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

NOVEMBER, 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 Mumbers 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 not, as a general rule, expect to see a remaissance formidable list of candidates in any club in which the subscription again becomes payable at the opening of the New Year. The C.T.C. may therefore

be regarded as fortunate in having received 196applications for membership as opposed to 42 for the corresponding period of 1894, and doubly fortunate in that the status of the applicants is-proportionately to the numbers-more than maintained. An analysis of the list shows four ladies of title, forty other members of the fair sex, five peers, one count, two baronets, five honourables, one M.P., five clergymen, four doctors of medicine, one doctor of music, five M.A.'s, two B.A.'s, one major-general, three colonels, two lieut.-colonels, seven majors, sixteen captains, and five lieutenants, and a whole host who unquestionably belong to the leisured classes. All this is exceedingly gratifying, but we are sanguine enough to hope that next year's results will completely eclipse them. have no desire to check the inflow even in this the

off season, but we think it right to draw the attention of those who are about to introduce their many friends to the fact that if the applications be withheld until after the 20th inst., or endorsed "for 1896," the names will not appear in the December Gazette, but will be held over until the January issue, when the one payment will cover the whole of the forthcoming year.

A gathering of unique character recently took place at the Café Royal, Regent Street, W., to celebrate the tenth anniversary of the introduction of the modern bicycle, the invention of

Mr. J. K. Starley, of Coventry, who occupied the chair. Cycling in all its phases was well to the fore, while representatives of the daily press were present in large numbers. The toast of the evening, "The Cycle," was entrusted to our care, and we had the pleasure of drawing attention to the fact that although the "hobby horse" came to us from France, and the "bone-shaker" of 1868 was likewise the invention of our Galiic neighbours, the first bicycle driven and balanced with the feet off the ground was devised by a Scotsman (Macmillan) at least five-and-twenty years before the "boneshaker" was produced. Furthermore, all the notable improvements in the bicycle, the pneumatic tyre included, from 1868 onward have been the work of Englishmen (using the term in its broader sense), and the day when Britain will be relegated to the background in this connection seems as far off as

ever. The part played by the Chairman and his uncle, the late James Starley, before him was carefully emphasised, and the whole assemblage tacitly agreed that they by their presence testified to the fact that the inventor of the first rational and practical safety bicycle was their host of that evening.

+ + +

A reference to the report of the last THE Council Meeting, and to the appeals ROAD BOOK. of the respective editors, will reveal the fact that much information is even yet required where Vol. III. of the English, and the Scottish Road Book are concerned. A great deal of that relating to the latter work is already promised; but if the volumes are to appear in good time for the next riding season, not only must these promises be fulfilled, but further assistance must be forthcoming. Members generally will surely realise that the prestige of the Club is at stake, and that its capacity for usefulness will continue to be greatly curtailed until it can offer to every cyclist a dependable Road Book of the three kingdoms. It requires but "a long pull, a strong pull, and a pull all together" to complete what yet remains to be accomplished.

+ + +

For many a day the vagaries of the modern. "Society" journalist have included the use of slang expressions the older hand would scorn to employ. "What is everybody's business is nobody's business," and the abuse appeared likely to flourish unchecked when the climax was reached and the following senseless and vulgar article appeared in one of the best known "Society" ournals:—

Clare sends me the following from Dublin :-

DEAREST MADGE,—One can understand the rage for "biking" in the young, and even wonder why it did not come in sooner. But in the others? Fashion is proverbially freakish, proverbially cruel and tyrannical, but what have they done to deserve the "bike"? As if there was not whirling enough already in Society without the introduction of wheels! As if treadles were wanted when there was already so much of the treadmill!

The cycle is not to be confused with the "bike." There is a distinction, if not a difference, between them, and the distinction belongs exclusively to the former. The cycle was a thing of utility, the sight of it at one's door carried immediate suggestions that the man about the taxes, or the water-pipes, or the gas had come; the sight of the "bike" in the same position thrills one with the thought that one's most fashionable acquaintance is paying a possibly longdeferred call. The cycle one might ride or not at one's own pleasure or convenience; not so the "bike." The wheel of progress has overridden free will, one is not "in it" if not on it. This fact a painful experience has taught me in this country-house where we are staying with a large party, many of whom are honestly elderly. One would have expected the "forties" to be exempt from a tyranny of such active nature, but the "fifties" even were not, nor can one be sure about the "sixties." Of course, I do not give myself away by acknowledging to be even in the "forties" yet-it takes a very long time to get consciously there—but still I had not foreseen the "bike" as a personal terror. Only too soon, however, I found that, if I committed the solecism of indulging in quiet and peaceful pursuits, there would be no raison d'être for my presence in a fashionable country house. The "bike" was the tyrant of the hour-supreme master of the situation. There was no alternative but to mount the

rack, to give and bear the strain on unaccustomed muscles and joints rusted from restful years. Nothing brings more vividly home to one the cost of the first step than "biking." Everything has a beginning; over that on the "bike" one may well draw a veil. "I have been working at it all the morning." A stout friend in the "fifties" said to me, "It is too delicious. I have had a lovely time!" Poor thing She certainly did not go with the time in that. You should have seen her crimson face, limp hair, and the many distressful signs of over exertion. And to hear General A. echoing, "Delicious! Lovely!"—he also had been "biking"—with every bone in his poor old body palpably aching. Age, truly, had disagreeables enough without having fashion add to them.

Next season the Phoenix Park is to vie with the Bois de Boulogne and Battersea; cyclist and "biker" are to have their allotted place therein. Lord and Lady Cadogan are expected to give Viceregal patronage to the "ride." The "bike" will have done one good thing in its time if it makes the long-deserted Phoenix Park once more a popular resort of Society. . . .—Yours ever,

This was more than flesh and blood could stand, and we accordingly indited a letter to the leading dailies protesting against the re-introduction of terms all decent cyclists had long since agreed to taboo as meaningless slang, and a hateful vulgarising of the Queen's English. Our protest has happily received the endorsement of all the leading organs which have expressed an opinion thereon, and it is to be hoped that it will not fail of effect. It is of course too much to expect that these detestable and meaningless expressions will fall into absolute disuse; it will be enough if they are branded—as they surely must be by all who have mastered even the three r's—as "bad form."



# THE GENERAL ELECTION, SPECIALLY IMPORTANT.

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

### ENGLAND.

COUNTIES ENTITLED TO SEPARATE REPRESENTATION.

County.	No. of Members.	No. of R.C.'s required	County.	No. of Members.	No. of R.C.s required
Cheshire	373 260 334 330	One One One One One	Middlesex	251 251 295 2098	Three One One Three One
the I. of Wight). Kent Lancashire	540	Two Three	Warwick Yorkshire	293 317 826	One Two



### GROUPED COUNTIES.

### NORTHERN AND MIDLAND.

County. ON		County.	No. of Members.	No. of R.C.'s required.
mberland by of Man		Northumberland Nottingham Westmoreland	194 177 24	} One

### NORTH EASTERN.

Bedford	174	Hunts Norfolk Suffolk	85 61	}	One	
---------	-----	-----------------------------	----------	---	-----	--

### WESTERN AND MIDLAND.

Rucks  Tereford  eicester  fonmouth	56 8 Northants	74 8 92 199	) One
	South Western.		

125 ) Dorset ....

Channel Islands....

### WALES.

### GROUPED COUNTIES.

hglesea irrekmock andigan armarthen kmarton kmaryon	10 9 19 20	Flint Glamorgan Merioneth Montgomery Pembroke Radnor	5 121 3 9 28 10	}	One
--	---------------------	--	--------------------------------	---	-----

### SCOTLAND.

### GROUPED COUNTIES.

### WEST.

tenarty smartyon swaress abcudbeight	27 3 - 41	Lanark Perth Renfrew Ross Sutherland Wigtown	180 30 79 4 —	One
--------------------------------------	--------------------	--	---------------------------	-----

### EAST.

52 1 8 4 4 11 17 170 14 29 53 9	Kincardine Kinross Linlithgow Nairn Orkney and Shet- land Isles Peebles Roxburgh Selkirk Stirling	11 - 9 - 1 - 12 3 24	One	
--	---	----------------------	-----	--

### IRELAND.

### GROUPED COUNTIES.

. 1				ĺ
Antrim Armagh Carlow Cavan Clare Cork Donegal Down Dublin Fermanagh Galway Kerry Kildare Kilkenny King's Leitrim	48 2 3 9 4 35 8 22 187 12 8 1 5 2	Limerick	3 11 3 9 5 4 3 5 7 3 10 19 17 11	One

### FOREIGN COUNTRIES.

	Country.						No. of R.C.'s required.
Austro-Hu	gary					31	
Belgium-Lu	xembour	g				31 16	11
Canada .	<b></b> `		•••			15	11
Denmark .			•••			2	11
France .		•••				97	3 1
General .		•••				151	11
Germany .						87	} Two
Holland .			• • • •			10	11
					•	53 6	
	•• •••	•••	•••	• • •	••••		11
	•• •••	•••	•••	•••	• • • • •	10	11
Switzerland			•••	•••	•••	17	11
United Stat	tes of Am	erica	•••	•••		182	1'

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

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

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

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

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

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

### CHIEF CONSULAR VACANCIES.

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

ENGLAND—
\*Essex.
WILTSHIRE.
WALES—

Brecknock.

### SCOTLAND-

\*CAITHNESS.

\*SELKIRK. \*ORKNEY AND SHETLAND. \*SUTHERLAND.

FOREIGN COUNTRIES-

BELGIUM. SPAIN.

The following nomination has been received:-

### WILTSHIRE.

LOY, RICHARD MILLS, Hardenhuish Rectory, Gentleman, member of the Swindon A.C.C. Proposed by · F. W. Marillier, Clifton Street, Swindon, and seconded by W. L. Holt, 33, Sheppard Street, New Swindon.

### 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.

LANCASHIRE. - (Mr. J. T. Lightwood, Hope House, Lytham.) — Ashton - under - Lyne, Bacup, Blackpool, Bolton - le - Sands, Bury, Clitheroe, Colne, Fleetwood, Haslingden, Nelson, Padiham, Poulton, Rochdale, and Whalley.

### TO PROSPECTIVE LINGUISTS.

For the last five years I have offered to help any of our members who intend to study French, German, Italian, or Spanish during the winter, by recommending books for the purpose, and, if desired, by supplying the same if possible second-hand. The response has been such as to induce me to renew the offer. In addition to secondhand grammars, reading, and conversation books, I have some cheap dictionaries, including-FRENCH: Fleming & Tibbin's, in two large volumes; Tarver's "Phraseological Dictionary, two vols.; GERMAN: Flugel's, Thieme's, I ITALIAN: Barretti's, Millhouse's; SPANISH: and Baretti's, Velasquez, etc. Lists sent on application.

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

### THE BRITISH ROAD BOOK.-VOL. III.

Previous requests for information for this volume have produced a hearty response from the membership, but there are still many routes lacking, almost the whole of which have only become rideable roads within the past year or two. In order that the volume may be complete it is necessary that these should be secured, and members who can give or secure any information about even one of the under-mentioned roads are earnestly requested to communicate at once with the Editor, Mr. R. T. Lang, 27, Westoe Parade, South Shields. The following roads have yet to be reported upon in both directions :-

Whitchurch to Warrington.
 Macclesfield to Stockport (via Poynton).
 Lymm to Warrington (via New Road).

4. Chelford to Alderby.

Frodsham to Over.

Frodsham to Over.
 Northwich to Stretton.
 Chelford to Nether Pevver.

#### CUMBERLAND.

1. Broughton-in-Furness to Holborn Hill.

2. Holborn Hill to Ravenglass.

#### DERBYSHIRE.

z. Chesterfield to Sheffield.

### DURHAM.

1. Rushyford to Sedgefield.

#### LINCOLNSHIRE.

- z. Grantham to Lincoln. 2. Metheringham to Tattershall.
- 3. Caistor to Grimsby.
- 3. Caistor to Grimsby.
  4. Spilsby to Louth (via Burwell).
  5. Tattershall to Wainfleet (via Stickney).
  6. Lincoln to Tattershall (via Fiskerton and Bardney).
  7. Tattershall to Hecklington.
  8. Wainfleet to Alford.
  9. Grimsby to Barton.
  10. Gainsboro' to Burton and Whitton.
  11. Lincoln to Market Rasen (via Lessington).
  12. Gainsboro' to Crowle.
  12. Gainsboro' to Crowle.

- 13. Crowle to Barton.
- 14. Market Rasen to Grimsby (via Ravendale).

#### NORTHUMBERLAND.

- 1. Blyth to Newbiggin.

- Newbiggin to Alimouth.
   Alimouth to Bamborough.
   Alimouth to Dunstanburgh.
- Belsay to Bolam, Meldon, and Morpeth.

- 4. Anwick to Dunstanourgh.
  5. Belsay to Bolam, Meldon, and Morpeth.
  6. Belsay to Bolam and Cambo.
  7. Morpeth to Longwitton, Rothley, and Elsdon.
  8. Morpeth to Hartburn, Scots Gap, and Elsdon.
  9. Stamfordham to Barrasford (1712 Ryall).
  10. Alwinton to Yetlington and Whittingham.
  11. Felton to Warkworth.
  12. Allenheads to Alston.
  13. Chollerton to Scots Gap.
  14. Chatton Park Hill to Belford.

### YORKSHIRE (EAST RIDING)

- Withernsea to Easington.
   Patrington to Easington, Kilnsea, and Spurn Head.
   Pocklington to Driffield.
   Driffield to Hunmanby (or Filey).
   Holme to Pocklington.

- Malton to Pocklington.

### YORKSHIRE (NORTH RIDING).

- York to Strensall.

- 2. Strensall to Hovingham.
  3. Hovingham to Helmsley.
  4. Hovingham to Kirkby Moorside.
  5. Hovingham to Malton.
- Easingwold to Byland Abbey, Wass. Wass to Helmsley.
- 7· 8. 8. Guisbro to Ingleby and Chop Gate.
  9. Stokesley to Chop Gate.
  10. Chop Gate to Helmsley.
  11. Leyburn to Horse House.

- 12. Leyburn to Middleton.

- 13. Kettlewell to Outershaw.
  14. Outershaw to Hawes.
  15. Richmond to Reeth, Muker, Keld, and Kirkby Stephen.

- Outershaw to Hawes.
   Richmond to Reeth, Muker, Keld, and Kirkby Stephens.
   Rech to Brough.
   Arkleside to Aysgarth.
   Arkleside to Middleham (via Carlton).
   Threshfield to Hawes (via Arneliffe and Beckermond).
   Dent to Sedbergh.
   Dent to Newby Head Inn.
   Ripon to Bedale (via Wath and Burneston).
   Northallerton to Osmothersley.
   Leascar Ho (no road) to Brompton.

- 25. Leascar Ho (no road) to Brompton. 26. Thirsk to Coxwold.
- 27, Coxwold to Malton (via Hovingham). 28. Kirkby Moorside to Castleton (via Blakey Ridge).
- 29. Ralph Cross to Kildale.
- Stockton to Stokesley

- 31. Middlesbro' to Stokesley.
  32. Stokesley to Battersby and Egton.
  33. Egton Bridge to Sleight.
  34. Stokesley to Whitby (via Battersby, Castleton, and Wark)
- Inn).
  35. Wapley Inn to Egton.
  36. Leyburn to Richmond.

### YORKSHIRE (WEST RIDING).

- Pateley Bridge to Haw Stean and Middlesmoor. Ribblehead to Settle. Selby to Cawood and Tadcaster.

- Cawood to Stilling Fleet and Fulford.
  Halifax to Leeds.
  Bell Busk to Malham.
- Hellifield to Malham.
- Long Preston to Malham. Middlemoor to Arkleside.

<sup>\*</sup>The Counties marked with an asterisk are temporarily in charge of Chief Consuls, who will be glad to be relieved of these additions to their usual responsibilities.

- 10. Skipton to Harrogate (via Bolton Bridge and Blubber-
- houses).

  11. Skipton to Pateley Bridge (via Barden Tower).
- 12. Gisburn to Settle (via Long Preston).

13. Ingleton to Dent.

### "RIGHTS AND PRIVILEGES."

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

### THE EDITOR'S ALBUM.

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

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

Miss F. J. Erskine, Brant Broughton; Messrs. H. Baskett, Dalston; B. Bryce, Trieste; H. B. Cooley, Blackheath; M. and A. J. Gill, Hebden Bridge; E. C. Miller, Hammersmith; and T. Shipton, Scropton.



The usual monthly meeting was held at the "Grand" Hotel, Glasgow, on Saturday, 12th October, 1895, at 12 noon.

C.C. JOHN R. BALFOUR, Beith. R.C. Rev. A. Hav, Scotland. C.C. Rev. J. IRVING, Innellan. C.C. A. MARTIN, Glasgow. C.C. J. B. STEWART, Glasgow. E. R. SHIPTON, Secretary.

(a) In the absence of the Chairman, who was confined to his bed by an attack of bronchitis, Mr. John R. Balfour was voted to the chair.

### RESOLUTIONS, ETC.

152.—"That the resignation of Mr. F. W. Marillier, of Swindon, as Chief Consul of the County of Wilts be accepted with regret."

153.—"That Mr. C. Rattray, of I, Manse Street, Tain, be appointed Chief Consul, pro tem., of Caithness and Sunderland, and the Orkney and Shetland Isles."

### REPORTS OF COMMITTEES.

Map and Road Book (England and Wales)
Vol. II.

(c) The Chairman reported that the work was making satisfactory progress, and that another meeting of the Committee is shortly to be held.

### MAP AND ROAD BOOK (SCOTLAND).

(e) The Editor (who in the absence of the Chairman was in attendance) reported that the task of procuring the original reports is now practically completed. The few that are missing, reports is now practically completed. The few that are missing, together with those that have been promised but have not yet been furnished, will be set out in detail in the next issue of the Gazzite. Section I. of the book, containing the 200 routes referred to in the Editor's last report, is nearing completion, and only requires final revision before being ready for the printer. Of Section II. 25 routes only have as yet been put into draft. This carries the work as far north as Inverness. The third section will deal with the Highlands and Isles. If as good

progress be made during the next few months the Editor does not doubt his ability to complete the work in time for publication early in the forthcoming summer.

Upon consideration of the foregoing it was resolved-

"That this Meeting rejoices to know that the information required for the Scottish Road Book is so nearly complete, and urges members to fulfil their promises as regards the routes still lacking."

### MAP AND ROAD BOOK (IRELAND).

- (f) The Secretary (in the absence of the Chairman) reported that as the result of further correspondence the Editor had that day written to say that he had sent in to headquarters all the MSS., documents, and maps relating to this work, accompanying the same by a demand for immediate payment. He (the Secretary) would, therefore, suggest that as the journey he was authorised to undertake had not proved necessary, the Chairman of the Committee should be asked to attend in London to help him to assess the value of the work done, it being understood that the Chairman's travelling expenses would be paid by the Club.
- It was thereupon resolved-
- "That as the journey of the Secretary to Ireland has proved needless the travelling expenses of the Chairman of the Irish Map and Road Book Committee to London be paid by the Club."

### MAP AND ROAD BOOK (CONTINENTAL).

(g) The Chairman reported that the work was progressing, and that Part II. of the book was well in hand.

### RIGHTS AND PRIVILEGES.

- (h) The Chairman stated that there was nothing special to report under this head, but that many matters which were the subject of investigation would be laid before a future meeting.
- 156. "That a small Committee, which shall include the Secretary, be appointed to look out for more convenient and attractive offices for the Club."
- 157.—"That the Committee in question do consist of Messrs. W. Kendall Burnett, W. Cosens, H. Croydon Roberts, W. B. Tanner, and the Secretary, the last-named to act as Convener."
- That in the opinion of the Council it is desirable that Consuls should be appointed in all towns, even where a Chief Consul resides, and that this should if possible be effected before the next Handbook is published."
- r60-"That the resignation of Mr. J. B. Stewart, of Glasgow, as Chief Consul of the County of Lanark, be accepted with regret."
- "That the resignation of Mr. A. Martin, as Chief Consul of the County of Dumbarton, be accepted with regret."
- 163-" That Mr. A. Martin, of 24, Hutcheson Street, Glasgow, be appointed Chief Consul of the County of Lanark."
- r64—" That Mr. John Lawrie, of 138, West George Street, Glasgow, be appointed Chief Consul of the County of Dumbarton."
  - (1) The Secretary reported that Mr. Butler, the member referred to In Resolution 149 of the last Mr. Butler, the member referred to in Resolution 149 of the last Meeting, had instructed his own Solicitor to take action before the decision of the Council was announced to him, and that as a consequence no expenditure will be incurred by the Club until the matter has again been brought before the Council.
  - (m) The Secretary further reported that as the Brewster Sessions at East Grinstead were held on the 26th August it was impossible to take action in the case of the Dorset Arms at East Grinstead (referred to in paragraph 10) of the last Meeting) until another year.
  - (n) An application from a firm of rubber solution manufacturers that they shall be allowed to bring out a tyre-repairing outfit to be known as the C.T.C. was declined with thanks.
  - (o) A letter from Mr. J. Lyon Denson, the R.C. for Cheshire, drawing attention to the fact that the Cheshire Rural District drawing attention to the lact that the Chesture Kurai District Council are agitating for the imposition of a tax upon cyclists was read, but it was decided to take no action in connection with the matter for the time being. The feeling of the Meeting appeared to be general that a registration scheme would be of the connection of the c advantage rather than otherwise, and that when there is any probability of the introduction of such a regulation it will be the duty of the C.T.C. to help the authorities in making the scheme workable.

Comments upon the Agenda were received from the following absent Councillors:—The Rev. H. Callan, M.A., Catrine; Dr. F. Powell, Redhill; Messrs. G. Bartram, Sunderland; F. Lewis, Kent; J. T. Lightwood, Lytham; A. E. Paulsen, Hull; E. M. Poole, Yorkshire; A. M. Porteous, Coldstream; H. M. Rankilor, Tiverton; H. Croydon Roberts, London; and Leslie J. Williams, Middlesex.

SERVE HIM RIGHT.—An assistant overseer in the neighbourhood of Widnes has been mulct in damages to the extent of £18 11s. 6d. for negligently driving down a cyclist.





# NORTHUMBERI.AND AND DURHAM DISTRICT ASSOCIATION.

A general meeting of the Association was held at the "Queen's" Hotel, Stockton, on Wednesday, October 9th, Mr. George Bartram (Sunderland) occupying the chair. Notwithstanding that a howling gale was raging, over thirty members were present, including many old standard bearers of the Club in the North.

The chairman dealt fully and lucidly with the objects, aims, and work of the Association, following which the hon. secretary gave an interim report of what had been done since the last general meeting. In the subsequent general discussion, Mr. Cummings, Capt. H. C. Smith, Mr. J. Wright, Mr. J. A. Williamson, Mr. F. Hardy, Mr. Geo. Watson, Mr. W. Hutchinson, and others joined, the main subject debated being as to how the work of the Association could be brought closer home to the Tees-side members. A mooted plan that the district of the Association should be extended to cover Cleveland, and a small sub-committee formed to direct the work on Tees-side, met with a large amount of approval, and the hon. secretary promised to bring it up at the annual general meeting of the members.

A vote of thanks to the chairman concluded a harmonious and successful meeting.

