

THE MONTHLY GAZETTE & OFFICIAL RECORD

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(All Communications relating to Advertisements in this *Gazette* should be addressed to T. B. BROWNE LIMITED,
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Cycling, December 12th, 1894, says:—"Well finished."

HIGHEST AWARD, GOLD MEDAL, INTERNATIONAL EXHIBITION, BRUSSELS, 1894.

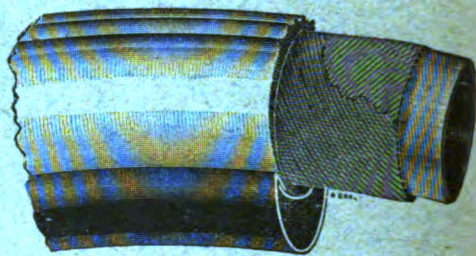
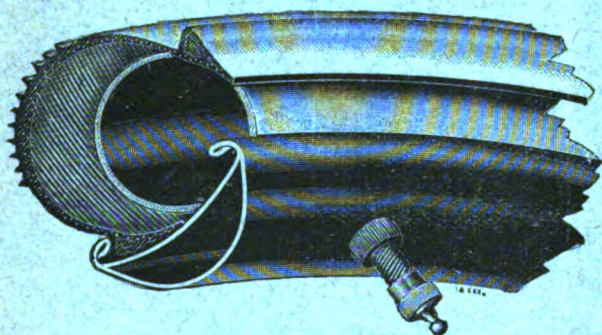
HIGHEST AWARD, DIPLOMA OF HONOUR, ANTWERP INTERNATIONAL EXHIBITION, 1894.

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THE MONTHLY GAZETTE

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And * Official * Record.

No. 2. Vol. XIV. [NEW SERIES.]

FEBRUARY, 1895.

All Communications relating to the Editorial and Literary Departments of the "Gazette" to be addressed to "the Editor" and to Club Business (orders for Uniform excepted—for which see special notice upon another page) to "the Secretary," at the Chief Offices: 139 and 140, Fleet Street, LONDON, E.C. Matters upon which a reply is desired must be accompanied by a stamped and addressed envelope, and Members should quote their Membership Numbers upon all occasions. All Contributions 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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In spite of the sapient criticism of "UNIVERSAL LIGHTS," its provisions by one or two writers on the wheel press, and rumours to the contrary notwithstanding, the Club has made arrangements for the re-introduction of the Universal Lights Bill at the opening of the forthcoming session of Parliament. Its fate in the ballot has yet to be determined, but as soon as dependable information is forthcoming upon this point it shall be made public in the *Gazette*, so that our readers may jog the memories of those of their representatives who have promised to support the proposed measure, and bring pressure to bear upon others, who do not at present stand committed, to vote in its favour, should opportunity arise. Meantime we would say that any reasonable number of copies of the case for Universal Lights may be had gratis of the Secretary upon application.

* * *

THE SPORTING LEAGUE. "All the world and his wife" are familiar with the fact that the last few weeks have witnessed the formation of a body bearing this title. The avowed object of the new brotherhood is to conserve the interests of sport of every description, but as it is openly hinted that its real aim is to

protect the threatened interests of the turf and its followers—the tag-rag-and-bobtail of the racecourse included—it behoves any of our readers who may be asked to ally themselves therewith, to carefully investigate its real claims to support. Cyclists as a body are at present standing aloof, in spite of the *canard* that the delegates of no less than 190,000 riders have signified their allegiance. This *canard* is the outcome of the pretentious action of the hon. sec. of the National Cyclists' Union, who, even had he been authorised to speak on behalf of the whole subscribing membership of that body, would have strayed very little farther from the facts had he claimed to represent 190,000,000 riders instead of a modest 190,000.

* * *

OLD-FASHIONED PRINTS. The Leadenhall Press (50, Leadenhall Street, E.C.) has just issued a series of hand-coloured prints illustrating the sports of our forefathers, and we are indebted to it for a copy of the one relating to cycling, of which a reduced *fac simile* appears on page 38. It will be observed that even in 1819, cycling—if such it can be called—was the sport of "the classes," the leading members of which are again taking to the wheel with benefit to themselves and to all concerned.

* * *

AN IMPROVED "GAZETTE." Our readers—and their name is legion—who take more than passing interest in the development of the Club organ, will have noted with pleasure that a further step onward has been taken. With the opening of the New Year a fresh design was made to adorn the cover; illustrated

column headings were introduced into the interior; and the paper employed was considerably improved. The literary pabulum is now correspondingly varied, and when the arrangements recently made for adding still further to the bill of fare are in full working order there will, we trust, be little justification for the grumble that has occasionally been heard in the past from the member who seems to forget that there are limits to the purchasing power of even the C.T.C. subscription.

* * *

That "the unspeakable Turk" has no monopoly of the vices, a paragraph BUT TRUE. that has been going the rounds of the press relative to the robbery of a lady cyclist on the Corniche Road, near Mentone, would seem to prove.

Unfortun-ately, however, the circum-stantial account of the stopping by the cyclist thief of the inoffensive lady who had "walked out to view the sunset," the escape of the fair one on the thief's machine, and the subsequent arrest of the culprit, was voted too good to be true, more particularly as no further tidings of the ultimate fate of the offender were forthcoming. That some

ground may have existed for the sensational rumour is, however, only too apparent from the perusal of a letter just received from an English lady correspondent, whose *bond-fides* is above suspicion. Writing under date of the 13th ultimo, this lady says:—

I send you an account of a short cycling tour of two gentlemen, a lady friend, and myself, thinking it may interest your readers. Mr. H—, Miss H—, a Mr. R—, and myself started on our safeties from Cannes last Monday, intending to ride along the Corniche Road to Ventimiglia, then up the valley to where the road branches off, and back to Nice *via* Sospello. Each of us carried a change of underclothes, Miss H— and myself an extra pair of long gloves, and a skirt to wear over our voluminous knickerbockers at the places we stopped at. The road as far as Nice (about twenty-four miles) is flat and uninteresting, from there we found constant hills, but also lovely views along the coast to Mentone. The weather was beautifully fine and sunny, and the roads in capital condition—as smooth as even a cyclist could wish. A mile beyond Mentone we had the usual annoying waste of time getting through the custom house

formalities, then a quick spin down a narrow road full of sudden angles into Ventimiglia, past the beautiful gardens of Mr. Hanbury, at whose hospitable house we refrained from calling, owing to the increasing darkness. Being rather out of practice we found this short fifty miles from Cannes sufficient for one day. At eight the next morning we started and began riding up the gentle incline of about twenty-five miles leading to St. Dalmas and Tenda. Five miles out we had our only misadventure. Miss H—, who was about 200 yards behind us, was pushed off her machine by one of three men who passed us. One man tried to rob her, but her calls brought Mr. R—, who was also behind us, to her rescue. He turned his bicycle round and was soon at her side; the other two men promptly made off up the mountain, the third drew out his knife, but Mr. R—, drawing his revolver, knocked it out of his hand, and then gave the man a sound thrashing with his fists, a thrashing he had not completed when we came back to see what had

determined them. Our escorts decided not to take the man on to the village, fearing interminable law proceedings. Miss H— was rather shaken by her fall and cut her left hand slightly. After this little adventure we all rode together more carefully. Soon after leaving Breil we found snow on the road, and heard there was a great deal more further on. We turned off on the Sospello road a few miles further, and had a most toilsome ride



THE HOBBY HORSE, 1819.

through snow and fallen earth and stones over a pass 2000ft. above the sea, till we ran down into Sospello, where we stopped for the night. There we were told the road to Nice was blocked by snow, so we determined to return the way we had come. Sospello is a pretty little nest among the mountains with a fine old church, but poor shops, as Miss H— found when she tried to buy a veil to replace the one taken off by a sudden gust of wind. It was very gratifying to her vanity to hear the openly expressed admiration her tall slim-waisted figure clad in dark blue serge excited among the dumpy men and women in the market place, the women there being hopelessly weather-beaten in appearance, such things as a slim waist or neatly-shod feet being apparently never seen. We managed our return journey without any mishaps, and arrived at Cannes on Thursday with no worse damage than was caused by the icy wind to our faces and the cut to Miss H—'s hand, which will unfortunately leave a scar. Our adventure should teach all cyclists to carry revolvers in Italy, at any rate, at present. We are just off to Algiers, from which place I will write further should there be any cycling news.



THE BRITISH ROAD BOOK.—Vol. III.

The following advertisement has appeared in the *Times*, the *Daily News*, and the *Athenaeum* :—

"WANTED, an Editor for Vol. III. of the 'British Road Book' of the Cyclists' Touring Club (comprising the North of England). The applicant must be prepared to work at the Club Offices (140, Fleet Street, E.C.)—For further particulars apply by letter to the Secretary."

with the result that a very large number of applications have already been received for the post. If, however, there be any member of the Club who would like to become a candidate we shall be glad to hear from him without delay, so that his name may be submitted to the Map and Road Book Committee at their next meeting.

THE RENEWAL OF SUBSCRIPTIONS.

Attached to the cover of the December *Gazette* was a prominent notice drawing attention to the fact that the Annual Subscription of 3s. 6d. should be paid not later than the 31st of January. A repetition of this warning appeared in the January number. A final notice is now sent to each non-renewer, and he is at the same time made acquainted with the fact that if he neglect to avail himself of the special offer accompanying such notice he will have to apply for re-enrolment upon the usual application form, in case he desire to renew his membership. *This is the last issue of the "Gazette" which will be supplied to the 1894 member who omits to make payment of the subscription of 3s. 6d. and the fine of 1s. for the year 1895.*

CHIEF CONSULAR VACANCIES.

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

BERKS.	FLINT.
CORNWALL.	AYR.
NORFOLK.	ROXBURGH.
BRECKNOCK.	SELKIRK.
CARDIGAN.	KILKENNY.
DENBIGH.	TIPPERARY.

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

The following nominations have already been received :—

CORNWALL.

KENDALL, EDWARD POWNALL, Bolitho's Bank, Helston, Bank Manager, Justice of the Peace, Vice-president Helston C.C. Proposed by R. P. Couch, 21, Chapel Street, Penzance, and seconded by T. B. James, Helston.

NORFOLK.

BLAKE, GARSON HENRY LOVEWELL, 38, Han Quay, Great Yarmouth, Solicitor, captain East Norfolk Cycling Club. Proposed by John W. Cockrill, Municipal Buildings, Great Yarmouth, and seconded by Theo. W. Swindell, Wellesley Road, Great Yarmouth.

THE REPRESENTATION.

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

GLOUCESTER.

SURREY (two vacancies).

Nominations are solicited from the membership in the areas affected.

The following has already been received :—

SURREY.

ILOTT, MONTAGUE, Beechfield, Bromley, Kent, Chartered Accountant, Member of Committee of London Bicycle Club. Proposed by Dr. Frank Powell, Redhill, and seconded by John Taylor, Redhill.

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.

BUCKS.—(Chief Consul, Rev. E. B. Cooper, M.A., Grammar School, Amersham.)—Fenny Stratford, Marlow (Great), Missenden (Great), Newport Pagnell, Prince's Risborough, Stoney Stratford, and Waddesdon.

CLARE.—(Chief Consul, Rev. C. W. McDowell, M.A., The Rectory, Ennistymon.)—Ennis, Kilrush, and Kilkee.

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

LINCOLNSHIRE.—(Chief Consul, A. Butterfield, Mostyn Lodge, Grantham.)—Barton, Boston, Brigg, Holbeach, Horncastle, Lincoln, Long Sutton, Louth, Market Deeping, and Skegness.

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

NORTHANTS.—Chief Consul, Rev. E. B. Cooper, M.A., Grammar School, Amersham.)—Daventry, Irthlingborough, Kettering, and Oundle.

YORKSHIRE (EAST RIDING).—(Chief Consul, A. E. Paulsen, 85, De Grey Street, Hull.)—Aldborough, Cave or Welton, Hedon, Hornsea, Howden, Market Weighton, Skirlaugh, and Pocklington.

EDINBURGH SECTION—RUNS FOR FEBRUARY AND MARCH :—

Date.	Destination.	Meeting Place.
Feb. 2nd	Cramond	Rutland Street, 3.30
March 2nd.....	Leadburn	Mayfield, 3.15

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

BRITISH ROAD BOOK—SCOTTISH SECTION. IMPORTANT.

Members willing to carefully revise Editor's "Draft" will please communicate to that effect.

ARTHUR POYSER Editor.

THE ANNUAL GENERAL MEETING.

Notice is hereby given that the Annual General Meeting of the C.T.C. will be held at the Covent Garden Hotel, Southampton Street, Strand, London, W.C., on Friday, the 15th March next, at 7 p.m., when every member is invited to attend.

All Notices of Motion should be lodged in the hands of the Secretary not later than the 20th of February instant.



The usual monthly meeting was held at the "Covent Garden" Hotel, London, on Saturday, 12th January, 1895, at 10 a.m.

PRESENT:

C.C. H. CROYDON ROBERTS, London (Chairman).
C.C. Rev. E. B. COOPER, Amersham.
R.C. W. COSENS, Sussex.
R.C. J. H. HERBERT, Staffordshire.
R.C. F. LEWIS, Kent.
C.C. J. T. LIGHTWOOD, Lytham.
R.C. J. ROBINSON, Hampshire.
R.C. H. C. STAPLES, Kent.
R.C. C. WIGAN, Middlesex.
R.C. L. J. WILLIAMS, Middlesex.

E. R. SHIPTON, Secretary.

RESOLUTIONS, Etc.

- 4.—"That the Chief Consuls who held office on the 31st December, 1894, be re-appointed to their respective Counties with the following exceptions, viz.:—Mr. J. M. Thomas, of Penryn; Mr. H. W. Grimes, of Gloucester; Mr. D. W. E. Thomas, of Brecon; and Mr. R. Clarke, of Kelsall; these gentlemen having intimated their desire to retire."
- 5.—"That Mr. Douglas J. Wintle, of Newnham, be appointed Chief Consul of the County of Gloucester."
- 6.—"That Mr. S. W. Manley, of Brecon, be appointed Chief Consul of the County of Brecon."
- 7.—"That Mr. Leonard Kershaw, of 20, Gladstone Road, Halifax, be appointed Chief Consul of the West Riding of York."
- 8.—"That Mr. E. M. Poole, of Westgate, Dewsbury, be appointed Representative Councillor for the County of York."
- 9.—"That Mr. W. E. Cowdell Barrett, B.A., LL.B., of 2, Belfield Terrace, Weymouth, be appointed Representative Councillor of the Grouped Counties of England."
- 10.—"That Mr. Stanley Heard, of the 'Royal' Hotel, Bideford, be appointed Representative Councillor of Wales."
- 11.—"That Dr. Oscar W. Jennings, of 88, Avenue Kleber, Paris, be appointed Representative Councillor of the Grouped Foreign Countries."
- 12.—"That Mr. J. W. S. Neal, of 248, Rue de Rivoli, Paris, be appointed Representative Councillor of the Grouped Foreign Countries."
- 14.—"That the Report of the Map and Road Book Committee, as amended, be adopted."

REPORTS OF COMMITTEES.

FINANCE.

- (a) The Chairman intimated to the meeting that there would be nothing to report until after the next meeting of the Committee.

MAP AND ROAD BOOK (SCOTLAND).

- (b) No report forthcoming. (This was probably due to the fact that the Chairman of the Committee was indisposed, and under the doctor's care.)

MAP AND ROAD BOOK (IRELAND).

- (c) The Chairman reported, through the Secretary, that he had paid a personal visit to the Editor, and to one or more of his colleagues upon the Committee, and that he would acquaint the Council at their next meeting with the result. Meantime he merely desired to report progress.

RIGHTS AND PRIVILEGES.

- (d) The Chairman reported that many minor matters had received attention during the month just ended, and that steps were being taken whereby the Committee hoped to obtain for the Universal Lights Bill a favourable position in the ballot at the opening of the forthcoming session.

RE-APPOINTMENT OF COMMITTEES.

- 15.—"That the Finance Committee which held office last year be re-appointed under the same chairmanship."
- 16.—"That the Map and Road Book (England and Wales) Committee which held office in 1894 be re-appointed, under the same chairmanship, to deal with Vols. II. and III., and that the Northumberland and District Association of the C.T.C. be asked to nominate an additional member thereto."

- 17.—"That the Map and Road Book (Continental) Committee do consist of the following:—

E. R. Shipton (Chairman), London.
W. Cosen, Hertford.
W. G. Waller Goodworth (Editor), London.
H. Croydon Roberts, London.
S. A. Stead, London."

- 18.—"That the Map and Road Book (Scotland) Committee which held office in 1894 be re-appointed under the same chairmanship."
- 19.—"That the Map and Road Book (Ireland) Committee which held office during 1894 be re-appointed under the same chairmanship, with the following added thereto:—The Rev. J. A. Bain, of Westport, and Mr. J. H. Moore, C.E., of Dublin."
- 20.—"That the Rights and Privileges Committee which held office at the end of 1894 be re-appointed under the same chairmanship."
- 21.—"That the C.T.C. Section of the Roads Improvement Association be re-appointed, and that it do consist of the members who were in office in 1894, together with Mr. C. Wigan, of London; Mr. H. Croydon Roberts to act as chairman."
- 22.—"That in the opinion of this meeting it is desirable that the third class fares of those members of the Map and Road Book Committee residing out of London should be paid by the Club, and that the practicability of carrying this principle into effect be referred to the Finance Committee, who are hereby requested to report thereon."
- 23.—"That it be an instruction to the Map and Road Book (England and Wales) Committee to advertise for an Editor for Vol. III., and report the result to the next meeting of the Council."

Comments upon the Agenda were received from the following absent Councillors:—The Rev. W. Hay Fea, Yorkshire; the Rev. C. E. Ranken, Malvern; and Messrs. G. Bartram, Sunderland; and T. W. Stainthorpe, Redcar.

The next Council Meeting will be held at Bristol, on Saturday, 16th February, 1895.

REPORT OF THE MAP AND ROAD BOOK COMMITTEE.

(Above referred to.)

To the Council of the Cyclists' Touring Club.

GENTLEMEN,—In conformance with the instructions conveyed to us at the December Meeting we have very carefully investigated the claim of Mr. F. W. Cook to remuneration in respect of work discharged in connection with Vol. III. of the British Road Book, to which end we have inspected the whole of the reports, books, maps, and papers relating thereto, and, as a result, we give it as our opinion that he is honestly entitled to the £65 for which he makes application in the letter we here embody:—

65, WOODSIDE GREEN, SOUTH NORWOOD,
27th December, 1894.

DEAR MR. SHIPTON,

C.T.C. Road Book.—Vol. III.

The Map and Road Book Committee at their meeting on 18th inst. requested me to send you a written statement with reference to my claim of £65 for work done in respect of Vol. III.

It is unnecessary for me to refer to the circumstances under which the Council has decided to appoint a new Editor for this section of the undertaking, nor need I repeat afresh what are my views in the matter, as the Committee are, I think, sufficiently acquainted with all the facts of the case. As it is desired, however, that I should place on record my willingness to withdraw, on certain conditions, from the Editorship of Vol. III., I hereby agree (in deference to the wish of the Council as expressed by the Map and Road Book Committee) to relinquish my office as Editor of Vol. III. subject to the following stipulations:—

- (a) That the Council pay me £65 (sixty-five pounds) for the work I have already done.
- (b) That no official observation reflecting upon myself as editor be inserted in any of the Club's publications.
- (c) That if the Council confirm their decision to appoint a new editor, the money be paid to me within a reasonable time—say two weeks—from the date of acceptance of my terms.
- (d) That no further steps be taken in the matter of a suggested deduction from the balance to be paid to me for Vol. II., in respect of oversight in the preparation of North Wales Schedules.

With reference to the details of my claim, I did not understand that the Committee desire me to apportion the amount among the several items enumerated below; this would involve considerable labour in ascertaining or estimating the amount of time actually devoted by me to this part of the work, and I feel sure from the evidences of work done, both tangible and intangible, which I put before the Committee at their last meeting, that there can be no feeling in the mind of the Committee that my claim is an excessive one. The work done consists in the following:—

- (2) COMPILATION OF SCHEDULES OF ROUTES,

(a) At outset.

(b) Subsequently; when it was decided to include a larger number of subsidiary routes than I at first contemplated.

- (c) In 1892, after a minute examination of the reports which had been received from time to time. (The object of the third schedules was to obtain supplemental details where the originals were defective.)
- (d) Schedules in large numbers have also been prepared from time to time for local riders, to include routes within a specified radius of particular places. These have involved independent investigation, as the general, or county, schedules would not, except in a few cases, be applicable.
- (e) These schedules involved much labour and judgment, and considerable time was necessarily devoted to their preparation. The result, however, has been that nearly the whole of the reports required for Vol. III. have been obtained and are now in hand waiting to be utilised.
- (2) PREPARATION OF DRAFT in all cases where the original reports were in any sense complete, and obtaining a REVISION OF SAME, more or less satisfactory, by officers of the Club.
- (3) VERY VOLUMINOUS CORRESPONDENCE with C.C.'s, Consuls, and private members, with a view to obtaining the necessary material.
- (4) PREPARATION OF NEARLY ONE HUNDRED TOWN and county maps where the same could not be obtained except at a cost of many shillings each. These have for the most part been through the hands of the officers of the Club, and the necessary local details have been inserted. These maps are now in hand, and like the original reports referred to in (e), are waiting to be turned to useful account.
- (5) THE NUMEROUS CLERICAL DETAILS necessary to carry on the work on a systematic basis, *e.g.*, entering-up reports as received, with notes as to value, and various minor matters too numerous to specify. (N.B.—Since the Council appointed an Assistant, the bulk of this work has been done by him, but prior to this it necessarily devolved upon myself.)

As there appears to be but little doubt that the completion of Vol. III. will pass to other hands, I trust that this question of remuneration to be paid to me may be settled amicably and quickly. I have, as you may know, but small desire for lengthy correspondence, which must tend to retard the completion of Vol. II.; on this ground, therefore, I must ask you to regard this letter as my ultimatum. On the other hand, if the Council agrees to the terms herein set forth, I am willing on my part to render, without payment, such assistance as I may be able in helping the new Editor to be appointed, to start his work at the point where I leave it, and to further the progress of Vol. III. in its earlier stages so far as may be in my power, and consistent of course with the due progress of Vol. II.

To the Secretary,

Cyclists Touring Club,
139, Fleet Street, E.C.

Yours faithfully,

FREDERIC W. COOK.

It will be observed that Mr. Cook puts forward no claim in respect of loss of profit, or loss of *honoraria*, incurred through handing over to a second party a portion of the great undertaking with which his name has hitherto been associated, and, as his other stipulations appear to us reasonable, we recommend the acceptance of the terms set out in his letter.

The result of our investigation of the work already done in connection with Vol. III. has led us to the conclusion that a very large number of reports, draft routes, and other matter have for long been lying idle, *i.e.*, waiting until the Editor could divert his attention from Vol. II. Many routes are, however, still outstanding, and some counties continue in a very backward condition, so that apart altogether from the plethora of work that lies ready to hand, a large amount of labour and correspondence will necessarily ensue before even the original reports upon the area to be treated of can be regarded as complete.

Upon this account therefore—and because Mr. Cook prefers to compile for himself all the "draft" relating to Vol. II., and as a consequence cannot keep the assistant fully employed on that volume—we are of opinion that the services of the assistant should continue to be available for Vols. II. and III. as occasion may demand; that is to say, the Editor of Vol. II. should have first claim until that volume is issued, but whenever the assistant can be spared in part, or wholly, for Vol. III., he should devote his services thereto.

If this suggestion be adopted, it almost inevitably follows that the new Editor to be appointed should reside in London, and should (preferably) work at the Club offices. This in turn would involve the appointment of a committee, resident in or near the Metropolis, but if it be considered necessary or desirable such a committee may, in the wisdom of the Council, be strengthened by the addition of one or more members residing within the area to be dealt with in Vol. III., their travelling expenses being, if need be, defrayed by the Club. We make no recommendation to this end, but we desire to make clear to the Council the fact that in our opinion the balance of advantages would lie on the side of utilising the services of the assistant for both volumes, and so arranging matters that he may work under the direct personal supervision of the Editor in charge of each. We may add that in appointing an Editor to take charge of Vol. III. preference should, in our opinion, be given to one who can devote his whole time to the work.

One of the first duties of the new Editor will be to compare the schedules (as published from time to time) of routes required with the new Ordnance survey—in which the Club will probably have to invest—for thus only will it be possible to make certain that all desirable routes are included.

With respect to Vol. II. we have to report that the work is progressing, if only slowly: that we have made Mr. Cook acquainted with the terms of Resolution No. 152 of the last Council Meeting, and that he has promised to spare no effort to produce the book by the time referred to. In this connection we have to report that Mr. Leonard Brown, the late Chief Consul for Essex—the value of whose labours in connection with the Road Book we cordially acknowledge—has found it impossible to check the details of some half-dozen routes in his county, and, as a consequence, we propose—subject to the approval of the Council—to avail ourselves of the offer of the acting C.C., Mr. G. H. Evans, of Sheerness, to personally visit the locality, upon condition that his fares be paid by the Club.

