. At least such is the derivation given by moorland folk; but in this case, as in some others, I think it is possible that some long-forgotten Celtic word is at the root of the matter.

From Fernworthy Circle a stone avenue led due north to Scorhill Circle (on the north bank of the North Teign); this avenue may still be traced in places, and on the way to Scorhill Circle we pass the Longstone (a famous monolith 12ft. high), and farther on a triple circle, from which an avenue leads to two ancient pounds, the most important of

* Named after one Drewe, or Drogo, anciently lord of the manor, and not after the Druids, as the eighteenth century antiquaries who invented those respected myths would have us believe.

† One is always obliged to make this proviso in writing of Dartmoor antiquities, for in spite of the care of the Dartmoor Preservation Society, the moorland farmer has still got a habit of uprooting the nearest circle stones or carting off some handy wayside cross or monolith, whenever he wants to make a doopost or repair a bank.

which (the Round Pound) is about 170yds. S.E. of the river. All about this spot are the remains of an ancient settlement, and, although this corner of the moor has suffered badly from vandalism, the bases of about thirty dwellings are still traceable. The adjoining hill is Kestor, which is worth ascending for a superb view of the Teign Valley : on the summit is the largest rock basin on the moor, now surrounded by an iron rail.

Scorhill Circle was one of the finest circles on the moor : it consists of twenty-five stones and is 85ft. in diameter. Below the junction of the Wallabrook and Teign, in the bed of the river, is a curious perforated stone called the Tolmen (*Töl maen*) ; the diameter of the hole is so large that a fairly broad man may climb through it. Passing over Scorhill Down we may now return through Gidleigh to Chagford.

The foregoing description by no means includes all the antiquities of this interesting neighbourhood, but if the ramble be made on the lines suggested, the traveller will get

solitary wanderer who visits them at such a time will not wonder that the 'grey stones of the heath' should have kept a place in the superstitions of the peasantry long after they who raised them were forgotten, or that mysterious rites should have been done at them, in spite of the prohibition of council and of law book."

4. Cawsand (locally *Cosdon*) Beacon (1799ft.). I have already mentioned this grand hill in the "Companion"—see *Gazette*, October, 1894. The route (six miles) is *viâ* Gidleigh, Greenway, and Moortown, turning off to the left short of Shellstone. Care must be taken to avoid Raybarrow Pool on the south side of Cosdon—it is said to be the worst bog on Dartmoor.

5. Cranmere. Go past Fernworthy, as detailed above, to Teign Head Bridge ; ascend White Horse Hill, and continue in a more or less north-westerly direction. It is as well to engage a guide for this walk, or at least to have a companion, and a very large-scale map. The Cranmere region is



a very fair idea of the general type of the moorland pre-historic remains, and will see certainly some of the finest of them. Space forbids us here to speculate on the origin and purpose of these strange relics, or even to mention the curious traditions concerning them that are still current, such as the saying of the moorland folk that the Grey Wethers turn round at sunrise.

Of the poetic influences of this primeval wilderness, Mr. R. J. King has written feelingly,—"In this gloomy district, even at midday, the circle of grey stones has a strange power over the imagination ; but when twilight is gradually closing, and the only sound that breaks the silence of the hills is that of the stream on whose banks they stand, the circles assume their ancient power. The whole country about them is still the same as in that far-distant day when the hand of man erected them for some unknown purpose ; and as the wind sighs through the long fern and heather and the mists rise up from the hill-streams, the spirits of the old British priests seem, like the shade of Fingal, to 'move slowly over the heath, the stars dim twinkling through their forms.' The

gloomy and lonely in the extreme, and to give *verbal* directions is of little use, for a stranger finds it almost impossible to recognise the different ridges and tors and depressions by which he must steer his way. The distance, however, is short, being only about three miles from the Teign. The famous pool, the subject of many weird tales, is now merely "a slight depression in a soil of inky blackness, bounded on every hand by morass, and having on the western side a narrow strip of water nowhere attaining a foot in depth, and which in hot weather disappears in the bog. By its margin stands a low cairn of white stones, erected by Perrott, the well-known Chagford guide." (Page).

Returning to the point at which we first came in contact with the moor, viz., Moreton Hampstead, there still remain one or two districts to explore before we continue by Route 322. Lustleigh Cleave should be visited, especially as one may now go by railway to Lustleigh, only a mile from the Cleave. The scenery of this valley is romantic in the extreme. Conspicuous across the valley is the tower of Manaton Church, and to that hamlet we can make our way

by descending to Horsham Steps, and crossing the stream by the natural bridge of granite boulders. Thence a steep climb brings us to the tiny village of Manaton (*Maen y dun* = stone enclosure) clustering round its green. One of the houses is occasionally tenanted by Sir Walter Besant, and one at least of his novels was written here,—a Dartmoor story.

From Manaton a short ramble may be concluded by returning to Moreton *vid* North Bovey; but a longer walk may be made to include Widecombe-in-the-Moor,* an interesting hamlet a few miles south-west of Manaton. This place has a remarkable church, known as the "Cathedral of the Moor," having a fine perpendicular tower, which has been compared to that of Magdalen College, Oxford. The church is said to have been built by tin-miners, in the days when that industry still flourished upon Dartmoor. This church is chiefly famous, however, from having been struck by lightning during a terrible thunderstorm in 1638, when the building was shattered, four persons were killed, and sixty-two injured. Perhaps no similar catastrophe ever created such a sensation, if one may judge by the mass of tradition and literature that it gave rise to. Readers of "Christowell," Mr. Blackmore's Dartmoor romance, will not need to be told that the weird description of the storm that burst upon the church to which George Gaston had fled upon his way from Crammere, refers to the tempest at Widecombe.

A curious account of the affair is given in Prince's "Worthies of Devon," and another in a pamphlet published at the sign of the Gilt Bible in Paternoster Row in the year 1638. But the quaintest record of it is the poetical effusion of one Richard Hill, the village schoolmaster, which may be read upon a board affixed to the tower. It commences—

"In token of our thanks to God, these tables were erected,
Who, in a dreadful thunderstorm, our persons here protected;
Within this church of Widecombe, 'mongst many fearful signs,
The manner of it is declared in these ensuing lines,"

and goes on to relate—among many marvellous incidents—how

"One man was scorched so that he lived but fourteen days and died,
Whose clothes were very little burnt; but many there beside
Were wounded, scorched, and stupefied in that so strange a storm,
Which, who had seen would say 't was hard to have preserved a worm.
The different affections of people then were such
That, touching some particulars, we have omitted much," etc., etc.

Naturally enough the Devil was credited with the disaster, and nobody had any doubt about the matter after the good

* Pronounced as *Widdycombe*, and variously spelt, Widecombe, Widecombe, Wydecombe, Wythcombe, and Withycombe.

woman who kept the Poundgate inn stated that just before the church was attacked a furious rider on a black horse had called upon her for a drink—which *hissed* as it passed down his throat—and had then galloped on to Widecombe. This belief in the Satanic agency lasted, I suppose, until quite recent times; at all events it is recorded that not so very long ago a Sunday scholar of a neighbouring hamlet, when asked "What do you know of your ghostly enemy?" replied, "If you please, mum, he lives to Widecombe."

From Widecombe one may return to Moreton *vid* Grimspound, and so include a visit to "the largest, and in many respects the most remarkable, monument of antiquity on Dartmoor."

A rough lane takes us up to the moor, and a good tramp over the heather brings us to Hameldon Beacon (1697 ft. above the sea, and affording a magnificent view); the ancient cross has had a modern date carved upon it: there

are several important tumuli near here. Proceeding northwards along the ridge we find Grimspound on the N.W. slope of Hameldon, a vast oval enclosure, with a rampart that in places is eight or ten feet thick at the base and is still from three to five feet high, composed of huge granite boulders. The circumference is 528 yards. The entrances on the east and west are both paved.

Within the enclosure are several hut circles, and it has been conjectured that the settlement included some thirty huts, with perhaps a population of 200 persons and many cattle. The most generally accepted theory among modern archaeologists concerning Grimspound is that

it was an aboriginal fortified village, used also (at night or in times of danger) as a cattle pound. The most likely derivation of its name appears to be from the Celtic *grym* = strength, and the word *pyndan* = an enclosure. If this derivation be accepted, it seems to show that the "old men" themselves looked upon it as perhaps the strongest or most important of their pounds or enclosures upon Dartmoor.

Mr. Spence Bate, the author of "Grimspound and its Associated Relics," suggests that the pounds were used by the aboriginal tin-streamers for the safe storage of that valuable metal, but that Grimspound, being so much stronger than the others, must have been built for the same purpose by strangers, who, he thinks, from the discovery of Scandinavian relics in the barrows on Hameldon, may have been some of the earlier Norsemen who visited Devon.

It is interesting to note that Grimspound lies upon, or close to, the great central Track-Way which crossed Dartmoor, leading from Exeter to Tavistock. This nearly obliterated track, perhaps the oldest roadway in the kingdom,



FINGLE BRIDGE

was traced, a few years ago, by Mr. Burnard for a distance of seventeen or eighteen miles at intervals over the moor.

From Grimspound continue northwards by Hookner Tor for about one and a half miles to the turnpike road, where turn to the right for Moreton. The entire round—train to Lustleigh, and thence on foot to Manaton, Widecombe, Grimspound, and home by the road—will make a very good day's work in fine weather for a man of average strength.

Resuming our cycling route (No. 322), we meet with some very stiff work until we have surmounted Merripit Hill. Shortly after crossing the River Bovey we reach Bector Cross, where the cross-road from Chagford to Ashburton crosses Route 322. Here there stood, until 1871, one of the ancient moorland crosses. It was removed, about that year, to do duty as a gate-post at Hill House, a glaring

instance of the vandalism that flourished, and still flourishes, on the moor. At Bennett's Cross, about three miles further on, a track diverges on the left to Vitifer Mine, a modern continuation of the work of the ancient tin streamers. Mr. Spence Bate, in connection with his theory of the Viking occupation of Grimspound, thinks that perhaps Vitifer is "a corruption of the Norse word *vittifleur*, the white stream, which, from its being impregnated with china clay, would have contrasted strongly with the peaty streams of the moor."

Just beyond Bennett's Cross, we reach the "Warren House Inn." On the other side of the way formerly stood a very ancient inn called the "New House"; it had a signboard bearing the following rough verse, which was familiar to every moorman,—

"John Roberts lives here
And sells brandy and beer
Your hearts for to cheer;
And if you want meat
To make up a treat,
There be rabbits to eat."

This "New House" is believed to have been the scene of a good old Dartmoor story which tells how a traveller, on retiring to rest in one of its bedchambers, found a large old chest in his room, and, lifting the lid, was horrified to find it contained a corpse. Believing that he had got into a den of murderers, he sat up all night, prepared for death; but on cautiously descending next morning he received a cour-

teous reception and a good breakfast from the host. He then asked the meaning of the dreadful contents of the chest.

"Bless your heart, your honour, 'tis nothing at all," said the young man, 'tis only fayther!"

"Father! your father!" cried the traveller, "what do you mean?"

"Why, you see, your honour," replied the peasant, "the snaw being so thick, and making the roads so cledgy-like, when old fayther died, two weeks ago, we couldn't carry un to Tavistock to bury un; and so mother put un in the old box, and salted un in: mother's a fine hand at salting un in." (Mrs. Bray.)

From the top of Merripit Hill a straight run leads down to Postbridge, on the East Dart River, where there is a

temperance inn with sleeping accommodation. Just below the modern bridge is the ancient clapper bridge for which the place is famed: it is the finest example of these bridges of the "old men" now existing, and Rowe considers that the Great Central Trackway (alluded to above) passed over it. Round about Postbridge there are several other prehistoric remains, but the description given above of those at Gidleigh and elsewhere



must suffice as typical of the Dartmoor antiquities in general, as space forbids my alluding to them all in detail.

The stage between here and Two Bridges is easy. Beyond the shooting box of Mr. Bennett, of Plymouth, on the right of the road, we come to Newbridge on the Cherrybrook. From here we are in view of a line of remarkable tors, running from north to south, on the north side of the road. The most interesting one, and the nearest to the road, is Crockern Tor, on which was held the Stannary Parliament for many centuries. I have already mentioned this tor, as well as the Stannary Laws and Towns, in the *Gazette* for May last, see p. 136; the whole subject is a very interesting one.

Behind Crockern, rise Littaford, Longaford, and White Tors. Along the side of Littaford and Longaford one can descry the last remnant of the ancient forest with which Polwhele and other writers say the moor was once covered—the gnarled and lonely wood of Wistman. Anything more weird than this collection of stunted oaks of fabulous age there is not upon Dartmoor. Their very name expresses the

awe with which countless generations of moorland dwellers have regarded them.

Whist, or *Whisht*, the ancient Devonshire term for uncanny, is the first syllable; and the second is probably the Celtic *maen*, a stone, in allusion to the wilderness of moss-covered boulders among which the twisted trunks live—one cannot use the term *grove*, for these patriarchs of the primeval forest average but nine feet in height. To add to the uncanny reputation of Wistman's Wood, it is said that the spot is infested with adders. The following lines in Carrington's "Dartmoor" seem to express admirably one aspect of the wood—

" How heavily
The old wood sleeps in the sunshine; not a leaf
Is twinkling, not a wing is seen to move
Within it;—but, below, a mountain stream
Conflicting with the rocks, is ever heard,
Cheering the drowsy noon."

At Two Bridges is an inn—the "Saracen's Head"—at which good accommodation can be obtained. Here the two great main roads of Dartmoor cross each other. The place is a good centre for various excursions, and there is any amount of good fishing to be had in the district.

Although most of the rambles from here will be on foot, the cyclist may employ his machine in a run to Dartmeet and Ashburton (see Route 380); the hills, however, are very severe. About a mile after crossing the Cherrybrook we pass a notable antiquity close to the left side of the road: this is Dennabridge, or Dunnabridge, Pound, which is still used as an enclosure for cattle when the moor is being "driven." Within the entrance is a rugged slab seat, called the Judge's Chair, and said by moorland tradition to be a relic of the Tinnars' Parliament.

The next point of interest on this route is at Dartmeet Bridge, to which there is a very dangerous descent. Just below the bridge the streams of the East and West Dart unite, and here also the three moorland parishes of Widecombe, Holne, and Lydford join. The scenery hereabouts is good, but to reach something that is really worth the journey we must continue to Newbridge and Holne Chase.