### LIVERPOOL DISTRICT SECTION C.T.C.

The meeting announced for Saturday, 12th October, at the Royal Hotel, Prescot, was duly held, and, notwithstanding the gale, was most enthusiastically attended, the number present being as great as at any previous meeting.

Mr. T. J. Scott, R.C., as usual, was chairman.
The minutes of last meeting having been passed, Mr. H.
M. Stones, Sutton, St. Helens, was elected to fill a vacancy

A recommendation from the committee that the present meeting be the closing one for this season, and that it would be advisable to hold a musical evening and lantern exhibition in January, and to have a supper in March, and that the committee should make the arrangements and be empowered to ask the assistance of others, was approved.

The committee on ferries reported progress.

The district secretary was requested to write a local

surveyor regarding a dangerous road.

The following resolution, which was moved by Mr. J. H. Iredale, and seconded by Mr. C. H. Leeson, consuls, was well discussed and passed:—"That this meeting of the local centre of the Cyclists' Touring Club views with apprehension resolutions passed by various district councils, recommending the imposition of a tax on cycles, seeing that these in no way injure the roads, for the maintenance of which cyclists, as citizens, already contribute. Further, such an unjust tax would seriously interfere with the cycle and cycle accessories trades, which are very important and ever-growing industries, employing many thousands of workmen."

It was pointed out by Mr. McNeill that other sections would do well to pass similar resolutions, in order to strengthen the hands of the Rights and Privileges Committee of the Club.

H. D. MATHIAS.

140, Smithdown Road, Wavertree, Liverpool.



### EDINBURGH AND DISTRICT.

On Saturday, 12th October, though roads and wind were unfavourable, the run to Midcalder was carried out by sees riders led by Councillor Craig. The keen half-cross appetites of the party were appeased in the cosy parlour of the "Torphichen Arms" with a 1s. 6d. tea, the while two of their number related their thrilling touring experiences among the Grampians. Helped by the gale, the journey home was done in fast time.

By mutual arrangement the enthusiasts agreed to meet again on the following Saturday, when, in favourable cycling weather, they journeyed to Kirkliston and Queensferry, where "the cup that cheers" was partaken of at the "Queensferry Arms." It was agreed that during the winter, whenever a favourable opportunity presented, impromptu runs be held, the necessary intimations being made by post card to those who have taken part in the meetings; and that (weather permitting) a run be held on New Year's Day.

E. A. GLEN, Consul.

56, Elm Row, Edinburgh.

### NOTTINGHAM AND DISTRICT.

A meeting of the members in this district was held at the Clarendon Hotel, Nottingham, on the evening of the 21st ultimo, the Chief Consul, Mr. Joseph W. Wright, being in the chair. The Chairman stated that Nottingham had not been behind other counties in respect to the increase which had taken place in the membership during the last year. Of the 150 members in the county at the end of last season 131 had renewed their subscriptions, whilst some 60 or 70 new members had joined. This brought their total up to 200. With another addition of 50 members they would be entitled to direct representation on the Council. At present they formed one of a group of counties, and were represented by four gentlemen living at Weymouth, Tunbridge Wells, Coventry, and another place. This, in any case, was a very Coventry, and another place. unsatisfactory system. Counties whose membership was not sufficient to entitle them to separate representation should at least be joined with the counties nearest and not with counties far distant from them. Although they now had eight consuls, agreements with seventeen hotels, and fourteen repairers in different parts of the county, the system was still far from complete. Repairers and consuls and hotels should be appointed in every town and village in the county. At present they were without them at Mansfield, Bingham, Radcliffe, and Beeston. The new hotel system, by which, instead of having a fixed tariff, members of the C.T.C. were allowed a discount off the ordinary tariff of any hotel, was an improvement on the old system, but in his opinion they would always be very much restricted in their choice of hotels as long as they expected a special tariff. Mr. Wright concluded by suggesting the desirability of appointing a consul to assist him in Nottingham. The result of his suggestion was a motion, which was carried, appointing a district committee, consisting of Messrs. C. W. Judge, Marshall, and Vice, for Nottingham. It was decided that next season should be opened with a dinner, and that the runs of the Club should be held on the second Saturdays in May and July, and the second Thursdays in June and August. Some discussion took place on the recent cycling prosecutions. Mr. Wright thought there was every reason to believe that the lighting of every kind of vehicle after



dark would shortly be made compulsory. Mr. Chapman thought it would be well if some authoritative information could be obtained as to the precise rate at which cyclists might travel without risk of prosecution. The magistrates had absolutely refused to state cases for their decisions, but they seemed to think that if the police brought forward a case they were bound to convict. Mr. Vice thought the present elastic state of the law was fair. It said that cyclists were not to ride to the danger of the public. The Chairman, in answer to remarks on the subject, said he thought there was no doubt that the C.T.C. would assist a cyclist when he was fighting a clear case of injustice. A hearty vote of thanks to Mr. Wright for his services as chief consul was passed, and the remainder of the evening was spent in harmony.



By MISS F. J. ERSKINE.

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

It seems rather a derisive term for the rear-driving bicycle—that of "safety"—with such a list of accidents attributed to it as fills the pages of the October Gazette. One comfort alone remains—selfishly speaking—and that is that no women figure in the list. This immunity is no doubt due to there being about a hundred male cyclists to one lady rider—putting it at a very low estimate—but there is another question I should like to have satisfactorily answered, and that is if the V-framed bicycles, with all their defects, are not absolutely safer than the diamond frame type. I am not at all meaning to suggest that men should adopt dropped frames, but if our rationally-dressed sisters patronise the diamond frame, and cause it to be generally used, I think that the present immunity from accident could hardly be maintained.

One naturally expects men to be able to vault clear of their machines, and owing to their fortunately unhampered state since childhood it comes natural to them. But suppose a lady, who has taken to a diamond frame and rational dress without this early training—would she be able to vault clear of her machine, especially if, as ninety-nine out of a hundred do it, she adopted both dress and machine because the type was the fashion? Would she not be more liable to accident than if she were on a dropped frame?

The exhaustive articles on brakes, and the emphatic opinion of all old and tried riders, that a reliable brake is a sine quanon, must be somewhat disconcerting to those novices who airily announce they "never use a brake." Surely it must by now be beginning to filter into their heads that the impression they give others is either that their riding experiences have been singularly small or that their folly is abnormally great. Years ago I wrote in the Queen on this subject (only the machines in point were tricycles), "Novices are bumptious, they scornfully refuse to dismount till the machine runs back on a steep hill, and they plunge down at a reckless rate till the smash comes, when the machine, or the brake, is to blame—never the rider." That was a good ten years ago, yet the same may be said to-day of nearly every other rider who has set up a wheel.

It is rather beyond a joke the way in which our sport is travestied and maligned by those who say—"It is simply entrancing." Lady Jeune is the last offender, and it is a thousand pities that her otherwise admirable article in this month's Badminton Magazine is largely discounted by her

advice to all who wish to ride gracefully-that they should "sit low." To fill a bottomless bucket with water is as easy a feat as to ride an ill-adjusted cycle gracefully. It was the thing which made the cyclists on the Madeira Walk at Brighton a by-word and a scandal to all beholders in the early days. It is the reason why such letters as "Lady Cyclists in a Breeze" appeared some time ago in the St. James's Gazette and in innumerable other papers and periodicals -cycling and non-cycling-all reflecting on the exceeding ungracefulness of lady riders in Battersea Park. Nature has, for sundry very good reasons, constructed our lower limbs on rule joint lines. An angle there must be of the knees in cycling, but our object should be to reduce that angle all we can. It is most reduced by sitting moderately high, with about an inch and-a-half to spare, so as to utilise the spring of the muscles and knees. The upper part of the body should be at rest, resting lightly, firmly, and easily on the saddle. The part most worked should be the ankle, and this should be quite free to work round like the pivoted crank of a railway engine. Let any one look at an ordinary metropolitan engine. The long bar of steel is hinged to the short, solid crank on the driving wheel, and claws it round in obedience to the stroke of the piston rod. Our piston rod is the calf of the leg, the connecting pin is represented by the ankle muscles, and our feet the solid part in connection with the pedal. Those who have mastered the art of sitting high and pedalling properly should revert only for one day to the "novice form." Their muscles will soon tell them the difference, if their friends are not equally candid. Sometimes, owing to haste or forget-fulness, I have been obliged to ride on an ill-adjusted machine, and the result has been that of acute aching and soreness. Dress is an important point, and Lady Jeune gives good advice when she says, "In bicycling, as in every other amusement, a woman's dress should be as quiet and unpretentious as possible"; but a bad rider, even if turned out regardless of expense by Redfern or Viola, will not look nice, unless she can also sit well and ride gracefully. Those who really desire to ride well should go to Miss Terry at the Corrie Gymnasium, College Street, Fulham Road, for a few lessons.

Turning over the leaves of Vanity Fair the other day, I came across an illustration of a cycling costume, by Marcus, the well-known tailor. It was extremely stylish, so also was the neat little boat-shaped hat with wing, made either in felt or the costume cloth. These hats with gay feather or quill ornaments are to be all the rage for riding in this winter. It would seem that the question of cycling get-up is settling down into the neat stylish tailor-made dress I have all along advocated. When at Paris, of course, it is open to English women to dress as the Parisians do—if they can—but when cycling in England our insular peculiarities must be taken into account.

Hearth and Home comes out at last with a regular cycling number, and the fashion correspondent, despite the "tame doctor" and objections manifold, announces she has taken to the bicycle. Here is a very hearty welcome to her, and may she soon join the C.T.C. and reap health and pleasure unbounded on her wheel.

A correspondent writes to me from Italy, and tells me how she has overcome the difficulty of her skirt riding up by the insertion of two loops of stuff, six inches broad, stitched on each side, eighteen inches apart in front. Through these the feet are slipped, and the result is that of a "trouserette" without any ungainly effect. Those who do not care for elastic straps may find the hint of service. Of course the loops are sewed six or eight inches up the skirt, well out of the way of the pedals.

Mr. Leechman has overlooked the fact that I did test the Boudard-geared Humber, not once, but day after day, against an ungeared equally speeded machine, and the geared one was distinctly superior against the wind and uphill. With regard to the question of complication we must agree to



differ—but as I was able to take the whole affair to pieces, remedy a breakdown, and what is more, ride the machine hard for two months after without it being once in a repairer's hands, I submit that the complication was nothing alarming, certainly not such as to prejudice me against having a gear to my next year's machine—which I certainly hope to do, all being well. I candidly confess I could not make head or tail of the reason why and hew the immense swing was produced. All I know is, it was there, and the other day, in a long ride on an ungeared machine against a strong hot south-wester, I longed sorrowfully for the hum of the gear playing the "Keel Row" under my left-hand shoe.

It is odd how one gets into the song of particular machines. The rhythm is quite different in each one, but each shapes itself into some familiar tune. Of course, some of the tunes are ugly—the rattle of a metal gear case supplies a very discordant note. It is an open question if, after all, the leather gear cases are not the best, despite the fact they cannot contain oil-baths. They do not rattle, or get unsightly dinges in their sides. If the chain is treated with vaseline, as some writers in the Gazette advise, they should be quite as good as the oil-bath ones. I must say that the look of the celluloid windows in some cases is most hideous. What is more, I was told the other day when the oil gets dirty the window follows suit, and becomes useless. What is wanted is a case with a thoroughly dustproof lid to slide on and off, so that the working parts of the chain can be got at in a minute, without taking the whole framework off. There need be no projecting parts, simply a thumb depression and sunk bar to pull the lid out and push it back, the rest of the case being a fixture. I present this idea gratis to any one who cares to work it out. I fancy a little dodging and a small roller tin slide would do the business.

Dr. Richardson, in the North American Review, has a thoughtful paper on the "Perils of Cycling." His warnings against children riding and young girls overdoing it are well worthy of special attention. Miss Earland also uplifts the same warning cry in the columns of the Lady Cyclist. But it is unfair to run down the sport of cycling alone for people's own folly. People who write too much get writer's cramp. Are they to warn others solemnly never to touch a pen to write even letters? Those who hunt in many cases are injured severely—if they are careless or do too much—is hunting to be blackballed? And so through the whole gamut of sports and pursuits. Those who do too much and exhaust in a few years the energy Nature has given them to last a lifetime—they have their cake and eat it, and then have to get on without. But cycling, carefully taken as a relaxation and recreation, has not the power to be other than most There are some who say the "craze" will soon subside. They are very safe prophets, and I think will most probably be right—but it will only be because the cycle has been incorporated into our daily life, to be as great a necessity as the door mat on which we rub our feet on a muddy day. Those, be they "gentles or commons," who have once tasted the pleasure of spinning noiselessly over good roads, will not let the pleasure be taken from them, and be troubled with lame horses, and shaky stopping trains, which run always when they are not wanted. Cycling has had a grand push off, and will remain long after some new mania—horseless carriages, perhaps—will fill the parks and fill the magazines. It will not in future be the rage of the hour, but an indispensability.

WHY NOT?—When arranging their list of club runs at the beginning of the season it is usual for cycling clubs to leave several dates open, and these appear on the fixture-cards as "impromptu." At a meeting held by a newly-formed English club one of the members was asked to nominate a place. "Wey, Aa think," said he, "that we might hev a run to Impromptu; there's a lot o' clubs hev runs to it." And he wondered why they all laughed.



By C. W. Brown.

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Another form of spoon brake designed to be attached to the brake lever plunger is the "Roper" brush brake shown

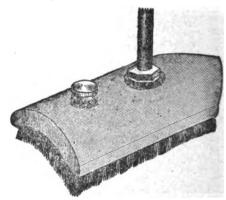


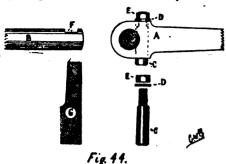
Fig. 43.

in Fig. 43. This consists of a metal shield attached to the bottom of the plunger, but so shaped that a specially made brush constructed of very hard and stiff bristles set in a wood backing can be slid into the shield and secured in place by the small screw shown. This allows of a new brush being inserted without trouble when the old one wears out, as of course it must do in time. I believe, however, that this brake will last for a considerable period before it requires renewing. It goes on very smoothly, there being no jerk, owing to the slight give of the bristles. It does not appear to wear the tyre so much as an ordinary brake, but I know that any brake acting directly upon the tread of the tyre will be likely to cause damage in the end, as it must tend to tear open those small cuts which sooner or later occur upon the tread of any tyre. Nevertheless I think that the "Roper" brush brake will be found about the best of the plunger variety yet brought out, while its price is most reasonable.

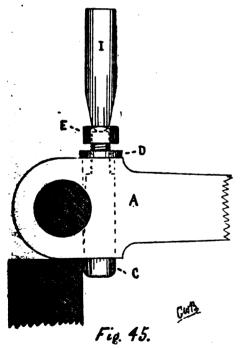
One of the most important of the minor points of the modern cycle are the cranks and the methods by which they are attached to the crank axle. Of late years there has been a tendency to fix them by means of cotter-pins, and this is far better than the old method of keying, which proved very awkward in the event of a fall damaging the crank, as it was almost impossible to remove a keyed-on crank without the aid of an instrument known as a crank drawer, which was necessarily too heavy and cumbersome to carry about. Nevertheless a keyed-on crank has some advantages, more especially for ladies' machines, though even then I personally prefer those fitted with cotters, pending some better method of fixing. Fig. 44 shows an ordinary crank fitted to the axle by this means. In this A is the crank, B the axle, C the cotter, D a loose washer, and E the locking nut. will be seen the crank A is fitted tightly over the axle B, a hole being drilled through it transversely to that for the axle and slightly forward of the centre of the latter as shown at G. The axle B has a deep cut in it at one side as shown at



F, which exactly corresponds with the hole G in the crank A. The cotter C is flattened on one side in a taper wedge form, and when driven in by a few taps of a hammer, the flat presses against the corresponding groove in the axle, thereby securely fixing the crank. The cotter is provided with a



thread for some little distance as shown, and when in place the washer D is put over the end and the nut E screwed down upon it tightly, so that the pressure exerted in pedalling may not cause the cotter to shift and drop out as it otherwise might be liable to do. Sometimes when cranks have not been taken off for a long period it is rather a difficult matter to remove the cotter, and when this is so



the crank should be placed as shown in Fig. 45. The crank-boss should be rested securely upon some solid body as shown at H, and the nut E should be screwed up until it is slightly above the end of the cotter. A round punch I should now be placed on the end of the cotter, when it will be found that the raised nut will prevent it slipping off and will thus insure a good hold. Several light blows of a hammer on the top of the punch, followed by one rather sharp and heavy one, will drive the cotter loose. The nut E can then be taken off and the cotter pushed out. Sometimes, of

course, a punch is not available, and when this is the case the nut E should only be screwed up until it is level with the end of the cotter C. A flat piece of steel, such as a spare spanner, should then be placed on the end of the cotter and the latter driven loose as before. The object of not removing the nut until the pin is quite loose is to prevent the thread on the latter being damaged by the blows of the hammer. In any case it is probable that the top thread may be somewhat depressed, but this will be corrected when the nut is screwed off. When the cotter has been removed the crank will, if it be a good fit, still be fairly tight upon the axle, but it may easily be taken off by turning it with the hand while the axle is held fast by the driving wheel of the machine resting upon the ground. It will generally be found that a crank will come off best if turned to the left, as would be done in removing an ordinary screw.

The cotter method of attaching cranks is, I believe, by far the best, but it has the drawback that the ends of the pin project somewhat on each side of the crank-boss, and in the case of ladies' machines may possibly catch the dress of the rider. For this reason, and also from the fact that some years ago cotters were usually very badly fitted, quickly came loose, and even pulled completely through the crank-bosses, many attempts have been made to improve upon them.

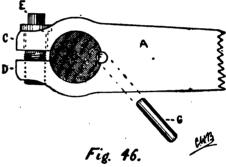


Fig. 46 shows a plan adopted by the Whitworth Company some year or so ago. In this A is the crank-boss, which is not quite so wide as usual and is carried further back and slotted as shown at C and D. Through a plain hole in the portion C a bolt E passes, which bolt screws into the part D. The axle B is in this case constructed with a very small semicircular groove F running just the depth of the crank-boss, the forward side of which is provided with a similar groove as shown. When the crank is in place the two grooves come opposite each other, and then the small round piece of steel or key G can be pushed into the hole, half being received in the crank-boss and half in the axle. The bolt E is then tightened, which has the effect of clamping the boss of the crank upon the axle. The round key G of course effectually prevents the crank turning round upon the axle, while when the bolt E is unscrewed and the grip of the crank thus loosened, the latter may be pulled off fairly easily. I had, however, some considerable difficulty in getting the crank on the gear case side of the machine I rode to hold for any length of time, owing to the oil from the case loosening the key G, which was apt to work out. A similar crank designed to fit over a square-ended axle has been made. In this the key is not required, but the pattern has not apparently proved successful, and it is seldom seen.

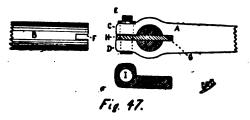
With regard to cranks attached by cotters I may say that they should never be ridden even for a short distance when the cotters are loose. If this be done the edges of the flat groove upon the axle will be worn more or less round, so that the pin will not again get a firm hold. Should this occur the only remedy is to file the flat groove upon the axle deeper and to provide a proportionately larger cotter—a plan which may necessitate a larger hole in the crank-boss. It is





obvious, however, that there is a limit to this, for if the groove upon the axle be filed too deeply, the latter will be weakened, and will eventually break at that point. For this reason great care should always be taken to see that cranks of this pattern are securely fitted, and that the cotters are well driven home. It is well not to attempt to pull a cotter up too tightly by means of screwing down the nut, for if this be done, the thread will probably be stripped and a new cotter will then be necessary.

Another method of attaching the crank to the axle is



shown in Fig. 47. This is one of the patterns manufactured by the Component Parts Company. In it the boss of the crank A is extended rearward as in the pattern last described, and the portions C and D are clamped together by the bolt E in exactly the same manner. The axle B is, however, held in a different way, for a cross slot is made in its end as shown at F. The forward side of the crank-boss is also partially slotted as shown at G. A flat piece of steel H is made to fit across the crank-boss, one end resting in the slot G and the other being held between the parts C and D by the bolt E passing through the hole I. When the crank is put on, the slot in the end of the axle is turned parallel with the one in the crank boss, and the slit in the crank at the rear. The feather plat H can then be inserted, and is held in place by the bolt E, which also grips the crank to the axle. arrangement works admirably in connection with a speciallymade chain-wheel, the boss of which is extended under that of the crank and is also grooved to receive the feather H. This plan has all the advantages of narrowing the tread claimed for the atrocious system of having the chain-wheel and crank rigidly fixed together, but has the great superiority of being easily detachable when required. I cannot understand why some such system is not employed on all firstclass machines. In all cases I would strongly recommend riders to insist upon having the crank and gear-wheel separate, and fixed to the axle by some means which shall render them both easily detachable. In the event of a side fall it is generally the crank which gets damaged, and if this be a fixture with the chain-wheel, it necessitates the opening of the gear-case and the taking off of the chain before it can be detached, to enable the necessary repairs to be properly carried out. This is not a point likely to occur to the racing man, for should he meet with a fall he usually sends his machine direct to the makers and borrows another, but to the tourist, who may meet with an accident when miles from any cycle factory, it is of vital import. Moreover, there is no necessity for constructing cranks and chain-wheels in practically one piece when there are several excellent methods of having both perfectly detachable and separate, without in the least widening the tread. The only drawback is that the cost is slightly greater, but first-class is first-class always.

Crank-ends now differ very much from those used a few years ago. They are generally provided with a simple round hole to receive the pedal-pin, whereas those of the older pattern were slotted. In this type the crank-throw could be adjusted to suit the requirements of the rider by moving the pedal-pin backwards or forwards in the slot, the amount of adjustment allowed being generally about half an inch, namely, from 6in. The crank-throw is the distance from the centre of the axle to the point on the crank through which the centreline of the pedal-pin passes. Adjustable cranks are often very

convenient, as every rider is not equally well suited with a 6½in. throw, which is the length usually allowed. The length of crank is really a far more serious point than is generally supposed, and often has a far greater effect upon the rider than a change of gear.—I To be continued.)



HORSELESS CARRIAGES.

By C. W. Brown.

Much has lately appeared in the daily press respecting the merits and otherwise of motor carriages, and, if we except the Daily Telegraph, the otherwise seems to have predominated. There can, however, be no question that sooner or later horseless vehicles will come into general use, and it is mainly owing to restrictive legislation of the grand-motherly description that they have not been publicly adopted ere this. It was, therefore, with considerable interest that I visited the exhibition of these motor carriages recently organised at Tunbridge Wells by Sir David Salomons, though I must say that the show was somewhat

disappointing.