With respect to Vol. I. of the Continental Road Book, we have, as already reported, invited tenders from several London and Provincial printers, and in the end have accepted that of Messrs. Byles & Sons, of Bradford, whose quotation was, upon the whole, more advantageous to the Club than either of the others. The work will accordingly be put in hand forthwith.

For the Committee.

E. R. SHIPTON, Chairman.

31st December, 1894.



NORTHUMBERLAND AND DURHAM DISTRICT ASSOCIATION.

[SPECIALLY REPORTED.]

The first annual dinner under the auspices of the Northumberland and Durham District Association of the Cyclists' Touring Club was held at the C.T.C. headquarters, the Hotel Métropole, Clayton Street, Newcastle, on Tuesday, the 22nd ultimo. There was a very large attendance, and amongst those present were Messrs. W. Kendall-Burnett, J.P. (Aberdeen), Chairman of the Council; G. Bartram (Sunderland), Chief Consul of Durham; J. A. Williamson (Tynemouth), Chief Consul of Northumberland; J. Wright, W. C. Brown, T. M. Gitterson, R. Brewis, J. H. Morrison, A. J. Pearson, G. M. Todd, J. D. Hodgins, S. F. Bates, D. Macpherson, J. Tunnah, T. Robinson (North Shields), W. Cross (C.E.), Dr. Blacklock, R. Affleck, J. Maguire, W. B. Kirsop, P. M. Laws, T. Rowe, R. T. Lang, C. G. Binks, G. Watson (R.C. Northumberland), J. I. S. Heslop (R.C. Durham), E. R. Shipton (Secretary C.T.C.), &c. The chair was occupied by Mr. W. Kendall-Burnett, and the vice-chairs by Messrs. G. Bartram, J. A. Williamson, G. Watson, and J. I. S. Heslop. The repast, which was served under the personal supervision of Mr. Tickle, was of the best description, and the attention was fully appreciated. The chairman read several letters of apology for inability to attend from numerous prominent gentlemen, who, it was expected, would have been present, including Mr. Charles F. Hamond, M.P., Mr. S. Storey, M.P., Mr. Atherley Jones, M.P., and Mr. John Wilson, M.P. The customary loyal and patriotic toasts were duly honoured.

Mr. E. R. Shipton (Secretary of the C.T.C.), who was received with musical honours, said the toast of "The Houses of Parliament" entrusted to his care was one of the most important that one could be called upon to propose, and he felt great responsibility in accepting the task. The toast of "the Queen" had just been received by them in a manner that testified to their unflinching loyalty, and it was perhaps not too much to predict that a similar fate would always await it as long as it could be truthfully said—"The Queen reigns but does not govern." The Houses of Parliament were the bulwark of the British constitution, and although it was often alleged that both the House of Lords and the House of Commons are capable of improvement, it was satisfactory to reflect that with all their faults they might be

worse (laughter). The great and redeeming feature in connection with the system under which Britons are governed is that the voice of the people upon any subject must in the long run inevitably prevail. He expressed regret at the non-attendance of those members of Parliament who had been expected to be with them that evening. The gentlemen who organised the arrangements acted in perfect good faith in letting it be known that some five or six members of Parliament would in all probability put in an appearance. Unfortunately, they had been prevented from attending. The toast, submitted to them in their ordinary capacity of citizens, he was quite sure required no commendation at his hands, nor was its fate, when it was laid before them in their capacity of cyclists, any the less certain. With regard to touring, they must acknowledge that they were greatly indebted to the House of Commons for the things done in the past (applause). Cyclists had had their turn since cycling became a national sport—that was when the Local Government Act was passed, when, through the instrumentality of the C.T.C., a cycle was declared to be a carriage within the meaning of the Highway Act, and local bye-laws were superseded by a statute law. If they had no other cause to be grateful to the Houses of Parliament they had for that (applause). It had removed a great amount of friction and made the path of the tourist much easier. Still, gratitude with cyclists, as with many other sections of the community, consisted of a lively sense of favours to come. It was their wish to enlist the sympathy of members of Parliament on many other points. The first was the question of Universal Lights. If the members of Parliament expected that evening had been present, he had intended to point out to them that in all other civilised countries lights on every vehicle were compulsory at night. This being so, there was no reason why England should not fall into line with other nations (applause). Some of the representatives of the district in which they had met that evening, one of whom was a Cabinet Minister, were rather opposed to asking Parliament to interfere in matters of that kind. It was suggested that these things were better left to local authorities to settle. They had already seen what local authorities could do when they were given the chance. Formerly each county and each borough could make its own bye-laws, and as a consequence no two sets of bye-laws agreed. They wanted all counties and boroughs to be the same in that respect. As cyclists they knew no county or other divisions, and they wished to be at liberty to ride in all parts of the kingdom under the same reasonable conditions (applause). Then there was the question of riding in the parks not at present open to them, but that was more a local than a national question. There was also the question of roads, and again in that direction there was much for which they should be grateful under the Local Government Act. The little parish vestry had been entirely superseded, and a larger area had taken its place, under the control of a district or county council. The larger the area the better qualified the administration, and the more likely were they to get good roads. He must also not overlook the fact that there was the possibility of their being taxed, although he had never experienced much fear of seeing such a thing come to pass. Cycling, he believed, must now be regarded as a utilitarian mode of locomotion rather than a luxury, and no Government could hope to retain its popularity if it imposed a tax upon such a means of inter-communication. He trusted that all those present, together with the larger membership of which they were but a part, would bring all their influence to bear upon members of Parliament for the purpose of obtaining from them a pledge to help forward the objects in view. In conclusion he asked them to drink the toast of "The Houses of Parliament," with which he would couple the name of Mr. C. J. Binks, "the coming Member" (loud applause).

Mr. C. J. Binks replied, and said that he did not know why his name had been coupled with the toast. The only

reason he could think of was that he had shared the honour of Mr. J. Morrison of representing the "division of Rokeby" for a year (loud laughter). It was in their own hands to compel Parliament to give in to the desires of the people, and cyclists only had to firmly make their desires known to obtain what they wanted (applause).

The Chairman, who next rose to propose "The Northumberland and Durham District Association," was received with great and enthusiastic applause. He said that they would allow him to say, and he did so with perfect candour, that he was one of the unfortunate gentlemen who were a little sceptical as to the advantage to the C.T.C. of such an association as that of the Northumberland and Durham District. That meeting, however, had dispelled all the fears he had previously entertained. He had felt that the success of the C.T.C. was entirely due to the fact that its executive had met in different centres, and he had also felt strongly that it would be a very serious blow to the C.T.C. if they centralised and formed such associations. Now he was of opinion that far from being of injury to the parent body, the Northumberland and Durham District Association had been of very great assistance to the parent body. He was not certain that such associations would be so successful in other parts of the kingdom. He was perfectly satisfied that the success which had attended the Northumberland and Durham Association, and the assistance they had proved to the elder body, was due entirely to the men who were at its head. This was the reason why he had consented to the formation of the association. The strength of its management was why the association was a source of strength and not of weakness to the Club (applause). He would be very willing to give all the assistance he could to those in other districts who intended to form such district associations, if they could obtain the right men to take charge of the affair. He had much pleasure in asking them to drink to the toast, with which he was pleased to couple the name of Mr. George Bartram, the local chairman (applause).

Mr. George Bartram replied, and spoke of the local growth of the Club. It had appeared to be dying of too much centralisation; but the formation of the association had revived the interest in it. The association had had barely six months of work. It was not a long time, but the interest it had created among the members of the two counties was such that he felt it would only be the pioneer of at least two or three more in the country. So far they had done a good deal in connection with the roads, such as in the way of removing dangerous gratings, while in the watering of roads they had got small paths left dry, while the same had been promised with regard to metal on roads under repair. On the question of universal lights, they had also done much to bring the matter before the County Council, and latterly before the Parish Councils. They likewise were doing their utmost to get reduced fares from railway companies such as cyclists had obtained from companies in the South.

Mr. G. Watson proposed "The Northumberland and Durham County Councils and County Surveyors," and complimented both on the great improvements that had been made in the roads of both counties to the advantage of cyclists. Cyclists were exceedingly numerous, and they would always appreciate any improvements that the County Council made in the highways (applause).

Mr. J. A. Williamson, C.C., responded, as also did Messrs. H. S. Kynnersley (County Surveyor, Northumberland) and W. Crosier (County Surveyor, Durham).

Mr. T. Robinson next proposed the toast of "The C.T.C.," and said he considered it the most important of the evening. Leaving the Secretary out of the question, he did not see many faces that he remembered to have met seventeen years ago, when he first became a member. He was one of the original members—(applause)—being present at the inaugural meeting, which was held at Harrogate, in 1878. They took down fifteen men from Tynemouth, and there was not a club that beat them fairly, even in the competition

for the bugle for the largest attendance. Proceeding, he gave many interesting reminiscences of the Club, and spoke of its subsequent great success and popularity, and hoped it would continue its prosperous career (applause).

Mr. Shipton in replying said that they had all enjoyed the many and interesting reminiscences in which Mr. Robinson had indulged in connection with the Touring Club. If the Club had to continue to be a success it meant that cyclists all over the kingdom would have to look after its interests. They were not up to their full strength, and he asked them to do their utmost to further the strength of the Association, and with it that of the parent body. As they were aware, the year just ended had been in some respects a critical one with them. It witnessed the introduction of the increased subscription, as to which such direful results had been predicted, but he was happy to say that the falling off in numbers did not exceed from ten to fifteen per cent. (applause). The Club was continuing all the good work to which it had set its hand, and as regards the greatest of them, the Road Book, he had pleasure in informing them that at the last meeting the Council paid their association the compliment of asking it to nominate a member of their own choice to the committee in charge of the undertaking (applause). The membership of the C.T.C. at present was about 15,000, but with enthusiasm he did not see why they should not regain their lost membership. Cycling was being patronised by the highest and lowest in the land, and he thought that there was a great future in store for the pastime. He thanked them all sincerely for the heartiness with which they had responded to the toast of the C.T.C., with which his name was coupled (applause). Before sitting down he would like, with their permission, to propose a toast which did not figure on the programme, but which he felt assured would be received with no less heartiness on that account. He referred to "The health of the Hon. Secretary of the Northumberland and District Association." In Mr. R. T. Lang the association possessed a secretary to whom, more than to any other member of the committee, the success which had culminated in their gathering of that evening was due. He had been afforded many opportunities of judging of the energy and ability of Mr. Lang, and he did not hesitate to say that his superior for the post had yet to be found (applause).

The toast was received with musical honours, whereupon Mr. R. T. Lang suitably acknowledged the compliment paid him and said he had merely done his duty.

Other toasts of a complimentary character were enthusiastically drunk, and the proceedings, which had been of a most enjoyable character, were brought to a conclusion with the singing of "Auld Lang Syne." During the evening an excellent programme of music was performed, among the contributors being Messrs. Cuthbert Horsley, R. Thompson, Nichol Page, Catcheside, J. A. Williamson, and D. McPherson.

A WARNING TO TRAM-CAR DRIVERS.—Mr. G. H. Lovewell Blake, the Captain of the Great Yarmouth Wheelers, has recovered damages against one of the London Tram Car Companies for negligent driving in the New Cross Road. It appears that in spite of his warning signal the cyclist was hemmed in between two cars going in opposite directions, with the result that his machine was wrecked.

AN ENCOURAGING SIGN.—The increase in the list of names figuring in the candidates' list still continues, and, what is more, it increases at a still greater rate than was reported last month. The March list—in view of the approaching Easter holidays—should more than maintain the improvement, and our readers will be rendering the service if they will each endeavour to obtain at least one fresh candidate during the current month.



SOME REMINISCENCES OF A CHIEF CONSUL.

By R.

It is the nature of the old to be garrulous, and as it is now fifteen years since I joined the ranks of the C.T.C., I may at all events plead age as an excuse for the appearance of this gossip narrative. Besides, I am in hope that it may in some way prove instructive, and give both officers and members of our corporate body a hint as to what may, and may not, be fairly expected from voluntary workers. Not that I, personally, have any ground of complaint against any one, for I was (and am) an enthusiast, only too glad to do anything in the world connected with cycling, and in consequence, all the more likely to endure without a protest treatment which less enthusiastic C.C.'s might have resented.

It is now six years since I resigned (on removal) the Chief Consulship for——, which I held for three years, having previously served on the Council for a similar period as R.C. My district was a tourist's paradise, and my home was situate in the centre of it. My profession took me away all day, and I did not get my letters till after six p.m., so that the not unusual request for route information "by return" was impossible, though I frequently, in the week before a Bank Holiday, sat up till one and two in the morning writing long replies and routes for fellows who seldom acknowledged the receipt, and sometimes, I honestly believe, had written to two or three other C.C.'s so that they might afterwards choose the trip that promised the best. This is hardly fair, though I sometimes think that there is an opening for a travelled cyclist as a general consultant and adviser to novices, and have even thought of making it my own profession if the fees were large enough.

A personal call often saves the members and the C.C. a great deal of trouble, but if the caller finds a dinner party or a tennis tournament going on at the Chief Consular domicile, he should not extend his visit beyond (say) an hour. Nor is it always convenient for a C.C. to have him every night for a week. I remember once, a broken-down young fellow who came six nights in succession, at eight p.m., for apparently no other reason than that he was lonely. Conversation was not his forte, and we were obliged to get him to play a spelling game with a small girl. This quite contented him; and I think I see him now, sitting with his coat collar turned up (he wore no visible shirt), picking out the cardboard A's and B's. On another occasion my mother was surprised to find in the dining-room, a navvy, as she thought, in his shirt-sleeves (and they rolled up to the elbows). This turned out to be a very agreeable but perspiring tricyclist, who subsequently showed his appreciation of my services by dedicating a polka to me. The purchasers of that piece (if there are any) must wonder who A. B., Esquire, C.C., C.T.C., is, and whether the last five letters denote a fearfully-advanced musical degree.

Some men have the knack of running into side subjects in their correspondence, and I believe I once offended a correspondent deeply who asked my opinion first as to routes, then as to clothing, then lamps, and then luggage bags! At this last, in about his sixth letter, I struck work. A Scotch C.C. once told me that he received an application for the best way to travel between two towns, distant twelve miles apart, on the principal road in Scotland. His reply

was, "On your bicycle." Queries as to lodgings, fishing, &c., must be taken in the day's work, but I think requests to pay forgotten bills and gather up forsaken luggage rather too much of a good thing. The complaints against the hotels are sometimes very frivolous: I have had to intervene on behalf of a member who was charged 2s. 6d. instead of 2s. for his bed when he had nothing else in the house—came to bed at three a.m. from a dance, insisted on hot water bottles, &c., as he was delicate, and left before breakfast. I obtained his 6d. for him, but gave the hotel proprietor my sympathy. These same hotel keepers are a curious class. As far as my experience goes, it is the best policy in dealing with them to take the upper hand and profess to be granting them a favour. I have succeeded in this way in obtaining first-class hotels which had refused to listen to the prayers and entreaties of my more humble and subservient predecessor.

Consuls are sometimes rather a trial to the C.C. Often appointed as being the only member at that time in the town they hold on to the office long after they have given up practical cycling—even if they ever knew what that meant. Sometimes they have never been more than ten miles from home, and they have no idea of the comparative merits of the roads and gradients of their hills from a travelled cyclist's point of view; they measure distances not by miles but by hours, and they have an instinctive leaning towards all the dirty "pubs" in the district if they are asked to nominate a Headquarters—which they never should be. (The reason of this is, I believe, the rule that the dirtier the pub the smarter the girl at the bar.) There are golden exceptions, of course, and I have known a man go seventy miles of bad road in a day to give a report of a certain stretch, and what is more, write an intelligent description of it.

The model member is the one who, after he has finished his tour, will return his route form with his comments written in red ink in the margin. I came across him *once*, and once only!

THE TOURIST TRICYCLE.

Having been asked for a few notes on the '95 tricycles from my point of view, let me make clearer than I seem to have done last year what that point is. In some discussion that followed at that time about the merits of the tricycle, Mr. McCredy wrote that it was simply "*a good machine to potter about on.*" It is more than that, as Mr. Bidlake would contend; and it has undeniably been more used for *winter* riding this year than for some time. But I fully recognise that young and powerful riders may justly have quite a different ideal from mine, especially on the brake question. I plead solely for that general public who by reason of age or sex, or inability to get constant practice, want tricycles to *tour* and "*potter about*" upon, and whom the makers have so greatly neglected for the views of a few well-known riders who want (rightly enough) something quite different, but who will never absorb many machines.

I found at the two Shows some ground for encouragement. Last year it was well nigh impossible to find a tricycle with other than 26-inch wheels. I am sorry that, not expecting to write anything, my notes are not so full as if I had; but I did note at the Stanley Show *five* makers who showed 28in. or over, among them the "Hadley" and "Ivel" firms—it was also noteworthy that "Cycledom" and "Goy," whose connection is peculiarly miscellaneous and free from "special" influence, were among the number. At the National, I have *ten* makers so noted, including Alldays, the New Howe, Singers, Starley Bros., and Marston; Barratt's "Wulfruna" had 30in. drivers. It is also worth noting that several other makers expressed willingness to meet the wishes of customers in this respect. The makers of the "North Road" (London Cycle Mfg. Co.) will fit any wheels, and the "Quadrant" Co. fit 28in. if desired.

I am a little more doubtful than formerly about necessary size of wheels. When last writing I knew nothing of anything between 30in. and 26in., but an agent of experience tells me that his firm actually *tested* very carefully 30, 28, and 26, and found 28 nearly as good as 30, though 26 was found undeniably "rubbly" and unpleasant. Our secretary and editor also tells me that he has found 28 very satisfactory. I incline to still prefer 30, but attach great weight to any such *actual experience* when specially directed to a given point. I am still persuaded that for smooth running there should be a difference, and that the steering wheel should be the smaller, and about 26. This runs steadier, and steers more solidly than 28.

I only differ from Mr. C. W. Brown's practical opinions on a point or two. Some large gear-wheels *are* creeping in among the trikes. I much prefer the central chain, and in ten years have never found difficulty with the bearings. A tricycle runs quite differently from a bicycle, and, as I find, more "sweetly" with a central chain. I fully agree in disliking the extension of chain by swinging back the entire axle from the bridge, as in the "Premier," and other machines. The most serious objection to the swinging double bracket for central chain, seems to use that, unless care be taken, there is apt to be a want of lateral stiffness against the alternate pedalling; but this can be avoided.

As to frames, it seems to me a mistake to apply the safety frame to a machine quite different, and which needs a certain amount of lateral stiffness. The *best* frame I think is like the "Humber," but with the pillar some inches in front, and lateral struts behind, as described by Mr. Brown, and carried out in the "Quadrant." This gives a very strong frame both as regards lateral and front and back strains, and is I believe (for equal strength) lighter than any other. It also lends itself to the adjustable top-stay for either sex, which is of very great use in a general tricycle. One objection to the open diamond is that the saddle pillar is on a slant, making adjustment complicated, and of course this is awkward in any machine ridden by both sexes. A graver error is to copy from the safety the crank-bracket raised high from the ground. It seems (in moderation) to add to the steadiness of a bicycle, but in a tricycle involves great want of stability in turning, which is the tricycle's weakest point. The pedals should come as low as safety allows.

There were some discouraging features. I was sorry to see old houses which once knew better, like the Coventry Machinists, Bayliss & Thomas, and Singers, "gone over" (as I consider) to the retrograde front-brake. I believe they will find it a mistake. I also regret the spread of the Starley axle. It can never be as strong as the continuous-tube bridge; it cannot bear a band-brake; the seat, supported as it is from the extreme ends, must be terribly "rugged"; and Mr. Brown has pointed out another defect which had not occurred to me, in the necessarily small bearings. It is just the thing for an agent to praise to a customer as "so simple and neat," but in my opinion is about the very worst construction that could be adopted.

Axles remind me that I ought to state the fact of having received two independent testimonies (besides the editor's) of the durability of the "Quadrant" swivel bearings. Mr. Brown is not quite fair to me, in referring to "predictions of failure" on my part—for it is obviously meant for me. Take his own present case: he last month raises serious questions (in which I share) about wooden rims. If, however, experience proves them good, he would rightly object to being charged with "predictions of failure." Just in the same way, I expressed doubt whether the necks of the swivels would not wear loose under the lateral strains upon them; but the opinion was hypothetically put, as much so as his. Evidence has satisfied me that they stand; so entirely that I should myself have ordered a "Quadrant," could I have had a band-brake.

And so we come round to brakes again. I believe as strongly as ever that a *good band-brake* is vital to a pneu-

matic tricycle for miscellaneous "pottering about," or for all who have to use their brakes. Some makers make a band for "gentlemen," and a front brake to "ladies'" machines: it is ladies who need the security of a good brake most of all, and most constantly use it, their back-peddalling being (as a rule) worth nothing. There is in a front brake, where used much, grave and serious danger from the whole momentum of machine and rider coming upon the crown of the fork, when the machine is checked. It is for this reason that safety-crowns were first made double; now they are being sometimes made triple. There really can be no manner of doubt, that for general, and especially inexperienced use, as the Sparkbrook Company put it in introducing their new tricycle, "all pneumatic-tired tricycles should be fitted with a reliable band-brake." The real reason of their scarcity is, probably the desire to fit "safety" parts to the tricycle, without the trouble or expense of special patterns. This tendency to fit the same parts to a machine quite different in uses and requirements, is the root of many mistakes in my opinion. I know that there is something to be said on the other side, and I am open to conviction; only against my actual experience of the band would have to be real experience of people who have habitually used their brakes down hill as I do. Such real evidence would be welcome, and I may briefly return to this subject again, with reference to things which have been recently said to me (both ways) about it.

One more point; a tricycle to be used by more than one rider should have slotted or adjustable cranks; the best average length being $5\frac{1}{2}$ -6 $\frac{1}{2}$ %, or with less slot 6-6 $\frac{1}{2}$ %. Of course a tall man may need more.

My notes on special machines are very few, confined to such as can be had with band-brake, and may not include even all these. At the Stanley I was greatly struck with the "North Road" tricycle already mentioned, each half of the axle practically one long bearing, and the whole running as freely with the chain on as a bicycle hub. The frame is "Humber" pattern, and I should prefer the pillar advanced, with struts, as above; especially if built with removable top stay. The whole seemed sound, and very light, and price was moderate to C.T.C. members. At the National, on the first stand (Alldays & Onions), was a very strong machine with central chain and powerful brake, which, however, needs altering to clear a lady's dress. A little strutting would improve it, and I think enable it to be made lighter than 52lb. The crank-bracket is, however, much too high, and I do not like double-cup bearings, which I have found during five years' experience to run hard and "dead," and to which I fancy much of the idea of tricycle axles "binding" is due. But for these two points, I should have ordered one of these machines; some may not object to them as I do. The "Juno" machines are to be had in several patterns with bands, are neatly made and moderate in price, but are rather heavy for to-day. Humber's machines are the same as before. I would prefer all-tangent to their hybrid wheel, and the pillar advanced with a little strutting; and I am much surprised that a firm like this should maintain that the "beetle" position which has now become quite out of date, and which they have themselves thought more forward in bicycles. It is the old story of the poor tricycle, or unwillingness to alter an old pattern. The Sparkbrook is a *bond-fide* new make, a firm once celebrated for tricycles, with a fine brake. Drivers are 26, and steerer 28. I think it would run far better reversed, which probably would be done to order; 47lb. (the change suggested would make 48lb.) open diamond, extension of chain by eccentric side chain. These I rather dislike, nor do I think them quite so light for equal strength as the strutted pattern. But it is a fine and strong machine, and any one from me on these two points will not be surprised in it. It cheers one to read that it is brought out "there is increased demand" for it. The

Raleigh Co. will also fit a band-brake, but I think their weight for this pattern (54lb.) is unnecessarily heavy at the present day.

I fear my few notes do injustice by omission to some who equally deserve mention for the points here advocated, and, if so, I am sure the Editor will allow me briefly to supply any such omission brought to my notice.

TOMMY ATKINS, Private, C.T.C.

P.S.—I am now satisfied that a machine can be built, embodying all I name, of about 45lb., with 28 drivers.



READER! Have you renewed your subscription? If you have not this is the last issue of the *Gazette* with which you will be supplied until you comply with the Rules in this connection.

SUNDERLAND.—The Sunderland Cycling Club continues to prosper. Mr Geo. Bartram, the C.C. for Durham, has again been elected President, and Mr. W. C. Brown Hon. Secretary. The club continues to lend its support to the C.T.C., and makes membership therein obligatory.

Messrs. J. K. Starley & Co., Limited, of Coventry, ask us to state that the following members of the aristocracy have recently purchased Rover Cycles:—Sir Richard Musgrave, brother, and sister; Lady Westmorland, Lady Margaret Spicer, Lord Worcester, Captain Spicer, the Earl of Warwick, Sir J. Dickson-Poynder, Bart., Lord Dungan, and the Earl of Westmorland.

THE CYCLE TAX IN BRUSSELS.—A Kensington member writes: "Have any of your readers been visiting Brussels lately with their cycles? As I should like to know how they fared with the police about carrying a number in a conspicuous place on their machines, and also paying the tax of ten francs for it. I was twice stopped and asked for my number during ten days and told to get one, until at last I was lent one for the rest of my stay. As I was only there eighteen days I did not think it worth while to get one."