South of Newbridge is Holne, the little moorland village where Charles Kingsley was born. It stands upon high ground, and commands many lovely views, in particular those over the Dart Valley. The church has a good screen, attributed to the monks of the ancient Abbey of Buckfastleigh, to which I have already alluded in the *Gazette* for May last, page 136.

At the same time I mentioned the great horse-shoe bend which the Dart makes between New Bridge and Holne Bridge, enclosing Holne Chase: here is to be found some of the very finest scenery on the whole course of that famous stream, and after an exploration of the Buckland Drives, on the north side of the river, and perhaps a visit to the ancient church of Buckland-in-the-Moor, with a glimpse into the wooded glen of the Webber stream, I think the traveller will conclude that the toilsome journey over the moorland road from Two Bridges has been well rewarded. If quarters for the night be desired in the neighbourhood there is the old Stannary town of Ashburton, with its "Golden Lion" and other inns, close at hand.

Returning to Two Bridges and resuming Route 322, the road ascends for about a mile and then drops slightly to a stream called the Blackbrook; soon afterwards it is joined by the road from Princetown. From this point several fine tors are in sight—North Hessary Tor (1600) to the left, and Little and Great Mis Tors about a mile away to the right. A long steep descent leads to Merivale Bridge, within half-a-mile of which, by a footpath following the telegraph poles, is the famous group of Merivale Antiquities, consisting principally of stone avenues and circles. One of these avenues has a length of about 590 and the other of 780 feet. There are also some small cairns, a ruined cromlech, and a menhir.

From Merivale Bridge there is little that calls for remark upon our route—with the exception of several fine views, one of which ranges from Brent Tor to Saltash Bridge—until we descend from the moorland and reach civilisation again at the fine old town of Tavistock. This is surely one of the most pleasant towns in Devon, picturesque both as to its buildings and its situation on the wooded banks of Tavy, and readily accessible by rail and road from Plymouth or Okehampton. It has a handsome parish church (Perpendicular), some remnants of what was once the most famous abbey in the West of England, a grand bronze statue of Drake (by Boehm), and some interesting inscribed stones of Romano-Keltic date, now in the garden of the Vicarage.

But we are here chiefly concerned with the semi-moorland excursions that may be made from Tavistock. A railway runs up the valley to Okehampton, and it is a very convenient, although prosaic, means of visiting Brentor and Lidford. A good plan is to take train to Lidford Station, visit the famous Cascade and Gorge, and then return to Tavistock, *via* Brentor. The latter is a curious, and very conspicuous conical hill of volcanic rock, surmounted by a little ancient church that commands a wonderful view. Lidford itself has an old castle, on a mound by the churchyard, that has become famous, chiefly, perhaps, by reason of Browne's quaint verses about the "Lydford Law" that was formerly dispensed here. There are nineteen verses in this amusing poem (written in the 17th century), of which I quote one anent the castle.

" They have a castle on the hill:
I took it for some old windmill,
The vanes blown off by weather.
To lie therein one night, 'tis guessed
'Twere better to be ston'd, or press'd,
Or hang'd, ere you come hither."

Another good ramble from Tavistock is to Mary Tavy (good church and cross), Tavy Cleave, and Great Links Tor.

If from Two Bridges, in the centre of the moor, we pursue Route 323 instead of 322, we reach Princetown in one and a-half miles, and can then take train, if necessary, into Plymouth.

It must be confessed that Princetown, even apart from its associations with crime and punishment, is one of the most dreary spots on the moor, but when one adds to this impression the sight of prison buildings, and of groups of convicts and their warders, one feels it is not a place to linger in, even though it owns a fair hotel. The prison was originally built for the use of French prisoners of war. From the town there is a track across the moor to Ivybridge (fourteen miles), but almost the only object of interest passed on the way is a granite cross, 7½ ft. high, known as Nun's Cross. It stands in the track of the Abbots Way, that led from Buckfast Abbey to Tavistock, and it is mentioned in some of the early Saxon and Norman Records. Near this spot there is one of the worst bogs on the moor, called Fox Tor Mire.

From Princetown Route 323 runs south-west to Dousland Station, near which it leaves the moor. A very interesting district lies, on the western edge of the moor, between this point and Plympton, but it can only be seen by following the Meavy down to Shaugh Bridge and the Dewerstone, and thence southward by Bickleigh Vale. See the *Gazette* for May, 1895.

For a short account of the Okehampton neighbourhood, and the northern flank of Dartmoor, see the *Gazette* for October, 1894.

GRATIFYING.—The following extract from a letter recently received from a Birmingham member is typical of many communications that have of late reached us from new subscribers:—"I had your *Gazette* lent me a few days ago, and think them capital. I could never read the other cycling papers because there is nothing interesting in them. I shall let my two daughters subscribe next year."



WANKLYN'S TOOTH AND NAIL BRUSHES.

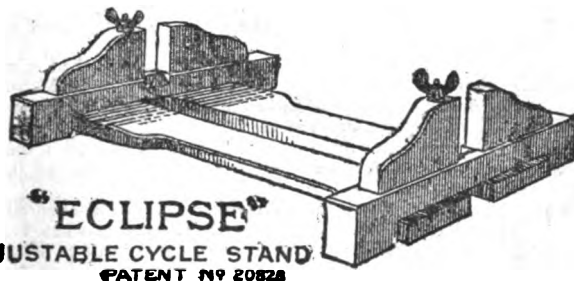


ing it into a tinned receptacle, which, when the brush is in use, does duty for a handle.

The cyclist who desires to reduce his impedimenta to the minimum—and what cyclist does not?—will welcome this device, for the length of the brush is materially reduced by collapsing and fold-

THE "ECLIPSE" CYCLE STAND.

The latest addition to the long list of devices having for their end the safe keeping of the bicycle is the stand bearing this title. Its construction will be readily understood from



the woodcut, and it remains but to say that it is adjustable to any width of tyre and is well and soundly made. It sells at 3s. 6d. or 4s. 6d. post free, and is obtainable of the Bramstone Supply Co., 50, Bramstone Gate, Leicester.

THE SPREAD OF CYCLING.—We cull the following from the *Yorkshire Post* of the 19th ultimo: In the list of candidates for membership of the Cyclists' Touring Club are the names of Baron Nathan Rothschild, the Marquis of Camden, Lord Sudeley, Lord Athlumney, the Earl of Cassilis, Sir George and Lady Hamond-Graeme, Sir F. Winnington, of Stanford Court, the Hon. W. Varde Buller, the Hon. Derek Koppel, Messrs. E. R. Pierrepont, F. C. Brownlow, H. F. Hanbury Tracy, Dudley Leigh (and Mrs. Leigh), Colonel the Hon. F. W. Eliot, Mr. A. H. Middleton Biddulph, of Chirk Castle, and many others. Successful and unsuccessful candidates at the general election are well represented, while clergymen, doctors, University dons, provincial professors, and public schoolmasters, with their wives and daughters, may be counted almost by the score. There are more than 100 lady candidates, including the Lady C. Walsh, the Hon. Miss Parker, of Eccleston, the Hon. M. Mostyn, and the Hon. Mrs. Douglas Pennant, of Towcester.



By G. DOUGLAS LEECHMAN,
Author of "Safety Cycling."

Miss Erskine's experiences of the Boudard gear are most interesting. I hope she will carry her trials further and see whether a machine fitted with the ordinary gear, but speeded as high as the one fitted with the Boudard, is equally agreeable. Meanwhile I feel bound, with all deference, to disagree on the point of its complication; and its virtues in the direction of overcoming the dead point would appear to consist in its urging the rider to claw the pedals round.

I am glad to notice that at least one maker does not intend to adopt the coming fashion of D section backstays without taking steps to maintain the lateral efficiency. I refer to Mr. E. J. West, whose "Progress" cycles I have commended more than once. Externally his stays will be of D shape, but they will be supported internally by a double web, making them immensely strong sideways. The webs are in one piece with the rest, the edges of a sheet of steel being folded inwards to form the stay. Mr. West has registered the design, and other firms will be able to buy the stays from his licensees.

Another novelty that must be looked out for at the Shows is a new saddle which Mr. Middlemore has taken up. It is very simple, and I think is likely to be equally good for women as well as men. Two oval pans hollowed and padded are hinged side by side on a cross-bar which is mounted on a cradle spring clamped to the arm of the saddle-pillar. Light springs are fitted to hold the pans in position while mounting, but otherwise there is no obstruction to the movement of the legs, yet they and the rest of the body are, in a way, supported all the time. The pans may be adjusted laterally, and the space between them obviates any risk of dangerous pressure. Nor is there any uncomfortable pressure against the tendons attached to the muscles of the thighs, as the front of each pan dips as the leg goes down. From one or two short trials I feel there are great possibilities in the saddle, but whether counterbalancing objections will present themselves I shall be in a better position to say next month, as I have now received a sample for continuous trial.

Just a word of caution to two members whose letters appeared in last month's issue of the *Gazette*. If No. 185 is under the impression that he may, after having purchased imitation tyres in countries where the genuine articles are not patented, use them in Great Britain or other countries where they are patented, he is making a great mistake, and the use of the tyres here renders him liable to an action for infringement. No doubt No. 185 will see the reason and reasonableness of this directly he considers it. And it does not follow that 200 per cent. dividend means £2 profit on every pair of tyres sold. The capital may be turned over more than once in the year, and the Company may be receiving royalties from other vendors of tyres.

Mr. Garratt's wrinkle was patented by Messrs. Townend Bros., of Coventry, some few years ago (presumably this is the firm referred to by the Editor), and I believe another large firm has made arrangements with them for the use of the idea.

As regards drag in two-speed gears—the "Collier" gear

works at speed and the "Cycle" works at power. Of course in each gear there is a certain waste of power from the additional friction when at work. I saw a rough test made with the "Cycle" gear a year or two ago, and if I remember rightly the extra loss was about 2½ per cent. As the "Collier" runs "dead" at the low speed, it should run then as easily as an ordinary chain gear, except for the additional weight and any disadvantage there may be in modifying the bearings in adapting the bracket to the gear.

The strain on the chain (and so much of the strain on the bearings as arises from driving through the chain) varies inversely as the radii of the chain wheels; the larger the wheels the less the strain. But the chain wheels should not be so large and light as to bend or spring under the strain, nor so large and heavy as to counterbalance the reduction of strain by increased weight. There is a great cry for moderation in this matter, but there seems little risk of going too far at present; the first reports of the "Ivel" with 14 and 34 teeth were very favourable, and I have not heard them contradicted.

Cranks should, in my opinion, be proportioned to the rider, not to the gearing. Personally, I find that a certain length of throw suits me best and the increased leverage of a longer throw is of no use, presumably because it involves too much movement of some of the muscles of the leg. The crank throw settled, the rider is in a position to find the gear that suits him best, but not before.

It is highly probable that machines will be dearer, and perhaps scarcer too, next year. The Americans have placed such immense orders for tube that there will be more difficulty than ever in supplying the home demand, and higher prices will have to be paid for what can be supplied. Another result may be the pushing of tubes made up in various ways from sheet metal. As the steel requires to be very soft in order to allow of weldless tube being drawn, there would seem to be a good chance for sheet metal, which can itself be produced of far superior quality. The Helical tube has shown what can be done in this way.



EDINBURGH AND DISTRICT.

The last run of the season will take place to Midcalder on Saturday, 12th October; meet at Rutland Square, 3.30 p.m. If weather be unfavourable meet at same place on following Saturday.

On Saturday, 7th September, six members cycled to Nine Mile Burn, and, after tea, visited the romantic "Habbies How," supposed to be the scene of Allan Ramsay's "The Gentle Shepherd." The run home before the wind, over the smooth hill road, and in bright moonlight, terminated a pleasant outing.

E. A. GLEN, Consul.

56, Elm Row, Edinburgh, 11th Sept., 1895.

GLASGOW AND DISTRICT.

A gathering of the members of the C.T.C. in the West of Scotland was held at Row on Saturday, 14th September. The attendance was not large, but was representative. Among those present were Mr. Stewart, C.C. for Lanark; Rev. Alex. Hay, R.C. for Scotland; Mr. Lindsay, Consul at Alexandria. An informal discussion of Club affairs took place, and much satisfaction was expressed at the recent and rapid growth of the Club. It was agreed to ask Mr. Stewart

to reconsider his decision to retire from the Chief Consularship of Lanark, as it was felt his retirement would be a considerable loss to the Club. A desire was expressed to have one other gathering before the season closed, so it was decided to have a run to Erskine Ferry on Saturday, 12th October. Tea there at five o'clock. All western members are requested to make an endeavour to be present.



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

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

(*The letters marked with an asterisk were crowded out of the last issue.—ED.)

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

LEAKY GEAR CASES.

Sir,—Having read Consul No. 263's letter re "Leaky Gear Cases," I should like to give my experience with the Carter detachable gear case.

At the commencement of this season I had a machine built from my own specification by the Metropolitan Machinists' Co., and had a Carter Detachable Case fitted to it. I had no trouble whatever with it, and no oil escaped except when I tilted the front of the machine high up in the air, as when lifting it over a gate. The oil then escaped from the back joint.

I may add that I have ridden five or six hundred miles, and the stock of oil appeared the same as when I started. Perhaps the fact of my machine being built to order would make the case fit better.

T. W. N. TOMSETT, No. 3479.

Sir,—I fancy that Consul No. 263 will have some little trouble in effectually preventing leakage from a detachable gear case. The cause is no doubt bad fitting, and in the case of detachable covers, the openings are so long that they cannot be treated with any certainty of success in the manner I recommended for the discs of the fixed patterns. Mr. Carter writes me that he is bringing out a new form of detachable case which will be very superior. I have not yet seen this newest pattern, but it may overcome the difficulty to which your correspondent refers. By the way, Mr. Carter reminds me that he originally fitted detachable gear cases; at least he did so to the first twenty or so machines sent to him, and he subsequently adopted the fixed case. On the demand for a detachable pattern becoming apparent, he again reverted in a measure to his original idea. The first practical commercial cases were, however, of the fixed type; and up to the present I have seen nothing to beat them.

C. W. BROWN.

Sir,—I may inform Consul No. 263, who in last month's *Gazette* complains of his Carter's detachable gear case leaking, as there is a defect in its construction which causes the

leakage, that I have one fixed to a this year's safety, one by Jarvis, of Praed Street, W., and have ridden over 700 miles on it without the slightest sign of a leakage, neither is the oil in the gear case exhausted. A 300 mile run should not exhaust the oil in the gear case. I should advise sending it back to Carter, and not to any local repairer, to be adjusted.

K. I. MARKS, No. 13,547

Maida Vale, W., September 9th, 1895.