Only two carriages, two tricycles, and a vehicle described as a "steam horse" had entered, and the results of the trials hardly impressed the spectator with the utility of any of the equipages. True, the field was uneven and wet in places, and was, moreover, situated on the side of a slope, but it was not much worse than the "finest grass track in England" used for cycle racing at various country meetings. The exhibition gave me the impression of being got up with the object of puffing the "Daimler" motors, the only carriages entered being propelled by these machines. vehicle made by Messrs. Panchard and Levassor, of Paris, which is said to be of the type of the prize-winners in the recent Paris to Bordeaux race, was altogether too cumbersome, and appeared to have considerable difficulty in surmounting the hill on one side of the track. A vis-a-vis built by Messrs. Peugeot, of Paris, and also driven by a "Daimler" Petroleum motor, was shown by Sir David Salomons, and was certainly better than the other carriage, although its pace uphill was lamentably slow. The vehicle weighs no less 1450lb. It is said to be able to travel well on a good road, and is intended to run about 190 miles without recharging. Eight gallons of petroleum is the amount of one charge, and this is carried in a tank under the front seat. At the side is a separate tank containing the oil for the lamp igniting the petroleum vapour. Twelve gallons of water are carried under the gear seat, and this is circulated through the tubular framework of the carriage by means of an automatic pump. This water is, of course, necessary to keep the engine cool, but as it is in constant circulation, there is but little waste. The 3½ horse-power engine is carried at the back of the carriage. It has two single-action cylinders, the carriage. of 3½in. diameter and 5in. stroke, and runs at the rate of 750 revolutions per minute. The engine is set rate of 750 revolutions per minute. in motion before the driver enters the carriage, but is then running loose, and it is not until the starting-lever is pulled that it is connected with the rear wheels—which are fitted with a balance-gear—by means of a friction clutch. It is capable of being reversed in order that the carriage may be backed, to meet the requirements of street traffic. powerful brake is fitted, and the steering is accomplished by means of a handle-bar connected to a rod passing through the floor of the carriage, being coupled by chains and tension rods to a central gear-wheel, which in turn moves the two

front wheels precisely as those of an "Olympia" tandem. The vibration from the engine was most apparent, more especially when the carriage was stationary and the engine running free. Any first-class cycle firm could turn out a far better carriage at less than half the weight. The cost of running a mile on average roads is estimated at about one half-penny.

The interest of the large number of cyclists present centred mainly in the tricycles. Only one of these put in an appearance. This was made by the Gladiator Cycle Co., of France. The horse-power was said to be about two-thirds, and the engine, carried at the back, was worked by means of mineral naphtha, the ignition being effected by an electric spark. This was, of course, given off by a storage battery, which would require recharging—a very decided drawback. The machine itself was of the ordinary front-steering pattern, the bridge being, of course, considerably strengthened. The pedals are used to start it, but the action of the motor automatically disconnects them. The whole affair seemed a lamentable failure uphill; in fact, the rider would have done better to get off and walk. The weight was 112lb.

Taken all in all, the horseless carriages seem to be in much the same condition they were some forty years ago, but there can be no doubt that vast improvements could be made if a company were formed for the purpose, and the design left to some thoroughly competent cycle engineer. Carriage builders seem hardly likely to succeed, as they do not appear to grasp the necessity for the reduction of weight when the motive power is strictly limited, and they also lack the experience in constructing light road vehicles which so amply qualifies a cycle engineer for the business. Even the tricycles were crude, and by no means equal to those of a similar kind built in America. A bicycle fitted with a twohorse power "Pennington" engine has been made in the States at a weight of 65lb., and has been ridden a mile in less than a minute. A tandem bicycle in use at the present time by Mr. Pennington has frequently beaten Imin. 30sec. for a mile, while a small "Victoria" carriage, designed to carry four people, and equipped with a four-horse power "Pennington" motor, has been built at a weight of 450lb. It is said to have a maximum speed of twenty-four miles an hour on good roads, and to be capable of keeping up an average of seventeen miles per hour on indifferent surfaces. This is the kind of horseless carriage wanted, not the ponderous vehicles exhibited last month at Tunbridge Wells. Let me add that I by no means think that the mechanicallypropelled cycle will ever displace the pedal machine of to-day, which will always retain its place as a means of enjoyable and healthful exercise. Nevertheless, the motor-driven machine will be a boon to many who, through physical weakness, are debarred from cycling in its present form, while horseless vehicles must inevitably prove of the utmost utility to the public, more especially in large towns, where the saving in space will be a most important consideration.

### THE PERFECT BICYCLE.

By C. W. Brown.

"Wanted, the specification of a perfect bicycle, to be built quite regardless of expense." Such is the task set me by Mr. F. W. Rogers, who wishes me to embody the specification of an ideal touring machine for a rider weighing about eleven stones. It is a difficult matter to say what is a perfect bicycle—opinions differ so widely. Were I ordering a machine which would to my mind be as near perfection as possible, and quite regardless of cost, my specification would be as follows:—Specification.

28in. driving wheel.

30in. steering wheel.

11/4 in. "Palmer" detachable or "Dunlop" non-slipping

"Jointless" or "Westwood" rims according to tyres selected. ("Westwood's" for "Dunlops.")

"Centaur" or "Gibson" hubs.

Tangent spokes (made by the Union Cycle Company, of America, swaged in centre, 17 and 19 gauge front, and 15 and 18 back).

Crank-bracket of "Humber" pattern, but with ball race on chain side carried out under the chain close to the crank-boss. "Whitworth" curve to front fork, and "Whitworth" race of head. Head same as that shown in Fig. 12, April

"Morse" chain (or "Guthrie," if it could be procured.) Tubing of fork-leg on chain side not less than 18 gauge.

"Southard" twisted cranks.

Cranks and chain wheel detachable, but separate from each other.

Tapered liner to head.

Aluminium gear-case.

Aluminium mud-guards (detachable).

Pneumatic brake to rear wheel, attached to near fork-leg by tubular bracket, and pad protected by rubber curtain, backed with canvas; or "Roper" brush brake on front wheel. 5 % in. dead central tread.

22in. undropped handle-bar.

T saddle-pin.

Wood's wire saddle (made much lighter than now) or Brooks' B. 90.

Gear, 60in.

Weight, 28lb.

If a two-speed gear: Collier's.

[The only modifications we should personally make in the foregoing are 156in, tyre to the front wheel, rectangular cranks, and oil bath to gear case. Where Mr. Brown gives a choice we should prefer the alternative article, the hubs, rims, and tyres excepted. Here either make should give every satisfaction.—ED.]

### A CYCLE SONG.

Air:-"Bonnie Dundee."

Let others sing loudly of pastimes and joys
Endeared to the hearts of men, maidens, and boys;
My ditty shall be of the pleasures I feel
When mounted secure on my dearly-loved Wheel.
Chorus:

Hurrah for the cycle, swift, trusty, and strong! May it daily win lovers and stay with us long! Good luck let us wish to the courser of steel, And health and long life to the men of the Wheel.

It carries me swiftly and safely along, Away from the town with its noise and its throng, Away from the stifling and smoke-laden air, To the life-giving breezes and rural scenes fair. Chorus: Hurrah for the cycle, etc.

The whole world is mine to wander at will, For me are the glories of valley and hill; The larks in the sky and the flowers on the lea Shed sweetness and beauty for cycle and me.

Chorus: Hurrah for the cycle, etc.

When tired of the city, its clamour and strife, My Pegasus bears me to newness of life; And nought can relieve the sad heart of its load Of worry and care like "a spin" on the road. Chorus: Hurrah for the cycle, etc.

Let the rich in their coaches and carriages roll, My cycle is better by far than them all; The Wheel of Dame Fortune to them may bring Wealth, But my flying wheel is the Wheel of Good Health.

Chorus:

Hurrah for the cycle, swift, trusty, and strong!
May it daily win lovers and stay with us long!
Good luck let us wish to the courser of steel,
And health and long life to the men of the Wheel.
Bolton.
J. JOHNSTON, M.D.

### Companion to the Road Book.

TRURO TO CAMELFORD AND HARTLAND.

Route 394.



route with which I now propose to deal is a very important one, inasmuch as it forms the only direct line of communication between Trure and the North Coast of Cornwall from Newquay to Bude. Although it does not actually approach the coast itself, it throws off a number of side-roads to Newquay, Padstow, Trevena, Boscastle, and Bude, so that a complete tour of the North Coast and a good survey of its scenery may be obtained by its aid—as good and as complete, that is to say, as the cyclist can expect to make in a short time, seeing that the ideal mode of travelling where cliffs and rocky coves and beaches, wild headlands and steep glens, are the principal attractions is, undoubtedly, pedestrianism. As a direct route to the North Devon coast—Clovelly, Barnstaple, and Lynmouth—Route 394 is invaluable, as the only other alternative is a combination of Nos. 321 and 370, which, for a large part of the way, is both tedious and fatiguing.

The route may be varied at the outset by taking the road (good surface) through the Ladock valley as far as Blue Anchor. This involves a slight increase in distance, but to my thinking is pleasanter than the direct way through Trespin, and it has a grand down-hill spin through the woods of Pencalennick to the picturesque creek and village of Tresillian. I have, however, already described and illustrated that route in the Gazette for February last, so will now deal

only with the direct route.

To the right of our road, more than a mile out, is Polwhele, formerly the residence of the Rev. Richard Polwhele (died 1838), the antiquary and historian of Cornwall. To the right, again, is the "Church-town" of St. Erme (there are any number of villages and hamlets in Cornwall without a Church, a thing which is almost unknown in the more eastern counties, where it is perhaps more common to find an old church without a village, except for a cottage or two), and thence, with little to occupy our attention, we come to

Mitchell, or St. Michael, a squalid hamlet on the Redull high-road, into which we have now turned. Perhaps it is ungrateful to apply the term squalid to the place, for I remember that on one occasion I was unfeignedly glad of the shelter its humble inn afforded me for the night, having ridden over the hills from Redruth in front of a furious stomat nightfall, which overtook me about a mile west of the village, rushing across the moor like a huge grey curtain that shut out the remnants of a weird red sunset and emitted a most gruesome hissing sound.

Nevertheless, Mitchell is a typical instance of the desolate sort of village with which the inland parts of Cornwall strewn. Its redeeming feature is that it possesses an imwhich few of them do, Methodism having made most of the inland Cornishmen stern teetotallers, and hence rendered the path of the wayfaring man sometimes a little unpleased How the Mitchell inn contrives to keep its doors open 1 de not know, nor, I think, does the landlord, Sydney Bettinson, himself. The latter told me that there are only three person in the whole village who are not teetotallers. The licent costs £9 per annum, and the whole year through not mit pounds worth of liquor is sold in the house! Considers that during the evening which I spent there only customer entered it, and he called for a bottle of lemons. I can well believe these statements. An omnibus pass once a week on the way from Newquay to Truro, In occasionally a little business is done then. For the res, a Cornish innkeeper ekes out his living by a little pig-keeping

potato-growing, or other rural pursuit. Yet in the old coaching days, Mitchell supported two flourishing hostelries. Up the other end of the muddy street is a house with an ancient porch and the date 1683 on an adjoining building: this is said to have been also an inn.

I make my friends (the teetotallers) a present of the above facts, but would point out that the raison d'être of an inn is to supply necessary food and drink to travellers and others (and not at all for tap-room "boozing"), so that the pedestrian and cyclist in Cornwall frequently find themselves hard

up for a decent lodging, if no town is near.

Mitchell possesses no feature of interest in itself: some of its houses are old and dilapidated, but only one—the inn—is in any sense picturesque, and that only in a rough west-country way. It is slate-roofed and stone-flagged, with huge buff-coloured plastered walls, and a big porch, with a pillared archway and seats inside.

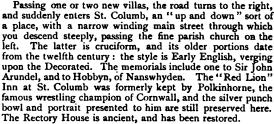
The street is very dirty, and the same may be said of all the roads and lanes of this district: the constant passage of cattle makes them in such a state that "sideslip" is a thing to be specially guarded against, not for fear of any physical hurt, but because one's clothes would be unpresentable for

the rest of the tour.

It is easy "going" to Summercourt, a tedious village of grey stone and slate cottages; beyond it, the road from the Ladock valley joins on the right, and the dull hamlet of Blue Anchor is reached. Indian Queens we do not pass through on this journey, as our road to the North turns off just short of it. Readers of Mr. Quiller

Couch's weird little story, "The Blue Pantomime," will remember that "Queens"—as it is called for short—was the scene of the pathetic drama that was played to the solitary spectator before the mysterious mirror in the inn. But where both where !—is the original of that comfortable hostelry, with its attentive landlord, its crusted port, its old-fashioned furniture, and its bright fireside? Not, surely, in the dreary-looking "temperance house," which I mentioned in the Gazette for February, and which is now the only place at which anything to eat (bread and butter and saffron cakes!) can be obtained.

Turning off to the left at Fraddon, our road passes under the railway bridge at St. Columb Road Station, and descends into a wooded valley, with a short rise up again among a fringe of trees that forms quite a welcome surprise in this featureless district. The direction-post at the top of this hill is an instance of the cool way in which local tradesmen in the West of England contrive to advertise their wares at the public expense. The County Council for Cornwall might take a leaf out of the book of the Council for East Suffolk, who forbid advertising on their posts, by a neat little enamelled notice-label on each one. One does not want to have to search in vain for one's direction among the flaring posters of "Buggins's half-crown hats" and "Stigger's tenpenny tea."



Quaint old Burritt writes of this place.—"Dined at St. Columb, a straight-laced town of prematurely ancient appearance, with its main street as narrow as if crowded into a cleft in a mountain, although there was boundless space for spreading it out in pleasant and healthy amplitude. For several days I have been eating, drinking, and sleeping with Cornish Saints. Their name is legion, and the legion is large." And then he goes on to add, modestly, "After a walk of about thirty miles, reached Wadebridge to tea." Tough old Burritt! I wonder what his average daily distance would

have been had he been a

cyclist? From St. Columb, Route 333 leads to Newquay. St. Columb Minor is a large village of no particular interest. Rialton Priory, close by, is the ruin of a house founded by Prior Vivian, Bodmin, of Bishop of Megara, about 1500. Newquay is now a thriving watering place

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range of limestone cliffs: That most picturesque of all fisheries, the pilchard catching, was the staple industry of Newquay; but I believe it is decaying here as elsewhere in Cornwall, and probably Newquay thrives most upon its visitors now-a-days. Mr. Treffry, of Fowey, who made the harbour of Par, near that town, intended to make of Newquay a considerable port, and he built the railway which connects the two places, and is now run by the Cornwall Minerals Company. The climate of Newquay is particularly bracing, and its beaches afford excellent bathing, while the scenery of its coves and rocks and rugged headlands is highly picturesque.

If the machine be left at St. Columb a most interesting

excursion may be made as follows:—To Newquay vid Nanswhyder, and then along the coast to Redruthan Steps (sometimes called Bedruthan or Bodruthan) and back to St. Columb by Mawgan and Lanherne: the vale of Lanherne is said to be the leafiest nook in Cornwall. On the way from Newquay we pass St. Columb Porth, where there is a "blow-hole," and then reach Porth Mawgan. After visiting the Sfeps, to the north of this point, we strike inland to the pretty village of Mawgan, which lies in the romantic valley alluded to above. The church is interesting, and contains memorials of the Arundels. The ancient seat

of this family at Mawgan was presented by Lord Arundel, of



Wardour, in 1794, to a body of English nuns, who had been driven out of Antwerp by the French invaders. Visitors are admitted to the convent chapel on Sundays. In Mawgan churchyard there is a sadly interesting memorial of a tragic affair that occurred in the winter of 1846, when ten fishermen of the village were frozen to death in their boat one terrible night at sea, and in the morning the vessel drifted on shore manned only by a ghastly crew of corpses. The monument consists of the stem of a boat, fixed upright and painted white.

Resuming our route from St. Columb, a steep hill has to be tackled, and then a mile or so of tedious country brings us to Winnard's Perch. This place appears to be nothing but a roadside cottage. Such as it is, it is almost the only house between St. Columb and Wadebridge, so that no shelter or refreshments are to be had on this run of eight miles. From the third milestone beyond St. Columb there is a fine view over a wide stretch of undulating country on the left to the dark cliffs and headlands near Trevose and Padstow. Even at such a distance one can see the sudden gleam of the white surf where the waves are breaking here and there against some islet or projecting rock. Between the third and fourth milestone there is a steep run down hill on a winding bit of road with a vile, stony surface. This patch I found rather dangerous, as, owing to the fine smooth surface of the road all the rest of the way, one is apt to get up a good pace, and go flying on to these stones without a chance. Another danger on this road is apt to occur from cattle straying off the moorland which stretches (unenclosed) on either hand. It is a wild-looking district of barren heath, presumably an offshoot of Tregoss or of Bodmin Moor, to which I have referred elsewhere. St. Breock Down, to the right of the road, rises, however, only to a height of 730st. above sea-level. There are a few prehistoric remains in the neighbourhood.

Near the sixth milestone from St. Columb is the very curious wayside cross which figures in the top right-hand corner of my sketch. On the head, which is attached to a low broken shaft by an iron bar, is a small white cross, apparently painted thereon (or renewed) at a recent date. Hard by are some remarkable specimens of the true old Cornish slated cottage, which I passed by with great reluctance, and have ever since regretted that they did not fill a few pages in my sketch-book-not so much for their extremely picturesque character as for their value as types of a rapidly vanishing style. How unlovely a thing, whether by contrast or not, is the modern Cornish town, one realises after making the steep descent from the hills above the river into the grim, bare-looking streets of Wadebridge. Beautiful as is the situation of that town at the head of the Camel estuary, it is hard to discern a pleasing feature among its buildings, except in a few very old houses; limestone, granite, and slate do not lend themselves to pleasing effects in new buildings, and are, perhaps, the sternest and dullest materials with which an architect can work-not that any member of that profession seems to have troubled himself much about Wadebridge, for the ideal design for a house in that town seems to be that of an oblong box.

Nevertheless, it is a good old-fashioned place in many ways, and has a good old-fashioned inn—"Bonney's Commercial" Hotel—near the foot of the bridge. Here one may witness a genuine old-fashioned scene every day when the stage-coach starts (about midday) for Camelford. The stowing of luggage in the boot, the bustling of hostlers and of the guard, the farewells of passengers, and the excited interest of townsfolk in the street, make up just such a scene as Dickens described for us a hundred times, but which one can only witness nowadays in the few places where the stage-coach is still a real means of local communication, and not merely a tourist's luxury. Perhaps I may be allowed to recommend the c.cellent cold luncheon which is on the table at Bonney's before the coach starts, as well as the celicious

bottled cider, some of which the landlord, a most courteous individual, opened for me.

Wadebridge was formerly the scene of an annual goose fair, and Mr. Baring-Gould, in that capital story "The Gaverocks," has given us a humorous picture of what went on at such times. "A smoke redolent of goose hung over the little town of Wadebridge. The atmosphere in every house was impregnated with it from cellar to attic. . . . . . .

. . . The gardens around Wadebridge had their sage reaped down, and their onions torn up and wheelbarrowed into the town days before, to stuff the geese that were to stuff the eaters at the fair. Children turned up their noses at butter, and enriched their bread with yellow goose fat. Dogs and cats despised mutton and beef bones through the whole month of October, they were given such a surfeit of goose intestines."

The town bridge was originally built in 1485; a considerable trade is done at the neighbouring quays, especially in connection with the granite quarries. The railway terminus at Wadebridge is said to be the oldest in the West of England. The chief excursion to be made from the town is, of course, to Padstow, but other places are Egloshayle, the celtic camp at Pencarrow, St. Endellion, and St. Enodock, Port Isaac, Trevose Lighthouse, and Bodmin; the latter can be reached by rail.

By Route 330 the cyclist can reach Padstow. Petherick, near the head of Dinas Cove, has an interesting Early English church. Padstow is a busy little town and a port of no small importance, seeing that harbours are so few on the coast of North Cornwall and Devon. existence of a sandbank-with the melancholy name of the Doom Bar-makes the entry difficult at times; but part of the headland called Stepper's Point has been cut away to facilitate matters. The enormous quantity of sand, which is such a feature of the Padstow district, is said to have first invaded this coast about the year 1520, driven up by This sand has a special value as the Atlantic waves. manure, and some 80,000 tons of it are said to be annually used for this purpose by the inland farmers. The most curious trick which this sand has played, however, is in engulfing the ancient Church of St. Enodock, on the eastern shore of the estuary, locally known as "the Church in the Sands." It is said that at one time St. Enodock's was so deeply embedded that its parson had to climb down into it by means of a ladder through a skylight, in order that he might perform the service and become entitled to his stipend. This church contains a Norman font.

Near St. Enodock is a little watering-place called Rock, reached by ferry from Padstow, and interesting to archæologists as being one of the few places in Cornwall at which genuine traces of Roman occupation have been found.

Resuming our inspection of Padstow, the Church will be found very interesting. Its Norman font is carved with figures of the Apostles on slate, and it used to be said that persons baptised therein could never be hung. The good people of Padstow, however, lost faith in their font when a fellow-townsman of the name of Elliott, who had duly made acquaintance with its waters in his infancy, was hung for robbing the King's Mail. The oldest part of the building is the chancel, which dates from the 15th century. Here, as with the curious little church perched on a rock at the mouth of the Dart, the dedication is to St. Petrock; the town originally bore the name of Petrockstow. The chief "lion" of Padstow is the noble Elizabethan mansion of Prideaux Place, now the seat of Mr. Prideaux Brune. Carew writes of it as "the new ande stately house of Mr. Nicolas Prideaux, who thereby taketh a ful ande large prospect of the towne, haven, ande country adjoining, to all which his wisdom is a stay, his authority a direction."

The picture gallery contains many of the works of Opie; the grounds are diversified and very beautiful. In these grounds, about a quarter of a mile west of the Church, stands the largest and finest of the three ancient crosses of Padstow-that shown on the left of my sketch. The cross head is the most remarkable of its kind, the unique treatment of the connecting pieces between the limbs being a characteristic which calls for special notice. Instead of the usual ring, the limbs are connected by four straight pieces placed diagonally. The shaft was originally of greater length, but there is no evidence to prove that it belonged to the head, though probably it did. The head is 2ft. 8in. high, and the shaft 3ft. 4in. high. On the left side of the shaft is some very curious scroll work, quite different in character to that usually found in the county. The cross was mounted on a modern base by Mr. C. Prideaux Brune a few years ago.

The remaining cross shown in the sketch is a portion of a shaft only: it was discovered in 1874 by the sexton while digging a grave on the south side of the churchyard, and it now stands at the south-east entrance to the churchyard. The third Padstow cross consists of a head only, and is built into the boundary wall of a garden. It is the smallest four-hole cross of any kind in Cornwall.\*

From Padstow a ramble by the coast may be taken to the lighthouse on Trevose Head and the ruined church of St. Constantine, destroyed long ago by the sand.

Before leaving Wadebridge, Egloshayle and its church are worth a visit. The curious Celtic name (the church by the stream) finds an east-country counterpart in Aylesford and Eglesford (modern Welsh, eglwys = a church).

The country between Wadebridge and St. Kew Highway

is of a tedious character: the latter place possesses a forge and an inn, but nothing of interest. St. Kew, "churchtown," lies a mile to the north-west, in a hollow among the hills. The road now descends into a lovely wooded valley, through which it continues all the way to Knightsmill. A merry trout stream runs through the bottom of the valley on the right, turning here and there the mossy wheels of little slate-covered mills, and rippling past small farmsteads half-buried among the trees. The road is apt to be wet and muddy, but one can afford to make light of that, so charming is the scenery; one's appreciation, too, is all the keener because of the bare and dreary hills over which so much of our way has lain. The bridge over the stream at Knightsmill is a particularly pretty spot. The village of St. Teath (another of the innumerable Cornish saints) lies half-a-mile left. It has a fine church, the nave and chancel of which were built temp. Henry VII., whose arms appear on the east window. The pulpit bears the arms of the ancient Cornish family of Carminowe, which claims descent from King Arthur, and has the curious motto, "Cala rag Wethlow" = "a straw for a tale bearer.