THE VERY LATEST.—"Of the making of books there is no end," and the same thing may be said of cycling papers, the latest addition to the list being *Nairn's News of the Wheel*, advertised in the current issue. This is a penny weekly whose avowed object is to cover ground hardly trodden upon by the average wheel journal; to deal in a broad and generous spirit with cycling as a sport and as a pastime; and to ignore the petty personalities, inane gossip, and slangy expressions characteristic of many of its contemporaries. It is conducted by Mr. C. W. Nairn, a wheelman who has for many years been associated with the cycling press, and who in his time has written much—good, bad, and indifferent. The bulk of the matter of which the new paper consists is both readable and interesting, but up to the present the archives of the past have been largely drawn upon to fill the sixteen pages of which it consists. This is a matter that may be remedied in future if the patronage accorded the new venture should justify an enlargement of the staff. The programme Mr. Nairn puts forward is a good one, and if he will but adhere to it he deserves to succeed.

ONE TO THE WHEEL.—A Paris member writes:—"Cycling has just scored in the election of Dr. Lucas Championniere to the Academy of Medicine, equivalent to the Royal Society in England. Dr. L. C. is thoroughly convinced of the value of cycling for women, and his own feminine belongings are fervent wheelwomen."

FAIR WOMAN A'WHEEL.—*The Cycle* devoted its issue of the 29th ult. to the interests of the fair sex, and dealt with cycling for women from almost every possible standpoint. The claims of the C.T.C. were not disregarded, and it is to be hoped that a considerable accession to the ranks of lady riders may result.

SIGNS OF THE TIMES.—The *Carpenter and Builder* recently entertained its readers with a series of articles on "Mastering a Bicycle," and now the *Windsor Magazine* makes public an essay, credited to Shorland, upon "Cycling as a Pursuit." Each has distinctly an educative value, and its appearance is significant of the hold the pastime is obtaining upon the outside public.

A NEW DEPARTURE.—Members who are not irrevocably pledged to "the cup that cheers but not inebriates" will be interested in learning that the Armfield Hotel, in Finsbury Square, London, is now a fully licensed house instead of a temperance hotel as formerly. The establishment in question has been materially enlarged, and although it is somewhat off the beaten track, it has been a popular C.T.C. house for some years.

NOT A BAD JUDGE EITHER.—After carefully perusing the criticisms of Mr. C. W. Brown on the Stanley and National Shows, an Italian member tells us that he has ordered of an English firm a machine to the following specification:—Steering head not less than 9in., tangent spokes to both sides of the wheel, jointless hollow steel rims, 1½ pneumatic detachable tyres, 30in. front wheel, 28in. back, bottom bracket and hub bearings on the "Centaur" or "Elswick" system, detachable cranks separate from the gear wheel, oil-tight gear case, detachable mudguards and brake, T seat pillar, and steering lock—to weigh not more than 35lb. all on. He hopes that a firm which avowedly cares more for the Continental trade than it does for the English will follow his wishes to the letter—and so do we. But—"that is another story."

A SATISFACTORY RULING.—Queen's Bench Division, December 12th (before Baron Pollock and Mr. Justice Grantham): Ackroyd v. Barrett.—Mr. Crump, Q.C., said he appeared for the appellant in this case, a bicyclist named Ackroyd, whom the justices of Keighley, in Yorkshire, had convicted of a criminal assault upon the respondent, who was not represented. The appellant was said to have ridden furiously downhill, and he came into collision with the respondent, who was injured. Sixty yards before he reached Barrett he sounded his bell, and all the other people on the highway got out of the way. In order to maintain a conviction for a criminal assault there must, the learned counsel submitted, be not only an intent, but a hostile intent, but in this case nothing of the sort was found, and the justices merely thought the appellant was riding too fast. Baron Pollock said the magistrates seemed to have found that the appellant was negligent and careless. Mr. Justice Grantham thought that a man ought to be punished for riding furiously. Mr. Crump pointed out that there was a remedy for that, as by statute a man might be summoned for furious riding or driving, and convicted of a misdemeanour. He should not, however, be summoned for a criminal assault. The conviction was quashed.—*Morning Advertiser*.

THE GUIANA CYCLING ASSOCIATION is the name of a cycling club just formed at Georgetown, Demerara. Affiliation to the C.T.C. is contemplated.

THE FRENCH ROAD BOOK.—We are still open to re-purchase at half-price copies of the first edition of Vol. I. of the Continental Road Book, and we shall esteem it a favour if any member who can spare his copy will post it to us without delay.

LAST LAP!—The time for renewing subscriptions without the payment of a fine expired on the 31st January ult., but the *Gazette* of each member, who up to that date had omitted to renew, contains a special form which may be employed up to the 28th inst. All, therefore, who have not yet made payment of the needful amount are earnestly requested to avail themselves of the special offer the form in question contains, and to make remittance forthwith.

TO CANVASSING MEMBERS.—The attention of well-wishers of the Club is directed to the fact that if they have among their friends and acquaintances any who are wishful to tour under the Club agis at Easter no time should be lost in getting them to make the needful application for enrolment. A supply of forms is at the disposal of all who will lend a helping hand, and we desire to bespeak for the Club the co-operation by which alone it is possible to maintain the position already secured, and push forward to further achievements.

THE WAR-HORSE OF THE FUTURE.—According to Colonel Fox, Inspector of Gymnasia—one time the hon. sec. of the War Office Committee upon Military Cycling, upon which Committee we had the honour of serving—the infantry of the future will transport themselves from point to point on pneumatic skates instead of a pneumatic cycle! The gallant Colonel considers the latter unapproachable as a speedy means of transit, but is of opinion that it is often an awkward encumbrance, which the pneumatic skate would not be.

PROFFERED CONDOLENCES.—The present winter has witnessed many direful calamities by land and sea, but it may be doubted whether any more heartrending catastrophe has been recorded than the one that befell our old friend and fellow member, Mr. Ernest Hickson, of Bradford. During the December gale, of hateful memory, a huge chimney stack adjoining his house blew down and, carrying everything before it, killed his wife upon the spot, and had it not been for the forethought of a servant his three little children would likewise have been buried in the debris. No words of ours can palliate the grief of Mr. Hickson, but we feel assured we but voice the feeling of the whole Club when we assure him of our heartfelt sympathy.

A NEW DEPARTURE.—*The Bazaar, Exchange, and Mart* has introduced into its pages a novelty in the shape of a Cyclists' Supplement which is, we understand, to be published bi-monthly. Much of the information given therein is reliable and to the point, but, unless we greatly mistake, several of the articles—e.g., Railway Rates; Where to leave a Cycle in London; Cycle Laws and Bye-laws; and Riding Regulations—have been lifted bodily from the C.T.C. Handbook, and this too without acknowledgment. The information given under the first of these heads is now incorrect, inasmuch as the London, Brighton, and South Coast Railway has adopted the usual scale of charges for the conveyance of machines, save in the case of stations jointly served by them and their neighbours—a fact with which readers of the *Gazette* are familiar.

THE "CYCLIST" BISCUIT.—Those of our readers who have been disappointed to find that Messrs. McVitie & Price, of Edinburgh, are not able to execute retail as well as wholesale orders, may be glad to learn that the "Cyclist" biscuit is obtainable of most respectable grocers, and in the London district at the Stores of Spiers & Pond, Ludgate Circus and Queen Victoria Street.

MORE NOTABLE PATRONAGE.—Messrs. Sleath Bros., of Warwick, write to inform us that, in addition to having supplied the Earl and Countess of Warwick with the two Singer *Modele de Luxe* Safeties referred to elsewhere, they have furnished his Lordship with an Imperial Rover bicycle for his son, Lord Brooke, and a Townend tricycle for his daughter, Lady Marjorie.

THE THREE-WHEELER IN THE WEST.—The South Devon Tricycle Club still keeps to the fore. The membership for last year showed an increase of six over 1893, and the balance in hand has "wisibly" swelled. The old captain, Mr. Geo. R. Barrett, is again at the helm, and it is needless to add that the club maintains its fealty to the C. T. C., to which it has long been affiliated.

TO MEMBERS GENERALLY.—The attention of those who wish well to the C. T. C. is directed to the necessity of (a) forthwith remitting their subscriptions (if they have not already done so), (b) ordering any handbooks, road books, or badges they will require at Easter, and (c) securing for the Club at least one candidate for membership during the current month. Forms of application will be sent by the Secretary to any address upon receipt of a postcard.

SADDLE SLIPPING ROUND.—No. 12,063 writes anent the trouble experienced by a correspondent under this head:—"I coat the saddle pin with marine glue, and thus, without screwing very tight, am free from this trouble. Marine glue is composed, I believe, of tar and india-rubber, and is solid. I dissolve a little in rectified benzine, in a stoppered bottle, warming for an hour or two in boiling water in an oven, as the benzine is explosive; or the pin might be made as hot as boiling water, and the glue rubbed on."

WHO IS LIABLE?—A Kentish member puts to us the following query:—"I should be glad if you would kindly advise me on the following point. I hire machine without any arrangement as to terms. In riding through London, owing to greasy state of road, front wheel skidded, with the result that the machine and I fell to the ground. The bell on the machine was damaged. The owner in sending in bill charges me 2s. for the damage to the bell, which I object to pay. Does not the charge for hire cover any damage which may occur to the machine, and not caused by any negligence, &c., on my part?" Perhaps some of our legal friends will oblige our correspondent with their views.

ENCOURAGING SIGNS.—That the Coventry cycle trade is not "played out" yet is further evidenced by the fact that recently Messrs. Singer & Co. have supplied machines to the Countess of Warwick, the Countess of Gosford, Lady Brassey, Lady Ross, Lady Kinlock, the Hon. Mrs. Mostyn, Mrs. Arthur Wilson, and Lord Blackwood. The machine for Lady Warwick's use is one of the *Modele de Luxe* standard patterns, enamelled in chocolate and lined with gold, fitted with Dunlop pneumatic tyres and the firm's special woven wire dress guards and other fittings. Three other machines were also ordered by the house party.—*Coventry Times*.

GOOD HEARING.—The many friends of Mr. W. E. Ord, of Preston, one of the R.C.'s for Lancashire, will learn with pleasure that he has so far recovered from the serious accident reported in our last issue as to be able to return home. He fears, however, that it will be a long time before he will be able to return to the wheel.

FOREIGN COMPETITION.—*The Cycle Trade Journal*, in its issue for January, published a thoroughly practical and sensible article bearing this title, and unless we greatly mistake the author is none other than Mr. C. W. Brown, a gentleman with whose writings members of the C. T. C. are familiar. The treatise in question is of interest to the outsider chiefly on account of the perfectly frank criticism the author passes upon English machines and English methods, and not even the novice may read it without learning what are and what are not essential features in the cycle of to-day. *The Cycle Trade Journal*, as its name implies, is published in the interests of the trade, to the members of which its circulation is confined, or we should not hesitate to recommend our readers to invest in a copy of the January number.



E. L. (Bristol).—The decision to which you refer is but in keeping with countless other rulings. What constitutes furious driving depends entirely upon the surrounding circumstances.

T. M. (Nottingham).—We appreciate the policy by which your club is actuated. All pastimes should in our opinion be self-supporting, and "cadging" for wealthy patrons merely that they may provide the funds is quite inexcusable.

No. 12,791.—The Bivis wrench is, we believe, still obtainable at the add address, but we do not know what would be its cost delivered in Italy.

L. B. W.—The opinion expressed by Mr. Brown upon the tyre to which you refer was a personal one; but if it be any consolation to you to know it we may add that we are fully in accord with his views.



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

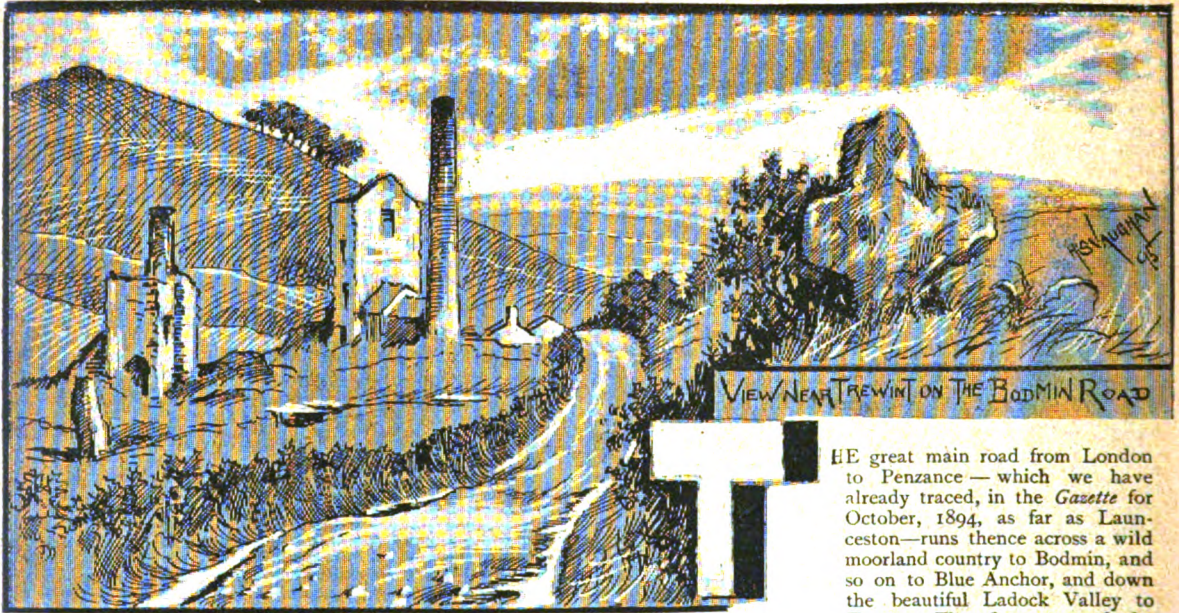
Clergyman's wife wishes to join a select party in tour at home or abroad (latter preferred). Safety rider. Economy essential.—Mrs. S. J. Le Maistre, Everingham Rectory, York.

Companion wanted for a week's tour through Brittany in June (route and pace to be settled while on the road). For preference, one who will use second-rate hotels and third-class carriages (just as he does in his own country), and not act as a "mildred" nor show off to the "foreigners"; who will ride vertically in his natural shape, and not at an obtuse angle; who will not keep too yards in front, and complain of the slowness of the worm behind; one preferred, in short, who will try to enjoy the country and himself.—F. Westbrook, 46, Osborne Terrace, S.W.

Companion to the Road Book.

LAUNCESTON TO TRURO.

Route 321.



VIEW NEAR TREWINT ON THE BODMIN ROAD

THE great main road from London to Penzance—which we have already traced, in the *Gazette* for October, 1894, as far as Launceston—runs thence across a wild moorland country to Bodmin, and so on to Blue Anchor, and down the beautiful Ladock Valley to Truro. The first part of the journey—a stretch of twenty-two

miles between Launceston and Bodmin—is apt to prove but a sorry introduction to the “Delectable Duchy.” About ten or twelve miles of it lies across a desolate moorland, which for absolute barrenness can give even Dartmoor “points and a beating,” and all that way one passes only about a dozen houses, and half that number of trees! * To right and left of the road are apparently limitless expanses of black peat-bog, brown hill-side, and wild mountain ridges, whose lofty peaks rise in the distance and give one the idea that, however wide the view from their summits, it would still embrace nothing but the undulations of this grim desert. Indeed, to a man from “down East”—as the Yankees say—who scarcely ever sees waste or common land covering more than a hundred acres, it is often matter for astonishment that there should still be so much of the wilderness left in the West of England. Yet, deserts as they are, treeless and unpeopled, there is a brilliancy of colour and a purity of atmosphere about these Cornish moors when the sun shines upon them that is perfectly wonderful to behold. Those who have travelled in the West of Ireland—between which and Cornwall in many things there is great similarity—will understand my meaning, for the same qualities prevail there, *when the sun shines!* The same intensity of light, the same ability to distinguish all the little crevices and boulders upon the far mountain-side, the same flashing of the rills and cascades as if they were molten gold, the same glory of colour that makes even the black and green of a peat-bog beautiful; the same pale blue sky and life-giving Atlantic breeze. Happy thought! Probably it is that same Atlantic breeze which has much to do with the matter, for all this brilliancy of light is of quite a different kind to that of which the South of France or Eastern countries boast; here there are no violet skies nor purple shadows, nor white roads parched by dust; here the sunshine never lasts, but a little of it goes a very long way.

If, therefore, the sun shines upon you and the wind be aft, you will find the journey to Bodmin a most pleasant one; but if “half a gale” blow from the south-west, or thunderstorms are about, don’t start. Wind and rain—not the quality of the roads or the gradients—are the worst things the cyclist has to face in Cornwall. Mackintosh capes, by the way, are as good as so much tissue-paper during a wet spell; take care that your touring bag is absolutely waterproof and has protecting flaps fore and aft, and see that a complete change of clothing is carried.

For the first five miles of the route, the road is good and well sheltered; the milestones are large, with clear black lettering on a white ground. Leaving Launceston the entrance to the Castle is passed on the right, and the houses are very soon left behind. Shortly after turning off at the cross-roads a very typical instance of an old Cornish farmhouse is passed on the left. The decaying silver-grey slates, the wide and massive chimneys, above all the masses and clumps of ferns, great and small, that grow upon roofs and walls, make up a picture that is worth jotting down in one’s sketch book. Near here there is a good view back to the town and castle. Passing a pretty little cemetery we come to a small hamlet with a forge and some old slate cottages, and then, at the fork beyond, the Bodmin road goes to the left. There follows a fine run down hill to a spot called Two Bridges in a lovely

* Excluding, if I remember rightly, one little scrap of a copse at Bolventor.

wooded valley full of ferns and flowers; the machine should be kept well in hand during the descent, as the road twists dangerously, and carts may be coming up bound for Launceston. The streams in the valley are the Inny and the Penpont Water, which unite and flow into the Tamar.

On the steep climb out of thiscombe a wheelwright's shop is passed. Descending to a fork of the road—the big hills of the moor looming before us in the distance—we bear away to the right for Five Lanes. Here there is an inn, humble enough, but of no little importance as being almost the last until we get near to Bodmin. The "King's Head" is its name, and in its little parlour are some genuine Chinese

cabinets, and some atrocious

Italian oil paintings of scenery.

All these treasures were brought home for the glory and honour of Five Lanes by the landlady's husband, who has served in the Royal Navy.

The paintings are a specialty prepared by native artists for the benefit of the unwary mariner and tourist, and if you want to see some gorgeous colour, go in and look at them!

Five Lanes also boasts a wheelwright's establishment and a blacksmith's.

In this part of England, these two trades are of vast importance and though you may sometimes search hamlet after hamlet in vain for an inn, you can be usually sure of getting your waggon or your bicycle repaired—if you have patience—at any of them.

The cottages here have the typical wide chimneys and the grey slate roofs. The peat-stack stands by each; the reek of it is in the air—a smell that is always good to a west-countryman, for a whiff of it in Fleet Street (if by any chance it could get there) would bring back to many a slave of the pen memories of moor and trout stream, and cosy chats in chimney corners.

Distinctly Irish is the look of things around Trewint: a rough, turf banked, over marsh and desolate moorland; low cottages, bare, dilapidated, and very muddy as to their surroundings, and innocent of

"The sweet honeysuckle that loveth to climb
The arch of the cottager's door."

Scanty flocks of geese dabble in the pools and the mud, and the pig that "pays the rint" completes the Hibernian parallel.

Beyond Trewint the road is undeniably bad: loose stones are its worst feature. The milestones

are insignificant enough to be easily overlooked: the intimation that Bodmin is distant so many miles is given thus,—the carving being very primitive. To the right of the road, a mile from Trewint, are some mine-buildings; the view looking back down the road is shown in the sketch at the head of this chapter, and is of a typical Cornish character: the ancient cross on the bank to the right of the picture is one of many along this road, and appears, like most of them, to be utterly neglected. Apparently the head of it only survives, unless the bank has been artificially raised about the shaft.

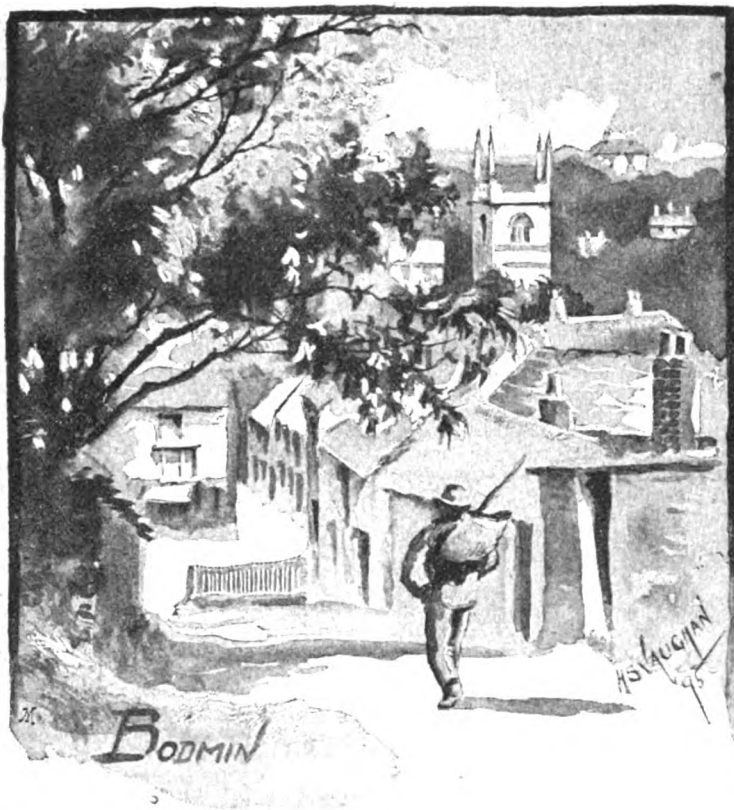


The road drops steeply to Palmersbridge, where the young stream of the Fowey River is crossed. This stream rises by the flank of Brown Willy, about three miles away to the north, in a pond called Fowey Well. The best way to ascend Brown Willy (1375 ft., Brown Willy) is by the track from Trewint going due west over the moor, or it may be taken from Bolventor; the view from the summit is magnificent. On the side of Row Tor, close to

Brown Willy, are many Hut-circles, and southward is Fernacre Stone-circle.

Bolventor is an unattractive place upon a bleak hill-top; its few houses, built or faced with ugly blue slates, are modern, and it rejoices in the possession of a "Temperance House" (so labelled), where mineral waters and other gassy things may be obtained to keep up one's strength up on the bleak moor, or counteract the effects of a wetting! I wonder is "tea-drunkness," of which the newspapers have discoursed so much lately, permitted in a "Temperance House"?

Nearly due south of Bolventor is Dozmare Pool (pron. Doz-mery), which may be reached by a cart-track. It is a mile in circuit, and 889 feet above sea level. In Cornish folk-lore it is the scene of the labours of the giant Tregagle, who had to empty it with a limpet-shell. It is also said to be the traditional scene of the "Passing of Arthur." If that



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is so, the vicinity is presumably the scene of the last great fight of Arthur, the

... "last, dim, weird battle of the west."

while into its waters, flung by the bold Sir Bedivere,

"flash'd and fell the brand Excalibur.

But I confess I do not see how this small lake tallies with that mysterious mere on which Sir Bedivere saw

"Straining his eyes beneath an arch of hand,
Or thought he saw, the speck that bare the King,
Down that long water opening on the deep
Somewhere far off, pass on and on, and go
From less to less and vanish into light."

On the top of the hill beyond Bolventor there is a fine wayside cross, partly broken; when I passed it last autumn it stood in a black ditch which apparently had recently been excavated round it. Perhaps somebody was going to use it for road-mending!

As we descend to Temple Bridge—and a terribly rough descent it is—a wild prospect of barren moorland continues to open out a-head. If you like to take the Old Road at the fork, which is very much rougher still, you may pass by some poor cottages, but nothing is to be gained by so doing except the chance of seeing a human being. Following the New Road—as indicated in the Road Book—the bridge is reached in half-a-mile: it crosses a feeder of the Fowey; there is a good view of Brown Willy from here. About a mile from the road (North) is the largest Stone-circle in Cornwall: it is known as Strippel Stones, and formerly consisted of thirty-seven stones, of which only sixteen are left.

The road continues to be of poor surface: there are no hedges upon it, but now and then a low, half-demolished bank of turf: foxgloves grow in profusion by the wayside. The most alarming feature of the route, to lady cyclists, would be the immense number of bullocks which wander along the road, feeding upon the grass that grows by its side, and blocking up the public way in herds of a dozen at a time. Personally, I have always found these animals to be of a mild and engaging disposition; when your front wheel is within three or four inches of their bodies they usually step aside most politely, but I admit that persons who are not used to cattle might be nervous about driving matters to this extremity.