Sir,—In reply to Consul No. 263, I think if he will try vaseline in his Carter gear case instead of oil he will have no further trouble.

I have two of Carter's cases in use which by reason of oil leakage were an incessant nuisance. This season I very thickly covered the chains with vaseline—three pennyworth—and have ridden constantly for four months, have not had the slightest trouble, and as far as I can judge the vaseline will not require replenishing for another four months.

W. G. B., No. 3914.

Sir,—In reply to the query of "Consul No. 263," I think the best way to keep a Carter detachable gear case free from oil on the outside is to use "cylinder" oil. This is a heavy mineral oil used for lubricating the insides of the cylinders of steam engines; it flows very slowly and so does not splash about inside the case; in fact, the machine can be laid upon its side for a few seconds, and when lifting in and out of trains, etc., there is no fear of the oil making a mess.

It will save time to warm the oil before pouring it into the case, and in emptying the case when the oil has become dirty some paraffin will expedite matters if allowed to remain in the case for a few minutes before opening the lower orifice.

The oil has little or no smell, and is, I think, a very suitable lubricant for a chain.

H. A. GARRATT.

5, Rockleaze Avenue, Sneyd Park,

Bristol, Sept. 5th, 1895.

[A better plan than either of those advocated would probably be to use Viscoseum, the new oil recently put upon the market by Messrs. Samuel Ward & Co., whose advertisement appears in the current issue. This is the finest lubricant we have ever tried, and as its viscosity is one of its leading characteristics it would seem to be eminently adapted to the purpose.—ED.]

A C.T. CLUB-HOUSE.

Sir,—As regards a C.T. Club-house in London, I think the idea admirable, and should be most glad to see it carried through. I am sure there are many country members who would willingly give an annual subscription of a guinea or half-guinea to enjoy such a privilege; the more especially if sleeping accommodation, etc., were added thereto for the use of touring members.

Cannot this be worked, Mr. Editor?

Marlborough.

No. 3786.

Sir,—The suggestion as to a fixed home for the C.T.C. is an excellent one, and though a new member I should like to be allowed to endorse the idea.

Would it not be a good thing if a mutual club-house could be established by a combination of the C.T.C. and the N.C.U., in some such central position as Charing Cross or the Embankment? Or possibly a good arrangement might be made with the authorities of the Imperial Institute, who have many cycling Fellows and lots of room for accommodation.

This would be an excellent method of bringing these two large bodies into closer union, and therefore more concerted action; but surely a smaller subscription than a guinea would be ample and much more popular, while a class of *Fellows* might be treated for those paying the full subscription.

EDWD. A. HARDWICKE.

Epple Road, S.W., September 10th, 1895.

Sir,—Allow me to second the proposal of your correspondent in last month's *Gazette*, viz., that the C.T.C. should have a club-house. I fully believe that it would be a great success. There must be a large number of members who would be willing to pay an extra £1 is., or even more, per annum, and have the advantages of a club-house in London. The convenience to country members would of course be immense, while to those living in London it would form a pleasant place for meeting, and would help to keep the Club together, and also be an additional inducement for others to join the C.T.C.

R. H. W. CURTIS, No. 902.

23, Pembroke Square, Kensington, W.

16th September, 1895.

THE HANDBOOK.

Sir,—Some fifteen years ago I first joined the B.T.C., but after a year or two's experience of it I resigned, as it seemed to me the advantages it offered were not unqualified. On hearing, however, of the adoption of a new Hotel system I rejoined the Club this year, and after some months' experience of the modern system I feel I can entirely congratulate myself on having taken this step. One of the things which struck me most on renewing my acquaintance with the Club was the contrast between the Handbook of '83 and that of this present year of grace—the former a slim black volume little bigger than a commercial envelope and less than $\frac{1}{4}$ of an inch thick, and the latter a perfect mine of information on matters cyclic. But I would venture to suggest that the very fullness of the modern work renders it unsuitable as a touring companion. When one carries, as I do, 10 or 12lb. of luggage on a tour, it is essential to eliminate all that is unnecessary; and there are few I imagine who wish to study the excellent constitution of the Club on a tour, while the very admirable articles on touring and repairing had very much better be read at home than on the journey. The diary adds some thirty odd leaves which might well be left at home, and those who wish to compose odes or work out problems on the journey might be required to provide their own paper, so that the blank pages at the end might be omitted altogether.

Again, it is not often that a single tour embraces all four divisions of the United Kingdom, so that far the greater part of the information as to hotels is for the time a useless encumbrance. I believe some study their Handbooks well before starting, and make such extracts as they deem requisite; but unfortunately we cannot all foresee exactly the spot at which we shall need the repairer's aid, and some (myself among the number) are even unable to foretell where they will spend the night.

After all this criticism you will perhaps allow me to make some suggestions. The first is that the Handbook should be issued in four or five parts—of course unbound—one of these to contain the standard information and the diary—if this latter be not superfluous—and the others the Hotel information divided up on the same system as the Road Book. The most erratic among us usually knows on packing his bag in what counties he purposes to tour, so that he would be able to select such division of the Handbook as he wished. If this scheme appears too radical a change I would at least suggest that each county should be printed on leaves of its own, so that it would be possible to tear out just the counties required.

CHARLES B. WHEELER.

7, St. Stephen's Crescent, Bayswater, W.

[Many other communications relating to the Handbook have reached us, and have been submitted to the Committee appointed to deal with the matter. Some of the proposals received are excellent, but many are impracticable. Our readers will, however, see by the Report of the last Council Meeting that a sub-division of the book, for those who prefer it, has already been decided upon.—ED.]

THE TOURIST TRICYCLE.

Sir,—Owing to holidays I have only just seen the letter of the Quadrant Company, giving a present measure of their crank-axle (made $\frac{1}{4}$ in. less by squeezing down the tyres), and saying, "Tommy Atkins is wrong again," and that my statement is "disproved."

I measure a machine as it stands, and so measured their 26in. at the Show (with a steel rule always carried), and it was then $11\frac{1}{2}$ in. A little later, with purchase in view, I measured this and all the dimensions again at their London depot, and again it was $11\frac{1}{2}$ in. Finally, early in the year, and fully expecting a purchase, as they had kindly consented to fit for me (exceptionally) a band-brake, I readily waived the 26in. front wheel, but (from former experience with other makers as recorded) expressed anxiety whether the crank would be kept down in a 28in. machine. I was informed it could not be; that the whole must be raised, and that the height was $11\frac{1}{2}$ in. with 26in. wheels and $12\frac{1}{2}$ in. with 28in. This was in a letter from Mr. Priest himself. But for that letter and its figures I should be now riding a Quadrant machine.

It is right that these statements should be vouched for by my name at the end. This will enable Mr. Priest to refer to the correspondence, and I trust obviate more of these rather rude contradictions. Of course I do not dispute the present measure; gentlemen do not impugn any positive figures in this way. Perhaps the correspondence referred to may have led to some change.

My insistence—obstinacy if you like—was from bitter experience in the only serious accident I ever had—a violent capsize at a corner perfectly familiar and negotiated securely scores of times on a lower saddle. Extensive rupture of the muscles, weeks of sleeplessness from pain, and a partially stiff arm for life, resulted then from change to $12\frac{1}{2}$ in. axle after being used to $10\frac{1}{2}$ inches; tracks in both machines being 30 inches wide.

They further assert that "for a year or more I have persistently attacked the Quadrant," and made "defamatory statements," &c. Concerning tangible printed matter in evidence, such a statement would justify a very strong term. The first article this year was in February. In that there are four references, every one in their favour and not one the other way. The reference in the second—May—was to what an actual customer, not myself, had said about corners; that it is of this that they have the hardihood to assert that I "attack" the Quadrant for "narrow wheels" because no other is mentioned, and *afterwards* find "another reason." Reference will prove that I simply said the narrower wheels "now adopted," and the "give of pneumatics," made tricycles more ticklish than formerly; it was actually an *excuse or defence* so far as any particular make was concerned, that they might as well charge "attack" for the other reference to "pneumatic tyres," given as another reason in the same sentence and same connection! As for "another reason" after, *all* the reasons were given together, and are all operative; our narrower and pneumatic machines are more ticklish than formerly. But all the more is it needful, just as I said, not to increase this tendency, but to keep the cranks down—a point I had emphasised months before when naming another machine, refused for the very same reason. So careful was I to do justice, that when stating how my own mount outran all others met with down inclines, I expressly excepted the Quadrant as not so tested. On this whole "corner" business one "somebody" was *not* "sufficient for Tommy." There was a second independent witness next month, and I had had individual testimony; but I myself made no statement at all except—*after* these—to point out that a high crank would naturally cause this.

About "position," what I meant to convey was that I had made persistent trials, not only of some points in corner-turning not here in discussion, but of forward, back, and intermediate positions. Any reader who has a long or reversible L-pin can make such if he will give a few hours to

them, for they should be continuous. Any such will come to the conclusion I did, that while there are weightier points the other way, in mere corner-work the backward is the steadiest. But if it were as they say it is no "reason" for a 28in. front wheel, a 26in. making no difference to position at all.

In regard to "no single observation" of mine being of use, I do begin to be sorry that I was over-persuaded to offer any, but only express views on points generally, with examples for illustration, which I know to be widely shared and have no claim to originality. But taking the observations as they stand, any controversy with the Quadrant or implied censure of their machine (except the first doubt about their axle, long since frankly retracted) has been confined to three points. (1) The band-brake. They now supply one, and if efficient (I imply no question, but am simply ignorant of its present form) that is at an end. (2) The height of crank-axle. This they seem to have lowered, and if (they do not state) a 28in. machine is in future to be also kept down to $10\frac{1}{2}$ in., my own figure in May, that also is at an end. (3) There only remains a 26in. front wheel to 28in. machines. I never implied this was a very big matter, nor that it need be a serious objection to an otherwise satisfactory mount, and was willing to waive it in my own case, though it is a pound lighter, and steers steadier. Three years ago I had a 28in. wheel reduced, and the gain in steering was noticeable. But it was they, not I, who, for the sake of a sneer, dragged this point into such prominence, and it is odd, because the Quadrant Company were undoubtedly the very first to discover and adopt on their old machine the marked practical benefits of a 26in. wheel. I have never advocated smaller on a 26in. machine.

LEWIS WRIGHT (Tommy Atkins, C.T.C.)

August 31st.

P.S.—In reply to Mr. Cumming, I always disclaimed advising tricyclists who were content to back-pedal; and as to weight, my present light machine runs fast down inclines which the old heavy one will not run down at all. It is quite true that such a mount is much easier to back-pedal. But it remains true that average tricyclists *need the rest* of coasting all ordinary hills with confidence, and that the power of this is one of the chief points in which the tricycle *redresses the balance* against the lighter bicycle upon the work of a day. When for a few days I had an inefficient brake, I learnt this by experience. As soon as I got an absolutely safe brake the difference was magical. Of course one helps the brake on steep hills. But we can have now, as I have, the perfect ease and rest down hill, and ease in hill-climbing.

CYCLE BRAKES.

Sir,—Month after month I have noticed correspondence respecting brakes to cycles, and being a busy man have let the question pass to be answered by some other. As this has not been done, I beg to give my experience of Roper's Brush Brake, which has now been on the market for two years and upwards. I speak also in the name of (three) other members of my family who ride, and for about half-a-dozen friends in my immediate vicinity who have adopted this brake at my recommendation. Briefly:—(1.) It does not injure the tyres however much used. It sweeps grit, sharp particles, and surface thorns away from them. (2.) It lasts well; two or three brushes a year are enough for even persistent brakists. (3.) It will hold the wheel on the steepest hill. I have ridden with it (and so have three other members of my family also) over Devonshire, Wales, and Shetland hills, and without back-peddalling have never had need to dismount for any descent; though I am fourteen stone in weight and ride a 70 *year fast*. I can come from twenty miles an hour to eight or ten in two lengths by means of it. I have descended all the Lynton hills, etc., etc., with my feet up, and could stop at any moment. My experience of it is about two years, and I and my family and friends

have nothing but good to say of it. I hope this letter will be of use to fellow cyclists who value both their limbs and their tyres.

H. S. SCHULTESS-YOUNG, C.T.C.,

Barrister-at-Law.

Queen Anne's Gardens, Bedford Park, W.

AN IMPROVISED COMPASS.

Sir,—I have noticed in the *Gazette* one or two remarks lately about carrying a compass. It may be useful to such members who do not already know that their watch may be made just as useful—provided they can get a glimpse of the sun. By pointing the hour hand at the sun the south is exactly half-way between the hour and XII. on the watch. Thus: Suppose it is 6 p.m., point the hour hand at the sun and the figure III. (half-way between 6 and 12) points due south. Again, suppose it is 9 a.m., point hand to the sun, and half-way between X. and XI. is south.

J. W. GUNNIS, C.E.,
Chief Consul, Co. Longford.

CYCLES IN CLOAK ROOMS.

Sir,—Some little time ago, on arriving in London after a most enjoyable cycling tour in that paradise for cyclists, Normandy (where on more occasions than one I found my C.T.C. badge of the utmost service, the customs officials at Caen positively beaming with delight at sight of it), I was confronted with a difficulty that was new to me, though perhaps some other members of the Club may have experienced it. The cloak room attendants at both stations at Victoria refused to take in my machine, which I wished to leave there for a few hours. I was informed that this was the customary procedure of the companies. Being unwilling to believe this I wrote to the proper authorities of both railways and received courteous replies. The L. B. and S. C. said:—"So many of these machines are now carried by passengers that we are frequently obliged to decline them for warehousing for want of space." The L. C. & D. wrote that "there was no obligation to accept the bicycle, but whenever there is room in our cloak rooms machines are taken in at owner's risk."

The companies are no doubt within their statutory rights in the course they follow [They unfortunately are.—ED.], but surely it is no more than their duty to see that necessary accommodation for their patron's bicycles is amply provided. May I venture to ask whether this is not a case in which the powerful and wide influence of C.T.C. could not well be brought to bear upon the railway companies in question?

ALICE BRACKENBURY, No. 183.

FOREIGN CUSTOMS DUTIES.