A muddy lane, between deep hedges, leads up to the squalid hamlet of Helston, and a run over the hills soon brings us down to Camelford, "a little, angular Cornish town, once a place of much political importance." Burritt says: "The name of the place evidently stumbled down to a modern period over successive mutations, until it fell into the form of a homely Saxon word, with the meaning which its early Saxon inhabitants thought to be clear and straightforward enough. They were so sure of their sense of it that they mounted the figure of a camel as a weathervane on the top of their town hall, although they had not the slightest reason to believe that venerable animal ever set his hoof within its precincts. Tracing the word back through these corruptions, it may be recognised in Crum heyle, or Crooked River."

In itself, Camelford is rather a mean little town, though, since its railway line was opened—a year or two ago—it has become of great importance as the point from which North Cornwall puts itself into communication with the rest of England. In the vicinity of the town (Slaughter Bridge is said to be the site) took place, according to tradition, the

famous fight between King Arthur and the traitor Mordred-

"When all day long the noise of battle rolled Among the mountains by the winter sea; Until King Arthur's table, man by man, Had fall'n in Lyonness about their Lord."

From Camelford, respectable, dull, and commonplace, we may plunge at once into a riot of grandly romantic scenery by visiting Tintagel—"the very fountainhead and focus of Cornish romance and legendary chivalry, wild enough for the wildest stories."

Follow Route 398 to Trevena, and thence Route 397 vid Bossiney and Boscastle, until you again join the Camelford road at Tresparret Post. The first route will pass the Prince of Wales slate quarries, but not the famous Delabole quarries, which have been worked since the reign of Elizabeth, and are supposed to yield the best slate in England. These lie due west of Camelford, near the village of Pengelley. The slate industry is an interesting and peculiar one: a number of curious terms and customs are still employed in connection with it. It is, for instance, strange to find that the ancient Saxon seax, or short sword—of which we read in schoolboy days—still survives down here in the primitive west as the sax, or short chopper, used by the slaters in cutting and shaping slates.

At Trevena the machine must be left at the inn, or elsewhere, while the neighbourhood is explored. The way from the village to Tintagel Castle lies down a narrow rocky valley which ends in a little cove, hemmed in by vast crags of slate. Tintagel has been described and praised with more or less of raptures and enthusiasm by countless writers, from Elizabethan days onwards, while, more especially since Tennyson sang the romantic deeds of Arthur and his knights, every writer has felt it incumbent upon him to tell the world how these mysterious old traditions affected his imagination when he came to stand

### " . upon the sands Of wild Dundagil by the Cornish Sea."

From raptures and romance I will therefore refrain, but the following little bit of word-painting (by Burritt) is so finely descriptive-without waste of words or gush-that it will give all that is necessary as an idea of the place to those who have not yet seen Tintagel. "A wild haggard hollow, descending from the village above, deepens into a tremendous gorge, where it dashes its little flashing, moorland stream into the foaming mouth of the sea. It is a veritable fissure in the rock-wall, and the bleak butments on the castle side are almost perpendicular for a great height. Into this narrow gateway, overhung by lofty cliffs, huge and grim, little vessels creep softly when the sea is asleep, and load with slate. They look as small as miniature brigs from the towering bluffs above. This is a little of nature's part of the scene; and it is truly a wild and grand creation, which inspires awe as you look at it. Without any crowning of man's doings or of human history, it would attract admiring visitors from a distance. But it has these additional features of interest in the boldest relief. The ruins of an old castle, like a diadem with broken rim, crown the sundered cliff. Straggling up and down, zig-zagging around the brow of the bluff, ran the black, uneven walls of a fortress nobody knows how old, or by what race of men erected. Some think it must have been built before the sea had made such a terrible gash in the neck of the headland, or when it had not gaped open so wide as now, and could be spanned by a bridge. The remaining walls of the castle look as if once they made a continuous line across the chasm."

Tintagel (or Trevena) church, next in interest to the castle, is a lonely building of great age, dedicated to yet another unheard-of Cornish saint—St. Simforian—and standing on the summit of a great cliff above the wild Atlantic. The original building was Saxon, and a considerable part of it remains: the rest is Early English and Early Decorated; the tower is the latest portion. The lady chapel, which opens

<sup>\*</sup> I am indebted for these notes on the Padstow Crosses to a paper read by Mr. 'A. G. Langdon, in May, 1891, before the British Archæological Association.—H.S.V.

into the chancel (north side) by a wooden door of thirteenth century date, is probably Saxon, and is perhaps the most interesting part of the church. – The original stone altar remains, but of the five crosses formerly on the slab only four remain. The custom of carving five crosses on the altar slabs was, I believe, intended to symbolise the five wounds of Christ. The great south doorway of the nave is Norman, and there is a perpendicular rood-screen. The stone, on which for centuries it has been the custom to rest the coffins of parishioners at the old lich gate, when brought here for burial, was discovered by the Rev. W. Iago to be a Roman memorial, bearing an inscription in honour of the Emperor Licinius, and dating from the beginning of the fourth century. Altogether, a more interesting church than this weatherbeaten old fane of St. Simforian it would be hard to find in North Cornwall.

The curious old slate cottages of Trevena are in a rough sense picturesque, though Burritt failed to see it when he

wrote-"The salt sea-winds beating upon these black, shabby tenements, spot them with a kind of ironrust, which gives them a bad, blotchy look." But the old postoffice sketched and photograp hed by artists and tourists innumerable must have appealed even to him,

Every yard of this rugged coast line is so well worth seeing that the tourist would do well to spend at least a couple of days here, forsaking his machine, and

exploring every spot on which he can find a foot-hold. may be well to mention a few points which are specially worth attention. Commence with Trebarwith Sands, where Creswick did some of his best work, and go northwards, passing Tintagel. Make your way inland to the rugged valley in which lies St. Knighton's Kieve, a lovely fernmantled cascade. Kieve, by the way, is the ancient Cornish term for a basin or bowl (into which the cascade falls), and it is interesting to note that the bowl used by the tinstreamers was, and still is, where used, called a keeve.

Thence back to the coast and along to Willapark Point
and Boscastle. The two churches of Boscastle are at Forrabury and Minster. The former (St. Simforian again) is chiefly Early Perpendicular in style, but it has traces of both Saxon and Norman work. The font and screen are good. Boscastle Minster lies about a mile away, in a deep wooded valley. The chancel is Early English, the remainder of the building chiefly of sixteenth century date. some good ancient carved oak in the bench ends and the roof. The following is on a monument in the south

"Forty-nine years they lived man and wife, And, what's more rare, thus many without strife; She first departing, he a few weeks tried To live without her, could not, and so died."

Of Boscastle itself, one of the most curious little places in England, there is not much to be said, for its chief feature is the quaintness of its situation.

It disputes with Polperro the honour of being the most picturesque creek harbour in Cornwall; the creek or cleft in the land which forms the harbour is here, however, narrower, the boundary headlands are bolder and more rugged, and the cliff scenery around more romantic. The little port is of very ancient origin, for the pier is said to have been twice rebuilt before the days of Queen Elizabeth. Pelly Point, at the harbour mouth, is said to resemble Napoleon with his cocked hat. The village derives its name from the Norman family of De Bottreaux, who built a castle here, of which nothing but a mound remains. The castle and estate passed eventually

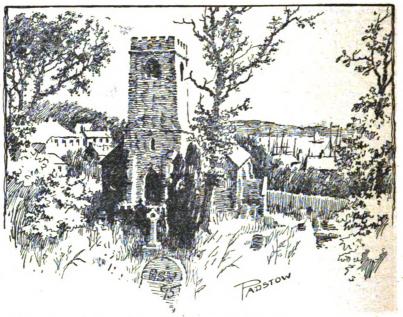
to the Earls
of Hunting
don, and the
Marquis of
Hastings, of
that ilk, still
bears the title
of Baron
Bottreaux,
although the
property has
long passed
into other
hands.

During last century and the early years of the present one, this wild North Cornish coast was the haunt of bands of smugglers and wreckers, and almost every spot on the coast has its associations with some mystery orstrange adventure of those days. Many of the

those days.

Many of the smugglers' "kitchens" or cellars are still in existence, but it is not easy to find them, as the present race of Cornish fishermen do not talk much about such matters, especially to the summer visitor. It is not, however, a hundred years since the Cornish gentry, almost to a man, obtained their brandy and tobacco, as well as laces for their wives and daughters, free of duty, and were as much interested in the continuation of smuggling as were the adventurers them-

Some of the traditions of those wild times have been embodied by Mr. Baring-Gould and by Mr. Quiller Couch in several of their West-country stories. Lonely and primitive as the conditions of life upon this coast still are, it yet seems to be slowly coming under the dominion of what we are pleased to call "civilsation." "About seventy years ago," says the first-named writer, "seals were tolerably numerous on the north-west Cornish coast. There are a good many to be found there still, but their numbers have of late been greatly diminished. Seventy years ago they abounded in the caves, where they reared their young, and in the bays, where they were frequently encountered, their



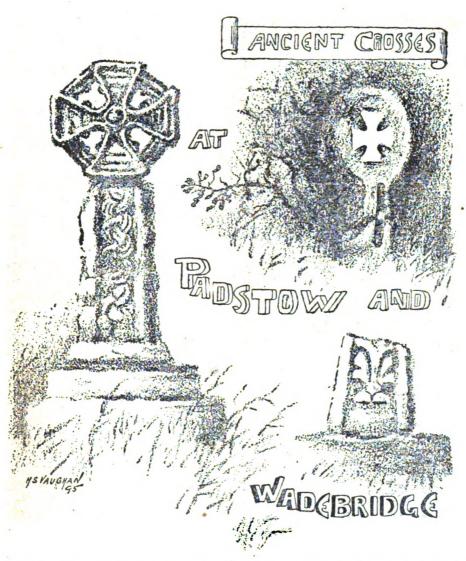
black heads rising out of the sea, with strangely human eyes in them, rising and falling with the swell of the sea."

Resuming Route 394 after our inspection of Tintagel and Boscastle, we continue northwards to Stratton, due west of which is the pleasant little watering-place, bathing resort, and seaport of Bude. The harbour here has been formed by the hand of man—in connection with the Bude canal—and was not ready-made by nature as at Boscastle and some

Mr. Baring-Gould has furnished so realistic a description of the high road from Stratton onwards to Hartland that I cannot refrain from quoting it, more particularly as it will give the intending tourist an accurate idea of the sort of country he must expect in this out of the way corner of England.

"The old north coast road from Bideford to Stratton,

"The old north coast road from Bideford to Stratton, which is as ancient as British times, runs along the watershed of the streams which empty after a brief course down the



other Cornish places. A large traffic is done on the canal in conveying the fine shell-sand of Bude inland for manure purposes. Stratton is chiefly remarkable as the scene of a bad defeat sustained by the Roundheads at the hands of Sir Ralph Hopton. Lord Lansdown, grandson of the Sir Bevil Grenville who took part in this battle, erected a tablet in memory of the fight upon Stamford Hill: this was afterwards removed, and is now, I believe, to be seen at the "Tree" Inn at Stratton.

thousand coombes into the sea, and, on the other hand, of the Tamar and Torridge. This watershed is a long backbone of elevated moorland within sight of the sea. Between it and the ocean are numerous—innumerable—deeply cleft valleys, becoming deeper as they near the sea, without the intervening hills becoming lower. The consequence is that a road skirting the cliffs would be a road consisting of scramble and slide up and down hills as steep as medieval high-pitched roofs. Let the reader look at the back of his



hand, and he may imagine a road taken across his knuckles to represent the high road, and his fingers with the clefts between will well represent the conformation of the land between that road and the sea. His finger-ends accordingly figure for precipitous headlands standing out of the ocean. The ravine between his index finger of the left hand and the middle finger represents the Welcombe Valley, near the head of which stands the little parish church. The fissure between the middle finger and the ring finger symbolises the Marsland glen, which divides the counties. Halfway between the knuckle of the hand and the finger nail, on the slope to the south, lies old Marsland House. The valley between the ring finger and the little finger is that of Morwenstowe, and the end of the ring finger is the splendid crag of Hennacliff, rising 450ft. sheer out of the waves. The high road traverses the bleak and barren moor, where the stiff clay soil refuses to yield anything but rushes and gorse, and this dreary country stretches away to the east, and in it rises the Tamar. On the other side the coombes are fertile, and, being sheltered by the folds of the hills, give pleasant pasture meadows and leafy coppices.

"Should the tourist be induced by this account to diverge from the main road and visit Marsland, let him look in the side of the hedge of the lane descending into the coombe, and he will observe the entrance to one of Featherstone's (a famous smuggler) 'kitchens,' a vault, arched and walled with brick."

Of Marsland Coombe, which lies on the border of Devon and to the left of our road about two miles before reaching "West Country" Inn, we read in "The Gaverocks" that it is "the most beautiful on this portion of the North Cornwall and Devon coast. It is deep, clothed with oak coppice, and opens on a lovely bay." At Marsland, readers of that story will recollect, Paul Featherstone and his sister lived, and that shameless impostor, Constantine, played a rather theatrical villain.

A few places remain to be mentioned before the end of our route is reached at Hartland. Kilkhampton has a fine old church; here Hervey preached, and here he wrote or planned that famous book, the "Meditations among the Tombs." Here also (at Comb) there are some traces of Stowe, the once famous seat of the glorious Grenvilles: the house itself was pulled down in 1720. Moorwinstow church, upon the cliff, is mainly Norman. Its rector is the Rev. H. S. Hawker, a west country poet of some reputation. The Sketch for October 16th, 1896, contains, by the way, an interesting account of the life of this worthy. Welcombe, just within the Devon border, has a small but not very interesting church. There is a pleasant walk from here by the cliffs, vid Milford and its waterfalls to Stoke and Hartland. To the grand Parish Church of Stoke, and the attractions of the Hartland district, I have already alluded in the Gazette for April, 1894.

THE DEVELOPMENT OF THE BICYCLE.—A number of gentlemen met at dinner last night at the Café Royal, Regent Street, to felicitate Mr. J. K. Starley on the tenth anniversary of the introduction of the modern bicycle. It fell to Mr. E. R. Shipton to propose the toast of the evening—"The Cycle"—and in doing so he briefly traced the recent history of the bicycle, indulging in humorous remniscences of the "bone-shaker," making sympathetic allusion to the "ordinary," and finally recalling the circumstances associated with the introduction of the "Rover," a machine which, he held, must not be regarded as a happy accident, but the outcome of very careful thought on the part of Mr. Starley, whom they hailed as the introducer of the modern machine. Mr. Starley, responding, congratulated his hearers on the fact that to-day the cycle trade was ten times larger than at the time of the introduction of the "Rover."—Daily Name.



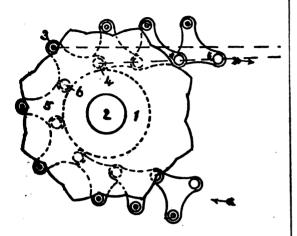
By G. DOUGLAS LEECHMAN, Author of "Safety Cycling."

The Simpson chain is the latest excitement. It is a little remarkable that though I contribute to perhaps more cycle papers than any one else at the present time, I am seldom asked for an expression of opinion on these notions which are to give increased speed with less work. Can it be that those interested are afraid that my expressions would be more "fit" than "suitable" for publication—from their point of view? In the present case I wrote for particulars twice, and practically all the reply I can get is, "Look at the records." Well, I fancy they are a pretty fair indication: at least as good times could be done with ordinary chains under similar circumstances.

It will be seen that the links of the chain are triangular in elevation, but that the bases of the triangles are joined by rivets pretty much like chains that have hitherto been in extensive use. These bases and rivets engage with the crank-axle chain wheel, which has teeth as for a roller chain, in the usual way. It is at the hub end that the alterations are most apparent. The smaller chain wheel consists of two similar plates fixed side by side, but far enough apart to allow the body of the chain to run between them. The plates have toothed bars, and between them is a small loose ring arranged concentrically with the axle. The apices of the triangle are connected by cross bars and these bars project on each side. As the chain goes round the back curve the under edges of the links bear on the loose ring between the plates, the tops of the triangles spread out, and the cross bars engage with the teeth of the plates, which (teeth) are naturally further apart and further from the centre of the wheel then ordinary teeth engaging with the rivets would be. The idea is that though the relative numbers of teeth in the two wheels and the amount of gearing up are not altered, the leverage on the driving-wheel is increased in the proportion that the radius from the centre of the axle to the crossbars is greater than the radius to the rivets. The front chain wheel has the rivets on the pitch line, but it is claimed that the hub chain wheel has the crossbars on the pitch line, so the height of the triangle is added to the leverage in rotating the rear-wheel. The pull of the chain in this case would be along the upper dotted line, while in an ordinary system of chain-gearing it is along the lower dotted line from the rivet in front of the top tooth on the front chain wheel to the rivel behind the top tooth on the back chain wheel.

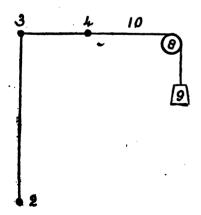
In the sketch it will be noticed that the crossbar 3 is the highest one in gear with the teeth, and it will also be noticed that there is not nearly so much difference between the distances from the centre of the hub axle 2 to the nearest points in the two lines of chain pull as there is between the distances from 2 to the pitch line of the rivets, and to the pitch line of the crossbars. The increase of leverage would have to be reckoned on the former difference, that is if there were any to reckon. But there is not. This is a case of wheels within wheels: the little loose ring I must not be forgotten. Supposing the ring I, the link 5, and all the links below it were removed, then when power was applied the front end 4 of the triangle would move round the crossbar as a centre, and rise into line with the cross bar3, and the pull of the chain would realty be

along the upper dotted line and be applied at an increased distance from the centre 2. But if the point 4 rises, the point 6, also moving on the crossbar as a centre, must travel forwards and inwards nearer to the centre 2. In practice, however, the ring I prevents this motion of the point 6, and this again prevents the point 4 rising. The link 3, 4, 6 is, therefore, for the time being immovable with respect to the chain wheel, and the point on this link which



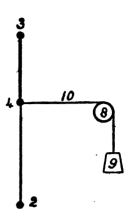
receives the pull of the chain is practically the point on the chain wheel from which the road wheel is driven, so far as the leverage is concerned. The links of the chain are joined by the rivets, and the pull of the chain is through the line of the rivets; the pulling part of the chain is attached to the point 4, and therefore the leverage is not from 2 to the crossbar 3, but from 2 to the rivet 4. The rivet 4 is at the same distance from the centre 2 as in an ordinary chain, therefore there is no leverage gained in the Simpson chain. If there be any advantage gained from its use it does not arise from this cause.

Reduced to its simplest form the case is like this;—2-3 is a lever fulgrumed at 2. To the end 3 is jointed a short



second lever 3-4, while to the free end of 4 is attached a cord 10, passing over a pulley 8, and strained by a weight 9. Provided the lever 3-4 is free to swing up into line with the top of the pulley 8, the pull on the lever 2-3 will be applied at 3, i.e., the full length of the lever will be utilised.

But if instead of the lever 3-4 being free to swing up, it be tied down to the lever 2-3, or be otherwise prevented from rising, thus the pull on the lever 2-3 will be applied at 4, and only the length 2-4 will be utilised, 4-3 being so much added waste, complication, and expense.



It's the old, old tale, no system of gearing can increase the rider's power except at the expense of speed. The most we can hope for in the gearing is some saving in the small amount of power at present wasted in overcoming friction and unnecessary weight, and this is not likely to be attained by the multiplication of working parts. I am sorry to see people who ought to know better protesting against a wholesome drubbing which this invention received from a leading journal. "Methinks they do protest too much." Surely it is not too much to expect that those who assume the advising and leading of a world so closely connected with mechanics as that of cycling should be acquainted with the rudimentary laws of the subject. Some of these people are for ever calling out that theory must be cast to the winds when dealing with cycle construction—probably their theories must. They say the cycle is full of contradictions of the usually accepted mechanical laws-let them give one instance. They seem to think if an idea is mechanically wrong it has all the better chance for success-very likely, for the "main" chance.

A system of gearing is something like a weighing apparatus—you apply so much force and you get a certain result, the one balances the other; if you got a higher result it would mean that you had created power out of nothing, that you had discovered perpetual motion. Such a machine would drive itself where others remained motionless; I have not heard that Simpson-geared machines have to be tied up to prevent their running away.

The Simpson chain is, they say, to revolutionise cycling. The Boudard gear was to do ditto. Why not combine the two? Well, probably the revolutions would take place in opposite directions, and we should be stranded just where we started.

The saddle to which I referred last month has been christened the "Autapto," to signify the readiness with which it adapts itself to the movements of the rider. It's construction will be readily gathered from the accompanying illustration. The pans rock with the rider's legs. I have been riding one for some weeks. The feeling is at first strange, as might be expected, but the fact that the weight is carried only by parts suitable for the purpose is at once apparent. The movement of the pans gives one an unsteady seat, and promotes swaying of the body, while ankle action is impossible. These symptoms work off after a time, and though the rigidity of the ordinary saddle as a base to work



from is lost, I like the "Autapto" better than a fixed peakless saddle, as the unyielding front edge is absent. I think, though, it might be improved by curving the fronts of the seat surfaces down rapidly in front of the crossbar. To maintain a fairly upright position and take the weight off the arms, one has to sit a little behind the crossbar, and the fronts of the saddle are somewhat in the way as the leg goes down. This might not be so apparent if one could get the saddle low enough; it needs to be set lower than the ordinary saddle, and there was hardly sufficient adjustment in my machine for this purpose. I changed back on to my old Brooks-Lycett saddle a few days



since, and it felt like sitting astride a pillow at first, but after one or two readjustments and a few miles of riding the feeling wore off and the machine seemed to run easier than before. The "Autapto" is little better than an experiment as yet and a more general use is sure to produce improvements, but even as it is those who consider the old saddle injurious and ladies will find this seat decidedly worth trying.

[As several members write to inquire what is our personal opinion of the Simpson Lever Chain, we may say that although we have had no opportunity of trying it we are quite convinced that in theory at any rate it is based upon an utter fallacy. Furthermore, we shall be exceedingly surprised if practice is found to run counter to theory. It did not in the case of the hoop tyre, the Boudard gear, and similar inventions condemned in the C.T.C. Gazette, and they will be well advised who give the chain a wide berth, at any rate until its value is demonstrated in some better way than in making world's records downhill and by moonlight.

Strange to say, the Simpson Chain was brought under our notice many months ago by a non-cycling friend, who had been approached with a view to getting him to finance it. At his request we inspected the invention, and as a result advised him to have nothing whatever to do with it unless upon consulting a certain well known professional expert in applied mechanics he found that our opinion of the merits of the chain was satisfactorily refuted. Later on we happened to meet the well known expert, when, upon our describing to him the nature of the invention, he laughed it to scorn and said it was "absurd" and "ridiculous." To this opinion, as far as we know, he still adheres.—Ed.]

CLOAK ROOM ACCOMMODATION.—A Member writes:—
"The experiences of No. 183 at Victoria Station, as detailed in the last Gazette, have been precisely my own, and I should like your correspondent and others to know that there is a tobacconist's shop at 142, Victoria Street (within one minute's walk), kept by a man named Middleton, where they store cycles, though at the rather ruinous rate of 6d. per day." We may add that the same arrangements apply at Waterloo, where the man to apply to is Froud, the fishmonger and carman opposite the station gates, in the York Road.