The road bears to the left near a desolate-looking tarn or pond, with white banks, and then ascends past a road-mender's hovel (in which shelter might be obtained from a storm) on to the open moor again. The direction posts of this district ought to outlast any in the kingdom: they consist of thick rough-hewn pillars of stone on the top of which iron rods support the name boards. In several instances they looked to me as if the irons had been deliberately fixed into the top of an ancient wayside cross or monolith. At Pound's Cawsne a little cultivation is perceptible, and a trifle of shelter from the wind is obtained from the hedges. A little farther on a tall wayside stone marks "Blissland, 2," but beneath that legend, and carefully whitewashed over, is the addition, "Bodmin, 3."

Straight in front now stands the beacon referred to in the Road Book: the road presently goes down into a wooded valley, and pleasant enough it is to see some trees again. The entrance to Bodmin is steep, and the streets are narrow. The town itself is dingy and tedious to look upon, and the reason is not far to seek. In the first place there is a complete absence of anything like architecture—the houses are so many square boxes of stone with slate roofs; and secondly, the building material is a locally-quarried article of a dingy drab colour, varied with yellowish spots, and tending sometimes towards bluish-grey. The main street is broad and clean, but no amount of cleanliness is enough to remove its dinginess. Carew's description of the place still applies to some extent:—"It consisteth wholly (in a manner) of one streete, leading east and west, wel neere the space of an

easterne mile, whose south side is hidden from the sunne by an high hill, so neerely coasting it in most places, as neither can light have entrance to their staires, nor open ay to their other roomes. The other side is also overlooked by a great hill, though somewhat farther distant."

There is only one building worthy of note in the town, and that is the parish church, of which Whitaker says it is the largest, tallest, and fairest of all the Cornish churches. We pass it on entering the town, and find that it is, in truth, a noble building. It is mainly of fifteenth century date, but the tower and north chancel aisle are early twelfth century. The font is Norman; above the south porch is a parvise chamber. There are several monuments of interest, the chief being the tomb, with effigy in pontifical robes, of Prior Vivian, titular Bishop of Megara, d. 1533. The Durant monument has a very quaint inscription (1589–1608) to Jowdy and Katheren, wives of Richard Durant:—

"During their lifes, had Durant wives, Jowdy and Katheren named,
Both feared god, and eke his rodd, so well their lifes they framde.
Both comly, frugall, chaste and fruitfull; yea, of a constant mind
To all their friends, even to their ends, still to their husband kinde.
Both children dear whyles they lived here unto their husband brought,
By him a score they had, no more, all in good nurture taught.
The first had 6, 14 ye next, bookes of recorde doe tell,
The best is this & trow it is, they liude & died well,
And here doe lie, whose children crye, woe yt this day wee see,
They must be still, it is God's will, they ar gone, & so must wee."

The Market House contains an ancient corn-measure (holding the Winchester bushel), on which is this inscription—

"How ever ye sell
Your measure fyll.—B.F., 1563."

The Beacon, south of the town, should be ascended for the view, which extends from Channel to Channel. On it is a granite obelisk, 144 feet high, erected in 1856 to commemorate the Indian services of Lieut. Gen. Walter Raleigh Gilbert, of the Bengal Army.

The other public buildings of Bodmin comprise the County Lunatic Asylum, Assize Courts, Workhouse, and Gaol, so that among certain classes of society the phrase "to go to Bodmin" has an unpleasant significance.

Bodmin figured rather largely in two notable insurrections, that of Warbeck in 1496, and that of the religious enthusiasts in 1549, who sought to restore the Roman Catholic ritual. There are many good stories told about the latter. That which describes the hanging of the unsuspecting mayor by Sir Anthony Kingston, who had just dined with him, is related in every Cornish guide-book that I ever saw, so I will refrain from telling it. There is, however, another one of a certain miller who was "wanted" by the same Sir Anthony for his share in the rebellion. Hearing that the provost-marshal was approaching, he slipped out the back way, and told his man to impersonate him if any one should call. On Sir Anthony inquiring for the miller, the servant came forward. "Take him out and hang him," was the order, upon which the poor wretch burst into lamentations and protested that he had only played the miller by his master's order. To which Sir Anthony replied, "If thou beest the miller thou art a busy knave; if thou beest not, thou art a false lying knave, whatsoever thou art thou shalt be hanged."

One Arundell, lord of the Manor of Helland, near Bodmin, was the leader of this rebellion; one of the fifteen articles of what the modern politician would call his "programme" was the following:—"We will not receive the new service, because it is but like a Christmas game; but we will have our old service of Latin as it was before, and so we, the Cornishmen, whereof certain of us understand no English, utterly refuse this new English."

From Bodmin almost the entire way to Truro the road surface is excellent: so good, indeed, that people who have judged Cornish roads by the samples already tested on Bodmin Moor will be agreeably astonished. It cannot, however, be said that the scenery is very interesting this

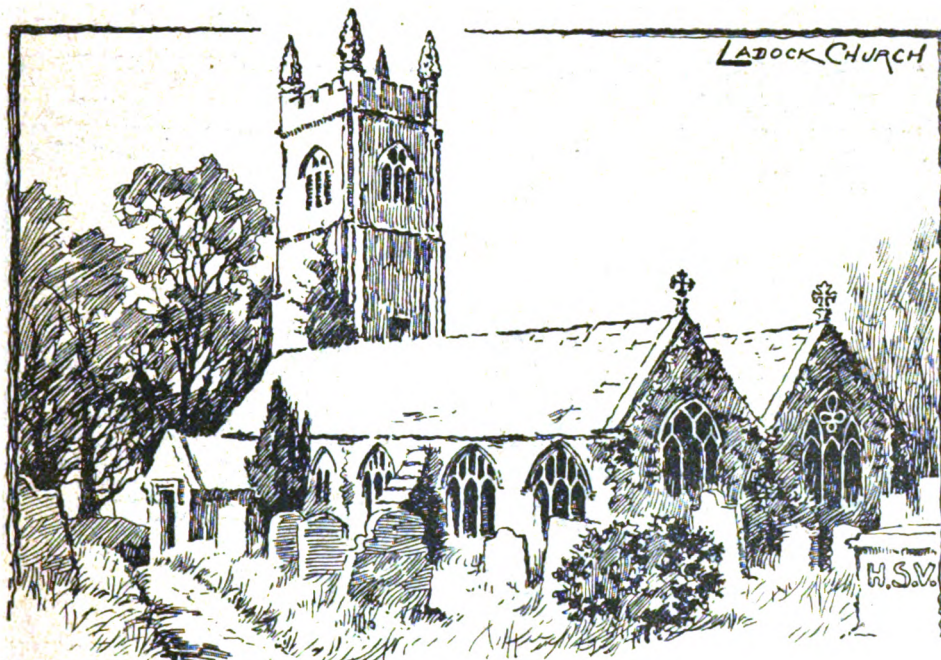
side of Blue Anchor. There is a good "coast" to the railway bridge and then a long climb between hedges and fields. The run down to Lanivet brings us to a most dreary-looking place. Down in the bare valley beyond us are a few scattered cottages, some inhabited, some in ruins; a few ruined mill-shafts, and a green and deserted trackway—which looks very much like a disused high-road—going up the opposite hill. This cheerful place, however, is not the village itself. Lanivet lies just beyond the bend of the road to the left, and is tolerably picturesque. Its old grey church is seen across a bit of common land on the left, before the road enters a beautifully-wooded valley. This it ascends by a gentle rise, passing, at a spot about half-way, a rustic bridge that spans a considerable stream among the trees.

Beyond the fork, at the head of the valley, we come again to the bare moorland, with its low banks of turf and stone, and a distant prospect of hill sides scarred with mine and

who are not above taking advice. Carry a pot of vaseline in your tool-bag, and, before wet weather comes on, rub the stuff with a piece of rag over every exposed part of the machine that is plated or "bright," including the bell. Then, when you get to your journey's end you can leave your machine with confidence, and next morning not a trace of rust will be on it. Now, many people use vaseline, but they use it as a "rub down" *after* the wet: the importance of the above "tip" consists in using it *before*.

(This will doubtless be a "chestnut" to the old hands, but some of the less experienced may find it useful.)

Beyond the bridge the road crosses Tregoss Moor, a dreary expanse of peat-bog, morass, and poorly cultivated land, without the redeeming feature of fine scenery as on Bodmin Moor. At the next railway bridge there is a small hamlet, and a little farther on is the village—if it can be dignified with the title—of Indian Queens, commonly called "Queens." This is one of the most dreary little places



quarry heaps and chimney shafts. At the "Victoria" Inn, at the fork of the road near the station, it is advisable to lay in—after the manner of the camel—enough refreshment to last you many miles, as this is certainly the only good inn from here to Redruth in one direction, or to Truro in the other, if the "Ladock" Inn be excepted; and the kind of liquor that is sold in the damp and dilapidated beer-shop of the ordinary Cornish village is something that will dwell in your memory long afterwards with regret—regret that you ever tasted it!

Beyond the inn the road rises steadily for more than a quarter of a mile, before it drops to the first railway bridge. I note this rise, particularly, because it does not tally with the description given in the Road Rook, which says—on leaving the "Victoria" Inn—"Road then falls almost continuously by easily gradients for three and a-half miles." However, it is a matter of minor importance. Referring to the first railway bridge, I am reminded, by an operation which I performed while sheltering beneath it from a pitiless rain-storm, of a "tip" which may be useful to those riders

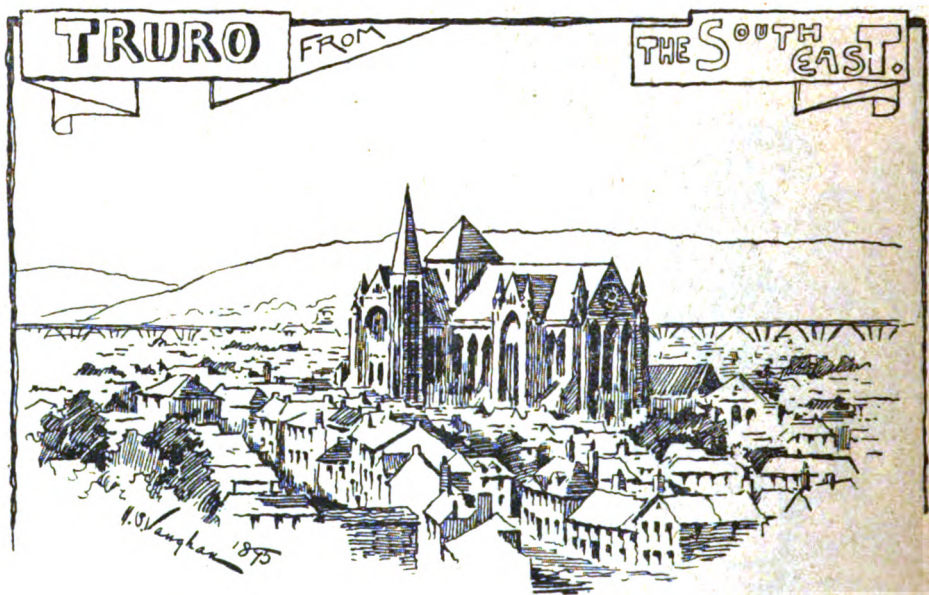
imaginable, but, after all, not worse than hundreds of so-called villages on these inland Cornish roads. On a fine day one can skim through them without being depressed by the monotony of the thing; mile after mile of sober green fields divided by scanty hedges or half-ruined stone banks, and at long intervals a string of gloomy-looking houses with an iron dissenting chapel at their head, fronting a roadway usually black with mud. All this is well enough on a sunny day, but on a wet one,—well, Dartmoor is pretty dull on a wet day, but for the extreme of desolation give me an inland Cornish village, of grey stone and slate, with a long, long ribbon of wet and muddy road winding through it and over the hills, apparently to nowhere. Rain and mud, naturally enough, do not trouble the native Cornishman at all. While you are sheltering from the worst of it in the village inn—supposing you are lucky enough to find such a luxury—you may look out of the window and see a group of children of all ages playing merrily among the ducks and geese in the muddy roadway, while the water drips off their sodden clothes as it does off the hat-brim of the man who is leaning

unconcernedly against the cow-shed hard by, apparently with the object of taking the fresh air.

At "Queen's," on the left of the road, is a house—once upon a time it was an inn, in the good old coaching days—where teetotal refreshments, of a very limited variety, are provided. Riding this way last August, I went in, and was served with tea, bread and butter, and the saffron-cakes which are a Cornish specialty, and which the average visitor from east of the Tamar is usually content should remain as such. In the little room on to which the door opens, I found two cyclists from Stroud who had also sought shelter from the driving rain (I think they said they had had *one* fine day out of the previous week's touring), and after tea we rode on towards Truro together. I had been told that I could get accommodation at the inn at Blue Anchor, but the look of it, and of the miserable hamlet, as I passed, decided me at once to push on, and we turned to the left down the Ladock valley. By the time Ladock village was reached we felt that endurance had been taxed enough for one day; the head wind blew more violently and the rain came down in

The two cyclists from Stroud were, sad to relate, not members of the C.T.C., and I speedily "canvassed" them, pointing out the many advantages they were losing; I trust by this time they have joined, when I have no doubt they will be amused at the recollections called up by this account. To any cyclist who is overtaken by a wet night between Bodmin and Truro I can strongly recommend the humble but decent and inexpensive accommodation of the "Ladock" Inn. There is here a fine church.

Take the steep lane by the side of the inn: it crosses the mill-lead which rushes out from among the ferns on the hillside to feed the wheel behind the inn. The lane above is steep and rough, with rocky banks and over-arching trees. Passing a picturesque thatched cottage we come to the church in its tree-surrounded grave-yard, with the school-house just beyond. It is a large and rather handsome building, with a lofty tower, and a south porch; from the bank beyond the latter—as seen in the sketch—there is a pretty view across the valley. It was dedicated in 1268 to St. Ladoca, an Irish saint who, I believe, formed one of a band of



white lines that were visible against the trees even in the dusk. Here at last was a decent inn, with a lighted room and a fire, so we interviewed the landlady, and implored accommodation on the kitchen floor, if nowhere else. That worthy woman, after refusing at first, took pity on our wretched state, and not only made up beds of some kind for us, but arrayed us in the garments of the male portion of her family. Never shall I forget the sensation we created when—with a view to hot grog—we entered the tap-room in which the villagers were assembled. Personally, I am not a large man, but I think the Cornishman whose tailcoat and boots I wore must have been seven or eight feet high, and stout in proportion! A certain sketch of the three costumes, which I have by me, would, I think, amuse my two fellow-travellers if they could see it now. A piano (Ladock is highly civilised, and a most important place for these parts) was discovered upstairs, and the villagers were treated (!) to a variety entertainment which ranged from "Silver Threads among the Gold"—discovered among the landlady's stock of music—down to the very latest from "the Halls"; it is probable that some of them have not yet recovered!

missionaries to the Cornish heathen. The chancel window is of richly stained glass: the inner arch of the window is moulded and supported on pillars of highly polished serpentine. Beneath is a costly reredos. The chancel is separated from the nave by a modern oak screen: the panelling of the ancient screen has been well restored. The font is of Norman date. The following rather quaint inscription to "Nicholas Cornelius, of Ladocke, 1632," is on a tomb in the churchyard,—

"Behold & see
Euen as I am
So shall ye bee
When you are dead
And lay'd in grave
As you have done
So shall you have
Time ill spent in time prevent;
And lyuing learne to die
Old & younge defer not longe
For death comes suddainly."

The Ladock valley is usually considered to be one of the most beautiful in Cornwall—where woods are far from

plentiful—and some of its beauties are well seen from our road down to Truro. Most of the valleys hereabouts have been streambed for tin, and in the workings the largest pieces of gold have been found that the county has produced. Ladoek parish is situated on rocks of the slate series, but at its north-west corner it approaches the granite.

The road to Truro is smooth and undulating: the hills on either side well wooded, and the whole aspect of the country rich and fertile—a delightful change after the barren and treeless district we have recently come through. In the meadows and hedges by the wayside the meadow-sweet grows in huge masses, such as are unknown in the more eastern parts of England. Near the railway bridge, a road on the left leads to Probos and St. Austell. The former has a church with a very remarkable tower, which is more like the beautiful towers of Somerset (referred to in former chapters of the "Companion") or the Tower of Magdalen College, Oxford, than the usual type of the plain, undecorated towers of Cornwall. It is built of granite, in three storeys: is 108ft. high, exclusive of the pinnacles, and is ornamented with most graceful carving and sculpture.

Continuing down the valley we come to Tresillian Bridge, a pretty spot, and the head of a very lovely creek. Here it was that the Royalist army, under Hopton, surrendered to Fairfax in 1646. Facing us, as we turn to cross the bridge, is an imposing lodge and gateway, surmounted by a coat of arms, which marks the entrance to the grand carriage drive—four miles long—that leads to Tregothnan, the seat of Viscount Falmouth. The village of Tresillian is very picturesque; among its quaint dwellings notice the old "Wheel" Inn, with its fine new roof of yellow thatch. The road skirts the creek for about a mile, and then ascends a long hill (quite ridable) past the beautiful sylvan grounds of Pencallennick. From the top there is a fine run-down all the way to the cathedral city of Truro. It is well to keep the machine in hand on the way down on account of the traffic, which consists largely of local carriers' carts; the road, too, is liable to be greasy and dangerous in parts. At the bottom of the descent a very handsome new church—at present without a tower—is passed at the corner of Agar Road. Crossing the bridge, where the sight of masts and sails reminds us that we are nearing the coast after many miles of inland travelling, we enter Boscawen Street, which, like a good deal of Truro, is paved with setts. At the farther end a turning to the right brings us to the Central Post Office and the Cathedral.

It must be confessed that the streets of Truro are not attractive; they have a grim and somewhat gloomy look about them that is partly the result of the dark building stone used, and partly of the plainness and massive nature of the architecture. Here and there a survival of old Truro—some quaint peaked gable, or tumble-down inn with lattice windows and roofs of grey slate, proclaims that Truro was once picturesque, and perhaps when the recent revival of English architecture has had time to work in the far west it may be so again. Here, as elsewhere, the backs of the houses show the age of the town better than their fronts, and from some of the back-yards and alleys of Truro one may sketch quaint details by the hour, curious little dormer windows, massive chimney stacks, venerable timber-work, roofs that jut and slope at every angle, and odd little chambers that project in whimsical fashion.

Although the streets of Truro are not in themselves handsome, except in the suburbs, most of the views of the city from a slight distance are very pleasing. The Cathedral, of course, is the dominating feature of each, but another object of interest is the curious railway viaduct of grey timber which spans the valley.

Concerning the history of Truro, I can only say here that it flourished under the protection of the castle of the Earls of Cornwall, and was incorporated in 1130. Elizabeth granted it a new charter in 1589. As the seat of the Stannary Court, the city has always been of great importance. Of

the Norman castle no trace now remains: it stood at the top of Pydar Street.

In that street is now the Museum (Royal Institution of Cornwall: admission 6d., Wednesdays, free after 2 p.m.). The collection of Cornish birds and of local antiquities is well worth seeing.

The chief object of interest in Truro is, of course, the Cathedral, the first built in England since the Reformation. The architect was J. L. Pearson, R.A., and it was consecrated in 1887. With it was incorporated the old parish church of St. Mary. At present one's first view of the exterior results in great disappointment, and it is difficult to appreciate the design at all, for the building is so blocked in by streets of mean houses that one cannot get a fair look at it. The best view at present is from the bridge over the Fal, in New Bridge Street.

The interior, however, will cause disappointment to no one; if it be borne in mind that the nave, with its western towers, is not yet built, and that we are looking only at choir and transepts. The Baptistry is a memorial of Henry Martyn, the Indian missionary. The Reredos is a splendid piece of sculpture in Bath stone, twenty-eight feet high. The style of architecture is Early English.



By C. W. BROWN.

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Notwithstanding the immense number of bicycles which are annually sold and the rapid spread of the pastime of cycling throughout nearly all portions of the civilised world, very few of the rank and file of cyclists understand anything of the construction of the machines they ride, or how to manage them and keep them in good order. Far too many suppose that if the mud and dirt be washed off and the bright parts occasionally polished, nothing more is required, and this is, doubtless, the reason why so many machines are habitually neglected in the matter of the adjustment of the wearing parts. People imagine that it is only a trivial matter whether the wheels have an undue shake or not, and many are content to just tighten the chain now and then, an operation which, although apparently simple enough, requires more care than is generally given to it, for if the chain wheels be not in proper line, uneven wear, and perhaps a broken chain, will result.

There are, on the other hand, many riders who are constantly tightening this or loosening that all to no purpose, and who are for ever rounding the edges of the nuts or stripping the threads in vain endeavours to do that "something" which they feel should be done but know not how to accomplish. It is for these two large classes that I am (at the request of the Editor, who has other and weightier duties to discharge) writing the following treatise, and to those who are already well versed in such matters I do not address myself. If, however, there are any who, while seeking information, are sufficiently mechanical to be impatient at the plain way I shall endeavour to explain the various parts of the modern cycle, I would ask them to remember that I am writing in the first place for the most unmechanical, to whom the various portions of a cycle are not quite so easy of comprehension.

I think that we are all too well acquainted with the

general appearance and exterior design of the safety of today to need a drawing showing its various working parts in the exact position they occupy on the complete machine, and I therefore think it well to simply give illustrations of the bearings and the parts needing adjustment as I come to them.

I will commence with the rear-wheel hub, which has to support the greater portion of the rider's weight, and also to take the driving strain transmitted by the chain.

There are two distinct types of hub now in use, by far the more common—because it is much the cheaper to make—being the one with what is called cone adjustment, and the other—which is the newer and far and away the better pattern—provided with collar, or ring adjustment. These types have each slight variations as made by different firms, but they constitute the standard hubs of the day, and if the reader will take the trouble to fully grasp the real principles of each, he will have no difficulty in dealing with the small modifications which he may find introduced by the maker of his particular machine.

I will first describe the cone adjustment hub.

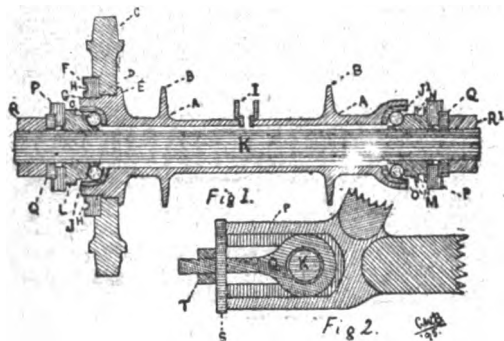


Fig. 1 shows a hub of this class in section. AA is the body of the hub. BB the spoke flanges, which are made to receive either direct or tangent spokes according to the nature of the wheel. C is the chain wheel, which screws on a right-handed thread at D, until it is held against the small shoulder or flange E, and is secured by a locking ring F, screwing on a left-handed thread at G, where the body of the hub is turned down slightly smaller to admit of the arrangement. This locking ring is generally turned by means of a claw spanner fitting into the holes HH on opposite sides of the ring. I is the lubricator. J and J1 are the small steel cups, perfectly hard, which are let into the recesses in the hub turned to receive them: they form the main portions of the ball-races. All these parts are rigidly fixed together, and revolve as if in one piece. K is the spindle or fixed axle upon which a cone L is screwed home against a small shoulder. This cone is hardened, and is known as the fixed cone. M is a similar cone on the opposite end of the spindle, but is free to screw on the pin, and may be turned by either a milled edge or by a small flat, as shown at NN, so that it may press the balls O tighter against the cup J1, which in turn forces the hub further along the spindle, correspondingly tightening the balls between it and the fixed cone L. PP are the fork-ends, in the slots of which the spindle is placed, and on the better classes of machines the cones LM are provided with small projecting shoulders [as shown in the illustration], which also rest in the fork-end slots. Great care must be used to see that these shoulders are properly in place before the outside or locking nuts are screwed up. If they are not, the cones may be broken, or the fork-ends twisted. QQ are two washers—usually provided with arms projecting backwards, as shown in Fig. 2, and the use of which will be described later—and R and R1 are the nuts by which the spindle is held securely in the fork, and by which the adjustable cone M is locked when the adjustment is completed.