Sir,—The letters on Continental cycling in the September number made the correspondence columns unusually interesting. Permit me to offer a suggestion as to obtaining repayment of duty. On a recent cycling tour, leaving Switzerland at Basle, I simply called at the office of well-known traffic agents there (Speyer's) and handed them the free-pass or receipt that I had obtained on entering Switzerland. Without a moment's hesitation and without having seen the machines they paid me the duty, and would collect it in the ordinary course of their business from the custom house. Tourists might save much time and trouble by allowing firms of this kind to attend to their machines when they anticipate any difficulty at the custom houses. Reliable firms are found in every custom house town of any size, and the addresses may be obtained from Baedeker or from the lists of agents to English goods forwarding firms, such as Swan & Leach, Pitt & Scott, or Wheatley. These agents usually speak English, are civil and obliging, the charges are trivial (except for forwarding from one part of the Continent to another), but should be ascertained beforehand. I sent two machines (mine and my wife's) in a crate direct from England to the place where we wished to begin cycling and handed them

over to Messrs. Speyer at Basle, when we had finished. They arrived home a week later in good condition, and the total charges for the two machines, one way, were about 12s., including fees at Basle. Such firms would doubtless act for cyclists who had no forwarding to give them.

I found the C.T.C. of no use at custom houses, or indeed anywhere else on the Continent. It would be better to drop the attempt to cover such a huge area as Continental Europe, as it ought to be covered to satisfy a touring cyclist, and extend the arrangements for C.T.C. members to become temporary members of similar clubs in the countries which it is desired to visit. The task of doing the work satisfactorily is too much for the resources of the C.T.C. and would be too expensive, especially considering the small proportion of its members who wish to take advantage of Continental touring, and is also a waste of money when native clubs are already doing the work. The efforts of the C.T.C. might be employed in providing translations of such clubs' publications, promoting their affiliation with the C.T.C., with mutual arrangements for exchange of membership, and a perseverance in the lessening of the custom house difficulties. Imagine the difficulty and expense to an Italian or Austrian cycling club of providing road books, mapping out routes, arranging hotel tariffs, etc., in Great Britain and Ireland, sufficiently thoroughly to provide for an occasional tour of one of their members to any part of the United Kingdom, and we don't then see a tithe of the difficulties of the C.T.C. in covering the whole of Europe.

The system of numbering all cycles by the police adopted in many Continental cities struck me as a very good one. I think if the system were in force here we should have an almost instant stoppage of reckless riding, road racing, and various other practices of the undesirable cyclist. The number is fixed on the frame below the saddle, and can be seen for fifty or 100 yards after the cyclist has passed. To obtain his name all that need be done is to refer to his number on the police register. He cannot conveniently ride away with impunity when he is "wanted." Apart from this advantage, interesting and reliable statistics as to the progress of cycling in each district are obtained from the police returns.

C. P. BROOKS, No. 3320.

Manchester, Sep. 9th, 1895.

Sir,—In reading your journal of September, I notice a request for experiences of members of your Club touring on the Continent. I started in June as a bicyclist with a party—all of whom were members of the C.T.C.—from London, and we passed through the customs at the Gare du Nord, Paris, without any trouble, as they recognised the badges. We have toured through Belgium and Germany, having no trouble until we reached Switzerland, where we were obliged to pay duty, as it does not recognise the Club, but the duty was refunded to us on leaving the country. We returned to Paris from Geneva by the Gare de Lyon, and there they not only would not recognise the Club, but they required duty, and refused to refund it at the frontier, so we were obliged to send our bicycles direct to London. It might be well for the C.T.C. to find out at what stations in Paris the Club is recognised, for the benefit of future visitors.

A LADY MEMBER, No. 953.

[We would point out to our fair correspondent and to the unreasonable American whose experiences were detailed in *The Queen* of the 14th ultimo, that the C.T.C. has never claimed to have made arrangements whereby its members may enter Paris free of duty on their machines save when they book through from England. When they do this they are exempted at both the Gare du Nord and the Gare de Lyon. If, however, upon crossing the French frontier they apply for a *passavant descriptif*, the same is supplied free of charge. The machines are at the same time so sealed that the riders may re-enter France without making payment. All this was fully explained in the *Gazette* for May last.—ED.]

Sir,—My friend and I left Liverpool Street for the Hook of Holland *en route* for Coblenz, breaking our journey at Cologne. Carriage to Hook 5s. We had no difficulty at the Hook, where the machines were labelled as luggage for Cologne. From Cologne to Coblenz ditto. From the latter place we rode on to Mainz (I think "vile" is too severe a term in the Road Book for the road from Bingen to Mainz). From Mainz we took train to Baden Baden, breaking the journey at Heidelberg. Here I may mention that although we were allowed to break our journey at Heidelberg, our machines were not, so that we either had to let them go on without us or pay again from Heidelberg—we chose the latter. Mainz to Baden Baden, 2mks. 50pf. We then rode through the Black Forest, crossing the Swiss frontier at Neuhausen, where we were charged 10fcs. 50c. each. After some 200 miles in Switzerland we left that country from Bâle, where we had no difficulty in getting the 2fcs. refunded. As we were coming home *via* Dieppe and Newhaven we could not book beyond Paris from Bâle—machines 95c. each. The machines being booked to Paris crossed the frontier without examination, but when we arrived at Paris they were weighed (full roadsters) and 88fcs. 40c. demanded for the two! We explained we were going on by the train in 2½ hours direct to Dieppe and London; also that we were only tourists—the bicycles were still covered with Swiss dust—but to no purpose. We then showed our C.T.C. tickets, which caused the official to look up a "general order." There he found that every facility was to be offered to members of the Touring Club—of France, but as that did not apply to us we had to pay. Riding across Paris we caught the night train to Dieppe, where, like "No. 291," we were indebted to the interpreter. All his endeavours failed, however, to get the necessary signature for refunding the money that night. They offered to send the money and machines to any address we left, but I preferred to stay behind and see them safely home. The next morning I got the money returned, less 2fcs. 50c. for charges! Carriage from Paris to London, 7fcs. 50c. I think it would perhaps save a lot of trouble if the C.T.C. could arrange with the railways at Paris to pass members on production of their tickets. I should like to take this opportunity of thanking Mr. Stead for his kindness and the trouble he took when we called on him about the tour.

REGD. P. F. SETON, No. 3184.

51, Park road, Haverstock Hill, N.W.

September 20, 1895.

CYCLE SADDLES.

Sir,—Will you allow me, as the originator of the correspondence under this head, to thank all those who kindly responded to my first letter of inquiry? I am especially indebted to Dr. Gerard Smith for his recommendation of the Burgess seat, and for his hints respecting its adjustment.

I have now ridden on a Burgess seat for two months, and my experience of it has been no less pleasant and fortunate than that of your other correspondents who have written in its favour. It is, in fact, exactly what I wanted: and I have not the slightest intention of ever bestriding a peaked saddle again, unless under the compulsion of the strongest necessity.

One or two words of advice are necessary to those who adopt the Burgess seat. They must be exceedingly careful in the first place to secure its correct adjustment. It will not be sufficient to place it in the position which the hammock saddle occupied on the saddle pin, and the height will need alteration. The seat itself should be exactly adjusted to the angle which the weight of the rider demands, and the lateral screw should be brought into play to bring the pads into the relative position which will best accommodate the anatomy of the individual rider. Some riders might impatiently reject the seat as imperfect, simply because they had not taken pains to adapt it carefully to their requirements.

And in the second place it must be remembered that the seat requires a certain amount of riding before its peculiarities are mastered, and its good points thoroughly appreciated. At first the novice will find considerable difficulty in mounting it, especially if he has inflated the pads too fully, as he is apt to do. And he will probably feel at first that he has much less control over his machine than he had with a hammock saddle. But the feeling of insecurity soon passes away, and on the second or third day he will be quite at home on it. He will find his riding power, especially uphill, greatly augmented, and saddle-soreness will be a thing of the past, at least if his experience is at all like mine.

Peaked saddles will not speedily disappear, simply because their evil effects are not always *immediately* apparent, and because they have long been accepted as the correct thing by generations of unthinking cyclists. But I am sure that anyone who adopts the Burgess seat will no more think of reverting to the saddle than he would think of reverting to a "bone-shaker," and I am sure that the prudent will see the truth of the principles on which it is fashioned and use it.

Need I add that I have no pecuniary interest in the Burgess seat? I wish, indeed, that I had, for it certainly has a future before it.

C.T.C., No. 13,117.

POSITION A'WHEEL.

Sir,—I think that we may now venture to define the result of mutual concessions in opinion which the discussion upon this point has evoked. I have made a series of careful measurements and observations upon the many cyclists on the road in the London suburbs, and I believe that it is possible to lay down rules for position of handles, seat, and pedals which shall be applicable to all normally formed individuals.

One point of great importance is to be first secured, I mean the best situation for the weight of the rider over the driving wheel, for if the weight be so far forward that both wheels are heavily weighted, the running will be heavy, whilst if too far back, the front wheel becomes of little use in steering. The best situation is, I find, that in which the rider's weight falls on a line drawn through the centre of the seat, and about half way between the hub and front rim of the driving wheel; this is the first item. Next the handles must be within easy reach, with the arms comfortably straight, with full pulling power so that they may re-inforce the leg thrust. (I find that many modern cyclists deny that there is any gain from using the arms!) I would define the position of the handles to be on a line with the main axle of the machine, and level with the top of the seat. These positions would not be fixed until the height of the seat had been arranged; this should be fixed by the measurement from the "sitting bone" (to use a popular term) to the sole of the foot, measured when standing up with the leg straight and foot flat on the ground, and the pedal at its lowest point should not exceed that measurement from the surface of the seat.

In the average man, these fixtures will bring the point of the handle just beyond the centre of the thigh at the highest point of the tread; the handle bar must be wide enough to clear the thighs and keep the arms slightly away from the sides.

The handles do *not* foul the thighs in any ordinary turning under these conditions, though all my friends declare it must be so.

It will be seen that these suggestions imply a modification of my former contention as regards length of handle bar, the hands being just in advance of the hips, and not in absolute line with them.

GERARD SMITH.

A GRIEVANCE.

SIR,—As your hospitable columns (unlike those of your cycling contemporaries) are ever open to any cyclist who has

a just grievance against the trade, I should like to submit to the judgment of my fellow-members a transaction between myself and the Crypto Cycle Co.

I have been spending my vacation at the very remote Norfolk village of Cley-next-Sea. My only means of locomotion were a railway five miles distant and my Boothroyd-tyred Crypto. As my object in staying there was to complete a series of photographs of the whole Norfolk coast, the latter was practically indispensable.

I had, a month or two before starting, had a new front tyre fitted to my front wheel—*vice* the old one—gone to pieces. To avoid any possibility of a puncture in these wild regions I had had a stout rubber band cemented to the tread.

Unhappily my precautions proved unavailing, as one day my tyre resolutely refused to hold air. The water test showed a profusion of bubbles escaping from *inside* the rim. On removing the tyre air was seen to be escaping freely through the canvas, which in the newer "Boothroyds" lies next to the rim.

The tyre was evidently faulty, so I sent it (through Messrs. Bore & Readwin, of Fakenham) to the Crypto Company with a letter explaining the circumstances of the case, and the extreme necessity of getting it back quickly. I requested them to send it to Messrs. Capon, Heaton & Co., the makers, trusting that they would, like most respectable tyre manufacturers, promptly either repair or replace it. The Crypto Company promised all despatch in the matter. I stayed at Cley a fortnight after the departure of the tyre, incurring considerable expense for cycle hire and travelling by rail, but, in spite of urgent letters, did not get my tyre back. In consequence I had also to forego a ride back to town.

About a week after my return I called at the Crypto office seeking an explanation. It appeared that two days *after* my departure from Cley, the Company had sent an invoice to Cley insisting on a remittance before forwarding the tyre. As I had had several previous transactions with the Company, this, after the long delay I had already suffered, was scarcely considerate, especially as the tyre, which they had themselves supplied, was a faulty one.

I discovered, moreover, by cross-examining the workman who had actually repaired the tyre:—

1. That the inner canvas of the tyre had burst. This, he told me, had arisen from no assignable cause, and had certainly not been caused by any injury to the tyre, which was quite uncut.

2. That the Crypto Company had repaired the tyre *themselves*.

3. From the price charged I inferred that the repair had taken less than six hours.

Now if the Crypto Company had, to save me delay and inconvenience, promptly repaired the tyre themselves I would have paid them cheerfully. As it was, however, over two weeks elapsed before they even sent the invoice! If they could not do a five hours' job in less time than this, they ought, as I had requested, to have sent the tyre to the makers, who would, I am sure, for their own credit, have gratuitously and promptly made good their default. As it was, the only satisfaction I got was a curt assurance that the tyres were not guaranteed either by the makers or by themselves, and the somewhat ludicrous offer of a reduction of one shilling in their charge for repairs. This treatment seems at least shabby. After ruining my holiday by their delay, the Crypto Company charge me for reconstructing the faulty tyre they had themselves supplied to me!

As an instance of the promptitude which I have known displayed by other cycle firms, let me cite two cases which happened to a friend of mine—underservedly enough, for he is fool enough to ride a path-racing machine and tyres on the road.

First, he snapped the back *hub* (not axle) of his Coventry Humber racer. He took the damaged wheel to the Viaduct late one Thursday afternoon; it was at once sent to Coventry, and he got it back (with nothing to pay) on the Saturday morning.

Secondly, he wanted a new Dunlop for his back wheel, his old one—a racing tyre—was rather worn, though still rideable, after over 3000 miles on the road (besides path work). The size in question (1 $\frac{1}{4}$) was no longer made, but the Dunlop Company specially built him one in twenty-four hours from receipt of order.

H. GRAVES, R.C. for Middlesex,
late C.C. for Norfolk.

FAULTY GEAR CASES.

Sir,—I shall be very glad if any member will kindly instruct me how to prevent the chain of a rear driving safety from rattling against the sides of a metal gear case?

The chain is properly adjusted, and the cause of the annoyance is owing to the side swing of the chain, the case being made very narrow (one inch).

The machine is a "Raglan" road racer fitted with the "Raglan" gear case, and an illustration of the latter is given in Mr. C. W. Brown's interesting article in the *Gazette* for August (illustration No. 31).

I returned the machine to the makers, but they were unable to prevent the rattle, and the firm wrote me as follows:—

"You say the case rattles when going over sets. *We naturally suppose it would*, seeing there is nothing to prevent the chain jumping up! *Every metallic case will do this!*"

I consider their reply very unsatisfactory, especially having regard to Mr. Brown's opinion (as expressed in the article above referred to), that a *metal gear case*, properly fitted, *should be noiseless*.

It seems to me absurd that makers are willing to turn out a gear case, which (as they themselves acknowledge) is bound to rattle over rough ground, and I shall be pleased to have any member's advice as to how to prevent the rattle, which I may add is fearful when riding down hill over "sets."