The number of different tyres now before the public is but a shadow of its former self. Those that have survived may safely be regarded as fit. of the first to be introduced was the Fleetwood. and though there is not much resemblance between the early patterns and the present style, it is because the makers have pro-gressed with the times and occasionally even ahead of them. The canvas pattern non-slipping surface has now disappeared, and even the "cough lozenges" of last year have given place to the continuous band with serpentine edges, shown in the illustration. This should make a good nonslipper and skid preventer, and be proof against the ravages of any reasonable

brake spoon.

The fastening has also been modified. There is a single wire in each edge of the cover, and both are alike. At one end of the wire is fixed a little block, and the other end of the wire passes through a hole in this block. This other end is screw threaded, and has a pipe nut fitted to it with a slot in the end to receive a thin screw driver, whereby the nut can be turned and the wire loosened or tightened if required in fitting, opening, or replacing the tyre. The rim is similar to that employed for other wired-on tyres, and as no holes are now required in it, no difficulty should be found in having Fleetwoods fitted either to new machines or to replace other

tyres on machines already in use.

I do not think I have described the "Albion" tyre before. It is a wired-on tyre, and the ends of the wire project from the canvas and are joined to a pair of pivotted cross-arms lying in the rim under the tyre, thus \( \subseteq \times \). The principle of the thing seems to be this. When the tyre is deflated the cross flattens \( \subseteq \) and the wires become slack enough to pass over the edge of the rim. When the tyre is inflated the edges of the cover draw away from each other at the cross as elsewhere, and consequently draw the ends of the cross with them thus X, thus tightening the wires down into the rim. It is a taking idea, and I believe the tyre is having a fairly good sale. The makers (Messrs. Hadden and Co.) are occupying the works formerly tenanted by the Pneumatic Tyre Co. What an inspiring association!

Messrs. W. & A. Bates, of Leicester, have at length introduced a detachable double-tube pneumatic tyre, though it savours strongly of the single-tube tyre formerly sold by them. No wires are used. The outer cover forms a complete tube and encloses the air-tube which is butt-ended. There are two laced openings in the under side of the cover through which the air tube may be removed when required. A string is tied to one end of the air tube before pulling it out by the

other; the string being for the purpose of pulling it back again. Two metal studs project from the under side of the cover through holes made in the rim, and are held by nuts; these are to prevent creeping. I fear the tyre has come a few years too late to attain any large share of popular patronage.



W.G.N.—The "Crypto" is the best front-driving gear, and the makers of it manufacture the leading, if not the only, front driver

No. 11,994.—No District Association has been formed for Middlesex. We fear that if you get unduly heated when riding it must be due to the use of an unsuitable machine, or unsultable clothing, to lack of regular exercise, or to the injudicious pace, but it is impossible to prescribe a remedy with such meagre details to go upon.

No. 191.—You ask will the "Simpson lever" chain be of more use to the racing than to the touring man? We think it will, for he will probably be paid to exploit it.

No. 12,151.—The chain cover you describe is apparently identical with that put upon the market years ago by Mr. Chater Lee. It has been tried and found wanting

No. 6454.—Your calculations are surely erroneous. The sun travels from the left to the right of the spectator who faces it, and you tacitly admit this by saying that "the rule is that before mid-day one looks for the south between the hour hand and the space to be travelled to noon (Fig. XII.), and after mid-day between the hour hand and the space already travelled since noon."

No. 1107.—Neither the "Collier," nor any other gear can be quite as easy to drive when the gear itself is in action as a plain chain wheel. The difference is not, however, appreciable, and for hilly roads two speeds are an undoubted advantage. The "Collier" (made by the Cripto Company) is well spoken of, as also is the article made by the Cycle Gear Company of Coventry.

No. 9554.—The correspondence bearing upon "the front versus rear driver type machine appeared in the following issues of the Gazette, February to November, 1893, inclusive, and January, February April, and June, 1894, and we see no good reason for re-opening a discussion in which only a few partisans of the front driver take any interest. To allege that the opposition of other makers accounts for the unpopularity of type, as some people contend, is nonsense.

REV. F.A.N.—The C.T.C. is not officially identified with either the Stanley or the National Show. At one time a C.T.C. and N.C.U. dinner was held in connection with the former, and the annual subscription to the C.T.C. was collected at both, but so few availed themselves of these opportunities that they were withdrawn. It is, of course, quite impossible to revive the old programme this year at such short notice.

SERIOUS BICYCLE ACCIDENT NEAR DALTON. - A bicycle accident of a terrible nature befell a young cyclist named Bateson, who resides at Kendal, between Marton and Melton Hotel. On Sunday afternoon Bateson was riding from Kendal to Kirkby to visit some friends there, and on leaving Marton he put his feet upon the rests, without a brake on his machine, and not knowing the road in front. Coming suddenly upon the very steep and awkward descent, he lost control of his machine and was dashed with terrible force against the wall. The bicycle was doubled up and rendered completely worthless, and the unfortunate rider received a scalp wound three inches long, and his arms and body were shockingly bruised and wounded. Fortunately he was soon discovered and taken to the nearest house, where he lay in an unconscious condition for over an hour. Dr. Pooley was summoned, and after attending to his injuries, Bateson was removed to the house of his friends at Kirkby. It seems almost incredible that a rider on a strange road would render himself so powerless to meet contingencies as to take his feet off the pedals without a brake on his machine. — Ulverston Advertiser.



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

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

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

### CLINCHER TYRES.

Sir,—In reply to No. 8868 in this month's Gazette, here is the history of a set of three "Clincher" 1893 tyres. They were run over all sorts of roads in short runs and touring. Machine a tricycle, weight of machine and rider about seventeen stone. Used summer and winter. After 3300 miles I had the covers re-canvased and damaged parts of rubber cut out and repaired. They ran another 1150 miles, when I had Smith's Corrugated Shields put on. There was such difficulty in getting these to adhere in wet weather, that after 400 miles I gave up the covers and got new ones. Thus the covers lasted 4850 miles.

I have never found the canvas split except from fair wear and tear, such as stones on road would cause. My present covers have run 2300 miles and canvas is wearing equally well.

The tyre should always be pumped hard, to get the full benefit from it, but even if ridden deflated, I have never known the cover to escape from the rim.

EDWD. W. WILMOTT, No. 7651.

### CYCLING IN SOUTH AFRICA.

Sir,—I am going out to South Africa, to the neighbourhood of Cape Town, and should be glad of any information about cycling in those parts. Are the roads good? Is it advisable to take out a machine? Are cushion or pneumatic tyres best?

R. D. MACHEN, No. 3746.

### FAULTY GEAR CASES.

Sir,—I should like to make a suggestion to No. 7928, who writes concerning an alleged faulty gear case. Mr. Brown's statement that "a metal gear case properly fitted should be noiseless" is taken as the text for a small sermon on the unreliability of gear cases and the incompetency of makers, on the same principle that a bad workman will complain of his tools.

No. 7928 complains of a narrow case. No doubt Messrs. Taylor, Cooper & Bednell would fit a wide case and even widen the tread for those who would order it but they study their reputation too much to do so on the general run of their machines. The great complaint about gear cases has been that they themselves rattle; now your correspondent does not touch on that point, so I presume his case does not rattle, which speaks well for its fitting; he also acknowledges that his chain is properly adjusted (a possible cause of rattle); given then a well-fitted case, a properly adjusted chain, the only other possible cause of rattle is improper pedalling. I have had a fair experience of gear



cases, and have found that the chain can be made to rattle under certain conditions, unless proper attention is paid to that too often neglected accomplishment, viz., good pedalling.

No. 1366.

### DUNLOP TYRES.

Sir,—It is very gratifying to find, in the October issue of the Gazette, the announcement in Messrs. Dunlop's own words, that, "after eight seasons' experience, they are enabled to guarantee their tyres for a twelve-month." I have had a Dunlop-Welch tyre fixed to my machine for ten months, and the distance ridden—half of it in Normandy—does not exceed 1200 miles. The back tyre is now practically worn out. Two friends, whose names I could give, have had the same troubles in the way of punctures and burstings, and like myself, have come to the conclusion that if the Dunlop tyres were first in 1886, they were certainly not foremost in 1895.

If the dividends paid by the company were not quite so good, and if the quality of the rubber was a great deal better, there would be no occasion for complaining. In the meantime let us hope and wait. For us tourists the second "if" is the desideratum.

THE AUTHOR OF "THE CONTINONG."

Sir,-I am somewhat surprised to see that there have been no letters complaining of the 1895 valve of the Dunlop tyre. I am thankful to say that I have had no personal experience of it, my valve being of the 1894 type, which is quite satisfactory. But I have assisted at the pumping-up of several tyres thus fitted. The air seems to come out of the valve as soon as it is pumped in. It takes at least fifteen minutes' hard pumping to fill out the tyre, while I can pump up my tyre in three or four minutes. Moreover, is not the Welch cover much more liable to be punctured than the smooth cover? A friend of mine had no less than twelve punctures in his back wheel, and two or three in his front wheel, in less than three months' use. In two seasons I have only had three punctures in my back wheel, and none in my front, with the old smooth covers (1894). The moral seems to me to be, "The old is better." I may add that my riding has chiefly been over Suffolk by-roads, which are not famous for (Rev.) No. 1250. their goodness.

### REPAIRING PUNCTURES.

Sir,—Will you allow me to suggest through your columns what I think would be a great advantage to riders of the safety bicycle (more particularly tourists). I have found from experience, and also what I have been told by others, that we are apt to get punctures from thorns, etc., which are almost impossible to find without putting the bladder in water, and the gear case, chain, and general fittings of the back wheel prevent us from taking advantage of a spare bladder.

I think that if the cones were adjusted on a tube, and the inside of the tube threaded, so that a bolt could be screwed into each end, instead of nuts on the bolt as now, in the event of a puncture the bolt on the opposite side to the chain might be withdrawn and by slightly springing the frame, or removing a thick washer (or both), the air bladder could be passed, and a spare one put in. It would also have the advantage of leaving the bearings adjusted, should the wheel have to be removed for any other purpose. The only disadvantage that I can see is that it would slightly increase the size of the bearings, consequently the weight to a very small extent. Perhaps some of our scientific readers would kindly give us their opinions.

W. M., No. 7418.

[Considerably more than a year ago our attention was directed to a safety with a hinged back stay, by the use of which the result our correspondent advocates was brought about. We believe, however, that Messrs. Humber & Co., who had the refusal of the patent, did not think the idea worthy of adoption.—ED.]

#### VARIA.

Sir,—I have read with great interest the letter of No. 8868, as he has had so many interesting experiences with his bicycle and tyres that I think he should give for the benefit of his fellow members still further particulars.

Now, in regard to his falling a victim to flat rolled back stays, I should like to know what sort of machine he has been riding, that even with flat rolled back stays the frame was often twisting, and if after getting rid of this and having round ones to be in similar trouble, the machine must be made of very curious material that every time he back pedals the chain stay bends, and I think the makers of such a machine should not have their light hidden under a bushel.

Re cranks. Undoubtedly, the rider should have a crank in proportion to his length of leg, and any one can easily get this by specifying it when ordering their machine.

this by specifying it when ordering their machine.

Re triple head. I have had experience with this, this season having had a Humber tandem altered from a single head to triple head, with very great satisfaction. Undoubtedly, it is much stronger, and at any rate much safer than depending on a single tube.

safer than depending on a single tube.

Re tyres. I should be very interested to know what a "shuttle motion on back stays" caused by the tyre is, as I have never heard of such a thing before.

No. 6961.

Sir,-Your correspondent No. 8868 argues in favour of buying a couple of cheap machines at £8 15s. in preference to a good one at £16. This I cannot endorse. To purchase a light edition of the former every season seems the height of extravagance, with no compensating advantages to favour it. It would not only be a wretched and uncomfortable mount, but dangerous to boot. A well-made rear driver of 38lb. ought not to last two, but many seasons, if taken proper care of, and not over weighted. I have found light machines quite as durable as heavy ones—in fact more so, if the strength is The absence of rigidity and constant in the right place. vibration adds greatly to the lasting powers of a light, well constructed machine, especially in the hands of a good rider. Pneumatic tyres lend valuable aid likewise to this end. old rigid solid and bumping cushion divided their time on the road and the repairing shop. Thanks to the advance of mechanics, and practical knowledge gained by experience on the road and path, we have beautifully constructed machines combining strength, speed, and smoothness with ease of propulsion all in one. No doubt there are still an enormous number of cheap cranky mounts made every year for workingmen and others. But even the latter find them dearer in the end, or we should not see so many "sporting the pneumatic, and need wonder no longer how they can afford it. Thi "taste" for a better class mount is growing daily, and is increasing the cycle trade by leaps and bounds. reduction in the hiring rate also shows that this mode of riding is no longer popular. Even at lowered rates of over 50 per cent. it is voted too expensive for the public fancy, and there seems little doubt that the modern safety is the cheapest means of locomotion in existence for the average workman. The saving of time and shoe leather must be enormous, to say nothing of the stores of health and energy preserved for hard physical labour. Even gentlemen and (I might say) "tramps" may find their bicycles a source of profit as well as enjoyment. But this is a slight digression.

In reply to No. 3477, I may say that like him I have tried most of the non-slipper bands extant and vote them a delusion and a snare. The only object they appear to serve is in the preservation of tyres, but as they invariably slip off, on slippery roads, they may be denounced as a rank fraud. As most tyres are moulded now in various patterns, the former device will soon die out altogether. The cross-bar pattern is the best, in my opinion, at present. They certainly arrest the side slip effectually, although they also retard the speed

and make puncture repairing and cleaning more difficult. However, the latter objections may be over-ruled by the former advantage, for night riding and dirty roads, otherwise I prefer the smooth tyre. No doubt more useful inventions will shortly appear. Re spoke breaking due to the craze for light wheels, the best remedy is to invest in a new wheel fitted with the stud-headed spokes.

A. F. PARBURY, No. 4074.

### UNIVERSAL BRAKES.

Sir,-All sensible road riders are provided with brakes, and it would be well if the scorching and light-headed contingent were compelled also to adopt them.

But why draw the line at cycles?

A runaway horse in a trap or van is far more dangerous to the public than a runaway bicycle. A driver of one (down Bromley Hill) is now awaiting his trial for manslaughter, and a few years ago two persons were killed in or near Piccadilly by a carriage horse bolting for the second time.

By all means let us support any proposed legislation for rendering brakes on cycles compulsory, at the same time claiming that all other vehicles should be placed on the same footing for the same reason.

"SAUCE FOR THE GANDER."

### CYCLE BRAKES.

Sir,-Might I ask Mr. Brown to explain the philosophy of his suggestion to provide the roller brake with ball bearings

(page 297).

The object of a brake is, by the agency of friction, to transform the energy due to motion into energy in the form of heat. In the roller brake this is done almost entirely by the friction between the roller and its axle. The exact equivalent of the kinetic energy lost must appear in the form The temperature to which this heat will raise the brake depends on the brake's radiating capabilities.

To provide a roller brake with ball bearings would be equivalent to thoroughly lubricating the rubbing surfaces of

any ordinary brake and wheel.

I fear that if Mr. Brown should trust himself at a critical moment to such a brake we shall not have the pleasure of reading any more articles from his useful pen.

Z. X. X.,

Demonstrator in Engineering.

University College, Bristol.

Sir,—There are two points in Mr. C. W. Brown's article re above contained in the October issue of the Gazette on which I should like to offer some remarks.

In the first place, with regard to the roller brake, Mr. Brown points out that the high speed at which the roller is driven soon causes the pin to become heated, and suggests that ball bearings might be fitted, were it not for the extra expense entailed, to do away with this. think, however, Mr. Brown has overlooked the fact that if the friction could be eliminated the brake would be no brake at all, as the entire retarding power of this form of brake is due to the friction between the roller and the pin on which it rotates.

I am sorry to see he considers the Hall brake about the best type of plunger brake in existence, my own experience being that with smooth tyres it answers fairly well, but that with the now largely-used Dunlop-Welch cover it is simply ruination, as it seems to take hold of the cover and tear it up immediately; I should be more disposed to term it a very excellent form of brake so long as it is not used. Again, why should not the brake bear on the tread of tyre where it is thickest and best fitted to take the wear and tear, instead of on the sides of the cover where the rubber is so thin that it is torn away from the lining with the greatest ease.

Really, the question of a brake to hold efficiently and not damage the cover is, for the first, a simple question of leverage which can be easily obtained, and for the second largely a question of surfaces in contact, viz., if the area of the brake surface were doubled the retarding force per lb. applied, or co-efficient of friction, would remain the same, but the pressure per square inch on the tyre would be halved, and of course the liability to tear up the cover halved likewise. Years ago, when pneumatic tyres first came out, I fitted several of my machines with a brake having a perfectly flat spoon about 5in. long by 13/sin. wide, faced with rubber. With smooth tyres this acted perfectly, and never damaged the cover in the least. I have not as yet tried

it on a Dunlop-Welch, but hope to do so shortly.

I cordially agree with Mr. Brown in condemning band brakes, but not for the same reason. If, as he says, they tend to strain the forks, surely the remedy is obvious. A very few ounces more weight in the forks would more than com-pensate for any possible strain a band brake could put on them; but at best a band brake is clumsy in appearance and has the fatal defect of being quite unreliable in action. Personally I would far rather ride without a brake at all than have one on whose reliability I could not thoroughly depend. A band brake on the front wheel hub must moreover put a severe strain on the whole structure of the wheel, and one which it is scarcely calculated to withstand. With regard to the brake of the future it is, as Mr. Brown remarks, a problem that has yet to be solved, but there is little doubt that sooner or later all machines ridden on the road will be required by law to be fitted with an efficient brake, and the question will then become urgent. At present so comparatively few machines are fitted with brakes that makers do not trouble themselves on the question. My own impression is that a modified form of rim brake will prove most satisfactory.

Wm. Cross, C.E.

Sir,-Of all the brakes advocated in the Gazette for October I beg most emphatically to recommend the brake acting on the back wheel. I will give you some of my experience to substantiate the superiority of the application in rear of the cycle rather than in front. After having ridden many thousands of miles on bicycles, the brake always on the back wheel, but not very efficient, I had the bicycle fitted with brake on front wheel. This proved effective, but very objectionable, disagreeable, and dangerous, causing the back wheel to be lifted from the ground; this was taken off before any serious accident happened. Increasing age rendered it necessary for me to give up bicycles and take to tricycles, my bicycle mileage being 35,493. My first essay was on the "Coventry," which had no brake, but afterwards one was made to work on the ground, which covered one with dust in riding. This I gave up for a drum brake attached to the driving wheel. Then I tried a "Salvo," which had only a ground brake. I wrote to Mr. Starley asking him to put me a brake on the driving wheels, and after some correspondence I suggested a drum should be fixed to the transmitting balance gear. Mr. Starley kindly fell in with my views and put a good strong drum thoroughly secured to the balance gear. The iron strap was worked with a lever, and worked very well, but I found the lever objectionable, necessitating shifting of the hands. I now determined to try the windlass power acting on the brake, but I was obliged to have a tricycle specially built for the purpose. Mr. Edmund Pelling, of Regent Street, Brighton, quickly understood what I wanted, and carried out all the details in a thoroughly practical He put a lighter drum on Starley's transmitting balance gear, carrying the manipulation of the brake band to the steering handle (which forms the windlass) by means of jointed wire. My steering bar is straight, working in jaws, and is easily turned round by the handles winding the brake on to the drum to any extent you may wish. I have had several tricycles made since and ridden them safely 57,837 miles, always having them under complete control down the steepest hill, to wit, Hurst Hill, near Horsham, and Leith Hill, Surrey. I am sorry to say I have never been able to ride up them, although I have ridden both up and down the Hog's Back. In February, 1892, influenza seized hold of me, and I am sorry to say has not yet let go, or I should by this time have completed 100,000 miles, but the effects of the influenza have so far reduced my strength that an average of eight or ten miles a day is all that I can do now, but I still derive benefit from the exercise. My age, eighty-two years, may also have something to do with it. That my machines are thoroughly safe the riding of 93,330 miles proves, I never having met with an accident or caused one. Mr. E. Pelling has kindly consented to give any further information for me. Should I get rid of the effects of the influenza, and live long enough, I hope to write some day that the 100,000 miles are completed.

CHARLES D. BUCKWELL, No. 1400, C.T.C.

Sir,—I hope you will allow me to correct an erroneous statement about my brake, made, I am sure, inadvertently, by Mr. C. W. Brown in his very able article on cycle brakes in the October number of the Gazette, which may give your readers a false impression of the manner in which it is fixed. The misstatement is as follows:—"The band itself revolving with the chain-wheel and being fixed to the latter." Now, as a matter of fact, the band revolves with the crank, which is in two parts, one fast and one loose, and the ends of the band are fixed to these parts of the crank, and therefore revolve with it; and this constitutes the difference between my brake and Mr. Gardner's, about which there appeared so much correspondence in the Gazette in the first half of last year, Mr. Gardner's brake having the chain-wheel in two parts, fast and loose, and mine having the crank in two parts, also fast and loose.

W. E. WALMSLEY, No. 10,024.

### CYCLISTS AND THUNDERSTORMS.

Sir,—With reference to the inquiry made by a Lancashire member in the Gazette for October, allow me to point out that in heavy rain the cycle would be no longer insulated, as the water would be coursing over the rubber tyres to the ground, while if dry the machine is insulated only to the extent of about an inch of rubber and air. Now the sparking distance of lightning is so great that this affords little or no protection. The danger consists in presenting to the overcharged cloud a better conductor, in the shape of your own body, than that afforded by the surrounding atmosphere. It is imprudent for a cyclist, or for any one else, to ride through a thunderstorm if shelter can be obtained within doors. If overtaken by a storm in the open country, the safest plan is to lie down flat in the road, but it is doubtful whether any one would have the resolution to do this.

A. I. E. E., No. 1391. [Other members write substantially to the same effect.—Ed.]

### AN IMPROVISED COMPASS.

Sir,—Mr. J. W. Gunnis's plan for finding the south by means of a watch and the sun is so admirably simple as to deserve some investigation.

It is not, however, so accurate as he supposes, being based upon the obviously incorrect theory that the sun's daily course is horizontal, or its motion, referred to the horizon, uniform. Were this so, the gnomon of a sundial would be placed vertically, whereas it actually points obliquely upward to the pole, the centre of the sun's motion.

The error to which this plan may lead varies with the season and time of day, being comparatively small in winter, and reaching a maximum at midsummer, and at three or four hours before and after noon daily; and the theory places the

sun too near the south in summer, and too far from it in winter, the extreme error in the latitude of London being about two points of the compass. Thus, in taking observations at midsummer, the point found according to directions at 9 a.m. would not be S. but S.S.E., whilst that so found at 3 p.m. would really be S.S.W.

The improvised compass, therefore (whose indications might also be further vitiated by the effects of the observer's longitude and the equation of time), whilst fairly well adapted for the purposes of an Arctic tour, must not be considered by the summer wayfarer in more frequented latitudes as at all an adequate substitute for the genuine article.

F. D. Brown, No. 1273.

### WHY SHOULD LONDON WAIT?

Sir,—Why cannot we have a district association for London? With the large number of members which there must be in the immediate neighbourhood of London, I am sure it would be a success. I am certain there are a very large number of members who would be glad of an opportunity of making one another's acquaintance, and of joining in runs, etc., etc. I think there is even more need for one here than elsewhere, as in less populated districts the members have far more opportunities of getting to know the other members in their locality than we Londoners have.