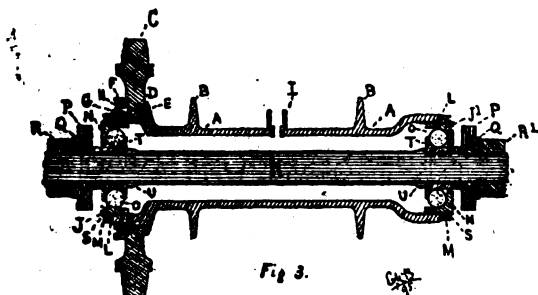
This pattern of bearing is adjusted in the following manner:—The nut R1 is loosened and the cone M turned to the right with a suitable spanner inserted in the slots NN, or if no slots are provided, the milled edge may be gripped by the fingers and the cone turned in that manner. Sometimes, however, the cone may be too tight a fit on the thread of the axle to allow of its being turned by the fingers, and in this case it is advisable to remove the nut R1 together with the washer Q, and after pulling the fork-end P outward and holding it in that position, to grip the milled edge of the cone with a pair of suitable nippers. This, however, should be avoided if possible, as the pincers, even if they are proper ones known as gas pliers, are very apt to damage the milled edge. Personally I prefer, in cases where the cone is stiff, to turn it by means of a screw-driver placed in one of the grooves of the milling and moved by tapping the handle of the tool with a light hammer. It is much more satisfactory, however, to have a cone with a proper flat for the spanner, as then there is no necessity for the removal of the locking nut, which entails shifting the position of the fork-ends on the small shoulder of the cone. The latter should not be turned much at a time, and after it has been moved about an eighth of a revolution round, the nut R1 should be tightened up, care being taken to see that the small shoulders of the cone are properly in the fork-ends if the nut has been much loosened, and the wheel spun in order to see that the bearing is not too tight. It is impossible to tell the correct adjustment of the cone until the locking nut has been screwed up fairly tight, because the pressure it exerts on the washer and fork-ends is also acting upon the cone M, and tends to push it more to the left in spite of the threads by which it is held. Therefore a slight extra pressure is placed upon the balls, and, although the amount is often very small, it is sufficient to prevent the bearing running freely. This pressure, which constitutes a real difficulty in adjustment, is one of the greatest faults with the cone class of bearing. It will also be seen that constant adjustment must in time cause the hub to be pushed more to the left and so throw the pitch line of the chain slightly out of truth, though this is generally compensated for by the wear of the chain. Still the method is not perfect. Too much care cannot be given to seeing that bearings of back wheel hubs are properly adjusted, and should the machine have been sent to the makers for any cause, it should be carefully examined on its return, as not one manufacturer in a hundred knows how to adjust a bearing in such a manner that it shall run perfectly freely and yet have no shake. The driving wheel of a first-class machine should oscillate backwards and forwards at least six times before stopping after being spun, if the chain be fitted with a gear case, and the hub and crank-bracket bearings are really properly adjusted and oiled.

Another method sometimes advocated, and one which in the case of a hurried adjustment is very useful, is to loosen the nut R1 and turn the cone M until it will not screw in any further, when it should be loosened about a quarter of a revolution, and in most cases it will be found that when the locking nut R1 is tightened, the bearing will have a very slight side shake noticeable only at the rim of the wheel. If it has no shake and the wheel appears to run at all stiffly, the cone should be further loosened, as it is better to run a bearing too loose—up to a certain point—than too tight. It will, however, pay best in the end to proceed as before directed and so secure a perfect adjustment in which free running is obtained with no side shake whatever. The locking nut R1 need only be screwed up with moderate pressure at each trial, and should only be really tightened when the correct adjustment is found.

Fig. 3 shows the second pattern of hub to which I have referred. It is only just coming into fashion, but is likely to be almost universally adopted on all high-class machines in the near future. Its construction is as follows:—

AA is the hub itself, BB the spoke flanges. C the chain-wheel, fastened by the left-hand threaded ring F, as

in Fig. 1. I is the lubricator. J and J1 are two collars or movable cups, forming portions of the ball races, which screw into the recesses at each end of the hub. LL are two small washers placed between the ends of the hub and the screw-locking rings MM by which the collars J and J1 are held in any required position. Various other methods of



locking these collars are frequently used, but I have shown the simplest form, that adopted by the Centaur Cycle Co. All these parts revolve as if in one piece. K is the spindle, upon which the hardened cones TT are screwed home against the shoulders UU. In inferior hubs these cones are dispensed with, the spindle K being turned to their shape and case-hardened; but this, although a very second-rate arrangement, does not alter the general principle of the hub. Where the cones are employed they are often provided with the small shoulders to fit in the fork-ends, as shown in the illustration, and care must be taken to see that these are properly in place before the outside nuts are screwed up. PP are the fork-ends. QQ are the washers, identical with those shown in Figs. 1 and 2. R and R1 are the nuts which hold the spindle in the fork-ends, but it will be seen that in this pattern of hub these nuts in no way influence the adjustment of the bearing, which is effected in the following manner:—

When any lateral shake manifests itself in the bearing, the locking-rings MM should be loosened by a claw spanner fitting into the holes SS, and the collars J and J1 are then screwed further into the body of the hub by turning them with a similar spanner fitting into the holes NN. When all the shake is taken out of the wheel and the bearing yet revolves freely the locking-rings are again tightened and the adjustment is complete. It will be noticed that there is no necessity to loosen the nuts R and R1 which hold the spindle in the fork-ends, so that the tension of the chain is unaltered in adjusting the bearing, and this alone is a great point in favour of this pattern of hub. Theoretically both the collars J and J1 should be adjusted each time the bearing is tightened, as by doing so the pitch line of the chain is not interfered with, but in practice it will be found better to adjust them alternately, that is to say, perform the operation first by turning the collar J1, and the second time the bearing requires adjustment, take up the slack by turning the collar J, at the opposite end of the hub. By this means the pitch line of the chain will be kept approximately the same.

Before leaving the subject of back-wheel hubs, and while it is convenient to refer to the drawings here reproduced, I may point out one other advantage of the pattern shown in Fig. 3 other than that of absolute adjustment already referred to. An inspection of Fig. 1 will disclose the fact that oil from the lubricator I will immediately fall upon the axle K, and will naturally find its way to the cavity beneath, and running to each side will reach the balls. So far all is well, but it will be seen that the balls are slightly lower than the central cavity of the hub, while the openings at the extreme ends of the latter are still lower. Hence it will be seen that the oil will tend to simply run through the hub unless the wheel is in motion, and so will only lubricate the lower balls in

passing, the greater portion of it being wasted. Now in Fig. 3 it will be noticed that the balls are really somewhat higher than the lowest portion of the central cavity of the hub, while the openings at the extreme ends of the latter, are slightly higher than the balls for the moment at the bottom of the hub, so that these latter must receive a constant bath lubrication. It may be said that the threads of the collars J and J1 are not oil-tight, and to a certain extent this is true, but it is perfectly evident that, unless they are very badly fitted, the hub must retain the oil better than the pattern shown in Fig. 1, where a ready means of egress is afforded. The collar adjustment hub is likewise far more dust-proof, as the openings at each end are much less in circumference than is the case with the old pattern hub.

(To be continued.)



By G. DOUGLAS LEECHMAN.

Hearing such good accounts of the first "Salon du Cycle," I determined, if circumstances permitted, to inspect the second exhibition personally. Accordingly on the last night of the National Show I put myself under the conduct of the coming Cook—Mr. C. P. Sisley—and was duly conveyed to Paris and back in first-class style, at about third-class prices. The journey will be of no interest to you, though it was to me, especially between Dieppe and Newhaven, so I will get to the Palais de l'Industrie and the cycles therein without delay. The hall containing the machines is a fine one, reminding one of Olympia, at Kensington, London. The machines occupied the floor, and the tyres and other small goods were ranged round the sides in bays under the galleries. The French makers occupied one half of the floor, and the English and other "foreigners" the remainder. The French machines as a whole are very creditable, especially in the matter of finish. The safety designs were mostly repetitions of our own "Humber" frame, but there was a very powerful minority which contained some extraordinary variations in the way of developments. Simplicity does not seem to satisfy the Gaul, he likes an extra tube or two in the frame, and a few other notions set here and there about his *velo*. Three backbones were common—sometimes the additional tube was set parallel to the top one, sometimes to the lower; here it was placed centrally, and there it formed a diagonal. In one case a modification made a very fair lady's frame. Two tubes ran forward and slightly up from the rear axle, past the diagonal tube and nearly to the backbone, to which they were stayed, and then swept up to the top of the head. But as a rule the additions involved far more work and weight than they were worth to the rider or any one else, and as this is not a comic paper I will not detail them here. In tandems our cousins are much more successful, and I fancy they give us a chance here of repaying a few debts in the "copying" account. They have evidently approached the tandem as a tandem, and not as an extended single. Clement, for instance, employs the usual outline, but with the top and bottom members of the frame both straight and horizontal, and then stays the front saddle pillar end to the driving-wheel axle (instead of the rear bottom bracket) and the upper part of the head to the rear (instead of the front) bracket. These two staying tubes are set parallel, and so the whole machine looks most ship-shape, but—what is more—the lengthwise system of staying

should have a most beneficial effect on the rigidity of the machine. The idea was carried even further by Gitterlin and Peter, who ran a tube straight from the top of the head to the rear axle, and another from the bottom of the head to the rear bracket; the former tube was, of course, forked at the back, and the outline and diagonal tubes of the frame were as usual. A promising idea in front forks consisted in making it of two semi-circular sectional tubes. The tubes were curved together above the wheel, forming a cylindrical head tube with a double web in the direction of the greatest strain. Some of the triplets and quadruplets were very well designed.

Two or three firms showed wheels made entirely of wood (except the bearing parts) with barrel hubs and thick spokes. They appeared to be light and strong, but were painfully reminding of the "boneshaker" era. The large chain wheel was there in great form—two machines having crank axle sprockets about 15in. or 16in. in diameter; there was no need to use a crank on that end of the axle, the pedal was simply attached to one of the arms of the chain wheel! The accompanying hub chain wheels did not appear to be quite so large in proportion, having about fifteen teeth only, but it would be interesting to know how they would run with enough teeth on the hub to produce, say, 60in. gearing. Though the tension and friction on the chain, and to some extent the friction on the bearings of the rear wheel and axle, are decreased by increasing the size of the chain wheels, the resistance to the machine's progress from these causes is not very great, and we must not hope to add to our speed in the same proportion as we diminish them. Another exhibitor went to an extreme in the matter of narrowness of tread. His crank bracket measured about one inch in length, but what it lacked in this direction it made up in another—it was about four inches in diameter. The axle was large and hollow; I fear it would run very heavily. The "Bardet," the pioneer of pivot chains, was shown in improved form, and the new varieties comprised one with folded links like that used on gasaliers. There were some wonderful things in gears, including the "Valere" hand-gear, which I have previously described in these columns. Several were combinations of levers and sun-and-planet gearings. There were two elephantine petroleum motor safeties, apart from the motor carriages, which had a section all to themselves.

In styles of finish there was great variety. One machine was silver (not nickel) plated, and the handles were covered with mother-of-pearl! Dull enamel, flashing colours, gun bronze, dapple, &c., were also to be seen.

Front drivers were not numerous. The Krieger had rear steering, the vertical rear fork being connected to the handlebar through crossed tie rods. The machine was remarkable for a blade spring extending the full length of the horizontal backbone—it looked luxurious, though out of date.

The tyres were mostly remarkable for their wonderful similarity to those with which we are acquainted here, but bore other names. Presumably the foreign patents were not applied for in these cases.

Cyclometers and such like afford good scope for the Frenchman's ingenuity. Several speed indicators were on view besides "*L'Entraîneur Automatique*," which was shown at the Stanley. One instrument told the distance covered as well as the speed, and another was both watch and cyclometer.

The "Gladiator" unicycle is about 8ft. high, and looks like a large wheel split in two; the spokes all run to one flange, and the rider sits half inside. A frame carrying the handlebar, saddle, and driving gear is hung from the free end of the axle.

There were a fair number of American machines in the foreign section, and as a whole they were—like the "Union" at the Stanley—disappointing. Small tubes, bent back stays, bottom brackets above or below the line, narrow much-dropped handlebars, out-of-date lugs and chain adjust-

ments caused the machines to compare unfavourably with many of the French machines, let alone the English. The "Columbia" was the best, but even that did not make one's mouth water.

There was a capital collection of old machines, showing the progress of the art, and altogether the show was both interesting and instructive. I hope I shall have the pleasure of visiting *le troisième Salon du Cycle*.



By MISS F. J. ERSKINE.

If the riding season has not yet begun with us there is no need to rack one's brains for matter to fill the allotted space, for nearly every paper has something to say about bicycling or bicycling dress, and with a pile of notes, letters, and cuttings at my elbow—with all sorts of statements absurd, useful, useless, practical, and non-practical—with letters of laudation, jobation, and I regret to add, one of vituperation,—I am really almost inclined to say with the Scotch minister—"Brethren, this is a vera knotty point; we will look it straight in the face—and pass on to our next one."

I think, however, it will be better to try and solve the question, rather than to shirk it,—like the worthy divine seems to have done. There can be not the slightest doubt that cycling now has a chance of being universally popular in England such as it never has had, since the days of the dandy horse, and if only the super-energetic ones will curb their wild tendencies, we shall have all the world and his wife on wheels, and the health as well as the manufactures of the country will both profit much thereby.

It may be news to many of my readers, it most certainly was to me, that the French rational dress does not meet with universal approval, even in Paris. The first inkling I had of this state of things was, that at the *Salon de Cycle* two kinds of dresses were shown on all the tailors' stalls. The one was the Zouave; the other the decently-skirted, well-made costume I mentioned particularly in my previous article as one suitable for cycling, golf, beagling, or skating. But the *Journal des Débats*, in its article on the prevailing rage, speaks out in no measured terms:—"If ladies are to ride they must remodel their costumes, for they are simply abominable. The tailors' imaginations have served them very badly. We can demand favour for the little Tyrolean hat and cocks' feathers . . . but the bolero and '*la culotte de Zouave*,' last efforts of the fashion in 1894, are ridiculous. *Many young women will never consent to mount a saddle in such guise, and will so be debarred from this favourite sport.*"

In the last few lines lies one of the great objections to the rational dress.

The Healthy and Artistic Dress Union have been turning their attention to the "knotty point." At a meeting held at the Cavendish Rooms, on November 28th, Mrs. Leigh H. Wallace rode down on her cycle in a dress which the report by my side states, was received with much approval. "The jacket was made with full sleeves, velvet yoke, and gauntlet cuffs. The skirt of the jacket came down to the knees, and was gathered full from the yoke with a stand-up heading, drawn in at the waist by small pleats, without a waistband. It was invisibly fastened down the front to the waist, whilst the skirts were buttoned over with large buttons, thus preventing the possibility of catching in the saddle when dismounting! The knickerbockers came below the knee, were

rather scanty, and just hid the tops of the gaiters." It reads rather comically that this enlightened society, whilst advocating knickerbockers, comes down severely on the "masculine appearing shirt front, collar, and tie."

The whole suit was developed in dark navy serge, almost black. It would seem that, with the best intentions in life, there are many proofs that if this costume is healthy and artistic, it is based upon an absence of practical riding knowledge. Imagine, on a hot July day, buttoned up from neck to heel in a "navy blue, almost black" serge bag, and with a velvet yoke! What colour would it be after thirty miles over dusty roads? How the dust would stick to that velvet, and to any traces of oil (in cycling, oil drops come from no one knows where, as I have often found to my sorrow) to the black serge dress.

For a thoroughly practical cycling dress, one which I saw at the shop of Mr. Holding, the official factor of the C.T.C., in Maddox Street, seemed, as far as I could judge without a practical trial, to fill every possible requirement. It consisted of a Norfolk jacket bodice, well fitting, having a deep basque, which was attached by buttons; a skirt, just about walking length, covered a pair of well-cut knickerbockers and gaiters, the whole being made in a soft, brown-grey cloth, light, and all wool. I own the skirt puzzled me, as the garment was introduced by Mr. Holding as a "Rational Dress." It was a dress, in its complete form, neat, lady-like, and unobtrusive. In case of head wind, or being very much hampered with the skirt, it could be taken off and rolled on the handle bar, the long basque forming a kind of kilt. The basque could also be removed, when the skirt was worn, and it then formed a neat little shoulder cape, amply sufficient to ward off any summer shower. The price was very moderate, a great thing to most cyclists. It is a *sine quâ non*, in cycling as in riding on horseback, that the costume be tailor-made. The loosely run-together dresses, which are turned out by dressmakers, are totally inadequate to the wear and tear of a cyclist. A good tailor-made dress will, with care, outlast a dozen of the cheap type, and be found more economical in the end.

The best news stirring for some time is contained in *The World*, of January 2nd. A couple of plucky ladies have added cycling to their other lessons at the Corrie Gymnasium, in College Street, Fulham, S.W. I tried twice when in town the other day to interview Miss Terry—one of the two lady principals—on the subject, but most unluckily missed her each time. I had the pleasure of seeing the way in which she managed the gymnastic class at Alexandra House—some time ago—and such a thorough exponent of good style will turn out riders whom it will be a real treat to see.

A great deal of attention has been expended by divers persons on dress—as if that was the main thing in cycling. It is an important adjunct, but an equally important item is style. To see a well got up man or woman, bending double, with elbows out, and (aggravation of all horrors!) pedalling with the waist of the foot, is to me what a red rag is to a bull. Many will disagree no doubt, but to me the only comfortable pedals are ball-bearing rat-trap ones, with fitted soles; I can heartily recommend them. With rat-trap pedals the "clawing" action can be adopted—invaluable for hill climbing, pace, and elegance. Those who are at all interested in this most important subject should get the Badminton volume on Cycling, and read Mr. Lacy Hillier's remarks there. I have taught many friends to ride, but the parrot cry always to be repeated was—"Use your toes"—"Follow the pedal round." The other day at Montreux I saw one of the prettiest bicycle riders I remember ever to have encountered. I was on the platform of the electric train, he was on a 56in. ordinary, dating from about the year "one." He was evidently an Italian workman, his trousers and boots were muddy, but he sat as upright as a dart, holding a lamp in one hand whilst he steered lightly with the other. The tram was rattling along at a great pace, but the bicyclist

"held" it easily; and the way in which his muddy, heavy boots followed the circle described by the pedals was a treat to see.

As I said before, the multitude of bicycling *on dirt* form somewhat amusing reading. Here are a few. "Sawdust sifted over a machine cleans it, the mud, being absorbed by the sawdust, drops off, and the machine cleans itself." Cycling is responsible for this bit of news. Will users kindly report how it acts?

Amongst the presents received by Lady Edith Ward on her marriage with Lord Wolverton was a bicycle from the Earl and Countess of Rosslyn.

The Gentlewoman fears, now ladies are taking to cycling *en masse*, they will find no small annoyance from surly carters, and instances a case where a lady at Ditton was capsized, she herself hurt, and her machine broken by a collision. I do not think the danger is anything to compare with driving a dogcart without a groom, when there are traction engines, hay waggons, wandering cattle, pigs, and, above all, a wrong-headed pony is in the shafts, ready to shy at everything and nothing.

Cassell's Magazine, in "The Gatherer," has a notice of an automatic chain brush, mounted in aluminium. The idea has something in it, but it is more than doubtful if either brush or mount would stand much wear.

In regard to the "safety" of the bicycle as compared with the tricycle, how does it harmonise with the following?—"Lady Cardell Trench fainted whilst having a bicycling lesson at Carey and Co.'s well-known riding school at Pilgrim Street, Ludgate Hill; she fell off and sustained fracture of her left leg and collar bone." The tricycle may be for the moment eclipsed by its brilliant young rival, but there will be many who wish to cycle quietly, carry their sketching and photographic apparatus, and yet are too old or nervous to ride a bicycle. I know many who would ride the three-wheeler, yet express horror at the unsteady duplex wheel. F. J. ERSKINE.

OLDHAM.—A Cycling Club is being formed here in connection with the Oldham District Teachers' Association, and membership in the C.T.C. will probably be made a *sine quâ non*.

THE N.F.P.S.—Upon the ground that all associations having for their object the conservation of the rights of the public and the preservation of the sylvan and the picturesque, we have more than once made commendatory reference to the objects of the National Footpath Preservation Society. The tenth annual report of this body is now before us; it is replete with evidence of the good work accomplished, and of the need of its services in the immediate future, and this being so we earnestly recommend all who sympathise with its objects to become subscribers without delay. The chief offices are at 42, Essex Street, Strand, London, W.C., but numberless public bodies in all parts of the country are affiliated thereto.

LOCAL CLUB RUNS.—An Edinburgh member writes: "I have been much interested in Mr. Lang's article on 'District Associations' in the January issue of the *Gazette*. His remarks about the C.T.C. local centres having club runs, and thereby entering into competition with the local clubs, are certainly correct, and the same feeling was expressed here when the C.T.C. started Saturday runs, and I know a number of C.T.C. local club members who attend them occasionally, but still I think that there are a great many unattached riders in the C.T.C. to whom the holding of runs, etc., will be a great advantage. It might be interesting to know whether the C.T.C. is generally supported mainly by local club men or by the great unattached?"



CYCLING IN HOLLAND, GERMANY, AND BELGIUM.

By C. H. BINGHAM, late Chief Consul for Holland.

When Holland is mentioned how often does one hear the advice given "Don't go; they have those horrid brick roads there."

Such advice is really a great mistake; and it is often given by persons who have not even been in Holland. True it is that in the days of the old "ordinary," with $\frac{3}{4}$ in. hard rubber tyres, the brick main roads were indeed a terror to the uneducated foreigner; now, however, when every cyclist has the advantage of a good air-cushion between the bricks and the bundles of nerves we are all fast degenerating into, the brick roads have jumped all at once from a place near the bottom to the very top.

In no other country that I know, or have heard of, can riding be indulged in with perfect ease and perfect safety in all weathers, even after heavy and long-continued rains. Rain, on the contrary, actually seems to improve the surface, filling up the openings between the bricks, and as these Dutch clinkers are always gritty and bedded on sand, side-slip is almost non-existent.

Could we always rely upon Dutch clinker roads when upon a summer trip how happy we should be! No ploughing along heavy clay tracks, often with deep ruts, varied by an occasional excursion into the ditch; no dust four inches deep caused by soft road materials; no thorns nor sharp flints to call up the puncture fiend; no, none of these drawbacks, but easy riding, on a hard, sufficiently smooth service, with a firm grip on the tyre, and with nothing to make the cyclist fear putting the speed on when the weather is bad. In addition these roads are often provided with footpaths, on which one *may* ride.

Then again people say, "Oh, there's no scenery in Holland." Another great mistake, dear reader. No country without scenery could produce a school of painting like the Dutch school. No artist ever goes to Holland without admiring its quaint beauty.

Ugly parts there are; it requires the enthusiastic farmer, or landowner, to discover beauty in the endless succession of fat meadows, covered with fat cattle, and separated from each other by fat, well-to-do-looking ditches (if I may be allowed the expression—at any rate the mud they produce is fat and rich, and makes good manure), which the railway traveller is sated with between Rotterdam and Utrecht, on the way to Germany. But there are parts, also, which in their rich, soft beauty fill the soul with satisfaction. There

are also the curious old towns, with houses, churches, and other buildings of a style which one will seek for in vain elsewhere; and there are the people, often, in the country places, most quaintly dressed and most lovable in their kindness, politeness, and straightforwardness.

And for the lover of art there are the priceless collections of Amsterdam and the Hague, not to mention Rotterdam, Dordrecht, Utrecht, and a host of smaller galleries. Nowhere else can we see such masterpieces of the Dutch school, pictures which will surely oust—if they have not already ousted—the Italian school from its proud position of premier.

Not the least pleasure of a run through this favoured land is the almost total absence of the tramps, beggars, and roughs generally who infest the highways in less happy countries, where wealth is less abundant and less equally distributed than in Holland.

So we come to the conclusion that even if Holland has no towering Alps, no castle-crowned Rhine passes, no sea-girt rocks, it still has quiet charms all its own which render it well worthy of a visit.

But it is not only of Holland as the object of a tour, but also as the highway to another



A Zeeland Peasant.

country, that I wish to speak. South Germany is gradually becoming a happy hunting ground for cyclists, who know that Northern France cannot show anything in the way of scenery to equal the lovely ride along the Rhine, between Bonn and Mayence, and a trip through the Black Forest, a trip which, combined with a short visit to Holland, should not cost more, and will often with decent management cost less, than a tour in England.

Such tourists, as a rule, take their way through Belgium. I venture to think this a mistake. I do not wish, while defending Dutch roads, to decry those of Belgium, but it is certain that the western part of that country bears an unenviable reputation among cyclists as possessing the worst cobbles in this half of Europe. The scenery also, until the neighbourhood of the Ardennes is reached, is not particularly attractive. Some of the towns, especially Brussels, are highly interesting, but as a whole Western Belgium cannot be described as the cyclists' paradise.

On the other hand a most enjoyable ride can be had through Holland and, if desired, the Ardennes and Brussels can be visited on the way back. I would, therefore, advise the tourist going to Holland or Germany to proceed *via* Queenborough-Flushing, leaving London by the night-service (at 8.30 p.m. from Victoria or Holborn, L. C. & D.)

Immediately upon arrival on the boat he should go to bed, and he must be a bad sailor indeed, or the weather very rough, if the easy motion of these magnificent boats does not allow him to have a good enough night's rest to turn out next morning fit for a hard day's work. He will be landed early in the morning at Flushing in Zeeland. This route, I choose, because the cyclist lands in the most interesting province of Holland as regards costumes and people, and will find a straightaway good brick road before him either to Holland or Germany.

Flushing, of course, is of historical interest to the Englishman, and contains, among other things, a statue to England's greatest naval opponent, Admiral de Ruyter. Near Flushing is Middelburg, with a beautiful old town hall and other interesting buildings; in fact the whole of this district abounds with reminiscences of the past.

Veere, one of the most celebrated of the "dead cities" of Holland, is only a few miles away.

The inhabitants of Zeeland differ greatly from those of other parts of Holland. As a rule they are handsomer and darker, the latter peculiarity being generally attributed to intermixture with Spanish blood, the Spaniards having long held this part of the country.