No. 7928.

THE ALTERATIONS AND ADDITIONS TO THE HANDBOOK.

Sir,—Will you permit me to mention in the *Gazette* a suggestion which has been made to me recently by several members of the Club.

It seems to us it would be a great advantage if the alterations and additions to the Handbook were each month printed on a separate slip of paper free from all other matter and enclosed in the *Gazettes*, to which they could be attached in such a manner that they might readily be removed without disturbing the binding. They could then be placed in the pocket of the handbook each month as they arrive and the information would then be much more compact and handy than at present. I find things as they are far from satisfactory.

For instance, when touring this summer and depending on my Handbook for information as to an hotel, I found that after staying there some days the contract was not as the Handbook stated, and consequently a slight difficulty arose. Now, had the sheet containing the alteration been in the pocket of my Handbook all trouble would have been saved.

Back numbers of the *Gazette* are often found to be mislaid when most needed, and if the page containing the information is removed the copy is mutilated. I think the remedy for this defect is an easy one, and hope that you and other members may consider it so, with a view to making the necessary alterations. HERBERT G. WARREN, No. 1226,

2, Lyn Vale Villas, Lyncombe Hill, Bath,

September 6th, 1895.

[The plan advocated was at one time the plan employed, but it was abandoned because of the expense. Our correspondent appears to lose sight of the fact that if only one-fourth of the members buy a Handbook three-fourths of the slips (printed at considerable cost) would be absolutely wasted. Furthermore, it may be doubted whether one

member in ten would consult the printed slips when on tour, even though they were lying in the pocket of the book. By the present plan it is intended that members should month by month correct their Handbooks with pen or pencil, and so retain their *Gazettes* intact. Those who do not do this cannot reasonably complain if they occasionally meet with experiences such as that narrated by the writer of the foregoing.—ED.]

HELP FOR THE NAVVY.

Sir,—May I through your October issue thank two members of the C.T.C., the one for a "Facile" in good condition (the owner being "unable to endure the hooting of London cads" at its out-of-date-ness!); the other for a "Premier," which is being painted up before coming to us. Are there not a few other machines lying idle which might become missionary chariots to benighted tracts of old England?

ERNEST V. EVERARD, No. 427,

Chaplain of M., S., and L. Extension Ry.

Helena House, Rugby.

CYCLING FATALITIES.

*Sir,—Seldom a week passes but I read in the newspapers "Fatal Accident to a Cyclist," and there generally follows the statement that "he lost control of his machine." We are entirely left in the dark as to the cause of the accident, and often are not even informed whether the machine was a bicycle or a tricycle.

It would greatly tend to prevent accidents of this kind if an inquiry were made as to the pattern of the machine of which the rider "lost control," and as to the efficiency of the brake (if any) on which he had to rely. If you, sir, could obtain particulars of these unfortunate occurrences it would tend greatly to the provision of proper and reliable brakes instead of the "toy" affairs so commonly in use.

JOHN CORY WITHERS.

[We are of opinion that nine-tenths of the so-called accidents could be avoided by the exercise of common-sense, and the use of the brakes now obtainable, but as it has been conclusively proved that the average rider in his craze for lightness at any cost, prefers to jeopardise his own neck and the lives of Her Majesty's lieges by riding without, we should personally welcome the introduction of a regulation making brakes compulsory. The "Accidents" detailed in the present issue of the *Gazette* are in themselves sufficient to warrant the introduction of such a measure.—ED.]

LIFE MEMBERS.

*Sir,—I see by the *Gazette* that there was a time when the membership fell off. I am not surprised, it will fall off again. It is an intolerable nuisance having to pay 3s. 6d. a year, and there *must* be a certain percentage who prefer to give up their membership. The obvious plan is to let them be life members, but here the difficulty is that £5 5s. is an outrageous "composition" for 3s. 6d. a year. It is positively thirty years. Why, the universities even, do not "compound" at that rate. One couldn't pay more for a faggot vote. All these new members will get tired of sending small sums about, and many of them will drop it. Crowds subscribe who never travel. Hardly any one will send three or four years' subscription at once.

(REV.) ARTHUR F. POPE.

The Furlong, Tring, 5th August.

CYCLES AND THE STEAMSHIP COMPANIES.

*Sir,—If I might be permitted to make a claim on your valuable space, it is to protest against the exorbitant charges made by the L. B. and S. C. Railway for the conveyance of cycles on their boats running between Newhaven and Dieppe.

Notwithstanding the fact that a single ticket second class from London to Paris costs 25s., and the same from Newhaven to Dieppe 13s., or more than half for a quarter of the distance, they further seek to extort money from us cyclists by levying a charge of 4s. on a bicycle between the two ports.

Taking into consideration the actual distance I consider this exorbitant. I believe that, before the agitation of the C.T.C. for the lowering of railway rates in general, the charge was higher, but even as it stands to-day it is a piece of robbery. The machine is taken at the owner's risk, is handled none too gently by the shipmen, and unless you tip the boatswain it is placed anywhere and anyhow, so where the justification for the charge made comes in I fail to see. Half a crown to my mind, and to the mind of any sensible person, is an ample charge for a fifty-mile or so boat journey, bearing always in mind the 13s. second-class fare.

Compare this with the Queensborough-Flushing line. The distance between these ports is double that between Newhaven and Dieppe, the second-class fare is the same and your cycle is conveyed *free*. In fact, last year I booked my bicycle from Hanover to London through without paying a farthing. And if they do it why should not other companies do it as well? The service is essentially a passenger not a goods service, and a passenger should be entitled to his 56lb. of free luggage in whatever form it may be.

I think a reduction in this particular instance would benefit numbers of cyclists who make Dieppe the starting point for their French tours; cannot something be done to bring this about?

ROBERT L. E. SCHMIDT, No. 1055,

12, Kent Terrace, Regents Park, N.W.

RE CYCLE BRAKES.

Sir,—The following may be of some use to a few of your readers. Previous to starting on a tour to the Lake District my front tyre (Welch-Dunlop) was beginning to show signs of wear through application of brake, and knowing I should have use for it while riding some of the hills, I covered brake with a thick piece of leather, and the result was it took *all the wear* (it was actually worn through) and my tyre cover seemed no worse. The leather used was a thick square piece with four ears, by means of which it was laced on to the usual metal spoon.

F. SINTON, No. 12,595.

BADGES AND LICENCES.

Sir,—Allow me to endorse the remarks made by your correspondent, No. 884, on the above subject. I quite agree with him as to the necessity of some means or other for keeping cycling "bounders" within bounds. It would not only be a great protection to the pedestrian, but would also prove an undoubted blessing to cycling as a sport.

The question is how it could be effectually carried out? The more one considers the matter, the more difficult it appears. How, for instance, are we to deal with the riders of hired machines? How are we to make the system effectual at night? How and in what manner is the registration to be put in force? These and many other points would have to be dealt with in forming a practical and just system.

There seems no doubt that this task will be undertaken some day soon; it would no doubt be the means of bringing in a very nice little income to the National Exchequer, if, say, a charge of 7s. 6d. were levied for the privilege of wearing a numbered badge.

We ought not only to be licensed, but belong to a strictly amateur club as well, and be numbered by both, unless the C.T.C. could provide a guarantee for the conduct of its members.

I do not consider the systems on the Continent are very effectual, and they could not be usefully put into force here.

"GAZETTE," No. 10,936

VARIA.

Sir,—I congratulate you on the September *Gazette*, as it contained many interesting matters. The article on 1896 fashions and designs in machines was specially interesting and practically instructive. As to flat rolled back stays, I am a victim to these, as I had to have them taken out, and even with new round stays the frame is frequently twisting, and if I back pedal the chain stay will bend and throw chain off. The makers are very good, but I suppress their name out of fairness, and merely write to warn others. Weight of machine all on 35lb., gear 58½, back 26, front 28. My weight 8st. 10lb.

Re Big Chain Wheels.—Is it possible all the engineering and scientific knowledge of England cannot settle and prove to demonstration, theoretically and practically, this question? Is it all chance and guess work. *Re Cranks.*—Surely a 6ft. man can use a longer crank than a 5ft. 6in. man. *Re Frames.*—Would some member give his experience of the Triple-head Referee. It looks very strong and possesses the great advantage of the chain being in line with and not crossing the back stay, and at same time secures a narrow tread with unbent tubes and right-angle joints. What are its bad points? Undoubtedly the old Hadley and old Referee were splendid frames. The craze for lightness has made it all chance as to strength of frame, consequently as the dear machine, 35lb., costing for cash £16, will only last same time as a cheap 38lb. costing £8 15s.—namely, two seasons at most—and as the market is flooded with second-hand machines, it is better to buy a cheap one, new every season. Makers seem to study to supply novelties more than durability—for instance, cranks, 1894 round, 1895 square, chains, 1894 roller, 1895 Humber; spokes, 1894 direct, 1895 tangent. The fashion plates for 1896 are not yet out, but might I suggest bamboo frames with disc wheels and Boudard gear and wooden rims; geared, say 90 to 120. An agent told me 65 gear was easier to drive than 56. See *The Cycle* of August 24, Road Racer, 26lb. weight, for £10 10s. new.

Re Tyres.—I find the 1895 Dunlop-Welch “non-slipper” a dreadful slipper, even on dry ground, if ridden near the kerb, where road slopes, and dangerous on a dusty road. It also has a shuttle motion on back stays. Plain tyre is much better. Would some members say how the canvas lining of the Clincher wears? Must this tyre be pumped hard to keep in rim?

Cork, 20th Sept., 1895.

No. 8868.

PNEUMATIC TROUBLES.

Sir,—I should be glad if any of your readers would give me their experience as to sticking on the non-slipping bands—I have all rubber bands—and I have tried almost every way imaginable. The best I found to be by putting some short pieces of worsted under them, but this only stayed a month in dry weather, and as soon as it got damp came off. I have now given up in despair. I have taken it to repairers, but find that their work did not last as long as my own. Another question I have. I ride a pneumatic, and am continually breaking spokes, seven having gone within the last six weeks. It was not till I had ridden over the 1000 miles that the first went. Can it be that my tyre has got bad? for if that is the case—living by the sea where the roads are watered with sea-water—I think the salt must have perished the tyre, as it splits in little holes, and the rubber seems to have no elasticity about it. The Dunlop-Welch does not seem suited to this part of the country, as the grit and little stones are continually cutting into them, and so cause punctures—but the roads are greasy in wet weather. Can any one help me out of my troubles? No. 3477.

(*.* Many other letters and articles are unavoidably crowded out.)



NEWFOUNDLAND.—A member residing at St. John's is so far enamoured of the principle of universal lights that he proposes to get it adopted in Newfoundland.

A GOOD EXAMPLE.—Mr. Arthur Candler, the Consul for Richmond, has successfully prosecuted a road hog, who upset him and his machine in the neighbourhood of Chiswick.

UNIVERSAL LIGHTS.—The Cycle Noter of the *Waterford News* strongly advocates the application of the Universal Lights Bill to Ireland. If and when the bill introduced by the C.T.C. receives the sanction of Parliament, Ireland will be found to have been fully provided for.

THE ROADS QUESTION.—A petition in favour of better roads is about to be signed by the cyclists of Pembrokeshire, and it will be presented to the County Council by Sir Charles Phillips, who has already declared that his sympathies are on the side of the wheelman.

“TWENTY DOCTORS—or a Sufferer's Experience of Rheumatic Gout from 1868 to 1885, by a member of the C.T.C.” (London: Simpkin, Marshall & Co. Ltd., price 6d.)—has reached a second edition. It is well worth perusal by all who suffer from gout and similar maladies.

NOTTINGHAM.—Cyclists in Nottingham and neighbourhood have of late been much perturbed at the action of the police and the magistrates, who appear to have organised a regular crusade against furious riding, and the neglect of the regulation that cyclists must give audible and sufficient warning when overtaking foot passengers and other users of the highway. It is contended—and with some show of reason—that a miscarriage of justice has in some cases taken place, but the general consensus of opinion appears to be that the “scorching” and brainless section have brought this calamity upon themselves and all their fellow wheelmen.

AN EXPERT'S OPINION.—The *Electrical Review* in its issue of the 6th ult., referring to the fatal accident which occurred at Bushmills, on the Giant's Causeway and Portrush Electrical Tramway, said, *inter alia*: “There were two marks of burning on the breast of the deceased, one over the pit of the stomach, and the other a little below it. There were also several smaller spots, all apparently caused by burns. Dr. Huey's opinion was that the death ‘resulted from shock, and the electric current may have caused it.’ Our own opinion is that the electric shock contributed more to the man's death than anything else, for although it was stated that tourists make a practice of taking shocks from the rails, we believe the voltage is quite high enough to cause death under certain conditions. Now that some one has been killed more stringent precautions will be taken; at all events the tramway should be separated from the roadway by something other than a mere five-inch kerb. The verdict of the jury was, as stated last week, that death was caused by deceased falling from his bicycle and coming into contact with the electric rail, there being a full current on at the time.” Members who may be touring in the neighbourhood of an electrical tramline will do well to give it as wide a berth as possible.

CYCLISTS AND THUNDERSTORMS.—A Lancashire member asks whether or not a cyclist is absolutely safe in riding through a thunderstorm. He is told that pneumatic tyres completely insulate the rider, and would like the assertion to be confirmed or refuted by some authority on electrical matters.

VERY SATISFACTORY.—A London member when recounting to us his experiences on the Continent writes:—"I cannot conclude without acknowledging my indebtedness to the C.T.C. on several occasions during my tour. On one occasion when in a large town we seemed quite unable to get definite directions as to the right road to take. Everybody sent us a different way. At last we asked a gentleman who chanced to be passing. He glanced at our badges: 'Oh,' said he, 'Members of my Club!'—and then he put us on the right road; told us, in that concise language that only cyclists seem to use, exactly what we wanted to know; and for the next forty miles we had reason to thank one of the noble twenty thousand."

ANOTHER VIEW OF CYCLING.—It is cheering to find in the *Daily News* an article that we can applaud. Such an one appears this morning on cycling. From it we quote the following ingenious passage:—"These cares [stones, tramway lines, dogs, etc.] tend to preclude attention to the landscape, but that can always be studied in the appendix of an evening walk. There is a new delight in the fine confusion of beauties—in the mere general sense of thickets, gardens, copses, sheep, and men hovering all about the place with no obtrusive assertion of their separate identities. It is impossible to look ahead and look around at the same time. If we had had the cycle earlier in the century we should probably have been obliged to do without Wordsworth. It induces a wholesome indifference to Nature which may help to put her in her place." A "roarer" is the same writer's happy description of the cycle whose pneumatic tyres have received a puncture.—*The Globe*.