Perhaps other members will give their views, and if favourable, cannot the matter be arranged before next season begins?

No. 6281.

Holland Park Mansions, W.

### NEGLECTED OPPORTUNITIES.

Sir,—In common probably with many of the older members I have marked with pleasure the revival in interest and numbers of our Club.

I am now writing to ask whether the Club cannot be a little more *en evidence* at the approaching shows. I think I am correct in saying that hitherto we have made no demonstration whatever.

I would suggest-

(a) Easy opportunity for members to pay their 1896 subscriptions and for friends to bring new members to be enrolled. Personally I have not found the trouble of obtaining a P.O. for 3s. 6d. quite the intolerable nuisance that Mr. Pope has. Still it would be a great convenience, if one was present at either show, to find a little "hut" right before one, where one could pay one's subscription and see it booked before one's eyes.

(b) I don't like harping on an old string, but I am not less convinced than I ever was that those who steer the ship might do something for our members by arranging facilities for co-operative purchase of machines. High prices and big dividends are the foes of cycling. Co-operative buying is the legitimate and harmless remedy. I am well aware that nothing will be done in this direction, but I have always felt that the shows are the opportunity, if it were tried, and that timely concessions could certainly be secured for us.

(c) A lecture each evening by Messrs. Brown, Leechman, Miss Erskine, yourself, etc., on the show; criticisms of machines and inventions for 1896. Something of this sort, above suspicion, is very much wanted, and undoubtedly members would be willing to pay a small charge. Sound and impartial counsel on saddles, two-speed gears, and many other points would be most valuable to many, whilst probably it would be a wise move to hold our annual or a half-yearly meeting during the week.

(d) If we were very energetic I could imagine some show publication issued by our Club. Some of the correspondence you have to reject, special contributions by the numerous scribes we must have in our ranks, etc., etc.,

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would soon make something worth buying, and would draw attention to our Club and the style of club it is. The more that is known the more members we shall get.

Speaking of publications, I will conclude by urging younger members not to neglect cycle literature. Probably the money spent on literature does not bear a due proportion to money spent on machines, accessories, and useless novelties. I may add that, after some years' experience, personally I think no paper compares with The Cyclist, and I consider its sound sense and manifest desire to further the interests of our pursuit demand recognition from the Gasette.

(Rev.) F. A. W.

### A C.T. CLUB-HOUSE.

Sir,—I am extremely interested in the correspondence now under discussion in our ever-interesting Gazette, of establishing a club-house in London for C.T.C. members. The advantages to country and resident members in London and the suburbs would be immense. It is a great drawback to members to have no club to go to when in town. All we require is the hearty co-operation of all our members. I propose that a subscription list be immediately started, and every member be asked to give his or her mite, however small. I am quite willing to subscribe £5 5s. to the list if you will take up this worthy scheme. I earnestly hope that all members of the C.T.C. will show themselves to be loyal to the cycling cause, and remember that "union is strength!" I think that the annual subscription to our proposed clubhouse should be £1 Is., with a small entrance fee.

We might start with a small club situated in a central

We might start with a small club situated in a central position in town. The house might comprise reading and writing rooms, a smoking room (for what true-hearted Englishman can banish his friendly pipe?), offices, and several small bedrooms, which could be used by touring members. I humbly apologise for taking up your valuable space, but the scheme, if carried out, would mean more social intercourse amongst our numerous members, and I am sure that all true-hearted cyclists would appreciate the vast benefits of our proposed club-house.

HENRY MOXON, R.C. Surrey.

Victoria House, Lower Sherringham.

# **TOOL** STEEL v. CASE-HARDENED IRON OR MILD STEEL FOR BEARINGS.

Sir,—I should very much like to ascertain the public feeling on the above subject, which I regard as one of great importance.

By way of opening the subject, I will give a short account of my own experience in the matter, which, if a little tedious, will at least show that I have reason for considering

the subject important.

Before 1887 my experience was mainly with Messrs. Singer's machines. I did not, however, try any experiments in those days. The bearings were of case-hardened material, and I merely bought new cones as they were required. The real trouble began with the back hubs and crank bearings of In 1887 I purchased a Beeston Humber Safety, and in, I think, 1888 my brother purchased a similar machine, but with a smaller back hub and other improvements (?). We very soon found that notwithstanding the utmost care in adjustment and lubrication, the cones on the driving side of the back hub speedily chipped up and became rough, worn, and useless in our estimation. brother's case was the most interesting; he took the machine himself to Beeston, and we have good reason for believing that Messrs. Humber did their best to give him really hard and durable cones. We started together on a tour in Scotland, and in less than 300 miles we found that my brother's driving cone was getting rough; fortunately, we carried "spare gear," and could replace it. The nuisance

eventually became so great on both our machines that we determined to try cones of tool steel carefully tempered; these, however, we could not get from Beeston. The result of the change was that whereas the case-hardened cones in my machine lasted from three to nine months, and in my brother's for about as many weeks, my tool-steel cones ran for two years without adjustment or the slightest wear, and my brother's for considerably longer, in fact, until he parted with the machine to go in for pnuematic tyres. At the end of the two years one of my cones cracked in going over a street crossing very fast; that, I consider, was the result of inexperience in tempering and solid tyres.

My brother is now using B.S.A. bearings. What they are made of we do not know, but up to the present they are all right. I am using Bown's, and speedily wore out, this time, the front wheel cones, which turned out to be this wretched case-hardened stuff again, and as Messrs. Bown could not supply tool steel, and I have no patience with the case-hardened stuff, I have deposited all the wearing parts of my bearings except the cups of the two hubs in the ash-bin and have for the greater part of this season been using tool steel throughout, the parts being manufactured for me by a local engineering firm.

I hope I shall never again be in a position to compare the

two materials.

So far as my experience goes tool steel is incomparably superior, in fact I have never known a tool-steel bearing develop any wear at all, and the surface remains as smooth as glass for certainly several years, even if the machine is used almost every day. My experience with case-hardened material may have been unfortunate, and I hope some one will give us the other side of the question.

I am aware that several makers are now using tool steel, professedly at any rate, but I cannot learn that the material has really come into anything like general use, but if I only "speed the parting guest" I shall have done some good.

H. A. GARRATT.

### SPRING-FRAMED MACHINES.

Sir,—When, years ago, I abandoned the rigid-framed machines of the day for the Whippet spring frame, I experienced much the same feelings that attend the transfer from a hard trotting hack to a thoroughbred.

But even Whippets wear out, and they are no longer to be had. They were killed by the pneumatic tyre, which, giving greater speed than the solid tyre, and being well advertised to neutralise vibration, knocked all spring-framed machines

out of the market.

Of the great speed of the pneumatic tyre there can be no question, but of the annihilation of vibration by its use I am very sceptical: my own experience, with machines by the best makers, being, that on rough roads, the difference of discomfort between a solid-tyred machine and one fitted with pneumatic tyres, is only a difference of degree, and as I am one of that already large and rapidly growing class of riders who prefer comfort to speed, I should hail with delight the production of a really satisfactory spring-frame machine, and I feel sure that the maker who produces such a machine will not be in want of a market.

My knowledge of the subject is limited, and for ought I know the very thing I want may exist. If that is so, any of your readers having knowledge of it would be conferring a favour on many besides myself if they would communicate their experience through your columns.

T.

### CYCLE BELLS.

Sir,—I hear so often of difficulties arising through cyclists either not having bells or failing to ring them when they have, that I have been emboldened to send you this idea of



mine on the subject. I do not know if it has hitherto been suggested that sleigh bells might be utilised for bicycles in place of the ordinary bicycle bell. After my first cycling season I have come to the conclusion that a bell, in many cases, is more a cause of danger than of safety, horses, and indeed foot passengers in the middle of the road, often being startled by the sudden and unexpected clang when, if the rider had gone quietly past, there would have been no unpleasant results.

It occurred to me early in the season that a gentle peal of sleigh bells would overcome this difficulty and be a much more polite form of intimating that the cyclist was at hand. Had I not been a lady cyclist I should have tried it, but I feared a wrong interpretation would be put on my good intentions, and that I should be accused rather of wishing to attract notice than of having a desire to benefit the public. For lady cyclists, I believe some continuous sound, such as this, would be safer and also much more graceful and becoming. It is the rattle of carts and cars that is their safeguard, the bells are put on sleighs as a means of safety also, then why should we not have on bicycles some contrivance to announce continually our approach? I should gladly join with others in anything that would make this healthy and invigorating exercise more pleasing and less hurtful to our fellow-man. I believe cycling to be one of the best and most healthy forms of exercise that women as well as men can indulge in, and as a nerve tonic it cannot be surpassed, provided it be tempered with moderation. Therefore I am sorry to read from time to time that it is a source of annoyance to non-cyclists, and that it has been the means of working ill, and that fatally, to so many during the past season. If you think my suggestion calculated to do any good I shall be very glad if you will publish these few

October 18th, 1895.

LADY CYCLIST.

[Our fair correspondent is not, we think, the first to suggest that sleigh bells should take the place of the usual gong or alarm; a continuously ringing sleigh bell was in common use upon every bicycle some fifteen years ago, but the charm of being able to glide noiselessly along with an alarm that could be sounded at will rendered the present pattern of bell more popular. Furthermore, it has been conclusively proved that the public quickly become so habituated to a constantly ringing bell that in towns, at any rate, they take no notice of it.—ED.]

### RATIONAL DRESS.

Sir,—I see that Miss Erskine is still hammering away against the wearing of knickerbockers by women who bicycle, but she is also showing distinct signs of progress. This month she admits for the first time that it is an advantage to be able to ride a diamond frame in place of a drop frame machine, and that the skirt prevents women from enjoying that advantage. That is a great admission, for it means that Miss Erskine is willing to condemn women perpetually to ride inferior machines because of her preconceived notion that it is indecent for a woman to appear in a separate covering for each leg.

For the sake of consistency, however, Miss Erskine repeats her oft-repeated assertion that there is neither difficulty nor danger in riding in a properly made skirt. I cannot venture to ask whether she has ever tried knickerbockers, nor to suggest that she should. The experience might be fatal to her dogma. But may I suggest, as a less risky experiment, that she should induce some gentleman, who shares her opinions on women's bicycling dress, to ride for two or three days in a "properly-made skirt," and then report.

Curiously enough Miss Erskine admits that there are conditions under which knickerbockers are convenient, and specifies a gymnasium and a bathing dress. This is really

very serious. Our grandmothers never dreamed of bathing in anything else than a long and usually hideous gown. As for a gymnasium, the mere mention of such a thing would have given them a fit.

The fact is that the idea that women must be dressed in skirts is a survival of the time when women had no need for any more convenient costume. When women kept to the house, except for an occasional discreet walk in the afternoon, the inconvenience of the skirt was inappreciable. Now that they are claiming to join in all men's sports and labours, so far as their bodies allow them, they revolt against a cumbrous garment, designed for a different order of existence.

H. C.

Sir,—I am indeed sorry to see that cycling in skirts is so strongly advocated by your lady correspondents, and that as yet no one has replied on the other side. Pray allow me, as a husband and father, to do so.

First as to safety. Miss Green implies there is no danger; Miss Erskine says that the danger is nil, and that thousands of English women have put that to the proof. Yes; and thousands of Englishmen ride without brakes and without mishap, but hat would be no argument for discarding a brake. My wife had a nasty fall in skirts, and narrow as she had them made they were always catching somewhere. A man cannot ride a mile in loose trousers without finding that he is in more danger than if he be brakeless; how must it be with a woman in skirts?

Miss Erskine admits the weakness of a dropped frame cycle. Miss Green wonders that the argument re the diamond frame for rational dress is not advanced. I have always heard this advanced as the reason; but women in rational dress have hesitated to change their machines while English manners are so uncivilised. They do not know when they may be compelled to skirt in a country where the police have had to advise a rationally-dressed lady and her husband to depart for fear of mob-violence, and where even skirted lady cyclists may be roughly treated (vide Gazette, page 318). But the light diamond frame, such as we saw the French ladies with, is the thing, especially considering the danger of the dropped-frame cycle breaking into two parts, as happened to my wife's machine just lately. What the consequences of this might have been I shudder to think, but let not your skirted riders say there is no danger in riding a dropped-frame machine in skirts. That is too much special pleading.

As to appearance. Miss Green says that skirted women feel a certain shrinking from those who display in public the limbs which their sex in all civilised countries customarily conceal. Do they shrink from each other when they appear without sleeves and almost without bodices in a ball-room, and if not, why not? And why is the one exposure permitted and not the other? But seriously they must shrink from skirted cyclists very much, for I see here every day skirted women and girls riding who show me more of their limbs and undergarments than they expect. On a windy day skirted women with low seats and long cranks are really not decent, because they are not prepared to expose themselves above their knees as a skirted lady I overtook about two days ago was doing. Now the rationally-dressed lady does nothing of this even if she be a novice. As to what is customary and what is civilised those, of course, are only relative terms. If Miss Green had happened to have been born in the East she would have advocated women veiling their faces; because she would have been taught it from her childhood. Well may Professor Flinders Petrie warn us of the danger of knowing no civilisation but our own.

"Yet," says Miss Green, "we all wear skirts and think nothing of it." Really the "we" is too comprehensive. There are women who think, and there were women who thought about the unsuitability and fearful encumbrance of women's skirts long before cycling came into vogue. Has

not Miss Green heard of the Dress Reform League?

Then as to opinion. Miss Erskine says that even in France it is much against rational dress. We did not find it so in a recent trip in Normandy. All the evidence Miss Erskine brings forward is that one individual made an exclamation. No doubt even in France there is to be found some one who is laudator temporis acti se puero; but no good reform has ever been started yet in which some people have not been found to give the same opinion.

Lastly, as to wind resistance of skirts. This is a bogey, is it? Oh! Well, I admire the unselfishness of women who ride in skirts so that their male companions may not be fatigued; but as a husband I was asked to express my opinion. The result is, in knickerbockers, two miles an hour faster, thirty miles a day further, and less fatigue—such at least my wife says. I only know I have not to wait about as I used to have.

No. 14,172.

Sir,—When Miss Erskine announced in the July Gazette that she intended giving up the discussion of the rational dress question "for the present" there must have been a general sigh of relief from your readers. By this time we all know Miss Erskine's opinions on this question, and most of us would, I think, have been thankful had she adhered to her decision and avoided the subject. Perhaps this was too much to hope for. Miss Green's article seems to have played the part of the red rag to the bull, and we are treated once more to a string of arguments (?) against the hated knickerbockers. What do these arguments amount to? Miss Erskine maintains—

(1) That the rational dress offers as much resistance to a head wind as the skirt; or, at least, that the difference is so slight as to be inappreciable.

(2) That she has met fifty ladies who ride well and who

"hate and detest" the rational costume.

(3) That a feeling is gaining ground that the rational costume is "not nice," and that this feeling has, in particular, been expressed by Sarah Bernhardt and Madame Melba!

As to (1) we have against your contributor's unsupported assertion the experience of ladies who have tried the rational dress, and who assert that the difference in wind resistance is appreciable, and that they find the exertion of riding against a head-wind materially diminished by it. No unprejudiced person who has ridden a bicycle (or even carried an open umbrella) against a head wind will hesitate as to which party is more worthy of credence.

As to No. 2, will Miss Erskine tell us whether any of the fifty who are so emphatic in their hatred and detestation of the rational costume have ever given it a trial? And if not, of what value is their opinion against that of others who have done so; and who can say that they would not ride a great deal better if they conquered their prejudice and adopted the novelty. I doubt not it would be easy to produce fifty—or for that matter fifty thousand—Chinese ladies who "hate and detest" the barbarous European practice of allowing the feet to grow (more or less) naturally: yet this is hardly a reason for forthwith adopting the Chinese fashion. Prejudice is not argument.

No. 3 is so funny as it stands that comment is superfluous. Doubtless, it will grieve the rationally-dressed lady bicyclists to know that such exemplars of propriety as Mesdames Bernhardt and Melba view them with disapproval, but I think they will survive, and perhaps some of them may

even have the hardihood to retaliate in kind.

On the other hand Miss Erskine is obliged to admit that the rational costume permits of ladies riding the diamond frame machine, which, with less weight, is stronger, more rigid, and therefore safer than the dropped france. This advantage alone would, as it seems to me, be sufficient to neutralise fifty times over all your contributor's objections, which latter, when examined, amount to this—that she and many of her friends consider the costume "not nice." Perhaps some day Miss Erskine will be able to see that this

is merely a question of personal taste, and that ladies as refined, modest, well-bred, and intelligent as herself, are just as much convinced that rational dress is "nice" as she is that it is nothing of the kind.

J. G. F.

Sir,—The letter of Miss Everitt Green in your issue of September is so thoughtful and ladylike that I had hoped some one would have answered it. No one having done so I will do my best.

The first point she asks is why the cyclist should discard the skirt when tennis players, etc., don't. Well, fencers, lady gymnasts, and bathers have already done so, and it seems to me as natural that cyclists should be the next as any one. Furthermore, there is another reason. The majority of cyclists are people who more or less have to earn their own living, and to whom cycling is something more than a toy. By far the greatest majority of ladies who have taken up other athletic pursuits are of the wealthy and leisured classes, and it is not of much importance to them whether their clothes are suitable to their games or not. Cyclists on the other hand have usually limited time for their enjoyment, and therefore want to make the most of it. I think I am right in saying that this is the first athletic pursuit for women that has been taken up by the bulk of the business classes, and it is not surprising that they should do it thoroughly and not play at it. No doubt the proper thing would be for the aristocracy to set the example of a really good dress, that should be the most convenient for all ordinary life, for the benefit of the people not so well off as themselves. As they don't do their duty in this, however,

Miss Green appears like a good many other people to think that there has been an universal custom since the world began that men should wear trousers or knickerbockers and women skirts. This is, however, not so. Taking the 3000 years of the world's history which is more or less known, in all countries over by far the greater time I think it will be found that men and women have worn garments of the same general type, that is, where the men have worn long robes the women have too, and where the men have worn divided lower garments the women have too. This is still the general custom of the world taking it all over. No doubt, in most cases where the latter have been adopted, the men have done it first, as they have in most cases to earn their own living, and often that of women as well, and therefore the necessity of a proper costume has been more evident.

The argument that because a thing has not been done before it is wrong applies to the whole of our modern life, and I think most people admit that taking it all round we are better off than our forefathers. Well, the world won't stand still. Either we shall go on making clothes, both men's and women's, more suited to our convenience, or we shall go back in the direction of the "ornamental" ones

of a hundred years ago.

The only really important objection is the question of propriety. In this matter of course there are different opinions. There are, no doubt, plenty of women who really believe it not decent for a woman to show her legs in the presence of a man. These people I respect, though I differ from them. The greater majority however, I am sure, do not really think so, but admit that ladies who fence, bathe, etc., in knickers are perfectly decent and entitled to be treated as ladies. I believe fifty years ago this could not be said, and any one who looks at old prints of seaside places will see that the bathing machines had sort of hoods to prevent the ladies being seen before they got into the water. One doesn't see that now though, and the majority of ladies bathe either from the beach or in company with male friends, or even from the deck of a yacht, without being in the least ashamed. If it be granted that these people are



decent ladies, then it is much more decent to admit such costumes for all purposes for which they are convenient. The fact that ladies bathing are often seen by fewer people than cycling has nothing to do with it. If a dress is decent before a few men, or even one, it is decent before all the world. There should be no exception to this except fathers, brothers, and medical men. There is nothing in this world so indecent as affected concealment, and women should make up their minds that either a skirt over their knickers is a purely conventional sham, to be done away with as soon as possible, or that to show the legs at all is indecent. When women first began to bathe openly they had just the same abuse as the authors of the present movement, and as a matter of fact every word which reflects on the propriety of lady cyclists in knickers reflects equally on those who wear them for other purposes.

As to the "mannishness" of knickers there is no need why they should be the least mannish. Personally I detest women aping men, and I think women dressed in men's hats, ties, collars, shirts, etc., display very bad taste, and are perhaps worse if they add a skirt than if they go the whole show and wear knickerbockers. As, however, lady gymnasts and a large proportion of the women of the East wear knickerbocker costumes which are no more like men's than a surplice is like a tea gown, there is plenty of room for them

to avoid this.

I do not think the question of convenience needs going into. Any man who wants information as to this, however, can try riding in an ulster. The argument that ladies don't want a more convenient costume seems to me absurd. The advantage of a dress which lessens the labour of pedalling is just as great as that of a free-running machine. Except for the "lady record breaker" no doubt a machine weighing 50lb. and geared to, say, 45in. would do, and a lighter one is unnecessary. Still it is desirable.

FREDERIC STRICKLAND

### FOREIGN CUSTOMS DUTIES.

Sir,—As I see that in your issue of September, on p. 278, you ask for the experiences of Continental tourists concerning foreign customs as to cycles, I write to tell you how I fared this summer during a ride I took from Rotterdam to Venice, going all the way by road, and returning all the way by train from Venice to Ostend.

I rode a tricycle, new Quadrant.

On landing at Rotterdam no question was asked at all. On entering Germany, on the road between Nymegen and Kleve, no question as to cycle, only examination of valise.

On entering Austria, on the road between Ludwigshafen and Bregenz, no question as to cycle on my saying I was an Englishman on tour, and mentioning whither I was bound.

On entering Switzerland at S. Margaritten I had to pay 14fr. 70c. on cycle.

On leaving Switzerland at Brusio, on the Bernina Pass. my 14fr. 70c. was refunded.

On entering Italy at Madonna di Tirano I had to pay

On returning by train at Chiasso station my Itofr. 6oc. was refunded, and at the same station I had to pay the Swiss Customs again, though I was going through to England. In a few hours' time this was again refunded to me at Bâle station, or rather, I had such a rush to catch my train I had not time to fetch the money after my claim was accepted; but on my return home I wrote, and it was sent me by post.

On entering Germany by train no demand was made.

On entering Belgium some doubts seemed to be entertained by the officials as to what should be done, as my machine was registered to Ostend, but on my assuring them I was going straight on board direct to England, and politely appealing to the head official, they let it pass without demanding any duty.

I may mention that the cost of taking my tricycle in express from Venice to Ostend amounted to about six shillings for the whole distance. I could not register it beyond the frontier of Italy, and again beyond the frontier of Switzerland, but at Bâle they registered it to Ostend, but said the English would not allow it to be registered through from Bâle to London or Dover.

No charge was made for conveyance from Ostend to

Dover.

From Dover to London I am afraid I forget what I had to pay, but I believe it was as much, if not more, than it had cost me from Venice to Ostend.

I may add that I had planned to go from Madonna di Tirano, vid the Stelvio Pass, into Austria, and so on to Venice, but I was informed by the Customs officials at Madonna di Tirano that the Italian Custom-house on the top of the Stelvio Pass would not be able to pay me back the 110fr., as only the more important offices were authorised to refund such deposits, though, of course, all received them. I was told I could apply by letter through one of H.M. Consuls, but I deemed it wiser not to risk this, and so continued my route to Venice on Italian ground, vià Passo d'Africa, Iseo, and Brescia.

I took twenty-one days from Rotterdam to Venice, on nineteen of which I rode. The C.T.C. Continental road books and Handbook were invaluable, and far more trustworthy, I found again and again, than local information.

ALARD C. DE BOURBEI, 14,396 C.T.C.