If a visit to the chief towns of Holland is to be included in the trip, the route followed should be *via* Bergen-op-Zoom, Dordrecht, Rotterdam, the Hague, Leyden, Haarlem, Amsterdam, Utrecht, and Arnhem. The route beyond

Arnhem must depend upon the part of Germany to be visited, but if the tourist be in doubt let me again mention the run up the Rhine, combined with a visit to the Black Forest. Scarcely anything can give greater pleasure than this delightful ride, provided, of course, decent weather is met with. A good, almost level road, interesting towns (many of them still surrounded by mediæval walls), historic castles and ruins, and magnificent scenery—what more can the heart of the cyclist desire? And then how pleasant it is to sit, after a good day's run, under the vine-clad lattice-work of the "Biergaerten," and drink a stoup of that famous

wine, which a high authority in England states "gives the greatest pain inside." (What would not give a man of such physique "pain inside"?)

After reaching Mayence, where the Rhine tour ceases, those who like good music and innocent enjoyment should run over to Wiesbaden, and then go through the pretty scenery of the Taunus mountains to Homburg. From Homburg the cyclist naturally goes to Frankfurt-on-Maine, a beautiful town, with the finest railway station, and perhaps the handsomest concert garden (the "Palmengarten") in the world.

If the trip be continued Darmstadt and lovely Heidelberg will next be visited, and then Baden-Baden, in the opinion of many Germany's most beautiful watering place. Round Frankfurt the roads are not very good, but they improve as one gets farther south, and at Baden-Baden the true Black Forest roads begin, good in surface and charming in scenery.

Triberg's beautiful waterfalls, the "Höllenthal" and the winding road over the Titisee pass are only a few of the many treats which nature has provided here with bountiful hand.

Freiburg in Baden can be made the turning point of the tour, unless

the cyclist has time and inclination to push on to that Eldorado, Switzerland and the Italian Lakes. Another road can be taken when returning through the Black Forest to Mayence, and the steamers be used on the Rhine as a change. If time is not so much an object, the tourist can strike across to Strasburg from Freiburg, and cross through the pretty scenery of the Vosges mountains to the great battle-fields of 1870-1871 (Metz, Sedan, Mézières, etc.).

Thence he will follow the beautiful Meuse valley through the Ardennes to Namur, seeing *en route* the finest scenery and using the best roads in Belgium.



A Zeeland Beauty.

Near Namur he should take train to Brussels, and visit Waterloo if he feel that way inclined, as all good Englishmen should do. Take the train again from Brussels westward; it is a waste of time and temper trying to ride over Flanders cobbles.

This is, of course, merely a rough sketch of what can be seen and done in Holland, and parts of Germany and Belgium; the routes can be varied *ad infinitum*. I shall be pleased to answer any inquiries (accompanied by the orthodox stamped envelope).

One word, in conclusion, before I leave this subject. It is often very expensive work to get one's machine to and from the Continent; the cost is sometimes nearly as much as the fare of the passenger himself. Still there are ways of avoiding unnecessary payments, and to those members who can spare time to call at my offices (90-91, Queen Street, Cheapside, London) I shall be pleased to impart the needful information.

Now I turn from cycling to another branch of sport. It appears to me to have nothing to do with the C.T.C., it is not mentioned in the statutes as being one of the objects of the Association; but the extremely numerous inquiries I received from members during my Chief Consularship for Holland, lead me to think that skating must have something to do with the C.T.C., or at any rate that many members will be pleased to receive information respecting that sport in Holland, provided you, Mr. Editor, will give the necessary space.

Are you sound in wind and limb, and do you want a sensation you will not easily forget? Then run over to Holland when a week's hard frost has covered the waters of its thousands of miles of canals with a mantle of ice. Buy a pair of Dutch skates (Acmes are bad for long distance skating), and, if you go with a friend or friends, invest in a Dutch skating pole. You will skate behind each other with this pole under the right arm, and the right hand grasping it, and you will find the support and increased speed given by the pole wonderful. Then, if you have the east wind at your back, your ticket-pocket full of cents for the sweepers,

and fifty miles of good ice before you, you can have a pleasant day.

Of course ice suitable for town-to-town skating does not come every year. It is folly to run over to Holland at the time which suits you best, say the Christmas holidays, expecting to find everything ready for you, the miles of ice ways clean swept, and the tracks staked out for the championships. You will possibly find the water as innocent of ice as the swimming tank at the Westminster Aquarium.

In accordance with promises made to University friends,

I have arranged to have early information given me of ice forming in Holland, and then daily reports. These can be seen at my offices (90, Queen Street, Cheapside, E.C.), where I shall be glad to meet members of the Club and to give them full information as to the best places to go to, how to get there, and when to leave.

I am indebted for the illustrations to Mr. Greville Mathe-son, whose charming little guide "About Holland" every tourist should possess.

BRIEF NOTES OF A FOUR- NIGHT'S TOUR IN NORMANDY AND BRITTANY.

BY TWO LADIES: ON PNEUMATIC SAFETIES.

Waterloo to Cherbourg, train and boat, a very unfrequented route. Cherbourg, showed Club tickets, luggage passed with bicycles, duty free.

First Day.—Cherbourg to Bri-quebec. Inquire way at first hamlet, no sign post for Bri-quebec. Bri-quebec Hôtel du Vieux Château, good inn.

moderate, picturesque. Trappist monastery one and a-half miles, road unfit for bicycles.

Second Day.—Took train as country appeared similar. Déjeuner at Coutances. Train to Avranches Hôtel de France. (Note: Half an hour's steep climb, impossible to ride up, if going on next day leave bicycle at station.) Only repairer at Avranches utterly incompetent, Marc non-existent. Hotel excellent. Easy day's ride to Mont St. Michel.

Third Day.—Avranches to Vitré bicycle and train. Avranches to Fougères bicycled, déjeuner at St. James. (Note: Take the road by St. James, not by Pontorson, which



A Marken Fisher-family (in the original "Rational" Costume:).

is longer.) Accommodation at St. James rough, not recommended for sleeping. Road to Fougères excellent, through beautiful country. Train to Vitre. Hôtel des Voyageurs (Vitre) not recommended, not clean, or comfortable, better try Hôtel de France, both close to station. Very beautiful old town.

Fourth Day.—Train (Paris express 1.30) to Vannes *via* Rennes and Redon. (Note: Several bicycle shops at Rennes, not personally tried.) Vannes Hôtel du Dauphin excellent, very moderate charges. Excellent repairer opposite hotel. Roget.

Fifth Day.—After déjeuner beautiful short excursion (3 hours) to Pointe d'Arradon, good specimen of Morbihan scenery, fair roads.

Sixth Day.—Long excursion to St. Gildas. Start not later than eight. Déjeuner at Sarzeau. Good food, not desirable for sleeping. The religious at the Monastery of St. Gildas do not receive ladies for less than a week, and only by previous

far from town. Auray Hôtel du Pavillon good and moderate.

Eighth Day.—Lacmariacquer and Carnac long day's excursion, charming scenery. Déjeuner at Lacmariacquer.

Roads fair, gentle hills. Lacmariacquer to Carnac cross ferry. Carnac Hôtel des Voyageurs good, recommended for sleeping, but not personally tried.

Ninth day.—Auray to Quimperlé, bicycle and train, *via* Baud, Hennebon, and Lorient. Auray to Baud, steep hills, beautiful forest scenery, good road. Déjeuner at Baud, Baud to Hennebon, very hilly, beautiful country. Hennebon to Lorient, country dull and flat, Hennebon very picturesque. Lorient to Quimperlé train. Quimperlé Hôtel du Lion D'Or

et des Voyageurs, very good, and moderate.

Tenth day.—Quimperlé to Le Faouet. Short afternoon ride but heavy climbs, road good, beautiful country. Le Faouet



Skating at Amsterdam.



En route from Amsterdam to Utrecht.

arrangement. Inn at St. Gildas very rough. High road not very hilly but lumpy, outside Vannes take road to right at fork.

Seventh Day.—Vannes to Auray short ride. Déjeuner at St. Anne's d'Auray, road very bad. From St. Anne's d'Auray to Auray charming scenery. Station at Auray very

good primitive inn, Hôtel de France, very cheap. Short walking excursion (bicycles impossible) to the Chapelle St. Barbe.

Eleventh day.—Le Faouet to Huelgoat. Long day, 6 a.m. to 5 p.m. First stage, Le Faouet to Gourin, road good, beautiful country but hilly. Gourin, fair primitive inn, pos-

sible for sleeping. Steep climb out of Gourin, then splendid uninterrupted run down for miles. Steep climb just before Carpaix. Carpaix bad pretentious dirty inn. Carpaix to Huelgoat chiefly down hill until Huelgoat station, then stiff climb (6 kilo. metres) to Huelgoat. Huelgoat Hôtel de France, good, primitive, cheap.

Twelfth day.—Huelgoat to Huelgoat station, pleasant down run. Train to Morlaix. Morlaix Hôtel de Provence very good.

Thirteenth day.—Morlaix to Dinard train. Roads round Dinard very bad. Dinard to St. Malo. St. Malo to Southampton. Hôtel de Provence in town, no sea view, good, and for Dinard very moderate.

NOTES.

I. *Luggage* in Normandy and Brittany can always easily be sent by train for moderate charge. For trifling extra charge it can be sent to hotel or private address (*à domicile*), but if this be done care must be taken to despatch it early in the morning, as frequently there is no delivery from station *à domicile* after mid-day. In this case hotel 'bus will fetch it from the station if name, address, and directions are given. Otherwise it will be left at the station until called for, even if addressed *à domicile*. It is always practicable to carry luggage for one night strapped on the bicycle, but preferable to send it by train. Be careful in sending luggage by diligence not to get ahead of it, as in spite of promises it is apt to be delayed. Diligence travels slowly.

II. *Hotel terms in Brittany in October.*

Room usually two francs, occasionally in large towns 2.50, in primitive mountain towns 1.50. Dejeuner, an excellent substantial meal five to eight courses, always ready between 11 and 1, usually two francs, fairly often 2.50. Dinner, similar meal, 2.50 in small places, three in larger. Cider always included at both meals, often with the option of red or white wine. *Café au lait* in the morning 75

cents or one franc. Occasionally in primitive places 50. It is better to take the regular meal always to be found even in primitive places, as dining *à la carte* is not understood. It is no economy to order a small meal. For one night service sometimes charged (50 to 1 franc), sometimes not. If charged or not 50 cents. To waiter, a few coppers to boots, and optional 50 to chambermaid if

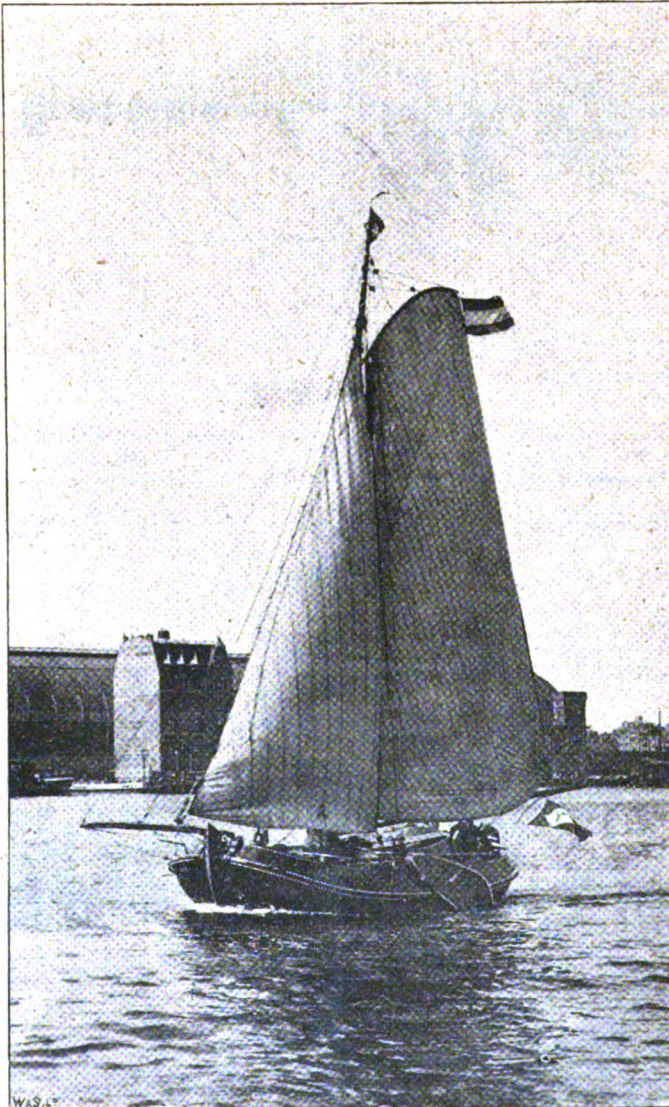
she waits on you is ample for two; 2d. to waiter for ordinary meal if taken where not sleeping. Tips in Brittany very trifling, but should not be omitted. Bougies never charged. Those who read French should at once buy the "guide conty" for the part in which they travel. Brittany is done in three small volumes. Thoroughly reliable information. Detailed account of excursions and hotels. Far better than any English guide. Information as to roads slight. Joanne Carte du Département, 50 cents. Published by Hachette.

III. *Roads* in the mountainous district on the whole much better than coast roads in Morbihan, probably owing to the diligence. Road surface on the whole inferior, stony, and lumpy.

IV. *Dogs* in Brittany a serious annoyance. They are unaccustomed to bicycles and sometimes follow for a mile barking and snapping. We were not actually bitten, but found a long stick sometimes useful, and should advise a small hunting crop.

V. *Dress.* The so-called "rational" dress is the rule, not the exception, in France. In the remote parts of Brittany the bicycle itself causes much interest and surprise

of a perfectly good-natured respectful kind, but the addition of a long skirt in no way abates the astonishment. No lady need hesitate to appear at déjeuner or dinner in the primitive inns in "rational" dress, as it is apparently quite usual. We wore throughout a short skirt reaching to a little above the knee, and we met with perfect civility throughout.



A Native Pleasure Craft.



"RUTH—A SACRED SONG—WITH ORGAN ACCOMPANIMENT,"

BY W. KENDALL BURNETT, M.A.

(LONDON and ABERDEEN: J. MUIR, WOOD & Co.
Price 3s.)

Under ordinary circumstances the appearance of an old and favourite song when set to new music would be a matter somewhat foreign to our pages, but when the composer is none other than the much-esteemed Chairman of the Council, the event is worthy of at any rate passing notice. Our musical friends report that the new setting is harmonious and pleasing, and that it forms a welcome variation from the one with which most of us are familiar.

BAEDEKER'S GREAT BRITAIN.

(LONDON: DULAN & Co., 37, Soho Square.)

To gild fine gold, or to paint the lily, is usually considered superfluous; to praise a production of Baedeker is not less so. Let us, therefore, content ourselves with chronicling the fact that a new edition of his Great Britain has just been put upon the market. The work is replete with information of value to the traveller, and although it appeals in particular to the American visitor, it is equally entitled to a place upon the bookshelf of even "the little Englander," for it is a handbook and a gazetteer in one. The accomplished editor, Mr. J. F. Muirhead, M.A., is an old C.T.C.-ite, and it may in consequence be superfluous to add that under the head of "Sports and Pastimes" he has taken care to see that the visiting wheelman is duly informed as to how best to make a trip a'wheel both profitable and pleasurable. American exchanges will be doing a service to their readers if they counsel any who may visit England to invest in the new edition of this invaluable book.

COMPRESSED TEA.

Messrs. Burroughs, Wellcome & Co., of Snow Hill Buildings, E.C., the makers of the thousand and one compressed tabloids which have already earned for the firm deserved popularity, have added tabloids of tea to the list. The new preparation takes the shape of a round yet flattened lozenge, 100 of which can be procured in a suitable case for 6d. Two of these lozenges are said to be sufficient to produce "a delicious cup of tea in one minute," simply by the addition of boiling water. We should be sorry to endorse this statement in its entirety, though we are prepared to admit that two lozenges are capable of producing a colourable imitation of the teas in general use, and we can quite conceive that where nothing better is to be had the tea tabloids will prove acceptable. Their portability is, of course, their chief recommendation, and it is this that will appeal to the cyclist.

**"FROM THE CLYDE TO THE JORDAN," BY
HUGH CALLAN, M.A.**

(LONDON: BLACKIE & SON, LTD.)

Unlike Thomas Stevens, Sachtleben and Allen, Lenz, and other globe trotters, Mr. Callan appears to have undertaken

the trip which gives the title to his narrative less from a desire for advertisement than with "a serious intention of seeing men as they are in their homes and haunts, and of viewing with mind undimmed by distance the theatres of the lives and endeavours of nations." A book of 300 odd pages, most capably written, copiously illustrated, and got up in excellent style, serves to record the result, and we can with confidence recommend its perusal to one and all.



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

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

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

THE DRESS QUESTION.

Sir,—As a member of the C.T.C. I should like to enter a respectful protest against the tone in which the subject of cycling dress is discussed by some of your correspondents, and by the lady who superintends your "Ladies' Column" in particular.

It is one thing to discuss dress reform by arguments *pro* and *con*, a course which is open to any and every one; but when, instead of arguments, the reformers are treated to abuse and depreciatory *soubriquets*, I think one has a right to call the delinquents to order. I am not concerned to deny that advantage is occasionally taken of the change of dress to change the behaviour as well; but those of us who are conscious of not having incurred any blame in this respect feel aggrieved at being described *en bloc* as "manikins" (to quote from the "Ladies' Column").

Going a step further, your lady correspondent puts us all down as "offenders too low in the social scale to have the privilege of . . . coming into collision with the Lord Chamberlain." It would be easy to show the foolishness of the innuendo thus conveyed, but has it not occurred to your correspondent that in France at any rate the cycling ladies include some of the most illustrious names in French society?

The question as to which is the best costume from every point of view for a cycling woman is one which only long experience can decide. I have given a trial to pretty well every style of dress that has been proposed, and am still of opinion that much remains to be said on the question. What is annoying is that in our efforts to arrive at a satisfactory result, complying with cycling exigencies and acceptable to Mrs. Grundy's daughter, we should be held up to ridicule, because, forsooth, our conceptions do not find favour in the sight of this or that critic. Suggestions and even criticisms we are all delighted to have, since these may assist us in our attempt to devise a rational and practical costume, but, once for all, let us cease to bandy epithets, which can only excite resentment.

(Mrs.) LOUISE MATTOX.

Sir,—Miss Erskine has been unfortunate in her Parisian experiences. I must have been there about the same time, and came away with a different impression. Being winter I

didn't see many lady cyclists, perhaps half a dozen altogether, all in rational dress, and certainly no jeering or offensive remarks; in fact, the circumstance was so commonplace as to pass unnoticed.

At the Salon de Cycle, two attendants, one American travelling advertisement, and two visitors in rational dress, the only one that got stared at was the American lady. She was on the English exhibition stands distributing pieces of music, &c., also selling souvenirs when she had a chance, but I didn't see any sales effected. On her garments were attached various advertisements, making the effect a very sad one, but I saw no jeering nor half the bad behaviour there was at the National Show, where the two examples of a compound dress were showing their slovenly unbuttoned high boots.

One of the rationally-dressed visitors came and sat within a few chairs of me for some time, near the band stand, but I neither saw nor heard anything offensive.

An additional reason why the fact of a lady cyclist exposing the legs between the foot and knee in varying degree without comment lies in the fact that French ladies in all stations have not the slightest hesitation in lifting up their skirts well out of the mud should there be the slightest excuse for their doing so. At some of the busiest crossings I saw some beautiful specimens of *les bas*—every lady in crossing made certain that her dress didn't touch the ground, and in some cases made assurance doubly sure, but no one noticed it; in the market I saw peasant women with skirts very little below the knee; some of our party made remarks, I confess, but they were English.

I am quite in accord with Miss Erskine in wishing for a distinctive dress for ladies, and wish for it above as well as below the belt, as in my opinion a coat, waistcoat, collar, and tie—almost an exact copy of those worn by men—is as ugly and unwomanly as any knickers can be. A short skirt, absolutely clear of the cranks and pedals, should be a safe costume, and much more seemly than a long-skirted lady who passed here with the back of her skirts somehow hitched over the saddle, exposing more than could have been possible with any costume short of tights; or another case I saw last Whitsuntide of a lady on the front seat of a tandem bicycle, who, in riding against the wind, had worked her skirt quite up to her knees. I was riding in a waggonette, and the pair overtook me, but I was quite at a loss what it was until comparatively near. The crank throw was too long for any lady, and the front elevation was grotesque in the extreme, and beyond description. She was not rationally dressed.

The long skirt to me appears impossible also from the danger of being wound up. I have been wound up by a boot lace or trousers catching, and until something gives out there appears to be a smash painfully imminent.

Last Easter, in Paris, I saw scores of lady cyclists, mostly in knickers of some description; one family party I remember near the bottom of the Bois de Boulogne, contained a young lady with a short jacket over a soft light blouse, rather wide knickers, and gaiters of dark cloth, and so seemly and modest she looked that the ladies with us expressed themselves delighted with the costume. Another, as a contrast, was a little woman, with very baggy knickers, small legs, no gaiters, handles much too high, and the effect very odd. I'm afraid we smiled, but in Paris we English do behave badly.

From the frequency with which Miss Erskine uses the term "manikin" she is evidently proud of the term she has invented. I looked it up in my dictionary; there are two definitions, one "a little man," but why a woman in breeches should be "a little man" any more than a big man I don't see; the other meaning Miss Erskine probably hasn't noticed, and she wouldn't have used the term.

The "trumpet" that "blares" so as to "*blind*" as well as "*deafen*" must be a new invention, and requires careful usage; perhaps it is filled with dust before blaring commences.

C. T. C., 3010.

Sir,—Will you allow me to make a brief protest against the language in which some of your contributors speak of those ladies who have adopted a knickerbocker costume for bicycling. Your contributors are of course entitled to their own opinion of the general desirability of the new style of dress. What I complain of is that their language seems to suggest that women wearing this dress are lost to all sense of modesty, and have no other motive than self-advertisement. Such a method of controversy can only be compared to the conduct of the London street boys and factory girls, who raise a howl of derision at every trifling novelty in costume which is outside the narrow range of their experience.

Possibly if the experience of your very dogmatic contributors were a little wider their views would be somewhat less intolerant. The wearing of breeches by women, though novel here, is in the East as old as civilisation itself. As a consequence Eastern women have from time immemorial thought it no shame when riding on horseback to bestride the animal. Indeed, there is little doubt that the mother of Christ herself so rode when she carried the infant Jesus from Bethlehem to Nazareth. That such a method of dressing or riding should appear to your contributors immodest one can only regret; just as one regrets that Easterns did consider European women to be guilty of the grossest indecency for going about with their faces uncovered.

The truth is that the essentials of modesty do not depend on local and temporary custom—a little while ago any kind of bicycling by women was thought immodest—but on circumstance, and above all on motive. Every one knows, for example, that some of the most conventionally dressed women are among the least modest. As to the further question of the convenience of knickerbockers for women bicyclists, I do not question the good faith of your contributors when they assert that a skirt is equally if not more convenient. I only doubt their experience. Have they themselves tried both forms of dress, or only one? If not their statement, though interesting as an expression of faith, is worthless as evidence. May I suggest, however, that the matter can easily be brought to a test. Let the enthusiasts for the skirt persuade half-a-dozen of the crack riders of the day to buy ladies' drop-frame bicycles for their next big race, and clothe themselves in cycling skirts of the most approved pattern. When that has been done I shall be prepared to believe in the convenience of the skirt.

HAROLD COX.

RATIONAL CYCLING DRESS FOR WOMEN.

Sir,—Will you kindly allow me a little space for *my say* on the above topic?

By "Rational Dress" is here meant any easy-fitting costume of suitable material, which, while perfectly covering the whole person, yet allows the fact to be apparent that women have legs, and at the same time permits of the freest movement of these same legs.

The objections urged to this apparel are usually about as follows:—1st, "It is immodest"; 2nd, "It is unwomanly"; 3rd, "It is not needed"; 4th, "It is ugly." I shall answer these seriatim.

1st, "It is immodest." Answer: The Creator has seen fit to give man and woman the same general outline of form, and I utterly fail to see that a dress must be immodest because it simply allows something of this general similarity of outline to be seen; or that real modesty requires that the lower half of the female body be so draped that it resembles nothing on earth so much as a gigantic bedroom-candle extinguisher! It is, in fact, saying practically with presumptuous irreverence, "We fashionists know better how woman ought to have been shaped than the Power that brought her into existence!" Here note the inconsistency of our opponents. "The Rational Cycling Dress for Women" is "*immodest*" forsooth, yet every night thousands of the highest (and the lowest too) in the land go to the

theatres and look with unmoved countenances at women dressed in flesh-coloured tights! While at balls and parties the very cream of British female society freely expose their bare bosoms to the gaze of men with the most complete unconcern.

2nd, "It is unwomanly." Answer: If by being "unwomanly" it is meant that wearing such a dress is opposed to the practice of the vast majority of women in this country, the point is admitted at once. But in precisely the same way it would be "unwomanly" in China for a woman of the upper class not to squeeze her feet out of all natural proportion and so be able to walk, which she can't do as matters of fashion are there now. Or for a squaw among the flat-head Indians not to crush in the upper bones of the head. Or for a South Sea Island woman not to tattoo her face until all likeness to the natural female countenance is lost. If, however, by being "*womanly*" is meant being like woman as she came from the hand of Nature, then I respectfully submit that the Rational Cycling Costume is far more "*womanly*" in the true and highest sense of the word than the ordinary fashionable one.