WHERE CYCLING SCORES.—The rider who from sickness or other causes is at times temporarily divorced from his cycle when his annual vacation comes round, will heartily endorse the sentiments of a recent writer in *The Sketch* when he says:—"Why does the seaside traffic rage, and the weary worker imagine a Utopia by the sad sea waves? Cold-blooded reasoning must make the most ardent enthusiast acknowledge that the annual seaside sojourn is an inartistic fraud from start to finish. I have lately sat in judgment upon several watering places, and have found a proper point of view from which to regard them. In the first place, they are all a long way from London, and require a tedious railway journey, which is very unpleasant in hot weather. Not infrequently a large crowd of people will conspire to go down by the train I have chosen, and the influx strains the train's resources until the fatal word 'Mixed' is pronounced, and a healthy dozen 'thirds' will invade every 'first' in the train. Very often, sandwiches, bottled beer, and concertinas will appear, if the train is one of the cheap excursion tribe, while, even if the company be orderly, the result of overcrowding, added to a long journey, does great harm to any sensitive nervous system. Then there is the horrid necessity of changing if you have elected to go out of the beaten track, accompanied by the agonising uncertainty of finding the right train in a station where platforms are many and porters few. In short, the journey to a seaside place is anathema and several other things unmentionable. Granting that the journey is very distasteful, how far does the average seaside place atone for it? Architectural beauty there is none, of comfort there is very little, and the small amount comes to nothing among the crowd anxious to share it. Hotels rival the Metropolis itself

in charges, but not in comfort, and, throughout his visit, a traveller is ruthlessly robbed by the natives who wish to provide against the nine lean months during their short season of plenty. Smiling faces meet one at every turn, but the smile is a ready-money transaction. Whatever man does, wherever man goes, at the seaside he is confronted by people who, without rhyme or reason, require tips. They fancy they must live, and Voltaire's famous 'Je n'en vois pas la nécessité' is lost upon them, for they don't speak French, and never heard of Voltaire. In London a person could claim police protection, but the Law winks at robbery if committed on the coast. As a rule, accommodation exists only in name, attendance is bad, and cooking is worse; the natives rely on fine weather to drive visitors into the open air, and give them the appetite that accepts all things. On a wet day, even the average convention-bound Briton fancies something is wrong, and it may cause him to reflect that the game is not worth the candle; but as a rule, he leaves his home with the motto, 'Ozone at any price,' and he won't be happy till he gets it. The seaside costume is another thing to cry out for the attention of Parliament. As a rule, the man who dresses three times a day in town goes about in a way that would give his tailor hysterics, and the man who is careless in town becomes a dandy during his month away. The inevitable result is that neither type of visitor is at his ease. The ladies—of whom it pains me to speak with disrespect—suddenly break out and indulge in their primitive love for primary colours. I have witnesses to prove that, less than three weeks ago, I sat next to a lady, at a concert given in a fashionable watering-place, whose costume was as follows: A hat half pink and half blue, a grey silk dress glittering with beads, a pink bow at the back of her neck, a blue bow at the back of her waist, a lot of watch-chains and necklaces, white gloves, and tan boots. This may be a clumsy description, but I am a mere man, unused to luxuries. And this was a mother of a family, who did not think it unbecoming to bring her husband, the costume, and a big provincial accent into an assembly over which the musical Muse was supposed to preside. Outside some of the leading supper-clubs of Paris, I have never seen such a wicked orgie of colour. Apparently there is no limit to man's endurance, for the list of seaside horrors is by no means exhausted. There are niggers, men who likewise outrage one's artistic sense and in unholy costume prowling along parades and scream out silly songs. They have a collection of instruments, all more or less out of tune, and they seldom or never play in time. After a spell of howling and kicking, which people are asked to call singing and dancing, they demand money, not appearing as supplicants, but as workers claiming a wage for services rendered. It is a matter of plain fact that such men ought to be locked up for causing a disturbance and singing out of time and tune; but instead of this, they get a lot of money. The old familiar Punch and Judy, deeply immoral though it be, is patronised by children of all sizes, whose parents presumably take some interest in them. Punch is like the average seaside inhabitant, greedy, grasping, and brutal, careless of law and order, unscared by conscience, but children are permitted to revel in the exhibition of his iniquities. When I hear of men turning out wife-beaters, murderers, and singers of comic songs, I often wonder whether the seaside is not as much responsible for their depravity as is their inherited original sin. Some day the State will recognise the evil, and these plague-spots will be removed. I have left my greatest grievance to the last, and herein I enter my solemn protest against the average seaside pier-orchestra." The cyclist who spends his holiday a wheel can avoid many of the discomforts and of the inanities of which the writer of the foregoing complains; can by judicious use of his cycle build up his bodily health, add to his mental vigour, and return home both a happier and a wiser man.

THE BRITISH HANDBOOK.—A new and unabridged but small edition of this invaluable work corrected to date is now at the disposal of the membership. The cost is 2s. per copy, and we shall be glad to receive orders to be executed in rotation while the stock lasts.

PLYMOUTH.—The Universal Lights question is being raised in Plymouth by Mr. Percy T. Pearce, a member of the County Council and an ex-Councillor of the C.T.C. The interests of wheelmen are safe in the keeping of our friend, who, if he have his way, will see to it that nothing less complete than the bye-law in force in Surrey is adopted. The *Western Daily Mercury*, in its issue of the 6th ult., strongly championed the cause Mr. Pearce espouses.

"WHEN FOUND," ETC.—A Liverpool member has unearthed a jolly farm house at Brook House, Grindley Brook, a mile from Whitchurch on the Chester road, where the patronage of well-behaved cyclists will be appreciated. The farm is close to the main road, and as it possesses some five or six spare bedrooms and offers liberal country fare it is sure to be well patronised, more particularly since the charges are said to be extremely moderate.

THE CYCLE POET IN PARIS.—In one of his recent charming *Débats* articles, M. Jules Lemaitre indulged in a little witty and wise pleasantly about cycling in the Paris suburbs. One of the results has been the receipt, from an anonymous correspondent of that paper, of the ensuing capital couple of verses, which will, we fancy, find an echo in every cycling breast:—

Nul ne connaît ici-bas
La félicité complète,
Tant qu'il ne possède pas
Sa p'tit' bi—
Sa p'tit' cy—
Sa p'tit' bicyclette.

Je ne sais rien delà,
Si ce n'est la paix par faite,
Qu'on goûte ayant planté là
Sa p'tit' bi—
Sa p'tit' cy—
Sa p'tit' bicyclette.

How's this for an English version?—

No mortal here that bides,
Such happiness can get,
As he who owns and rides
His little bi—
His little cy—
His little bicyclette.

Comparison's defied,
Till perfect joy be met,
With what he feels astride
His little bi—
His little cy—
His little bicyclette.

—*Westminster Gazette*.

C.T.C. BENEFITS.—One of our contributors says that during a recent tour he stayed at four hotels named in the C.T.C. Handbook, two of which were under the old fixed agreement, and two under the new discount arrangement, and he thinks he saved about 12s. 4d. in the five nights he spent at these hotels. At one he stayed on two occasions, and his bill for bed, dinner, breakfast, and attendance, was 11s. each night; production of the C.T.C. ticket reduced this to 8s. 6d., and he was assured of the genuineness of the reduction, as his neighbour, also a cyclist, actually paid 11s. for the same accommodation. At the second "discount" hotel he obtained a reduction of 2s. 4d. on a day's board. At the two fixed-tariff head-quarters (Inverness and Foyers) he stated that he was a member on entering, but thinks that he saved at least 2s. 6d. on each night. This shows a good investment for the annual subscription of 3s. 6d., and our wonder is that every cyclist who travels from home does not join the mammoth club at once. Besides the saving to his pocket, our correspondent also received eight closely-written pages of information as to roads, etc., from Mr. Greaves, the newly-appointed C.C. for Inverness, who really takes too much trouble over his clients, who are, as a rule, an ungrateful crew.—*Cycling*, Sept. 21st, 1895.

WOMAN AND THE WHEEL.—*Madame*, the latest addition to the long list of illustrated periodicals devoted to the interests of the fair sex, has started a cycling column, in addition to which in its issue of the 21st ult. it dealt at length with the eternal dress question.

"THE PITY O'T."—A female known to the world as Mrs. Grace has so far belied her name as to "scorch" from London to Brighton and back (104 miles) in 7 hours, 40 minutes, and 36 seconds. It is perhaps needless to add that this time has already been hopelessly beaten by the "mere male thing" she appears anxious to copy.

GOOD HEARING.—Mr. F. W. Bishop, of Bridgwater (a member of the C.T.C., by profession a solicitor), recently summoned one John Prowse, of Taunton, for unlawfully obstructing the highway. The defendant, who was driving a brake, refused to allow the complainant to pass him on his bicycle, but he has now been instructed in the law, and made to pay £1 10s. 6d. for the lesson.

GREAT FRIENDS OF CYCLISTS!—At the meeting of the Holywell Rural District Council, the Surveyor of the Holywell district asked permission to erect two fingerposts at Llanasa, at a cost of £2 5s., stating that they were much needed for the guidance of cyclists.—The Chairman (Mr. Isaac Hughes, J.P.): I think we should tax cyclists. It is nothing but a luxury. Mr. Astbury (Northop): They are a great nuisance on the roads. I saw in the papers that 4500 came into Chester last Bank Holiday. They are a perfect nuisance, knocking people down all over the road. They should pay a tax of 5s. each. They are all young people, and don't pay any portion of the rates. Mr. Pickering (Whitford): Is it for the benefit of cyclists? The Surveyor: Chiefly. Mr. Pickering: Then I don't see that we should go to the expense of putting them up. They don't pay the rates. Mr. Astbury: Where will you draw the line? If you put them up in one place, they will want them all over the country. The Council declined to put the fingerposts up.—*The Amateur Wheelman*.

BRAKELESS CYCLISTS.—Many fatal accidents during the current cycling season have afforded the fullest justification for the remarks we made at its beginning on the senseless and often suicidal practice of riding without a brake. Two additional fatalities are just reported in the country papers, wholly through this cause. In one instance, near Wigan, a brakeless cyclist who had lost control of his machine on a steep hill rode over and killed an elderly man; in the other, a young man, near Margate, being unable to check pace on a sharp declivity, upset when trying to avoid a child in the road, and was so badly injured that he died in a few hours. These two cases are typical of dozens which have occurred during the last four or five months, and yet there are still legions of idiots who, to save a trifle of weight, continue to risk their own lives and those of other people. The Local Government Act was framed before cycling had made much progress in popular affection, or it would certainly have enforced the use of effective brakes. Far less danger results from riding after dark without a light than from dispensing with the only effectual check on speed on steep declines. In many cases, too, the foolhardy rider loses his head when he feels his machine running away, and in his panic steers right into easily avoidable danger. But lecturing is clearly of no avail; the more respectable cycling papers have been doing that all through the season. The time has fully come for legislative action, to remedy an abuse which endangers the lives and limbs of Her Majesty's subjects throughout the kingdom.—*The Globe*, Sept. 25th, 1895.

IPSWICH. — "Sleepy Suffolk" is earning an unenviable notoriety for boorishness where its attitude towards cycling is concerned. Three lady members of the C.T.C. (not in rational dress) were recently mobbed upon entering Ipswich, but it is pleasing to see that the *East Anglian Daily Times* has had the good sense to admonish the offenders, and to express the hope that this is the last time young Ipswich will comport itself in this idiotic way.

PARAGON MUDGUARDS.—No. 5946 writes:—"Can any of your readers inform me where I can obtain the above. I dropped across a machine with them attached on one occasion, and the owner explained them to me. It appears the wires are paragon umbrella wires, made in a special manner, so that the whole arrangement may be taken off quite easily and rolled up into a small pocket; but the thing is, where can they be obtained?"

The Candidates' List for the current month gives even more remarkable results. It embodies no less than 425 names (as opposed to 102 for the corresponding period of last year) and it includes 1 princess, 13 ladies of title, 73 other ladies, 4 peers, 1 count, 1 baronet, 3 knights, 1 right honourable, 11 honourable, 11 clergymen, 16 doctors, 8 M.A.'s, 7 B.A.'s, 1 major-general, 1 lieutenant-general, 3 colonels, 10 lieutenant-colonels, 3 majors, 8 captains, 1 surgeon-captain, 6 lieutenants, and 1 commander R.N.

"ILL-MANNERED CYCLISTS."—*The Scottish Border Record*, in its issue of the 21st ult., publishes a protest from a non-rider, who alleges that when recently taking part in the burial obsequies of a dear friend in the town of Galashiels, he and the other mourners had the misfortune to meet a cycle procession, the leaders of which signalled to the funeral party to draw to one side of the road and wait until the cyclists had ridden past! It is evident that there are still some "cads on castors" in existence.

"AS ITHERS SEE US."—The C.T.C. is clearly taking advantage of its great opportunities for good work, despite the sneers of its detractors and the apathy of some of its so-called supporters. Its hotel arrangements have recently been the subject of some strong comments at the hands or pen of the "The People's" "Mr. Wheeler." These comments are, generally speaking, undeserved. As the new hotel scheme—which is worked on the discount plan, and is being gradually brought into use, is giving general satisfaction to the membership, it shows that one at least of the objects of the big club is being looked after. As an instance of the advantageous terms obtained under the new system—a member and his wife stayed the night at a certain hotel down in Kent. By mistake they were charged the ordinary rates of the house, and they paid under protest. The excess, which was of course refunded later on, amounted to 5s. There are also evidences that the club is doing well in other directions. It has added upwards of 1500 to its membership during the last two months.—*Cycling*, Sept. 1st.

ACCIDENT TO A CYCLIST.—On Sunday afternoon a young man belonging Middlesbrough, and riding for Spennymoor, by some means lost his way, and in descending the steep bank near the officials' houses at East Howie, lost control of the machine, resulting in his being thrown with terrific force on the embankment. He was badly hurt about the face, and what was of more consequence, broke an arm.—*Auckland Chronicle*, September 19th, 1895.

FATAL CYCLING ACCIDENT.—The Birmingham coroner held an inquiry yesterday afternoon into the circumstances of the death of a cyclist named Peters. On Saturday, Peters, who was capable of riding a single bicycle, mounted a tandem with a companion, and in going down an incline lost control, and was thrown off whilst riding at twenty miles an hour. He succumbed to his injuries next day.—A verdict of "Accidental death" was returned.—*Western Daily Mercury*, September 19th, 1895.