[Other communications under this head have reached us, but are unavoidably crowded out.—ED.]

### THE RULE OF THE ROAD.

Sir,-As the number of cyclists increases daily, it is of vital importance to the public that some rule of the road should be established as between cyclists and pedestrians. The rule of the footpath is to keep to the right; the rule of the road to keep to the left. The question is, when pedestrians use the road, shall they observe the rule of the road or the rule of the path? Shall they, in passing a cyclist, keep to the left or the right? In passing a cart or carriage, pedestrians have to keep to the left, but in passing a cycle they usually keep to the right, though there is no saying until the last moment which course they may elect to pursue, the dominant idea in their minds being that the cyclist must give way. This is a dangerors state of things for both cyclists and pedestrians, and is answerable for much of the ill-feeling between the two classes. Cannot the C.T.C. bring its powerful influence to bear on this matter, which I venture to think quite as urgent as that of universal lights?

Another matter which is as important to cyclists as to the general public is the question of how best to coerce and eliminate the cad on castors—the youth who is utterly reckless of his own life and limb and that of others. He is as dangerous to cyclists as to the public. Recently a friend of mine was badly spilt by a cyclist who ran into him at a furious pace from behind, without ringing his bell or giving any warning; and it is not uncommon to meet a scorcher on

the wrong side who refuses to give way.

I believe a regulation making the carrying of a legible registered number compulsory would be welcomed by all but cads.

R. C. P.

### THE AUTOMATIC SADDLE.

Sir,—I have not noticed any reply to the inquiry in the July Gazette by No. 10,765 respecting the saddle advertised opposite letter F in the Handbook index. It is the "Simmonite Patent Saddle," supplied by the Automatic Saddle Co., Chapel Lane, IIull. I tried one of these saddles on a tour with my tricycle this summer, and was so

well pleased with it that I sent for another. I was pleased to find that the later pattern has been much improved from that figured in the Handbook, although the price is raised from 10/6 to 12/6. The saddle is six ounces heavier than a "Brooks" of the same size, but in my opinion that drawback is trifling. I have tried the new one on my bicycle, and I am delighted with the result. I think that perineal pressure is entirely obviated by the use of this saddle, which keeps the rider on a level seat whatever the gradient of the road, instantly adapting itself to every change of slope. The saddle is about two inches deeper (owing to its construction) than the usual kind, and the saddle-pin must therefore be lowered to that extent when fixing it. It is also necessary to find the exact distance forward or backward which suits the rider. The peak of the saddle points high when unoccupied, but takes its right direction when the rider is seated. If the saddle is properly placed, there is no difficulty in mounting from the side. Approximate weight of rider and diameter of saddle-pin should be furnished when ROBERT C. CUMMING, Stafford, No. 1229.

### THE BURGESS SEAT.

Sir,—With regard to the Burgess seat, which 1 am now using, it is very comfortable, and the coolest seat to be had anywhere. I find the non-existence of a peak to be a great desideratum, but care should be taken not to inflate the pads too much, as otherwise chafing and unsteadiness may result. I think it more suitable for tricycles than bicycles, as some may require the peak in order the better to balance machine. If the arab spring is found to be too easy, as in my case, it should be turned front to back; this makes spring stiffer sideways.

B. W. WHITGREAVE, No. 3471.

Sir,—Will some member, who has used the Burgess seat with satisfaction supply one piece of information about it? Can a bicycle be ridden with the hands off as well with this seat as with a saddle? It looks as if the weak points of a seat which otherwise promises so much advantage lay here, and in the difficulty of getting the weight well over the tread. But experience must determine the value of such apprehensions.

No. 2388.

Sir,—Having been induced through reading in the columns of the Gazette to purchase one of Burgess's Cycle Seats, I most certainly shall not again use one of the ordinary saddles, but I shall be glad if any of your readers can tell me how to prevent the seat from producing a certain bruised sensation on the thigh bones (increased of course by long rides), and a tendency to slip forward on the seat, and to throw the weight of the body on to the handles.

JER. RADERMASHER, No. 12,784.

### OILING CYCLES.

Sir,—Under the head of "Leaky Gear-cases" several correspondents state the benefit they have derived from using thick lubricants. One uses vaseline; another thick cylinder oil; and you yourself commend generally the new viscid oil, called "Viscoleum." Though I also am now trying the latter, it is too early to speak of that personally, but independent experience in another way is calculated to suggest the question whether we are not wrong altogether in using thin oils to lubricate cycles in the present day.

For change will be due, mainly, to gradual improvement in bearings. It will soon be ten years since I "enlisted," and at that day most of us "oiled up" even after tea. It was not all due to ignorance; there were some cone-bearings left then, and even the ball-bearings let the oil out, and the

dust in, rapidly. Latterly most of us have come down to perhaps an average of about once in fifty miles, with the ordinary oils.

This year I rode over six hundred miles without oiling. When I had my new tricycle, the makers asked me not to oil till really needed, with a hint that I might be considerably surprised at the time before this occurred. On further inquiry, I learned that they had adopted the system (quite new to me, but others may possibly have done the same) of delivering a new machine with all the bearings "filled" with a mixture of fine tallow and vaseline. This also would soon have been expelled, with the old class of bearings; but with any of good modern, or reasonably "dust-proof" type, after a little has oozed out at the very first, the rest lasts an amazing time. I am told that many bicycles have run over a thousand miles. My own experience was, that the crank-axle and pedal (one pedal had been overlooked, and had to be oiled as usual, giving me opportunity to compare the two systems), which gave out first, as might be expected, ran over six hundred miles; the main tricycle-axle ran nearly 150 miles farther, and I am not sure it needed oiling then, but at the end of a ride, feeling rather tired, I thought it might be getting stiff, and oiled before next time.

The running could not possibly be more pleasant and free. No tricycle was ever able to pass me with "feet up" down a slight incline, except one once, which I found had got a full "sixteenth" loose in the bearings. Mine, on the other hand, has not got the least shake yet, as is often the case with new bearings in the first thousand miles. Since the grease gave out I oiled as usual, and do not think the running has been quite so "sweet" since. I had been thinking of melting a can full of the former lubricant and pouring in while fluid; but am now trying the "Viscoleum," which from your endorsement I trust to find satisfactory, but it remains to be proved whether such viscid oil, or still more solid but soft grease, produces the best results. It will, however, be seen that the claims of "Viscoleum" to run several hundred miles with one oiling are borne out in a general way by an experience entirely different and independent.

experience entirely different and independent.

Two points may be noted. A pedal "filled" as above described will not "spin" like an oiled one, or even as a "dry" one will spin. But this is not friction, and has no bearing on real work. And secondly, if grease or viscid oil comes into use, some oil-holes may be the better for a little modification. My axle-bearings are easily oiled with ordinary oil, but there is difficulty with the "Viscoleum." Probably this may be remedied by melting or warming, and the cold metal will quickly chill it again. But this does not touch the main question. I am fully convinced personally, from the above experience, that with modern "dust-proof" (and therefore grease-containing) bearings, the use of thin oil is radically wrong; also that a chain well lubricated with thick oil or grease in a really dust-proof leather cover has every advantage that can be given by an oil-bath in a tin-case.

TOMMY ATKINS, C.T.C.

October 17th.

### THE COST OF PNEUMATIC TYRES.

Sir,—Since writing on the above subject in the September number of the Gazette, I have received two letters from a representative of the Pneumatic Tyre Company, Ltd., which induces me once more to trespass upon your space. After speaking of my "lack of knowledge of a large commercial business," the first letter continues thus: "You suggest to each and every fellow-member of your Club who peruses your letter that they should commit a fraud upon this company, who have obtained and brought to perfection, at enormous expense, the perfected article known as the Dunlop tyre." The second letter contains the following: "Our wonderful position is held by the fact that everybody admits the Dunlop tyre to be a better article than can be purchased



elswhere, and I think that you will admit that it is the usual thing to pay more for an article that is worth more, and that no one grudges money paid in this way if the article gives them perfect satisfaction." I am also corrected on another point. "Regarding the statement you make that the foreign tyre has one advantage over the genuine Dunlop, in that the cover has no join, we would like to point out to you that we have not been making our tyres with a join for some considerable time, and that the covers which we are now sending out are endless." The first letter ends with an appeal to me to "make a complete withdrawal of the statement that you have put into print, and questioned without a thorough knowledge of our business."

Now, Sir, the only statement which I have made and can withdraw in consequence of these communications is that regarding the make of the tyre-cover, and I am pleased to admit that I was in error; and my defence is that less than twelve months ago I purchased a Dunlop tyre-cover with the obnoxious join. On every other point I cannot help feeling that the defence of the Pneumatic Tyre Company is hopelessly weak, because it ignores altogether the charge which forms the kernel of my letter. I am inclined in the first place to deny altogether the statement that the Dunlop tyre is "a better article than can be purchased elsewhere, for the tyre I purchased at Milan seems to me to be in every respect as good; and the price was but little more than half. But as regards the legal aspect of the question, I will confess that I am open to instruction, for I cannot pretend to be well versed in the intricacies of the law of patents. Of course, I have no wish to commit a fraud upon the company, or to suggest that others should do so. But it rests with the company, not with me, to convince the cycling public that a fraud would be committed by acting upon the suggestion of my letter. But apart from the legal question, the company's representative in his first letter assents to my desire to treat the question upon its moral grounds—as a question of trade morality; for he justifies the ridiculous prices charged by the Pneumatic Tyre company-prices which enable them to pay a dividend of 200 per cent. per annum!—on the ground of the "enormous expense" at which they have brought to perfection the Dunlop tyre. Was there ever a weaker argument? Allow me to ask who have borne this "enormous expense"? Assuredly the public, not the company. It has been paid over and over again out of the pockets of the cycling community. And now that the business is firmly established, it is time that the company should have reasonable regard to the wants of the public. It is right that their enterprise and perseverance should be well rewarded by a good dividend, and we are willing to contribute to that end. But we consider that the fair treatment of the public is a matter which ought to be kept in view as well as the interests of the shareholders, if the State-i.e., the public-has given them exclusive rights. dividend of 200 per cent. proves that this aspect of the question has been lost sight of. No. 185.

### THE SPRING CHAIN WHEEL.

Sir,—Will you kindly insert a query in your next issue of the monthly magazine with respect to above invention. I have only tried it for three weeks on a 67½ in. gear bicycle in a hilly country, and although I find greater ease in riding on the level than on the old rigid wheel, I am bound to admit that in climbing a moderate ascent, the difficulty is almost as great as before. If I buy a 28in. driving wheel the gear will be reduced to 63. Will this be of much advantage in ascending hills? Any information from those who have had a fair trial of the chain wheel will be acceptable.

A. F. PARBURY, No. 7054.

### CYCLING FOR LADIES.

Sir,-The pastime of cycling seems to have been so taken up lately by the fair sex (how few of them look graceful when riding!) that it seems to me there is one serious matter which parents would do well to consider, and that is the distances into the country which it is advisable our wives and young people should be allowed to go without some male escort. No doubt, in these advanced days, some of them would scout the idea of having a mere man to look after them, and profess that they were perfectly well able to do that for themselves, but as there are many parts of England, and more especially of Scotland, where you may ride for miles without meeting a soul on the road but tramps, who are often much in evidence, it behaves parents and all sensible young people of the opposite sex to think what might happen if they were met on some solitary country road and grossly insulted and annoyed either by some of these aforesaid gentry or other evil-disposed persons. Riding in Battersea Park and on fairly well-frequented roads is a different matter altogether, but one shudders to think of what might happen to fair and innocent women who thoughtlessly go miles away from civilisation with quite an easy mind, with no other protection than their own (often misplaced) idea of what they call "looking after themselves."

A FATHER, No. 2141.

### AN UNACCOUNTABLE ACCIDENT.

Sir,—There is to me something so unaccountable about the character of the accident related below, that, for the benefit of fellow cyclists as well as for my own, I ask you to publish particulars of it in our Gazette with a view to clearing up what, in my experience at least, is quite unprecedented.

I was coming merrily down a long and steepish descent mounted on a safety bicycle of the usual type, having Dunlop-Welch non-slipping tyres, with my feet on the rests, using the brake (an ordinary lever rubber-faced) at intervals to moderate the speed, when I suddenly found myself pitched over on to my left side with my left leg through the frame. Luckily, with the exception of a severe shaking and an abraded elbow and hip, I was not much the worse, my left hand being saved a skinning by the glove. The machine also escaped wonderfully. The road was straight and in excellent condition, dusty if anything, but free from loose stones. My first impression was that something had broken about the machine causing the upset; on a careful examination, however, I could discover nothing but a small kink in the left of the leading tyre such as might have been caused by a small stone getting wedged in between the rim and the tyre, and the fact that I was able to continue my journey shows that nothing serious had happened to the machine. It came about in such an aggravatingly sudden manner that I was completely mystified, and pursued my further way with fear and trembling as one who had been made the sport of the gods.

I heretofore, with the generality of careful riders, have always considered that the method I was practising when this occurred was the safest and best way of descending hills, but I naturally feel now somewhat out of conceit with it. Can any one enlighten me as to the cause of this spill? How am I to prevent what is most undesirable—that is, a recurrence—without forgoing what I consider the pleasantest part of cycling, namely "coasting" long slopes with feet on rests?

S. J. S., No. 12,408.

### THE TOURIST TRICYCLE.

Sir,—For the information of "Tommy Atkins" I can say that the band-brake now fitted to the "Quadrant" tricycle is



a very efficient one, provided oil from the gear case is prevented getting on to the drum. It is quite possible to do this by having the openings of the balance gear well closed in, and it also helps if "Viscoleum" is used as a chain lubricant. This oil I find answers capitally for bearings, and none of it runs out at the sides to make a mess, but it takes a little longer to oil up than more freely running oils. I am unable to follow "Tommy Atkins" in his statement that a 26in. wheel steers better than a 28in. In the first place, I have never noticed any difference, and secondly, the steering of a tricycle is not such a delicate matter as to be worth troubling about. On the other hand, I believe that the steering wheel of a tricycle should, at least, be as much in diameter as the driving ones, so as to make the draught line horizontal. If the steerer is smaller than the drivers, then there will be a tendency for the draught to bear down on the axle of the former, and make the work harder.

As Miss Erskine seems in doubt what makes of tricycle to recommend her friends, I can assure her that she cannot go far wrong in mentioning the "Quadrant" 8B. I had one early last year, and rode it up to a month ago, doing 7800 miles on it. During that time the bearings and chain had to be adjusted once, so that practically the running parts were as good as new when I ceased to ride it. Wishing to have one of the new band-brakes now fitted to these tricycles I exchanged for the latest pattern, and have ridden the new one nearly 600 miles. This machine runs even easier than my last, and has the further advantage of a shorter frame, so bringing the handles nearer the body, which I find a

distinct advantage and comfort.

It is made for either a lady or gentleman, and in the former form appears to me to be better designed for strength

than other makes I have seen.

My tricycle, with band-brake, mud guard, gear case, and complete for riding, weighed 44lb., probably as light as any reasonable road machine can be made, notwithstanding what catalogues say and lead one to expect.

C. F. WILLIAMS.

Sir.—"Tommy Atkins" has been kind enough to append to his letter in the October Gazette a postscript replying to my letter in the August number. I shall say nothing about his letter. The "Quadrant" Company, I have no doubt, are quite able to deal with that if they think proper. I confine my remarks to the P.S.

"Tommy Atkins" seems to have a fine contempt for tricyclists who, as he puts it, "are content to back-pedal." He "has always disclaimed advising" such. I should put it that he reserves his advice for such as are "content" to rely

upon a brake.

Mr. Atkins in saying (in italics) that average tricyclists "need the rest" of coasting totally ignores the fact that after pedalling, back-pedalling is itself also a rest. He would have only two changes, from pedalling to coasting and vice versa. I prefer three, those between pedalling, back-pedalling, and coasting. In back-pedalling the whole body is thrown into a more erect attitude, and both in body and limbs fresh muscles come into play with most refreshing effect, while even coasting becomes tiresome if long continued, owing to a certain stiffness in the attitude. relies upon his brake alone, reluctantly "helping the brake (by back-pedalling) on steep hills." I rely upon backpedalling, reluctantly assisting the movement, when unavoidable, by the brake. Let it not be supposed that I avoid coasting. Far from it; I coast whenever I see a clear course down a moderate hill, knowing well that I can easily regain the pedals, and can do so, if need be, by a temporary application of the brake. I also occasionally use the brake as an aid to dismounting, but I regard it as there for emergencies. I do exactly the same when riding my bicycle, which is a modified road-racer with front brake attached.

I am confident that I am only expressing the views and stating the practice of the majority of experienced tricyclists and bicyclists who ride light machines, and if this method were universally adopted we should hear little of injury to pneumatic tyres through brake action.

"Tommy Atkins" says: "And, as to weight, my present light machine runs fast down inclines, which the old heavy one will not run down at all." I fail to see the relevancy of this remark, since, in dealing with modes of arresting movement downhill, it is momentum and not mere velocity that has to be considered.

ROBERT C. CUMMING, No. 1229.



A RECKLESS CYCLIST.—The Manchester Courier of the 16th ult. gives under this heading particulars of a case wherein a verdict of £10 10s. and costs was given against a cyclist who negligently collided with a girl and did her serious injury.

THE STANLEY SHOW.—This time-honoured fixture will be held at the Agricultural Hall, Islington, from the 22nd to the 30th instant. Nothing essentially novel is promised, but the display is sure to be well worth attending.

MUDLARK writes:—"Kindly let me warn your readers against a money lending company who contract by advertisement and specification to deliver bicycle with Harrison Carter's Gear Case, which is listed at £2 os. od., and who deliver one with an inferior case listed at 17s. 6d. without pointing out the deduction that must consequently be made from the cheque."

IN FOREIGN CLIMES.—The following extract from a letter recently addressed to us by a veteran Chief Consul will be read with interest :- "I enjoyed my recent trip to the Baltic very much. We visited Copenhagen, Stockholm, Wisby-in-Gothland, St. Petersburg, and Moscow, returning by Kiel, Baltic Canal, and Heligoland. I saw plenty of cyclists, male and female, at Copenhagen. In Sweden, Russia, and Belgium they have all to carry numbers, so probably also pay a tax. How they manage to ride in Moscow I don't know, for it is the worst-paved large city I ever was in, all rough cobbles, and the Russian country roads are unspeak-able. I felt ill all the time at Moscow from the nauseating all-pervading smell. There are no drains, only cesspools, and cholera I think would decimate the place. It is unsafe to drink any water there or at St. Petersburg unless it is boiled. At the latter there is one nice ride for cyclists, with good roads, to a pretty spot called the islands, about six or seven miles off, and hundreds frequent it. Women are not allowed to cycle in the streets, but there are plenty of the male sex. Kiel is a pretty little town at the end of a deep inlet, and as this is strongly fortified it has become the Plymouth of Germany, and is full of ships of war. The Emperor's yacht, the Hohenzollern, was there at anchor, and we were allowed to go over her. The new canal is a magnificent work, with pretty scenery for twenty miles at the Baltic end, but flat and uninteresting for the other forty-four."



A TRADE CHANGE.—Messrs. Bayliss, Thomas & Co., of Coventry, notify us that they have opened a London depôt at 103, Newgate Street.

GOOD HEARING.—A Southampton member has succeeded in establishing his claim for damages against another cyclist who ran into his machine, and the action was notable from the fact that the C.T.C. Gazette was tendered to and accepted by the Judge as evidence in support of the plaintiff's case.

THE BURGESS SEAT.—A Fulham member writing hereanent says:—"I should like to say that I fully agree with the letter of the Rev. A. F. Pope in this month's number, and secondly that I have tried the Burgess seat and do not myself like it, as I miss the support the saddle peak gives when a rough road tends to throw one from side to side."

PARAGON MUDGUARDS.—No. 10,915 writes:—"In reply to No. 5946 in this month's Gazette, he can obtain what he requires from the official repairer here, Mr. F. D. Nawell, 219, Stretford Road, Manchester." We may add that the maker of these guards, Mr. R. Ramsbottom, of 81, Market Street, Manchester, has sent us a pair with which to experiment, and we hope to report upon them shortly.

CYCLING IN HYDE PARK.—The following notice has been officially issued:—"The First Commissioner of Works hopes that persons bicycling in Hyde Park will not permit dogs to run with their bicycles, as it is a practice highly dangerous to riders, and if continued will lead to the rescinding of the rule permitting bicycling in the Park."—Morning Post.

"THE COMPANION TO THE ROAD BOOK."—The last chapter of the "Companion" has provoked the following post card, and when the author sees it in print we hope he will feel better:—"Good old Dartmoor (the Moor, that is, not the Prison)! Your delightful article was welcome reading to one who had a few days' tramp over the country some eight years back, 'No scorchers need apply' would certainly be a good idea for the moorland guide post with map (somewhat defective) and compass (much needed on a sunless day). I recall a grand triangular moorland tramp of twenty miles in the day out and in from Postbridge, where a ravenous appetite was appeased with a whole fowl, mighty cabbage, potatoes, part of a gigantic loaf, and a junket large enough for three, the feeling of comfort being enhanced by a cheerful peat fire. Good old Dartmoor!—No. 6186."

"When Found, Make a Note of."—Cycling is all the rage just now; cycling tours are quite a fashionable way of spending a holiday; and cycling stories are cropping up on all sides. A friend of mine contributed rather an amusing one the other day. He says that he and another cyclist arrived rather weary at a small village inn where they determined to put up for the night. Unfortunately for them, the bar was full of loafers, who made such a noise that sleep was impossible. My friend, however, was equal to the occasion. Calling over the stairs to the landlord, he said in a loud voice: "Mind you wake us early to-morrow—we've dropped a ten-pound note somewhere just outside the village, and we want to hunt for it before people are about." The bar was cleared in ten seconds, and half the village spent its night groping about the high roads for the perfectly imaginary tenner!—
Topical Times.

SIGNS OF THE TIMES.—The Sporting and Dramatic News, in its issue of the 19th ult., published an eminently fair and reasonable leading article headed "Cyclists on the Roads."

THE BRAKE QUESTION.—A member resident in Trieste says inter alia:—"What is required is a powerful band brake on the driving wheel; it is the strongest part of the machine and can well stand it. A pneumatic band brake on the driving wheel is my ideal, and why should it not be constructed? The hollow frame can be utilised, a thin copper tube could convey compressed air to the band brake, the same brake handle could compress air by a squeeze or two, and pressing a button, as in the pneumatic brake (Kitchener's I think), would release the air and so the brake. Leather is at present used to line the band brakes; how would some preparation of asbestos do?" We believe that our contributor, Mr. C. W. Brown, has for some months past been experimenting in the direction of a pneumatic band brake, even if he have not as yet produced what is required.

A WARNING TO CYCLISTS.—At the Wetherby Petty Sessions yesterday, before Colonel Gunter, M.P., and other magistrates, Thomas Scatchard, Boston Spa, and Leonard Harman, of Essex, were charged by the police with approaching, whilst on bicycles, a horse and trap, without giving due warning. Harman did not attend. Mr. R. Wright, farmer, of Low Mills, Boston Spa, stated that on the 16th September he was driving between that place and Clifford with his wife, when they were overtaken and passed on the left hand side by a person on a bicycle. The horse shied to the right, only to be confronted with the spectacle of another man falling off his machine into the hedge bottom. animal bolted, and they were both thrown from the vehicle, his wife having a leg broken. They never heard any shout or warning of any description. Mr. Scatchard admitted that his friend passed the horse on the wrong side of the road, and before doing so he shouted to the occupants of the trap. He himself was about ten yards behind, and did not pass Mr. Wright's vehicle. He was, however, so near that when the horse shied to the right he had to throw himself into the hedge bottom to avoid running into the horse. The Bench inflicted a fine of 20s. and costs in each case.— Yorkshire Post, 18th October.