3rd, "It is not needed." Answer: To men making this objection I say, "Put on long skirts, ride fifty miles in them on a windy day, and then report"; and to female objectors I should suggest, "Just *try* the Rational Dress honestly and fairly, and then let us hear your opinion." Woman being naturally weaker than man, needs all the help she can get from a well-adapted dress, instead of being terribly handicapped by her clothing as at present. Finally, the Rational Dress would allow women's bicycles to be better designed mechanically than they are now when the long skirt has to be provided for.

4th, "It is ugly." Answer: Whatever the eye is not accustomed to strikes it unfavourably at first, but in a little time the unpleasant sensation wears off, and we begin to think it first tolerable and then after a while absolutely pretty. The dresses that our grandmothers thought perfect "*loves of frocks*" we should think atrocious now. Nay, even the fashions of a few years ago would be deemed unbearable to-day. If there be anything of *natural* beauty in dress, it can only arise from an intellectual perception of its fitness and adaptability to the purpose intended, together with some degree of conformity to the outline of the figure it covers; and here I think the "*Rational Cycling Dress for Women*" has indeed the whip hand over its fashionable rival.

EDWARD M. RICHARDS.

Monksgrange, Enniscorthy.

[Other correspondents write dissenting from the views Miss Erskine entertains, or protesting against her method of expounding them. Apart, however, from the fact that the claims upon our space are as pronounced as that space is limited, we hesitate to give publicity to letters that are objectionably personal, and in one case actually abusive.—ED.]

LUGGAGE BAGS.

Sir,—I have used a luggage bag fitting within the frame for nearly two and a-half years. I have noticed sometimes at the beginning of a tour that my knees would rub against the sides, but on shifting the seat a little further back and repacking the contents of the bag I found this rubbing against the sides entirely ceased. Before using this device I used to have an iron frame screwed round the neck of the machine. I never could imagine why on every tour the steering was so interfered with during the first few days, but I have since discovered that when this kind of carrier was screwed tight round the neck it compressed the metal round the steering pillar and dented the machine. If, on the contrary, the machine steered all right, the luggage carrier invariably slowed round after about 200 miles, and hit me on the right or left knee. On one occasion the whole thing snapped off and fell in the road, so I don't hesitate

to recommend the latter kind of carrier, especially as I find one can steer without one's hands as easily as if one had no luggage at all.

No. 3098.

Sir,—With reference to your note in the January *Gazette* about luggage carriers to fit into the safety frame, I used one all this summer in France, carrying in it at various times from 5 to 15 lbs.

I ride a New Popular Rover, 1893 pattern, and found no inconvenience at all from filling up the frame; whereas I had the advantage of nothing on the handle-bar to catch the wind and retard my progress.

The inconvenience, if any, is at the ankles, and until I had ridden with my bag a couple of times, I was apt occasionally to hit my ankles, but after a couple of rides I had no inconvenience whatever.

The bag I then used was a soft waterproof canvas, but I find those with stiff sides preferable, as they do not allow the contents to shake to the bottom and swell the bag.

My own bag is the "Sphinx Combination Carrier," but there are many others, all more or less on the same pattern, which can be seen at any cycle agent's.

The prices of these bags run from about 7s. 6d. upwards.

Their weight is at present against them, averaging 4½ lb., but smaller and lighter ones might easily, I think, be made on the same pattern.

No. 1283.

Sir,—In reply to the enquiry of No. 1717, I beg to say that I had last summer a month's tour with one of those luggage bags that fit in the frames of safeties. I did not find it a success. I got two holes knocked in the bottom of the bag, one on each side, by the crank. The knees do not quite touch, but "baggy" knickerbockers are continually rubbing against the bag. The placing of the bag in that part of the machine made the machine run much harder. I had always carried my luggage fitted over the front wheel, and shall do so again, as I think that to be the best place.

S. C. WOOLDRIDGE.

Sir,—In reply to No. 1717 I used a waterproof luggage carrier during a 400 miles tour on my 1894 Premier last summer, and was not in the least inconvenienced by it. I found the two straps on the top hardly sufficient for the strain of the weight of the bag, so I put a long strap over the top bar of the frame and under the lowest strap. The bag, which I always sat on to flatten after I had packed it, contained:—Suit of light clothes, one flannel and one tennis shirt, pair of light walking shoes, shaving and toilet requisites, cap, gloves, collars, and handkerchiefs. When going down hill with my feet on the rests, I found the top of the bag gave a certain amount of support to the legs.

No. 13,656.

[Many other members write us upon this topic, but their experiences are fairly summarised above.—ED.]

NOTES ON THE SHOWS.

Sir,—Mr. Brown in his review of the National Show, and referring to our spring-framed machine, No. 21B, says: "but of course little or no vibration is taken off the handles." In this Mr. Brown is wrong. The machine being hinged at the centre the jolts occurring to either wheel are taken up by the spring.

THE QUADRANT CYCLE CO.

Sir,—I differ from Mr. Brown's views when in referring to the front forks in tandems he holds that "Three crown plates are often employed, and I am glad of this, as it is a step in the right direction."

I think that it is a step in the wrong direction, as any transverse strain on the fork, which may be caused by an obstacle on the road, or by applying the brake to the front wheel rather suddenly, will be taken by the top and bottom crown plates alone.

If the strain becomes excessive, the bottom crown plate will be wrenched backwards and the top one forwards, while the centre plate will virtually act as a pivot and offer no resistance to the strain until either the top or the bottom plate breaks.
C.T.C. 1350.

Sir,—There are probably few members of our Club who look forward with greater pleasure than myself to the now annual treat of Mr. C. W. Brown's "Notes on the Shows," and I feel sure that I shall be expressing the views of the great body of members when I say that these criticisms are characterised by a fearlessness, a fairness, and a knowledge of the subject not approached in any other journal, and justly entitle Mr. Brown to the thanks of the entire Club.

Having said this I trust I shall not be misunderstood if I join issue with Mr. Brown upon one point, and solicit his further consideration of it.

I may premise that I have not Mr. Brown's facilities for experiment, but I have had a longish experience in riding various types of cycle, and am an enthusiast in the pastime, who takes an interest in the construction of his machine.

My point of difference with Mr. Brown is with regard to the width of the tread of the safety, with which he finds fault as being in many cases too narrow.

Now, I suppose the "tread" of a machine, properly speaking, should be measured from the centre of one pedal to the centre of the other, but taking what is generally spoken of as the width of tread—the minimum measurement from the inside of one pedal to the other—which is probably what Mr. Brown means when he says 6in. is about narrow enough, I think this might be further reduced with advantage, and that 4in. would not in practice be found any too narrow.

I have been riding for the last six months a machine which the maker advertises to have a tread of 4½in. It goes without saying that it is wider than that, as the truthful description of a cycle is a thing which does not yet appear to be within the comprehension of a cycle maker, but the minimum width between pedals is very little over 5in., and it seems to me to add to comfort, ease, and steadiness. I felt no inconvenience on changing from a wider tread to the narrow one, but I feel the awkwardness of a wider tread directly if I now change. In illustration of his point Mr. Brown says that most people in walking do not place their feet so close together as they have to do on these narrow-tread machines, but in this I think he is mistaken. Many persons frequently, and most occasionally, strike their ankles together in walking, and, speaking broadly, I think I am right in saying that no one leaves a space of five or six inches between the feet in walking or running.

A glance at the common example of footprints on sand or snow will convince anyone that a straight line bi-secting the footprints has to pass very close to them, in fact would in many cases cut through them, and in running, which is I think more akin to the motion of rotary pedalling, the footprints will be found to be still more in line. With regard to the saddle peak, sometimes urged as a reason for a wide tread, unless a very vertical position is assumed, I do not think the present saddles will be found too wide, but if they are, and a narrow tread is in principle a good thing, I would say let the width of the saddle peak be reduced.

An additional reason for narrow treads may be found in the fact that they place far less strain upon the frames.

The strain upon the frame caused by the application of power at the pedal will, I suppose, be represented by the weight in pounds on the pedal, multiplied by half the length of the true tread (*i.e.* from centre to centre of pedals), and therefore it follows that every inch taken from the tread is an immense saving of strain upon the frame. I admit that a very narrow tread may render it impossible to place the bearings as wide apart as would give the maximum of advantage in this direction, but the strain upon the bearings

must be governed quite as much by the length of axle projecting outside them, as by the space between them, and a narrow tread puts pressure upon the maker to cut down what I may call the waste axle as much as possible.

While upon the subject of the crank-bracket, I may say that I quite agree with the advantage of a tubular lining as Mr. Brown suggests, though I fear that the extra trouble and cost of fitting will deter most of our makers from adopting the suggestion, but would not the bracket ordinarily used be improved by having a small hole, say ¼in. diameter, drilled through the centre of the barrel on the under-side so as to permit the surplus oil to escape instead of collecting and ultimately fouling the bearings? It would also make it far easier to cleanse out the bearings with paraffin, as the oil would at once run through, carrying any dirt with it.

Before closing this letter I should like to put a question which perhaps you, Mr. Editor, or our friend Mr. Brown, may be able to answer, and which will I think be of interest to many members. It is concerning the "Welch" non-slipping cover now used on Dunlop tyres.

Is this an effective non-slipper both on greasy sets and greasy macadam? Does it make any appreciable difference to speed? Does it throw up more mud than the smooth cover?

H. J. HOPKINS.

Gosforth, Newcastle-on-Tyne,

15th January, 1895.

[We have as yet had no experience of this the latest non-slipping device, but it appears theoretically to be excellent.—ED.]

Sir,—In your last issue I notice that Mr. C. W. Brown makes some remarks about my chain-wheel which show that he has not fully grasped the matter. He says that among other objections which he imagines exist in it, "not the least of which is that the adding of the two teeth necessitates four being only half the proper width."

Now in practice this is no objection at all, as the narrow teeth come on a part of the wheel that is somewhat flat, and receive a very small downward pressure from the chain, and consequently very little wear. I am unable to guess why Mr. Brown should imagine that these narrow teeth would prove a disadvantage in use; the chain runs perfectly smoothly over them, and gears that have run thousands of miles show no undue wear at that point.

I am at a loss again to tell why he should think the taking up of the slack chain by an idle wheel and spring a disadvantage.

Further, he says, "I should not like to change the gear while the chain is running at anything like speed, as I believe it might easily be caused to mount the cogs while doing so." This shows that Mr. Brown has entirely failed to notice one of the main features of my gear, namely, that the back hub chain-wheel is provided with a ratchet or clutch to prevent the very thing he suggests from happening.

I cannot help thinking that it is out of place to condemn a contrivance of this kind without having tried it, and I am afraid that Mr. Brown may again find himself in the very unenviable position he occupied with regard to pneumatic tyres, &c.

Some of the very best judges of cycles have ridden my wheel, and have without exception praised it.

I shall not discuss this subject further with Mr. Brown or anybody else who has not tried it.

C. M. LINLEY.

57, High Street, Clapham, S.W., January 25th, 1895.

Sir,—Will you allow me a few words in reply to Mr. C. W. Brown's criticism of my exhibit of spring-spoked wheels at the National Show. He says my wheel is merely a reproduction of one exhibited some years ago, and has so little lateral stability that he was able to pinch it against the fork with his finger and thumb.

This statement must refer to a 30-inch front wheel. I find that the driving wheel of the "Humber" which I exhibited moves only an eighth of an inch when a cord is attached to the rim and pulled laterally with a force of fourteen pounds. Two bicycles fitted with my wheels were on trial on the terrace at the Crystal Palace, and were admitted by all riders to be free from side-shake.

A moderate amount of lateral elastic yielding of the ground point of a wheel is a great relief to the rider in running over patches of stones.

Mr. Brown is wrong in describing the spokes as "being divided and coupled together by spiral springs." I tried this plan when I began experimenting two years ago, but I have greatly improved upon it, and it was not employed in any part of my exhibit. A correct description is given by Mr. Leechman at page 330 of the November *Gazette*. Each spiral spring has hooks at its ends, by means of which it is hooked at one end to the hub, and at the other end (through the medium of a small swivel eye) to the spoke-wire, the other end of this wire being screwed into a hook-shaped nipple which catches on the further edge of the rim. This crossing of each spoke from one side of the hub to the opposite side of the rim, combined with a great width between the hub-flanges, gives the wheel the necessary lateral stiffness.

As regards the alleged "liability of the springs to rust and break," they are of stouter gauge than the spoke wires, and if one should break a fresh one can be inserted by the roadside without tools in about two minutes. They weigh half-an-ounce apiece, and are very cheap.

I have derived so great an increase both of comfort and speed from the use of spring spokes in my own riding, that I believe there is much scope for their useful employment.

Belfast, January 8th, 1895. J. D. EVERETT.

Sir,—Permit me to call attention to a serious error in Mr. C. W. Brown's "Notes on the National Show" contained in your January issue. Describing the Elliptic bicycle Mr. Brown says: "The wheel on the lever is so arranged that when the pedals are descending or ascending, the *smallest* portion of its ellipse gears with the largest side of the hub wheel." The method of construction is actually the reverse of this, and Mr. Brown's description is equivalent to saying, in the case of the safety, that the large chain-wheel is on the hub, and the small one on the pedal shaft spindle. In the Elliptic machine the path followed by the pedal in its revolution is an ellipse or oval (in fact of the same shape as the outline of an egg standing on end), whilst the Facile, of which Mr. Brown says it is a modification, was not constructed or designed to produce such a result. The object of the elliptical wheel is to equalise the motion of the pedal, and cause it to travel at an uniform speed: but, to arrange the wheels as Mr. Brown represents, would have just the opposite effect. I am afraid that in the pressure of work at the Show, Mr. Brown was unable to give the machine sufficient attention to grasp fully the principle involved, and consequently went away with the wrong impression that it is but a modification of the rear-driving Facile. The latter never used an elliptical pedal-path, but a simple reciprocal motion, characterised by great variations of speed in this path through each revolution of the wheel, and dead centres at each end of the stroke. In our machine we design practically a continuous and advantageous application of power, and an uniform speed of the pedal throughout each revolution, together with the cutting-out of the dead centres.

We not only claim the merit of novelty for our machine, but also to have initiated the third era in the methods of applying power to drive the bicycle. The first era was that of the Facile, an ordinary treadle action (as in a sewing machine), defective by reason of dead centres, and the intermittent application of the power. The second era is

that of the circular pedal path, in which, by reason of the continuous motion of the pedal in a circle, and by the use of ankle action, the dead centres and other defects of the Facile are to a certain extent overcome. The third era is that of the elliptic pedal path, which possesses the same easy motion as the circular, but with an enormously increased advantage in the continuous application of power by reason of the practical elimination of dead centres.

I am sorry Mr. Brown was not present when, by permission of the authorities, the experimental machine, which had been hurriedly put together to be in time for the show, was tried by so many riders in the Crystal Palace grounds, when its advantages were (of course only in a limited and tentative manner) sought to be demonstrated, and the principle fairly discussed. I may conclude by assuring Mr. Brown that it is not our intention to offer the new machine to the public until the details have been so fully tested that it can appear with credit to the inventor, and give satisfaction to the purchaser.

For the Elliptic Cycle Syndicate,
J. HARRISON, Manager.

Grantham, 19th January, 1895.

TRICYCLING IN COMPANY (NORTH LONDON).

Sir,—The success of the Northern District Association suggests to me that perhaps the old Club might be utilised to afford some companionship in a smaller way, such as ordinary clubs in these days of safety scorching do not now offer.

Years ago I had many Saturday afternoon rides on my tricycle with a dozen or more companions up to as many as twenty. The greater part of these, the younger, have either married or taken to the safety, and only one or two of the steadier brigade are left, with the result of often no company at all, save two or three young safetiists, who are either hindered by the tricyclists or tire us out in trying to prevent this—usually it is a bit of both. Perhaps there might be found through our Club a few other steady-goers in my neighbourhood who ride for pretty country and pleasure rather than pace, starting from Hampstead, Highgate, or Crouch End, and riding the North London district from Epping Forest in the east to Eastcote and Ruislip in the west, starting soon after four p.m. I should suppose such content with fourteen miles or so outwards, aiming to be home by ten o'clock, and ready, if a lady (or ladies) ever *should* be of the party, to accommodate the work to her powers. Of course on a "day" holiday more could be arranged.

There may be others elsewhere who have the same desires, but if any in the district here named are disposed to join in riding of this kind, I should be glad to hear from such. Personally, I have not the slightest ambition to be prominent in the matter; but, if no better offers, I know the district thoroughly, including the bye-roads, and can promise some very pretty riding in it.

LEWIS WRIGHT.

52, Cromwell Avenue, Highgate, N.

THE PNEUMATIC BRAKE.

Sir,—Now that a discussion has been opened on this subject, I should like to give you our opinion of the brake. My brother and I had a rather serious accident from our tandem in the summer, which might have been avoided by a brake, so we ordered one of these as soon as we saw them at the Stanley Show. I suppose we put it on some six times to test it, and then only on the wood pavement, so we were rather disgusted to find, on taking it off to have the tubing lengthened to reach to the front handles, that the rubber pad was worn right through and that even the canvas was rubbed. Our experience is precisely that of Mr. C. Gorham, viz., that a pneumatic brake only *eases* back-peddalling—and is no use for instantaneous action. At present it is at the maker's, from whom I hope to get some explanation.

It would be interesting to know what the experience of others has been.

A. C. F. HILL, No. 11,322.

P.S.—Since writing the foregoing, I have heard from the makers to the effect that the pad is not half worn out, and that the cost of a new one is very small. This seems to me to be begging the question, as it stands to reason that no matter how small the cost, one cannot always be sending the brake to be repaired, as apparently is necessary.

Sir,—In reply to Mr. Roger H. Fuller's and No. 13,966's letters in this month's issue, I wish them to understand clearly that the pneumatic brake I used last season had no stop valve attached as it is now.

Since my letter appeared in the December issue, I have had the new pattern fitted and *with* stop valve. Whilst this is certainly a great improvement over the old one, I find, after experimenting with it among some of the steepest Derbyshire hills, it is still much behind the old pattern lever brake with Hall's or other rubber appliance.

This can easily be demonstrated by actual experiments. Take a machine fitted with lever brake and lift the front wheel off the ground, and apply the power to its fullest capacity, and one will find it almost impossible to move the wheel with the hand. Now try the pneumatic brake after pumping air in as much as possible with the bulb, and you will find you *can* move the wheel easily with your hand. The reason is simple and apparent to those conversant with the yielding elasticity of air chambers however hard pumped they may be.

Again, the bulb being secured to the handle bar by a spring clip, one must take his hand off when he wishes to reach the bulb, and more time is lost in applying the power as well—a disadvantage to those riders who cannot balance themselves with their hands off. The greater speed you go the less efficient a brake is; this fact is too well known to railway engineers and experienced riders. Again, there is the possible danger of the air brake failing to act through leakage or other cause—requiring preliminary tests before encountering a dangerous descent.

Still I am perfectly satisfied with the air brake, and shall use it whenever I go into a very hilly country, and can commend it to experienced riders but not to a novice.

C. GORHAM, No. 1136.

THE ADVANTAGEOUS PURCHASE OF MACHINES.

Sir,—We notice in your January issue that Mr. Nawell, of Manchester, is advertising that he is prepared to supply "Rover" cycles to C.T.C. members, and as this may seem strange to your readers, appearing as it does in the same issue with our letter on the question of special terms to members, we take the earliest opportunity of saying that Mr. Nawell cannot supply outside his own district.

Hoping you will kindly publish this in your next issue,

J. K. STARLEY,
Managing Director, J. K. Starley & Co. Ltd.

HOW LONG DO TYRES LAST?

Sir,—In response to the request of your correspondent, "Value for Money," allow me to give the following statistics in regard to my experience of Dunlop roadster tyres:—

Back wheel.—Cover No. 1 ran from February 24th to May 22nd, 1893, 2620½ miles, and, re-canvased, from July 4th to September 20th, 1893, 1761 miles; total, 4381½ miles.

Cover No. 2 ran from May 23rd to July 3rd, 1893, 1463½ miles, and re-canvased, from September 21st, 1893, to February 13th, 1894, 2772¼ miles, and also from July 14th to August 3rd, 1894, 605¼ miles; total, 4841 miles.

Cover No. 3 ran from February 14th to July 13th, 1894, 4174¼ miles, and, re-canvased, it has run from August 4th, 1894, to January 5th, 1895, 3491 miles; total, 7665¼ miles "not out," as they say at cricket.

Front wheel.—Cover No. 1 ran from February 24th, 1893, to February 26th, 1894, 8993¼ miles.

Cover No. 2 has run from February 27th, 1894, to January 5th, 1895, 7894¼ miles "not out."

Back wheel covers Nos. 1 and 2, and front wheel cover No. 1 had 1893 canvas throughout; back wheel cover No. 3 had 1893 canvas to start with, but was re-canvased with the 1894 canvas or cloth. Front wheel cover No. 2 has always had the 1894 material. A certain amount of patching was attempted before the covers were sent to be re-canvased, or were superseded by new ones, but it did not postpone the evil day more than a very short time, and it made the tyres run very dead. The Company declined to re-canvas back wheel No. 1 a second time, on the ground that the rubber was cut and worn out. To assuage my discontent, which at that time (September, 1893) was exceeding great, they sent me a soiled but perfectly good cover at half price, and this is my No. 3.

The back wheel tyre is 2in., and the front 1¾in. The machine, a No. 1 Humber of 1893 with Ball's hollow rims, weighs about 42lb. "all on," and I weigh 130lb. I do not misuse the brake by putting it on whenever descending a steep hill, but keep it in reserve for emergencies; then I apply it ruthlessly, as a mark on front wheel cover No. 2 can testify. About an eighth or tenth of the distance has been done on flint roads. I do not confine myself to good roads, and scarcely ever dismount on account of stones.

Except as regards expense, punctures are more important than wear and tear. With the 1893 canvas I had about half-a-dozen punctures which caused trifling leakages, and could be attended to at leisure, and two which necessitated roadside repairs. I have never been obliged to walk a yard, and since the covers have had the 1894 material I have not had a puncture of any kind.

I do not intend either to try any other make of tyres or to stuff those that I use with puncture-proof bands or steel strips.

Oxford, January 7th, 1895. EDWIN CANNAN.

[Other correspondents relate less extended experiences, and have no complaint to make against the wear of their tyres, the majority of which are of the Dunlop variety.—ED.]

THE RIDGE TYRE.

Sir,—I should be much obliged if some one will give me their experience of the *Ridge* tyre, which, from its thickness at the tread, seems to make a puncture almost impossible, and by the sharp edges of the ridge prevents side-slipping. I daresay it has been discussed in your columns, but it has escaped my notice. A friend has ridden one on muddy roads all this autumn and winter, and has never had either puncture or slip. With this tyre (which I do not see advertised), and a "puncture-proof band" (put in by the maker, as we were assured they must be), is a puncture possible? There are still some cycle tourists, like myself, who have seen enough of the extreme inconveniences of punctures on the part of the various machines of their companions, to be willing to put up with the inferior speed of the cushion until they are quite sure of getting a tyre that will be free from the chance of such calamities.

W. KENNEDY.

DISTRICT MEETINGS.

TO LANCASHIRE AND CHESHIRE MEMBERS.

Sir,—Seeing how successful the first District Branch of the C.T.C. has proved, I venture to suggest the formation of a similar association for the above district (which for convenience might be called the "Mersey District Branch," &c.)

The Council Meeting at Chester on April 20th would perhaps be an opportune date for a meeting of members at Chester to inaugurate the scheme.

What say our Chief Consuls and Consuls? Will they, or some other influential members, take up the matter?

No. 5489.

Bebington, January 18th, 1894.

The Club Uniform.

SPECIAL AND IMPORTANT NOTICE.

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

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

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

LIST OF OFFICIAL TAILORS HOLDING APPOINTMENTS.