A SAD MISHAP.—The Consul for Peterborough, an experienced rider, recently met with an astonishing mishap when riding home from Crowland. It appears that when nearing Eye the steering of the machine in some unaccountable manner became locked, and Mr. Neale was precipitated into an adjoining ditch, and at the same time rendered unconscious by a blow on the head. He remained in the water all night, and, as might have been expected, was seriously ill in consequence. We wish him the speedy recovery upon which he seems to have entered.

FATAL BICYCLE ACCIDENTS.—TWO LIVES LOST.—Whilst a man named Barton, a resident of Hornsey, was riding a bicycle in Caledonian Road this morning he collided with a prison van, which threw him from his machine and ran over his head, killing him on the spot. A Dartmouth correspondent telegraphs:—About eight o'clock last night, Mr. J. B. Marsh, architect, of Dudley, was descending a hilly road leading to Dartmouth on a pneumatic safety bicycle, when he lost control of the machine, and on reaching the bottom was thrown violently against a high wall. He was very seriously injured about the head, and was at once removed to the Cottage Hospital, where he succumbed to his injuries shortly afterwards. The deceased, who was between forty and fifty years old, and an accomplished cyclist, was visiting Dartmouth with his wife and family for the regatta, and only arrived in the town on Tuesday.—*St. James's Gazette*, August 8th, 1895.

ANOTHER FATAL ACCIDENT.—An inquest was held at Upholland, near Wigan, on the body of David Taylor, a dataller, of Bryn, who was killed by a cyclist. On Saturday night Taylor was on Alma Hill, Upholland, assisting a man with a horse and cart to sell plums. The horse and cart were drawn across the road, and while Taylor was holding a lamp so that the other man could see to weigh the plums a cyclist came down the hill, which is exceedingly steep. The cyclist shouted and rang his bell, but Taylor apparently did not hear, and the machine struck him on the chest. He was knocked down, and it was found that his neck was dislocated. The cyclist was also thrown to the ground, but continued his journey, and the police experienced difficulty in tracing him. He proved to be a youth named Carroll, who first denied but afterwards admitted that he knocked Taylor down. Carroll stated that he lost control of his machine; he did not know the hill, and had no brake. As a cyclist of some experience, the coroner declared that justices of the peace should have power to send men to prison for riding bicycles without brakes. If Carroll had had a brake, probably the accident would not have happened. Carroll had, however, by his subsequent conduct brought the whole cycling community into disrepute. He had proved himself a coward by knocking another person down, running away, and afterwards denying that he had caused the man's death. In returning a verdict of "Accidental Death" the jury stated that Carroll deserved censure for careless handling of the machine and for his subsequent conduct.—*The Times*, Sept. 25th, 1895.

FATAL BICYCLE ACCIDENT.—An inquest was held at Margate touching the death of Herbert Edgar, clerk, twenty-four, residing at 125, Lavender Street, Clapham Common, who died from injuries received through being thrown from his bicycle on Saturday. Edgar appeared to have ridden down a steep hill without a brake with his legs over the handle bars, and so lost control of the machine. A verdict of "Accidental death" was returned, and the coroner severely condemned cyclists riding without brakes.—*The Times*, September 24th, 1895.

SERIOUS CYCLING ACCIDENT IN SUSSEX.—On Saturday night, whilst two brothers named George and Charles Lyons, of Kentish Town, were riding a tandem down the dangerous hill at Bury, near Amberley, Sussex, they lost control of the machine, which went bounding over a hedge about four feet high, and the riders were thrown some twenty yards into a field. Assistance was obtained from Pulborough, and the two brothers were removed to the White Horse Inn, but it is feared that one of them will succumb to his injuries. It seems that there was no brake to the machine. An accident occurred at the same spot the previous night, when a cyclist's machine was so damaged that he afterwards sold it for 5s., and forswore cycling for ever.—*The Westminster Gazette*, September 2nd, 1895.

SERIOUS BICYCLE ACCIDENT AT BROUGH.—At the beginning of the week a serious accident befell Hannah Mary Preston, thirteen years of age, who resides at Brough. She was passing along the main street with some bottles in a basket when a lad, aged about twelve years, rode up on a bicycle, and despite the fact that there was abundance of room for him to pass, knocked the girl down. She fell on to the bottles which cut her severely about the face and eyes. The lad declined to give his name, but rode off in the direction of Appleby. The poor girl was taken home, where she was attended by Dr. Bryan, but so serious were her injuries that it was at first thought she could not survive. A change has now set in for the better, and the patient is in a fair way to recovery.

FATAL BICYCLE COLLISION.—**MAN KILLED AT CROWBOROUGH.**—A painful sensation was created in Jarvis Brook, Crowborough, yesterday, when it became known that Henry Tester, about fifty years of age, had died from injuries sustained in a collision with a bicycle on the previous evening. Reports as to the precise particulars of the mishap vary considerably, but the account which gains most credence is that about eight o'clock on Saturday evening deceased, a labourer, employed at High Broom Farm, after shopping, was proceeding home on foot down White Hill Road in the direction of Jarvis Brook, accompanied by two of his daughters and a young woman named Ruth Price. When near the Rose and Crown corner, one of the children warned their father of the approach of Amos Parker, son of Mr. George Parker, of Lodgeland Farm, Jarvis Brook, on a safety bicycle. Tester, it is stated, was turning round to ascertain in which direction the cyclist was coming, and was immediately struck by the machine, and knocked violently to the ground. He was picked up insensible and bleeding from a wound in the back of the head. The sufferer was carried into Mr. Thompson's summer-house, while Parker proceeded on his bicycle for medical assistance. Mr. Watson Griffin attended, and the injured man was conveyed to his home at Kemp's Farm in a cart lent by Mr. Lilley, of the Rose and Crown. He remained unconscious throughout the night, and died at nine o'clock yesterday morning. Deceased, who was a widower, leaves three daughters, the youngest about ten years of age.—*Brighton Argus*, September 23rd, 1895.

ROCKVILLA CYCLE ACCIDENT.—In the Northern Police Court this morning—Baillie Carswell presiding—James M'Gowan, a plumber, residing at 149, Main Street, Anderston, was charged with having, on the 15th of August last, ridden a bicycle culpably, recklessly, and furiously, and with having knocked down and seriously injured a boy seven years of age at the canal bridge, Possil Road, near the Rockvillia car terminus. The child was badly cut about the head and otherwise injured, and had to be removed to the Sick Children's Hospital, Garnethill. He is still under medical care. The accused pleaded not guilty. A gentleman residing in Kew Gardens, Kelvinside, was the first witness. He saw the accident, and believed the bicyclist was going at fully twenty miles an hour; at any rate, at a very dangerous pace. Some children were playing at the end of a Rockvillia car, which was standing at the terminus, and when the conductor approached them they left the car to go to the pavement. At the same moment the bicyclist came down the steep incline just above the bridge and dashed in among them, knocking over a little boy, who had his head much cut. Alexander Miller, tramcar conductor, deposed that he witnessed the accident. One of the boys playing behind the car ran directly in front of the bicyclist, who was not riding more than six or seven miles an hour, or about the speed of a car. His Honour: Well, that's surely not very fast (laughter). The boy was about a perch from the bicyclist when the latter shouted to him. Baillie Carswell: A perch. What's a perch? Witness: Why, your Honour, it's a—well, it's a—perch (laughter). The Bailie: Across this room, do you think? Witness: Ay, about seven yards, sir. The boy did not notice the bicycle in time. A. Humphreys, a labourer, deposed that the bicyclist came down at a great rate. The boy was flung violently to the ground. Witness never saw a bicycle ridden at such a high speed; it was far faster than the rider could easily control. So great was the speed that after striking the boy the bicyclist was unable to stop before he got to the second lamp-post down the road. Two other witnesses swore that the bicycle was not going at more than eight miles an hour, and was stopped almost at once. M'Gowan said he was in the habit of riding several times a day up and down the gradient at the bridge, and was fully aware of the dangers which would accrue from any increase of speed at that place, and he always carefully avoided anything like fast travelling there; he invariably slackened speed on approaching the incline. He could not ride at the rate of twenty miles an hour to save his life. He had been greatly distressed by the accident, and had called often to see the little sufferer. He saw the boys standing at the end of the car on the 15th, and watched them minutely all the way down, shouting to the lad who got struck while yet some distance from him. The boy was walking one way and looking the other. To prove that he had the machine under complete control he pulled up within a few yards of the spot and ran back to assist the boy. He was deeply sorry for what had occurred. The clergyman of the church which Mr. M'Gowan attends stated to the Bench that from what he knew of the accused's character it was absurd to charge him with any culpability in the matter or with undue carelessness, as he was not a man who would be guilty of anything of the kind. Baillie Carswell (addressing the accused): I have listened with great care and attention to the whole case, but I cannot get rid of the idea that you were driving at a culpably furious rate down that hill, and that the boy was knocked down in consequence of the high rate of speed at which you were travelling. While you have perfect liberty to ride about the streets, the citizens must be protected, and when accidents of this kind occur it is proper that the occasion should be marked, and I should not be doing my duty if I did not find you guilty on the evidence adduced here. I fine you 21s., or fourteen days' imprisonment.—*Glasgow Evening News*, Sept. 2nd, 1895.

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.
 BAILE (Switzerland)—V. Settelen.
 BARNSTABLE—Brewer & Painter, Cross Street.
 BATH—*Gould & Son, 23, Milson Street, and 1 & 2, George Street.
 BEDFORD—J. Beagley, 5, High Street.
 BERLIN (Germany)—W. Köpsel, 50, Mohrenstrasse 50.
 BERWICK-ON-TWEED—Paxton & Purves.
 BIRMINGHAM—*Husband Bros., 21, Paradise Street.
 BLACKBURN—Tomlinson & Co., 17, Aspsden's Buildings.
 BOLTON—J. Boyd & Co., 21, Fold Street.
 BOURNEMOUTH—W. Rogers & Sons, 1, Albany Terrace.
 BRADFORD—Macvane Bros., 17, Darley Street.
 BRIDGNORTH—W. Jones & Co., Waterloo House.
 BRIGHTON—R. Needham & Son, Castle Sq., Old Steine, and Palace Place.
 BRISTOL—Randall & Walls, 50, Park Street.
 "B. Thomas & Co., 54, Park Street.
 BURNLEY—J. Leedam, 5, Red Lion Street.
 BURTON-ON-TRENT—W. Brown, 184 and 185, Station Street.
 BURY—J. Burrow, Silver Street.
 CAMBORNE—J. Vivan & Brother.
 CAMBRIDGE—J. Gillings, 14, Alexandra Street.
 CANNOCK—C. H. Cope.
 CANTERBURY—J. G. Jackman, 6, Parade.
 CARDIFF—E. J. Baker, 33, Queen Street.
 CARLISLE—H. L. Pass, 10, English Street.
 CHATHAM—J. W. Taylor, 191, High Street.
 CHELMSFORD—J. P. Green.
 CHELTENHAM—Bryant & Co., 362, High Street.
 CHESTER—J. T. Davis, The Cross.
 CHICHESTER—W. Long & Son, Southgate.
 CIRENCESTER—G. Fraser & Son.
 CORK—J. Drew, 34, Princes Street.
 COVENTRY—B. Riley, King's Head Buildings.
 CREWE—Vickers & Son, High Street.
 DARLINGTON—W. G. Wallis, 4, North Gate.
 DERBY—*Gamble & Cunningham, 54, Sadler Gate.
 DEVIZES—Parsons Bros., 3, St. John Street.
 DONCASTER—G. Goldthorpe & Son, St. George Gate.
 DORCHESTER—H. Bascombe, High West Street.
 DOUGLAS (Isle of Man)—J. Hale, 6, Athol Street.
 DUBLIN—*T. J. Callaghan & Co., 15 & 16, Dame Street.
 "Pim Bros., Ltd., 75, South Great George's Street.
 DUDLEY—W. R. Kneale, 251, Castle Street.
 DUNDEE—Tocher & Henry, 63, Reform Street.
 EDINBURGH—*Gulland & Kennedy, 55, North Hanover Street.
 ELY—H. Kempton & Co., High Street.
 EXETER—J. & G. Ross, 227, High Street.
 FAREHAM—W. Surman, 4, High Street.
 FAVERSHAM—F. C. Jackman, Market Street.
 FALMOUTH—W. Gooding, 34, Market Street.
 FLORENCE (Italy)—L. Dotti & Co.
 FOLKESTONE—W. Ward, 38, Guildhall Street.
 FROME—Swaine & Son.
 GLASGOW—R. W. Forsyth, 13, 17, Renfield Street.
 GLOUCESTER—Wareing & Son, 3, Westgate Street.
 GREAT GRIMSBY—C. H. Thompson, 112, Cleethorpe Road.
 GUILDFORD—J. Levy & Co., Bank House.
 HALIFAX—W. H. Graydon & Son, Northgate and Crossley Street.
 HANLEY—T. & R. Gilman.
 HAVERFORDWEST—Greenish & Dawkins, 24, Market Street.
 HEREFORD—C. Witts.
 HULL—C. H. Capes & Son, 20, Savile Street.
 ILFRACOMBE—R. Jewell, 123, High Street.
 INVERNESS—H. Fraser, 23, Bridge Street.
 IPSWICH—W. Damant, Old Bank Buildings.
 JERSEY—E. P. Falle, 10, Beresford Street.
 KIDDERMINSTER—Thos. Bennett, 6, Oxford Street.