A WOLVERHAMPTON CYCLIST'S APPEAL -At Shropshire Quarter Sessions yesterday George Meredith, Raby Street, Wolverhampton, manager to a horseshoe manufacturer, appealed against a a decision given by the magistrates in petty sessions at Shifnal, under which he was fined 2s. 6d. for neglecting to give proper warning of his approach to a vehicle in the Wolverhampton and Shifnal Road. Mr. Spearman appeared in support of the appeal, and Mr. Graham was for the respondent. Mr. Graham said that between four and five o'clock on Saturday, 8th June, Mr. Thomas H. Keough, surgeon, Shifnal, was on a professional visit and rode in an Irish car drawn by an Irish horse, and had a boy with him, who was driving. Several bicyclists came up at the rate of about fifteen miles an hour. gave no warning of their approach to Dr. Keough, but as they got out of sight some shouting was heard. bicyclists passed the doctor at the same rapid pace, and very soon afterwards two more came up, the appellant Meredith being one of them. They gave no signal whatever, but passed, and on the wrong side of the road. The horse was startled, and Meredith rode over the doctor's dog. They were requested to stop, but rode on. Dr. Keough rode after them, and when he overtook them an altercation took place, and a police-officer came up. The conviction was confirmed, with costs. - Birmingham Mail.

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### 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 herebefore, and at the same tariffs.

The new Uniform Catalogue and Price List is now ready, and will be sent to all 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.
ACCKINGTON—J. W. Foster, 25, Blackburn Road.
AYR—Currie, Rae & Co., Alika Buildings.
BALE (Switzerland)—V. Settelen.
BARNSTAPLE—Brewer & Painter, Cross Street.
BATH—Gould & Son, 23, Milsom Street, and 1 & 2, George BATH—'Gould & Son, 23, Milsom Street, and 1 & 2, George Street.

Bedford—J. Beagley, 5, High Street.
Berkin (Germany)—W. Köpsel, W 8, Mohrenstrasse 50.
Berwick-on-Tweedden & Purves.
Berwick-on-Twebden Bros., 21, Paradise Street.
Bellingham—Husband Bros., 21, Paradise Street.
Bellingham—Husband Bros., 21, Paradise Street.
Bellingham—Husband Bros., 17, Darley Street.
Bournemouth—W. Rogers & Sons, 1, Albany Terrace.
Bradford—Macvean Bros., 17, Darley Street.
Briddnorth—W. Jones & Co., Waterloo House.
Brighton—R. Needham & Son, Castle Sq., Old Steine, and Palace Place.
Brighton—R. Needham & Son, Castle Sq., Old Steine, and Palace Place.
Brighton—R. Needham & Son, Castle Sq., Old Steine, and Palace Place.
Burnley—J. Leedam, 5, Red Lion Street.
Burnley—J. Eddam, 5, Red Lion Street.
Burnley—J. Burrow, Silver Street.
Camborne—I. Vivian & Brother.
Camborne—I. Vivian & Brother.
Camborne—I. J. Baker, 33, Queen Street.
Candele—I. G. Jackman, 6, Parade.
Candisle—H. L. Pass, 10, English Street.
Chatham—J. W. Taylor, 191, High Street.
Chatham—J. W. Taylor, 191, High Street.
Chester—J. T. Davis, The Cross.
Chick—Street—W. Long & Son, Southgate.
Chester—J. T. Davis, The Cross.
Chick—Street—Goventay—B. Riley, King's Head Buildings. Street.

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.
DERBY—'Gamble & Cunningham, 54, Sadler Gate.
DENDERSER—G. Goldthorpe & Son, St. George Gate.
DONCASTER—H. Bascombe, High West Street.
DUBLIN—'T. J. Callagham & Co., 15 & 16, Dame Street.
DUBLIN—'T. J. Callagham & Co., 15 & 16, Dame Street.
DUDLEY—W. R. Kneale, 251, Castle Street.
DUNDEE—Tocher & Henry, 63, Reform Street.
EDINBURGI—'Gulland & Konnedy, 55, North Hanover Street.
ELY—H. Kempton & Co., High Street.

EDINBURGH—'Gulland & Kennedy, 55, North Hanover Stre ELV—H. Kempton & Co., High Street.
EXETER—'J. & G. Ross, 227, High Street.
FARBHAM—W. Surman, 4. High Street.
FAVERSHAM—F. C. Jackman, Market Street.
FALMOUTH—W. Gooding, 34. 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.
GLOUGESTER—Wareing & Son, 3, Westgate Street.
GREAT GRIMSBY—C. H. Thompson, 112, Cleethorpe Road.
GUILDFORD—J. Levy & Co., Bank House.
HAIIFAX—W. H. Graydon & Son, Northgate and Crossley Street.
HANDEY—T. & R. Gilman.
HAVERFORDWEST—Greenish & Dawkins, 24, Market 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.
JERSEV—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.

LIMBRICK—Cannock & Co., Limited.

LINCOLN—J. W. Martin, 2, Silver Street.

LIVERPOOL—\*G. E. Young & Co., 49, Dale Street.

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.

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.

Cheapside, E.C.

W. J. Pile, 22, Philipot Lane, E.C., and 71 and 73, Park Street, Camden Town.

The West End Clothers Co., 37, Ludgate Hill, E.C.

FOR LADIES ONLY.—John T. W. Goodman, 28, Albemarie 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, 59/-. Norfolk jacket—Brown cloth, 53/-; Grey cloth, 59/-. Breeches or Knickerbockers—Brown cloth, 18/6; Grey cloth, 19 6. Trousers—Brown cloth, 21/-; Grey cloth, 22/-. Waistcoat—Brown or Grey cloth, 15/6.)

MAIDENBEAD—R. Whitaker & Sons, 12, Queen Street.

MAKLBOROUGH—J. Russell & Sons, High Street.

MARLBOROUGH—J. Russell & Sons, High Street.

MANDILESBROUGH—J. Newbouse & Co., Albert Road.

MULHOUSE (Alsace)—H. Dussere.

NANCY (France).—J. Galilé Fils et Grandmaitre, 23, rue St. Dizier.

NEWBORY—A. Smith, 83, Northbrook Street.

NEWCASTLE-ON-TYNE—J. Turnbuil, 43, Pilgrim Street.

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NEWORT (Isle of Wight)—G. B. Purkis, 51, High Street.

NOKTHAMPTON—Blacklee Bros., Gold Street.

NOKTHOMAM—W. Gabbatiss, 20, Market Street.

OXFORD—E. E. Shepherd, 6, Corn Market Street.

PERMINDAM—W. Byars, 88, High Street.

PUNDOUTH—L. Sansom, 17, George Street.

PORTADOWN—W. Paul & Son, 46, High Street.

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RAMSGATE—G. Wellden, 40, High Street.

PRESTON-W. Elton, 11, Lune Street.

PRESTON—W. Elton, 11, Lune Street.

RAMSGATE—G. Wellden, 40, High Street.
REDRUTH—J. Evans, Tower House.
RETFORD—C. J. Merryweather, Bridge Gate.
RHYL—Hughes & Son, 56, High Street.
SCARBOROUGH—J. Etches & Son, Hunriss Row.
SHEFFIELD—R. R. Neill & Co., 12, Change Alley.
SHERWSBURY—W. F. Watkins, 6, Pride Hill.
SOUTHAMPTON—J. H. Gilham, 29, Hanover Buildings.
SOUTHONT—TE. Trounson, 213, Lord Street.
SOUTHSEA AND PORTSMOUTH—\*Chase & Tighe, 82, Palmerston
Road. Southsea.

SOUTHEORT—E. IPOUNSON, 213, LOPA STIFEL.

SOUTHEOR 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.

STI. LEONARDS—"H. Angliss, 44, London Road,

STOWMARKET—F. Ward, Ipswich Street.

STRATFORD-ON-AVOON—S. Williams, 25, Bridge Street.

SUNDERLAND—"J. Gillies & Son. 56, Fawcett Street.

SUNDERLAND—"J. Gillies & Son. 56, Fawcett Street.

SWANSEA—H. Thomas & Son, 9, Heathfield Street.

SWANSEA—H. Thomas & Son, 9, Heathfield Street.

TAUNTON—Josiah Lewis, 11, North Street.

TOKOUAV—Montgomery & Dolbear, 49, Fleet Street.

TROWBRIDGE—W. Beaven.

TUNBRIDGE WELLS—J. Pickett & Son, 25, Grosvenor Road.

"B. C. Jenkinson, 28, Mount Pleasant.

UTRECHT (Holland)—J. de Gooijer, jr., 394, Kromme Neuve Gracht.

UKNBIDGE—Carrick & Coles, Waterloo House.

WALSALL—Barrett & Forrester, Park Street.

WALSALL—Barrett & Forrester, Park Street.

VIENNA I.—F. Kadlczik, Rothenthurmstrasse 31.

WALSALL—Barrett & Forrester, Park Street.

WARMINSTER—Foreman & Son. 23, Market Place.

WATFORD—\*J. P. Taylor, 95, High Street.

WESTON-SUPER-MARE—\*Tytherleigh & Co., 3, Waterloo Street.

WIGAN—Coop & Co., 23, Walgate.

WIGAN—Coop & Co., 23, Walgate.

WINDSON—R. Whitaker & Sons, Peascod Street.

WOLVERHAMPTON—H. B. Burslem, 19, Darlington Street.

WOLVERHAMPTON—H. The Const.

WOCKESTREM H. PARSONS, 23, The Cross.
YEOVIL—I. A. Milborne, 21, Prince's Street and Church Street.
YORK—W. R. Beckwith & Son, 30, Colliergate.
ZURICH—A. Whittlinger, Bahnhofstrasse.
, T. A. Harrison, Anglo-American.

### List of Candidates. Movember. 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 Clab in such manner and with such particulars of his application as the Council may from time to time direct, and at the expiration of 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 Gasette" 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).

#### REPUSHIDE

Watney, A. R. Watney, Miss J. M. Topham The Bungalow, Bray Reach, Maidenhead

### BUCKINGHAMSHIRE.

Coke, The Viscountess

Alderbourne, Gerrards Cross, Slough

#### CHESHIRE.

Brownlow, Col. W. V., C.B. Egerton, M. Goodfellow, F. F. Rayner, E. H.

Boughton Hall, Chester Rostheme Manor, Knutsford Wood Hey, Godley, Hyde 19, Teviot dale, Stockport

### CORNWALL.

Rogers, Capt. J. P.

Penrose, Helston

CUMBERLAND.

Graham, Miss S. A.

Arthuret, Longtown

DERBYSHIRE.

Coke, R. G. Ilunter, Miss E. G.

Longford Hall, Derby Hillside, Matlock Bank

#### DEVONSHIRE.

Bishop, Capt. J. D. J. Cordes, Major E. L. Cordes, Mrs. E. L. Walrond, Miss E. M. Were, T. Kennett, J.P. Were, Mrs. T. Kennett and Gloucestershire Regiment, Plymouth The Knoll, Torquay

> Bradfield, Cullompton Cotlands, Sidmouth

### DORSETSHIRE.

Wilkin, Lieut. H. D., R.M.

H.M.S. Minotaur, Portland

### GLOUCESTERSHIRE.

Moore, Lieut. St. L. M., R.A. Ross, J. Grafton

Penlea, Shirehampton St. Stephen's Manor, Chelthenham

### HAMPSHIRE.

Bulter, Lieut. A. A. Power Charrington, Mrs. S. C. Hearn, Capt. G. Heath, Major E. Macafee, Lieut. A. P. Mathew, Capt. C.

Albany House, Farnborough Winchfield Lodge, Winekfield H.M. Gun Wharf, Portsmouth

57th Regiment, Aldershot H.M. Gun Wharf, Portsmouth

### HERTFORDSHIRE.

Cotton, C. W. E.
Cowper, The Right Hon. the Earl
Cowper, The Counters
Elliott, Major E. H.
Jamieson, Rev. F. E. A.
Meadows, W. H.

Woodcot, Knebworth Panshanger, Hertford Tewin Water, Welwyn Waterford Parsonage, Hertford 3, Albert terrace, Watford

### KRNT

Barclay, H. J.
Berry, Capt. L de, R.A.
Enthoven, Capt. C. H.
Enthoven, Mrs. C. H.
Ferrar, Capt. H. M.
Harding, F. D.
Hitchcock, A.
Hyslop, Lieut.-Col. R. M.
Jervis, Capt. The Hon. St. T. H.
Kerrison, Major E. R. A.
Lindon, L. Da C. B.
Little, W. C.
Merydyth de Miremont, Count Merydyth de Miremont, Count Peto, H. A. Whigham, Capt. R. D.

Wasella, Silverdale, Sydenham The Barracks, Gravesend Grosvenor House, Chatham The Warren, Shooter's Hill London and County Bank, Cranbrook

Ondon and County Bank, Cranbrook
Holne Cottage, Bromley
Brent House, Brent road, Woolwich
60th Rifles, Citadel, Dover
Furze Lodge, Woolwich
4, Augusta gardens, Folkestone
15, Elm road, Beckenham
61, Cheriton road, Folkestone
Hernden House, Exerts Dove Hernden House, Eastry, Dover Chatham Barracks, Chatham

### LANCASHIRR.

Falcke, O. Frank, E. Peake, A. S., M.A. Rutherford, J., M.P. Taylor, J. Worsley 41, Old Hall street, Liverpool Firwood, Victoria Park, Manchester 57, Withington road, Manchester Beardwood, Blackburn Moreton Hall, Whalley

### LINCOLNSHIRE.

St. Vincent, The Viscount Norton Disney, near Newark-on-Trent St. Vincent, The Viscountess

MIDDLESEX. The Dial House, Laleham, Staines 63, Wimpole street, W. 15, Albert Hall mansions, S.W. Belfour, P. G. Bell, Capt. E. Bensusan, A. D., M.D. 15, Albert Hall mansions, S.W.

Union Bank of London, E.C.
134, Cromwell road, S.W.
5, Graham street, Eaton square, S.W. Berkeley, Mrs. Hastings Bethell, The Hon. A. V. Byard, T.
Clowes, H. A., M.D.
Comfort, J. H.
Cosens, P. 157, Ledbury road, Notting Hill, W. Freshford Villa, Sutton lane, Chiswick, W. Freshford Villa, Sutton lane, Chiswick, W.
4, Seville street, Lowndes square, S. W.
Windham Club, St. James's square, S. W.
St. James's Club, Piccadilly, W.
9, Angel court, Throgmorton street, E. C.
1, Queen Anne's gate, S. W.
75, Eaton place, S. W.
186, Piccadilly, W.
186, Piccadilly, W.
186, Piccadilly, W.
186, Piccadilly, W.
187, Chelsa gardens, S. W.
4, Throgmorton avenue, E. C.
77, Gledhore gardens, S. W.
Walpole House, Chiswick, W.
188, Cromwell road, S.W.
9, Upper St. Martin's lane, W.C.
94, Piccadilly, S.W. Cropper, Capt. E. D. Daniell, P. Dawes, J. A. Drummond, Mrs. L. Fortescue, Major H. C. Gardner, Lieut.-Col. A. Agg Gladstone, C. T. Goldschmidt, Mrs. W. Govett, F. A., B.A. Griffith, F. L., B.A. Halton, Miss F. C. Halton, Miss F. C. Howard, H. W. Howley, J. F. W., M.A. Jacobs, G. Jenner, Capt. W. K. Jenner, Mrs. W. K. Keep, W. H. Keppel, The Hon. G. Keppel, The Hon. Mrs. G. 9, Upper St. Martin's lane, W.C. 94, Piccadilly, S.W.

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Macready, J., F.R.C.S.	51, Queen Anne street, W.
Malcolmson, D.	59, Strand, W.C.
Manuelle, F. W.	4, Park lane, W.
Martin, G. C., Mus. Doc.	4, Amen court, E.C.
Maxwell, R. P.	Foreign Office, S.W.
Mendl, R. H. J.	3, Palace court, Bayswater, W.
Mennie, Capt. J. O.	J. A. and N. Club, St. James's, S.W.
	enobia mansions, Queen's Club gardens, W.
Peyton, Mrs. C. T.	, •
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Popham, Miss A. Leybours	
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Randolp, G. B.	77, Eccleston square, S.W.
Read, W. J.	22, Carlton road, Kentish Town, N.W.
Reynolds, Col. E. S.	U. S. Club, Pall Mall, S.W.
Riddell, Capt. H. B.	58, Curzon street, W.
Routledge, W. S., M.A.	2, Mitre Court buildings, Temple, E.C.
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Schloss, Mrs. D. F.	
Sharpe, H. B.	Boodle's Club, St. James street, S.W.
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Sladen, D. B. C.	
Smith, A. Jason (L. L. M.)	122, King Henry's road,
, , ,	South Hampstead, N.W.
Smith, T. R., M.B.	5. Stratford place, Oxford street, W.
Stirling, Miss M. E.	Hampton Court Palace
Symes, É. S., C.I.E.	E. I. U. S. Club, S.W.
Synge, F. J.	5, Eaton terrace, S.W.
Twining, H. H.	48, Ennismore gardens, S.W.
Unwin, J. M.	36, Bury street, St. James's, S.W.
Wyatt, Capt. H.	23, Albert Hall mansions, S.W.
	Norfolk.
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# Life Membership.

### LIST OF CANDIDATES, NOVEMBER, 1895.

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

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

The composition to be paid by Life Members under Article 8 for future annual subscriptions shall be fixed at £5 5s.

The following Rules shall apply to Life Membership:

- (a) All those desiring to become Life Members shall apply in writing to the Secretary, on forms to be furnished by him under the direction of the Council, the composition money accompanying the application as a deposit, and the names of all such applicants shall be published by direction of the Council, and they shall not become Life Members until the expiration of one calendar month after such publication, and then only if no member has objected to their election as Life Members. If any member so object the matter shall be considered and decided by the Council as in the case of the election of ordinary members, and should any application for life
- membership be rejected, the applicant's deposit money shall be forthwith returned.

  (b) All gratuitous publications shall be sent only to such Life Members as shall annually express in writing their desire to receive them, and for this purpose a proper form of request shall be sent annually by the Secretary to every Life Member.

  (c) Should a Life Member resign, or cease to be an amateur, or be expelled the Club, or otherwise cease to be a duly qualified member, no part of the life composition paid by him shall be returned to such Life Member.
- (d) A separate account shall be kept of all moneys received from Life Members, to be called The Life Membership (Capital) Account, and the receipts shall be invested at interest by the Honorary Treasurer in the names of the Trustees nominated under Clause (f), and no payment shall be made from it unless authorised by a majority of the members present and voting at a General Meeting, and then only after the General Reserve Fund is exhausted.
- The interest derived from the investments mentioned in Clause (d) shall be carried to, and form part of, the income of the Club Four permanent Trustees shall be appointed by the Council, subject only to removal by death or by resolution of a General Meeting, in whose names all the said life membership moneys shall from time to time be invested, and no sum received under Article 8 shall remain uninvested for more than twelve months. These four Trustees shall be distinct from those of the General Reserve Fund.

Name.	Degree or Title.	Address.	Local Cycling Club.	Offices formerly held in the C.T.C.	Offices now held in the C.T.C.	Date of joining the C.T.C.
Westminster,	His Grace the Duke of, K.G.	Grosvenor House, London, S.W.	_	_	_	1884.

MORE CYCLING LITERATURE. - The Cycle Press, Limited, of 108, Fleet Street, has of late enlarged its programme. In addition to *The Cycle* (1d. weekly), it now publishes *The Lady Cyclist* (3d. monthly), and *The Cycle Magazine*, (6d. monthly). The last-named only made its appearance in November, but it has already run into two editions. Its contents are varied, sensible, and attractive, and as the Editor has in this instance refrained from following the almost universal practice (we recall to mind but two exceptions: the C.T.C. Gazette and News of the Wheel) of interlarding the reading matter with advertisements, we trust that the venture will meet with success.

NEWCASTLE AND DISTRICT.—The Northumberland and Durham Association keeps steadily plodding on, doing good work in the north. After many months of weary waiting and continuous correspondence, the Newcastle City Council has agreed to allow cyclists to take their machines within the Elswick, Armstrong, and Nun's Moor Parks. The other parks still continue closed altogether to wheelmen, but our District Committee is not without hope that it may yet undo more of the work of the "park scorcher." "Dangerboard" cases are still receiving attention, as are many other of the minor matters which tend towards increased pleasure on the road. The second annual dinner has been fixed for Wednesday, January 22nd (the same date as last winter), and the local members of the Club are asked to make a special note of the fact and avoid all other engagements that evening. The great success of the first venture leads the Committee to expect greater things next January, and they are not without a hope that there may be some members of the Club outside their own particular district who will go down and share in the Novocastrian hospitality. Any who feel so inclined may rely upon the heartiest of welcomes.

IN THE LAND OF THE CZAR. - A correspondent who for years has kept us au fait with cycling in St. Petersburg, writing under date the 7th ult., says:—"I enclose you one of the orders that our Police Master General, General Wahl, published lately. You see we do not allow any nonsense here, and 'Arries' have a bad time. Owing to the General's kind permission of allowing safeties in the town, we now number over five thousand. Only one lady has had permission to ride in town, some few in the boroughs; the lady who rides in town is a correspondent of a newspaper, old, ugly, and dresses like a man, wears her hair short, and I believe smokes." The police notice in question freely translated runs: -"I have lately observed that cyclists riding in the town continually infringe the regulations, viz.—a. That they don't keep to the right. b. That they don't sound a bell at the right time. c. That they ride through the streets with their hands off the handle bar. d. That they ride too fast. c. And side by side. f. That they race on the Newaquai. g. And that the number on the machine is covered by their long clothing. I deem it necessary to inform cyclists that the police will stop persons with covered numbers and will note the numbers of those who infringe the regulations, that they may be punished, and in important cases that they will forfeit their permission to ride and their ticket." The lady referred to by our friend is, without doubt, she to whom reference is made in the following Press cutting :- "THE FIRST AND LAST RUSSIAN LADY CYCLIST.—ST. PETERSBURG, MONDAY. -The first lady cyclist, who was a fortnight ago authorised officially to ride in the streets of the metropolis, has come to grief by falling from her machine, and injuring herself so badly that she is now in the hospital. This accident means that cycling by ladies in Russia is doomed. The police will issue no more permits to women, as the force holds itself responsible for all accidents not caused by its agents -Central News." Unhappy cyclists! Unhappy Russia!

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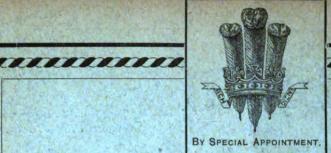
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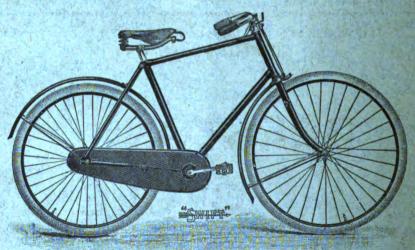
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