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

- ABERDEEN—K. Maclean & Son, 17, Bridge Street.
 ACCRINGTON—J. W. Foster, 25, Blackburn Road.
 AYR—Currie, Rae & Co., Ailsa Buildings.
 BAILE (Switzerland)—V. Settelen.
 BARNSTAPLE—J. N. Brewer, Cross Street.
 BATH—Gould & Son, 23, Milson Street, and 1 & 2, George Street.
 BEDFORD—J. Beagley, 5, High Street.
 BERLIN (Germany)—W. Köppl, W. 8, Mohrenstrasse 50.
 BERNWICK-ON-TRENT—Paxton & Purves.
 BIRMINGHAM—*Husband Bros., 21, Paradise Street.
 BLACKBURN—Tomkinson & Co., 17, Aspsden's Buildings.
 BOLTON—J. Boyd & Co., 21, Fold Street.
 BOURNEMOUTH—W. Rogers & Sons, 1, Albany Terrace.
 BOURNEMOUTH—Macvean Bros., 17, Darkey Street.
 BRIDGNORTH—W. Jones & Co., Waterloo House.
 BRIGHTON—R. Needham & Son, Castle Sq., Old Steine, and Palace Place.
 " F. Willard & Son, a Western Road.
 BRISTOL—Randall & Walls, 50, Park Street.
 " B. Thomas & Co., 54, Park Street.
 BURNLEY—J. Leedam, 5, Red Lion Street.
 BURTON-ON-TRENT—W. Brown, 184 and 185, Station Street.
 BURY—J. Burrow, Silver Street.
 CAMBORNE—J. Vivian & Brother.
 CAMBRIDGE—J. Gillings, 14, Alexandra Street.
 CANNOCK—C. H. Cope.
 CANTERBURY—J. G. Jackman, 6, Parade.
 CARDIFF—E. J. Baker, 33, Queen Street.
 CARLISLE—Clark & Son, 35, Bank Street.
 CHATHAM—J. W. Taylor, 191, High Street.
 CHELMSFORD—J. P. Green.
 CHELTENHAM—S. King & Son, 35, Winchcomb Street.
 CHESTER—J. T. Davis, The Cross.
 CHICHESTER—W. Long & Son, Southgate.
 CINCENESTER—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.
 DERRY—*Gamble & Cunningham, 54, Sadler Gate.
 DEVIZES—Parsons Bros., 3, St. John Street.
 DONCASTER—G. Goldthorpe & Son, St. George Gate.
 DORCHESTER—H. Bascombe, High West Street.
 DOUGLAS (Isle of Man)—J. Hale, 6, Athol Street.
 DUBLIN—*T. J. Callaghan & Co., 15 & 16, Dame Street.
 " Pim Bros., Ltd., 75, South Great George's Street.
 DUDLEY—W. R. Kneale, 251, Castle Street.
 DUNDEE—Tocher & Henry, 63, Reform Street.
 EDINBURGH—*Gulland & Kennedy, 55, North Hanover Street.
 ELY—H. Kempton & Co., High Street.
 EXETER—*J. & G. Ross, 227, High Street.
 FAREHAM—W. Surman, 4, High Street.
 FAVERSHAM—F. C. Jackman, Market Street.
 FALMOUTH—W. Gooding, 34, Market Street.
 FLORENCE (Italy)—L. Dotti & Co.
 FOLKESTONE—W. Ward, 38, Guildhall Street.
 FROME—Swaine & Son.
 GLASGOW—R. W. Forsyth, 13, 17, Renfield Street.
 GLOUCESTER—Wareing & Son, 3, Westgate Street.
 GREAT GRIMSBY—C. H. Thompson, 112, Cleethorpe Road.
 GUILDFORD—J. Levy & Co., Bank House.
 HAILFAX—W. H. Graydon & Son, Northgate and Crossley Streets.
 HANLEY—T. & R. Gilman.
 HAVERFORDWEST—Greenish & Dawkins, 24, Market Street.
 HEREFORD—C. Witts.
 HULL—C. H. Capes & Son, 20, Savile Street.
 ILFRACOMBE—R. Jewell, 123, High Street.
 INVERNESS—H. Fraser, 23, Bridge Street.
 IPSWICH—W. Damant, 13, Butter Market.
 JERSEY—E. P. Falle, 10, Beresford Street.
 KIDDERMINSTER—Thos. Bennett, 6, Oxford Street.
 LEAMINGTON—T. Claxton, 106, The Parade.
 LEDBURY—C. Witts.
 LEEDS—L. W. Rowland, 36, Albion Street.
 LEICESTER—*F. Brett, Peterboro' House, Granby Street.
 LEOMINSTER—C. M. Binyon, 1, Corn Square.
 LIMERICK—Cannock & Co., Limited.
 LINCOLN—J. W. Martin, 2, Silver Street.
 LIVERPOOL—*G. E. Young & Co., 49, Dale Street.
 LLANELLY—Davies & Parry, Compton House.
 LONDON—H. Brinkman, 253, Oxford Street, W.
 " Clare & Son, 102, Fenchurch Street, E.C.
 " T. H. Holding, 7, Maddox Street, W.
 " W. J. Pile, 22, Philpot Lane, E.C., and 71 and 73, Park Street, Camden Town.
 " The West End Clothiers Co., 37, Ludgate Hill, E.C.
 " FOR LADIES ONLY.—John T. W. Goodman, 28, Albemarle Street, Piccadilly, W.
 (Mr. Goodman, although not the holder of an official appointment as gentlemen's tailor, is yet prepared to cater in the best West End style for those members who are willing to pay the following prices:—Lounge jacket—Brown cloth, 48/-; Grey cloth, 50/-; Norfolk jacket—Brown cloth, 53/-; Grey cloth, 55/-; Breeches or Knickerbockers—Brown cloth, 18/6; Grey cloth, 19/6; Trousers—Brown cloth, 21/-; Grey cloth, 22/-; Waistcoat—Brown or Grey cloth, 15/6.)
 MAIDENHEAD—R. Whitaker & Sons, 12, Queen Street.
 MAIDSTONE—H. Taylor, 25, Gabriel's Hill.
 MANCHESTER—*Megitt & Co., 22, Cross Street.
 MARLBOROUGH—J. Russell & Sons, High Street.
 MIDDLESBROUGH—J. Newhouse & Co., Albert Road.
 MULHOUSE (Alsace)—H. Dussere.
 NANCY (France)—J. Gallié Fils et Grandmaitre, 23, rue St. Dizier.
 NEWBURY—A. Smith, 88, Northbrook Street.
 NEWCASTLE-ON-TYNE—J. Turnbull, 43, Pilgrim Street.
 NEWPORT (Isle of Wight)—G. B. Purkin, 51, High Street.
 " (Mon.)—Wildings, Limited, Place Marché.
 " (Salop)—H. Harper, Market Place.
 NEWTON ABBOT—C. Pope, 42, Courtenay Street.
 NORTHAMPTON—Blackley Bros., Gold Street.
 NORTH SHIELDS—*D. Hill & Co., Howard and Union Streets.
 NORWICH—Downes Bros., 29, London Street.
 NOTTINGHAM—W. Gabbatts, 20, Market Street.
 OXFORD—Arthur Shepherd, 6, Corn Market Street.
 PARIS—J. Drouart, 9, Rue de l'Echelle.
 PERTH—W. Byars, 88, High Street.
 PLYMOUTH—L. Sansom, 17, George Street.
 PORTADOWN—*W. Paul & Son, 46, High Street.
 PORTSMOUTH—See Southsea.
 PRESTON—W. Elton, 11, Lune Street.
 RAMSGATE—G. Welldon, 40, High Street.
 READING—E. P. Silver, 17, King Street.
 REDRUTH—J. Evans, Tower House.
 RETFORD—C. J. Merryweather, Bridge Gate.
 RHYL—Hughes & Son, 56, High Street.
 SCARBOROUGH—J. Eiches & Son, Huntress Row.
 SHEFFIELD—R. R. Neill & Co., 12, Change Alley.
 SHREWSBURY—W. F. Watkins, 6, Pride Hill.
 SOUTHAMPTON—J. H. Gilham, 20, Hanover Buildings.
 SOUTHPORT—*E. Trounson, 213, Lord Street.
 SOUTHSEA AND PORTSMOUTH—*Chase & Tighe, 82, Palmerston Road, Southsea.
 " John Maltby, Commercial Road, Landport.
 SOUTH SHIELDS—Mackey & Co., 23, King Street.
 STIRLING—Jas. Robertson & Sons, 16, Murray Place.
 ST. LEONARDS—*H. Angliss, 44, London Road.
 STOWMARKET—F. Ward, Ipswich Street.
 STRATFORD-ON-AVON—S. Williams, 25, Bridge Street.
 SUNDERLAND—*J. Gillies & Son, 58, Fawcett Street.
 SWANSEA—H. Thomas & Son, 9, Heathfield Street.
 SWINDON—R. L. Mugford, 15, High Street.
 TAUNTON—Josiah Lewis, 11, North Street.
 TORQUAY—Montgomery & Dolbear, 49, Fleet Street.
 TRALEE—B. Smith & Co., 4, Denny Street.
 TROWBRIDGE—W. Beaven.
 TUNBRIDGE WELLS—J. Pickett & Son, 25, Grosvenor Road.
 " E. C. Jenkinson, 28, Mount Pleasant.
 UTRECHT (Holland)—J. de Gooijer, jr., 304, Kromme Neuve Gracht.
 UXBRIDGE—Carrick & Coles, Waterloo House.
 VIENNA I—F. Kadlczik, Rothenthurmstrasse 31.
 WALSALL—Bartlett & Forrester, Park Street.
 WARMINSTER—Foreman & Son, 23, Market Place.
 WATFORD—*J. P. Taylor, 95, High Street.
 WESTON-SUPER-MARE—*Tytherleigh & Son, Church Road.
 WIGAN—Coop & Co., 23, Walgate.
 WINCHESTER—F. W. Flight, 90, High Street.
 WINDSOR—R. Whitaker & Sons, Peasod Street.
 WOLVERHAMPTON—H. B. Burslem, 19, Darlington Street.
 WORCESTER—H. Parsons, 23, The Cross.
 YEOVIL—J. 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, February, 1895.

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

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

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

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

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

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

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

BEDFORDSHIRE.		DERBYSHIRE.	
Barnes, G. W.	Wrest Park, Silsoe, Ampthill	Jewitt, E. A. G.	Derbyshire Bank, Matlock Bridge
Hetley, A.	The Laurels, Ampthill	Turton, Miss E. K.	Lime Grove road, Matlock Bridge
Hammond, R. T.	Three Cranes Hotel, Turvey	Wayte, T. P.	Milton, near Burton-on-Trent
Wardill, G. J., L.D.S.	Park Street west, Luton		
Wheeler, C. H.	Wrest Gardens, Silsoe, Ampthill		
BERKSHIRE.		DEVONSHIRE.	
Brant, C. A. (Wokingham C.C.)	40, Broad street, Wokingham	Bartlett, A. H. (Devonport C.C.)	104, Fore street, Devonport
		Bayldon, O. H.	Oaklands, Dawlish
		Bennett, J. H. H. (Radford C.C.)	28, Richmond street, Plymouth
		Clifford, G. W.	Hadleigh, Exeter
		Ellicott, A. E. G.	4, Hampton place, St. Mary Church, Torquay
		Haynes, J. S.	Edystone, Hartland
		Simpson, F. C., J.P.	Maypool, Churston Ferrers, R.S.O.
BUCKINGHAMSHIRE.		DORSETSHIRE.	
Clegg, Mrs. J.	Hollbrook Villa, Slough	Greening, E. H. (Dorchester Rovers C.C.)	46, High East street, Dorchester
Dean, H. (High Wycombe A. & C.C.)	Suffield House, High Wycombe	Watson, W.	Dunstanville, Parkstone road, Poole
Marsh, G. F.	10, Market square, Buckingham		
CAMBRIDGESHIRE.		DURHAM.	
Goettler, M. (Cambridge C.C.)	5, Devonshire terrace, De Treville Estate, Cambridge	Griffiths, W.	9, High terrace, Darlington
		Heron, E. (Dunelm C.C.)	24, Claypath, Durham
		Hudson, R. C.	314, High Street west, Sunderland
		Jagg, Rev. F. C., M.A.	Frosterley, Darlington
		Mathew, W. E.	2, Winchester street, South Shields
		Noble, S. R. (Stockton C.C.)	4, Lightfoot grove, Stockton-on-Tees
		Smith, H.	95, Inskip terrace, Gateshead
		Swinhoe, J.	30, Croft avenue, Sunderland
		Warner, A. W. (Darlington W.C.C.)	Norton, near Stockton-on-Tees
CHANNEL ISLANDS.		ESSEX.	
Cressard, J. A. (Guernsey C.C.)	45, Pollet street, Guernsey	Liddle, A. J.	145, Hainault road, Leytonstone
CHESHIRE.		GLOUCESTERSHIRE.	
Brooke, C. E.	Market street, Hyde	Biggs, Mrs. C. E. F. Monatt	3, Fauconberg villas, Cheltenham
Gair, J. H.	Woodend, Storeton road, Birkenhead	Broderip, E. F.	41, Royal York crescent, Clifton
Hartley, W.	Rockville, New Ferry Park, New Ferry	Crawford, L. E.	Park Villa, Charlotte street, Bristol
Heartfield, Rev. F.	The Limes, Edgeley road, Stockport	Crawford, Mrs. L. E.	
Lutener Rev. M., M.A.	St. George's Vicarage, Altrincham	Despres, C. J.	"86, Park street, Bristol
Lutener, C. H.	Hartbill, Chester	Despres, Mrs. C. J.	
Mayes, G. R.	The Lakes, Dukinfield	Garratt, H. A.	5, Rockleaze avenue, Sneyd Park, Bristol
Möller, H.	Holly Lodge, Sale	Pearl, H.	22, Hurle crescent, Clifton
New, A.	Rosario, Storeton road, Birkenhead	Pollard, W. M. L.	Woburn House, Cheltenham
Tatton, R. A.	Manor House, Chelford	Sheppard, W. A.	Fairfield, Rockleigh, Clifton
Webb, T. (Stockport C.C.)	The Limes, Edgeley road, Stockport	Tickell, H. M., M.B.	General Hospital, Cheltenham
Young, J. W.	22, Ack lane, Cheadle Hulme		
CORNWALL.			
Blewett, W. T.	10, Penpol terrace, Hayle		
James, J. (Helston C.C.)	Helston		
CUMBERLAND.			
Hennis, J.	Skirwith, Carlisle		

MIDDLESEX.

Alexander, Captain F. H. T.	Malplaquet Barracks, Aldershot
Edney, J. H. (Fareham and District C.C.)	High street, Fareham
Farthing, W. H. (Alton C.C.)	Westfield, Alton
McAvory, W. R., R. N.	3, Albert grove, Southsea
Potter, R. M. (Fareham and District C.C.)	22, West street, Fareham
Smith, A. G. Boys	31, Nelson street, Ryde, I. of W.
Sowell Rev. H. F. La M., M.A.	* Ovington Rectory, Alresford

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 Sanb, Rev. Canon J. St. Michael's, Belmont, near Hereford

HERTFORDSHIRE.

Cranston, R. (Cowley C.C.)
Frere, D.

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Bush, C. G. 10, Vanbrugh Park road West, Blackheath
Clark, A. R. 48, Wrotesley road, Plumstead
Cooley, H. B. 144, Shooter's Hill road, Blackheath
Cox, Rev. E. H., B.A. Teston, near Maidstone
Dixon, F. E. Edenhurst, Sevenoaks
Kennedy, Mrs. F. S. The Cottage, Edenbridge
Knotter, G. C. 10, Algiers road, Vicar's hill, Ladywell
Nevill, G. 14, Guildford lawn, Ramsgate
Townsend, S. 4, Church road, Shortlands

LANCASHIRE.

Ascroft, L.	Grange House, Oakhill Park, Old Swan, Liverpool
Bottoms, E.	273, Ashton road, Oldham
Brooks, C. P.	Trafalgar House, Harpurhey, Manchester
Brooks, Mrs. C. P.	"
Cocker, J.	179, Park road, Oldham
Cory, H.	20, George street, Hulme
Dix, Mrs. C. H. (<i>Ladies' Bohemian B.C.</i>)	28, Brook road, Bootle
Dunst, Mrs. R. D.	6, Merton road, Bootle
Flockhart, R.	18, King's road, Bootle
Foley, G.	5, Zulu terrace, Ripon street, Preston
Ford, H. C.	Laurel Bank, Brighton Grove, Rushmore
Gilbertson, W. P.	9, Winkley street, Preston
Greenhough, C. H.	Sawreyville, Dickenson road, Longlight, Manchester
Hargreaves, J.	(Haslingden C.C.) 11, Peel street, Charles lane,

Hesp, W. P. 97, Hamilton road, Longsight, Manchester
 Jones, A. E. (Manchester Wednesday C.C.) 21, Withington rd. ...
 Kendall, T. H. King street, Ulverston
 Kirtson, H. 33, Park road, Southport
 Lindeth, E. E. Fog lane, Didsbury
 Linnell, F. G. 6, Cromwell street, Stretford
 Macfie, C. M. D. 240, St. George's road, Bolton
 Nicklin, J. W. 26, Normandy street, Parliament street, Liverpool
 Parker, R. M. B. 59, Rodney street, Liverpool
 Parkinson, J. 288, North road, Preston
 Perry, Major O., J. P. Bolton
 Reay, Major C. T. Fulwood Barracks, Preston
 Rennie, H. E. Brookside, Little Crosby, near Liverpool
 Rowlandson, Mrs. R. S. (Ladies' Bohemian C.C.) c/o Latham grove.

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Kennard, E., D.L. The Barn, Market Harborough
Kennard, Mrs. E.
Lomas, H. C. (Leicester Stonegate C.C.) 80, "London road," Leicester
Miles, J. The Rowans, Ashleigh road, Leicester

LINCOLNSHIRE.

Clark, J.	25, Willoughby street, Gainsborough
Drust, W.	Bridge street, Gainsborough
Foster, H. M.	Sapperton, Folkingham
Gwy, Miss L.	5, High street, Stamford
Hare, F.	39, St. Mary's street, Stamford
Hare, H.	" "
Hare, Miss G.	" "
King, Rev. C. A.	Vine Cottage, Fastville, Boston
Lodge, J.	22, Pentecroft street, Lincoln
Trotter, A.	Staunton House, Newport, Lincoln

Bradley, R. (Chelsea B. and T.C.) 6, Damer terrace, Chelsea, S.W.
 Bush, J. A. K. 54, Tournay road, Walham Green, S.W.
 Calfe, E. J. (Chelsea B. and T.C.) 37, Peterborough road,

Carson, Mrs. A. *The Cedars, Cranford*
Catto, A. J. *Bloomsbury Mansion, Hart street, W.C.*
Clair, J. C. *Park House, Twickenham Park, Twickenham*
Clauston, Captain J. E., R.E. *12, Park Place villas, W.*
Conter, Mrs. G. *30, Brechin place, S.W.*
Coles, A. *2, Silver street, Enfield, N.*
Coles, Mrs. A. *"*
Courtier, W. G. *88, Goldhawk road, Shepherd's Bush, W.*
Francés, E. *12, Harrington square, N.W.*
Freeman, G. *3, Cambridge Lodge villas, Hackney, N.E.*
Gibb, J. G. (Ranelagh Harriers C.C.) *51, Ladbroke grove, W.*
Gibson, Miss V. (Mowbray House C.C.) *20, Haddonstone road, W.*

Green, W. M.	1, <i>Tuffnell Park, N.</i>
Groom, E. F.	Huon, Hendon lane, Finchley, N.
Hallidie, A. R. S., M.A.	27, St. Mary's road, Harlesden, N.W.
Hallidie, A., M.B.	10, Old square, Lincoln's Inn, W.C.
Harrington, W.	6, West street, Finsbury Circus, E.C.
Hemsey, W. E.	Warford Court, E.C.
Holt, H.	1, Lombard street, E.C.
Johnson, R.V., B.A.	15, Stock Orchard crescent, Holloway, N.
Jordan, H. W. (Cavendish C.C.)	1, Elvaston place, S.W.
<i>See Mrs. G. P.</i>	55, Highbury park, N.
Kennedy, W. S.	<i>Enfield, N.</i>
Kennedy, J. Mc F.	2, Gloucester place, Portman square, W.
<i>Kite, Mrs. C. K.</i>	<i>Inversnaid, Baronessmere road, E. Finchley, N.</i>
Kupli, J. E.	47, Finsbury Park road, N.
McClure, J. D., M.A.	Mill Hill School, N.W.
Masterton, J.M.	10, Hanover square, W.
<i>Micklem, Miss E.</i>	30, <i>Flans place, S.W.</i>
Moberley, E.	Ernest Villa, Harrow
Nevill, K. H. (Bath Road C.C.)	45, Charles street, Berkeley square, W.

O'Connor, T. P., M.P. Oakley Lodge, Upper Cheyne row,
Chelsea, S.W.
Orcutt, H. F. L. 145, Cannon street, E.C.
Richardson, Miss E. L. The Haven, Kingston road, Staines
Rutland, E. R. 56, Marylebone lane, W.
Scarfe, T. G. (Stanley C.C.) 261, Seven Sisters road, N.
Smith, E. J. 13, Venour road, Burdett road, E.
Stanyon, G. 65, Gooding road, Islington, N.
Steady, H. C. 19, Avenue villas, Cricklewood, N.W.
Tomblin, G. 31, Offord road, Barnsbury, N.
Todd, W. 26, Balcombe street, Dorset square, N.W.
Tucker, R. Ellesmere, Twickenham Park, St. Margaret's
Tracy, Hon. F. A. Hanbury 116, Queen's gate, S.W.
Vize, G. H. 4, Loraine road, N.
Willis, Mrs. A. K. 44, West End lane, West Hampstead, N.W.
Woolhouse, E. 129, Albany street, N.W.
Wrench, W. G. 1, Harewood place, N.W.

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Clark, W. E. N. (Chepstow C.C.)

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Davidson, J. A.	Wells
Pope, E. (Downham Market C.C.)	Cannon House, Downham Market

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Bromhall, H. C.	Grafton Underwood, Kettering
Rice, Miss E.	Brier Hill, Far Cotton, Northampton
Rice, Miss F. M.	" " "

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Bird, W. 8, Latimer street, Tynemouth
 Forsyth, P. (Newcastle C.C.) 40, Brighton grove, Newcastle-on-Tyne
 Grieves, A. T. 76, Bolingbroke street, Heaton
 Kirkwood, T., M. B. and C. M. 62, Westmorland rd., Newcastle-on-Tyne
 Robertson, M. C. (Bowsden Ramblers C.C.) Goswick, Beal

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Denman, T. H.	Churchgate, Retford
Hartley, G.	Upper Broughton, Melton Mowbray
Hill, H. W.	47, Hampden street, Nottingham
Marshall, R. L. (Nottingham M.I.C.C.)	5, Grove terrace, Wilford
	grove, Nottingham
Wagstaff, G. D.	31, Baker street, Nottingham
Walker, T. F.	30, Addison street, Nottingham
Walker, Mrs. T. F.	" " "

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 Best, H. R., A.M.I.C.E. 22, St. John's street, Oxford
 Heyes, Rev. J. F., M.A., etc. Crowell, Tetworth
 Lambert, F. W. 70, St. Giles, Oxford
 Perry, Mrs. P. J. Oxford road, Banbury
 Perry, Miss A. M.
 Ratsey, E. L. (E. Oxford C.C.) 3, Stockmore street, Cowley road, Oxford

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 Humphreys, E. (Bridgwater C.C.) 4, Eastover, Bridgwater
 Peirce, W. 39, Church street, Bridgwater

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 Horton, L. W. The Grange, Bescott, Walsall
 Nuttall, M. 7, Regent road, Hanley
 Seers, W. 12, Cramer street, Stafford

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Thistlethwaite, Miss E. Wickham Skeith, near Eye

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Arthur, N. 66, Church street, Camberwell, S.E.
 Bennett, A. M. 203, Anerley road, Anerley, S.E.
 Butterworth, H. H. 74, Bousfield road, St. Catherine's Park, S.E.
 Douglas, Rev. Lord A. St. George's Cathedral House, Southwark, S.E.
 Farmer, Mrs. J. B. 5, New Gardens road, Kew
 Harbord, D. Kotmalie, Alderbrooke road, Balham, S.W.
 James, L. E. Cyprus Villa, Sutton Grove, Sutton
 Kidd, H. A., M.R.C.S. Cane Hill, Purley
 Minton, C. Mossley, Carshalton
 Nore, R. Englefield House, Englefield Green
 Poett, Major J. H. Claremont, Egham
 Powell, W. W. 60, Atlantic road, Brixton, S.W.
 Robson, Mrs. S. E. Englehurst, Englefield Green
 Simpson, J. 44, Wilkinson street, Albert square, S.W.
 Skipton, H. P. K. Essendene, Cavendish road, Sutton
 Whitgreave, B. W. 30, Worple road, Wimbledon
 Wilmer, F. G. Englehurst, Englefield Green

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 Deakin, N. Avondale, Chesterfield road, Meads, Eastbourne
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 Long, R. (Worthing E.C.C.) Borough Office, Worthing
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 Smethurst, Miss A. J. A. 54, Lansdowne place, Brighton
 Tomsett, T. W. N. 4, Steyne street, Bognor

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 Kerr, J. C. 34, Spencer place, Leeds
 Laurillard, W. 55, Beverley road, Hull
 Moore, L. 56, Francis street, Chapeltown road, Leeds
 Moore, G. W. 30, Nelson street, Scarborough
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 Pulsford, C. A. 21, Ashton terrace, Glasgow

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 Scott, A. T. Clydesbank, Perth

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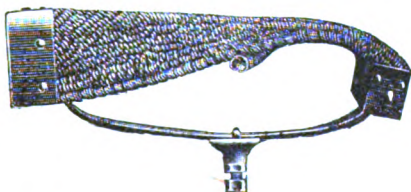
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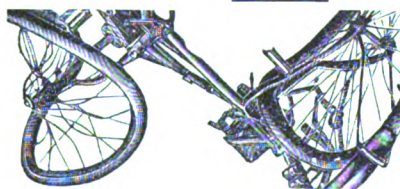
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