LEAMINGTON—T. Claxton, 106, The Parade.
 LEDBURY—C. Witts.
 LEEDS—L. W. Rowland, 36, Albion Street.
 LEICESTER—*F. Brett, Peterboro' House, Granby Street.
 LEOMINSTER—C. M. Binyon, 1, Corn Square.
 LIMERICK—Cannock & Co., Limited.
 LINCOLN—J. W. Martin, 2, Silver Street.
 LIVERPOOL—*G. E. Young & Co., 49, Dale Street.
 LLANELLY—Davies & Parry, Compton House.
 LLANGOLLEN—*Morris & Hughes, Castle Street.
 LONDON—H. Brinkman, 253, Oxford Street, W.
 "Clare & Son, 102, Fenchurch Street, E.C.
 "T. H. Holding, 7, Maddox Street, W., and 4, King Street, Cheapside, E.C.
 "W. J. Pile, 22, Philpot Lane, E.C., and 71 and 73, Park Street, Camden Town.
 "The West End Clothiers Co., 37, Ludgate Hill, E.C.
 "FOR LADIES ONLY.—John T. W. Goodman, 28, Albemarle Street, Piccadilly, W.
 (Mr. Goodman, although not the holder of an official appointment as gentlemen's tailor, is yet prepared to cater in the best West End style for those members who are willing to pay the following prices:—Lounge jacket—Brown cloth, 48/-; Grey cloth, 50/-; Norfolk jacket—Brown cloth, 53/-; Grey cloth, 55/6. Breeches or Knickerbockers—Brown cloth, 14/6; Grey cloth, 19/6. Trousers—Brown cloth, 21/-; Grey cloth, 22/-. Waistcoat—Brown or Grey cloth, 15/6.)
 MAIDENHEAD—R. Whitaker & Sons, 12, Queen Street.
 MAIDSTONE—H. Taylor, 25, Gabriel's Hill.
 MANCHESTER—*Meggitt & Co., 22, Cross Street.
 MARLBOROUGH—J. Russell & Sons, High Street.
 MIDDLESBROUGH—J. Newhouse & Co., Albert Road.
 MULHOUSE (Alsace)—H. Dussere.
 NANCY (France)—J. Gallié Fils et Grandmaitre, 23, rue St. Dizier.
 NEWBURY—A. Smith, 88, Northbrook Street.
 NEWCASTLE-ON-TYNE—J. Turnbull, 43, Pilgrim Street.
 NEWPORT (Isle of Wight)—G. B. Purkis, 51, High Street.
 " (Mon.)—Wildings, Limited, Bon Marché.
 " (Salop)—H. Harper, Market Place.
 NEWTON ABBOT—C. Pope, 42, Courtenay Street.
 NORTHAMPTON—Blacklee Bros., Gold Street.
 NORTH SHIELDS—*D. Hill & Co., Howard and Union Streets.
 NORWICH—Downes Bros., 29, London Street.
 NOTTINGHAM—W. Gabbatins, 20, Market Street.
 OXFORD—E. E. Shepherd, 6, Corn Market Street.
 PARIS—J. Drouart, 9, Rue de l'Echelle.
 PERTH—W. Byars, 88, High Street.
 PLYMOUTH—L. Sansom, 17, George Street.
 PORTADOWN—*W. Paul & Son, 46, High Street.
 PORTSMOUTH—See Southsea.
 PRESTON—W. Elton, 11, Lune Street.
 RAMSGATE—G. Wellden, 40, High Street.
 READING—E. P. Silver, 17, King Street.
 REDRUTH—J. Evans, Tower House.
 RETFORD—C. J. Merryweather, Bridge Gate.
 RHYL—Hughes & Son, 56, High Street.
 SCARBOROUGH—J. Etches & Son, Huntriss Row.
 SHEFFIELD—R. R. Neill & Co., 12, Change Alley.
 SHREWSBURY—W. F. Watkins, 6, Pride Hill.
 SOUTHAMPTON—J. H. Gilham, 29, Hanover Buildings.
 SOUTHPORT—*E. Trounson, 213, Lord Street.
 SOUTHSSEA AND PORTSMOUTH—*Chase & Tighe, 82, Palmerston Road, Southsea.
 "John Maltby, Commercial Road, Landport.
 SOUTH SHIELDS—Mackey & Co., 23, King Street.
 STIRLING—Jas. Robertson & Sons, 16, Murray Place.
 ST. LEONARDS—*H. Angliss, 44, London Road.
 STOWMARKET—F. Ward, Ipswich Street.
 STRATFORD-ON-AVON—S. Williams, 25, Bridge Street.
 SUNDERLAND—*J. Gillies & Son, 58, Fawcett Street.
 SWANSEA—H. Thomas & Son, 9, Heathfield Street.
 SWINDON—R. L. Mugford, 15, High Street.
 TAUNTON—Josiah Lewis, 11, North Street.
 TORQUAY—Montgomery & Dolbear, 49, Fleet Street.
 TRALEE—B. Smith & Co., 4, Denny Street.
 TROWBRIDGE—W. Beaven.
 TUNBRIDGE WELLS—J. Pickett & Son, 25, Grosvenor Road.
 "E. C. Jenkinson, 28, Mount Pleasant.
 UTRECHT (Holland)—J. de Gooijer, jr., 394, Kromme Neuve Gracht.
 UXBRIDGE—Cartick & Coles, Waterloo House.
 VIENNA I—F. Kadlezik, Rothenthurmstrasse 31.
 WALSALL—Barrett & Forester, Park Street.
 WARMINSTER—Foreman & Son, 23, Market Place.
 WATFORD—*J. P. Taylor, 95, High Street.
 WESTON-SUPER-MARE—*Tythelerleigh & Co., 3, Waterloo Street.
 WIGAN—Coop & Co., 23, Waigate.
 WINCHESTER—F. W. Flight, 90, High Street.
 WINDSOR—R. Whitaker & Sons, Peasod Street.
 WOLVERHAMPTON—H. B. Burslem, 19, Darlington Street.
 WORCESTER—H. Parsons, 23, The Cross.
 YEOVIL—J. A. Milborne, 21, Prince's Street and Church Street.
 YORK—W. R. Beckwith & Son, 20, Colliergate.
 ZURICH—A. Bahntinger Bahnhofstrasse.
 "T. A. Harrison, Anglo American.

List of Candidates, October, 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.

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

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

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

BEDFORDSHIRE.

Harding, H. A., Mus. Doc. 42, De Pary's avenue, Bedford
Linfield, C. Apsley Guise
Watson, Mrs. W. C. Colworth, Bedford

BERKSHIRE.

Hargreaves, R. Maiden Erlegh, Reading
Hargreaves, Miss V. " " "
Jeune, Rt. Hon. Sir Francis H. Arlington Manor, Newbury
Jeune, Lady " " "
Jeune, F. " " "

BUCKINGHAMSHIRE.

Craig, H. V. Gibson Lady Meade, Little Kimble
Hampton, Rev. A. Hobart Great Kimble Vicarage, near Tring
Hargreaves, Rev. F. M. Eton College
Heygate, A. C. G. Eton
Taylor, Miss M. Horton Manor, near Slough

CAMBRIDGESHIRE.

McBryde, J., jun. King's College, Cambridge

CHANNEL ISLANDS.

Edye, Lieut. M. Charlestown House, St. Aubins, Jersey

CHESHIRE.

Broome, R. Euston Cottage, Woodchurch road, Birkenhead
Comber, H. W. New Bunnie, Hoylake
Duggan, M. The Downs, Bowden
Haworth, Lieut.-Col. F. Sunning Hey, Alderley Edge
Lette, W. G. Budworth road, Oxton

CORNWALL.

Pickard, J. 26, Lemon street, Truro
Rogers, R. N. Tremedden, Falmouth

CUMBERLAND.

Barnett, G. R., B.A. Scotby Vicarage, Carlisle
Muncaster, Lady Muncaster Castle, Ravensglass, Carnforth
Sutton, A. Scotby, Carlisle
Sutton, Mrs. A. " "

DERBYSHIRE.

Lewis, A. E. 28, Duffield road, Derby

DEVONSHIRE.

Hullah, A. 3, Denby place, Sidmouth
Roberts, Lieut. G. B., R.E. 7, Bedford circus, Exeter
Wright, Lieut.-Col. C. I. Watcombe Park, Torquay

DORSETSHIRE.

Collins, Miss E. Ivy Lodge, Poole
Hargreaves, Mrs. J. Chilfrome House, Dorchester
Sheridan, Miss S. Frampton Court, Dorchester
Symonds, F. P. Loder, R.N. H.M.S. Wanderer, Portland

DURHAM.

Bains, T. T. 41, Marine approach, South Shields
Daglas, W. 3, Salmon street, South Shields

ESSEX.

Gray, H. N. 121, Earham grove, Forest Gate
Protheroe, W. S. Bowen House, High road, Leytonstone
Smith, E. Cloete, M.R.C.S. The Limes, Ingatestone
Warner, The Lady Highams, Woodford Green

GLOUCESTERSHIRE.

Bush, J. P., M.R.C.S. Vyvyan House, Clifton
Bush, Mrs. J. P. " "
Courtney, Mrs. G. Hazel Lea, Lansdown, Cheltenham
Curtis-Hayward, Miss E. Quedgeley, Gloucester
Kear, J. J. Redcross street, Bristol
Morgan, E. D. T. Ebrington Vicarage, near Chipping Campden
Ritchie, T. P. 63, Redcliffe Hill, Bristol

HAMPSHIRE.

Aked, C. R. B. Wellington House, Winchester
Basing, Lady Hoddington, Winchester
Bradford, Lieut.-Gen. W. H. Ridgemount, Bournemouth
Burrows, E. H. Hollam House, Titchfield
Etheridge, Rev. L. S. 23, South front, Southampton
Hopkins, Capt. H. M. 1, The Willows, Cargate, Aldershot
Hopkins, Hon. Mrs. H. M. " " "
Jackson, Lieut. F. L. " North Camp, Aldershot
Lawson, F. G. Fernlea, Holdenhurst road, Bournemouth
Russell, Lieut. E. S. E. W. R.H.A., Aldershot
Stewart-Savile, Capt. W. S. Milnthorpe, Winchester
Yeatherd, Major E. 5, Auckland road East, Southsea

HERTFORDSHIRE.

Daltry, B. H. R., M.A. 16, Queen's road, Hertford
Fordham, Mrs. S. O. Osdey House, Ashwell, near Baldock
Gilbertson, A. S. Mangrove House, Hertford
Hawks, H. S., B.A. Springfield, Hertford
James, A. G. Kingswood, Watford
Jaques, H. Warrington Villa, New Barnet

HUNTINGDONSHIRE.

Gilliat, H. Abbots Ripton Hall, Huntingdon

KENT.

Anderson, J. D. Hill House, Keston
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13, Wiend, Wigan
Chaseley House, Pendleton
Chaseleyfield, Pendleton
" "
" "
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47, Ainsworth street, Blackburn
343, Derby street, Bolton
Spring Bank, Pendleton
06, Carisbrooke road, Walton, Liverpool
430, Leigh road, Leigh
P.O., Unsworth, Manchester
09, Queen's street, Oldham
1, Cumberland street, Manchester
61, Parkfield road, Liverpool
32, Chambers road, Southport
14, Brentwood, Pendleton
Morningside, Carlton road, Burnley
The Elms, Victoria Park, Manchester
Newstead, Albert road, Heaton, Bolton
Springfield, High street, Oxford road, Manchester
32, Westbourne road, Birkdale, Southport
Moss House, Holton
Alliance terrace, Mossley
11, Quay street, Manchester
90, Seedley grove, Pendleton
Ardencaple, Cavendish road, Chorlton-cum-Hardy
Sandholme Mill, Barnacre, Garstang
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Troy, Blackburn
Bank House, Simms Cross, Widnes
Wigan road, New Springs, near Wigan
1073, Chester road, Stretford

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Dubois, O. C.
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Ford, J. J.
Foulsham, F.
Freeston, H.

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48, St. George's square, S.W.
61, Lowndes square, S.W.
20, Ashley gardens, S.W.
23, Sotheby road, Highbury Park, N.
109, Queen's gate, S.W.
The Dial House, Laleham, near Staines
c6, Albany, Piccadilly, S.W.
7, St. James' place, S.W.
59, Great Ormond street, W.C.
21, Sinclair road, Kensington, W.
St. Stephen's chambers, Westminster, S.W.
Wellington Club, Grosvenor place, S.W.
76, Jermyn street, Piccadilly, W.
47, Lincoln's Inn fields, W.C.
Oakleigh, Chapter road, Willesden Green, N.W.
67, Carlisle mansions, Victoria, S.W.
United States Embassy, 123, Victoria street, S.W.
12, Rochester terrace, Camden Town, N.W.
19, Gayton road, Harrow
64, Portland place, W.
22, Barkston gardens, Earl's Court, S.W.
50, Cromwell avenue, Highgate, N.
9, Montagu place, W.
171, Cromwell road, S.W.
Regent's Park Barracks, Albany street, N.W.
87, Victoria street, S.W.
West Kensington, W.
The Homestead, River Front, Enfield
31, Mount street, W.
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15, Old square, Lincoln's Inn, W.C.
20, Charles street,
Berkeley square, E.C.
15, Milk street, E.C.
23, Cavendish road West, Regent's Park, N.W.
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144, Adelaide road, South Hampstead, N.W.
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Govett, E. A. " "
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IN PRAISE OF THE C.T.C.—In the earlier part of this year, before the new-found strength of the Cyclists' Touring Club had declared itself, I often used to wonder whether the critics who were then so fond (though now so silent) of girding at that body and disputing its utility ever went on tour, or even rode a bicycle at all. I have never yet been on tour without finding the advantages of membership so unmistakable that I should not hesitate a moment to pay the subscription were it much larger than it is. In Wales particularly I was struck with the important status the Club had attained for itself. In almost every town the C.T.C. hotel is the largest in the place; the fare obtainable is of the best, and the discounts from one's bills are most considerable. In no case, I may add, did my companion and I have the slightest difficulty about the discount, while, as showing that it is a genuine concession, we were in all cases asked if we were members of the Club before it was deducted. On looking through my bills I find that I paid most at the one place in the whole tour where there was no C.T.C. hotel, and where, too, I fared the worst in point of comfort. Those to whom the financial argument is the one that appeals with most force should find ample satisfaction in their membership of the Club whenever they are on tour; but there are other, and many, advantages pertaining to membership which

far out-weigh, to my thinking, the mere cheapening of travelling expenses, desirable as that may be. It will be a great day for tourists when the "British Road Book," issued by the Cyclists' Touring Club, is complete. Volume I. is simply invaluable, and when touring in any other part of the country but the counties south of the Thames, from Kent to Cornwall, which are dealt with in that volume, one contrasts with a feeling almost of despair its splendidly detailed routes and the bald information obtainable elsewhere about the Midlands or North Country. There are plenty of road-books to be had which give distances and through routes, but there is only one which attempts to describe the character of the roads throughout the United Kingdom generally. Much credit is due to the average compilers of guide books for their labour, the result of which is sometimes useful, but it is always incomplete, and occasionally inaccurate. Again, I say, therefore, it will be a great day when the C.T.C. work is finished. It would have saved me no end of trouble and doubt in Wales and other parts this year. Of course, members of the Club have always the option of writing to distant chief consuls for information, but one must realise that there is a limit to the amount of trouble one may impose on these voluntary benefactors.—"Cyclophil," in the *Sunday Times*.

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