

THE MONTHLY GAZETTE

No. 8.
Vol. XIV.

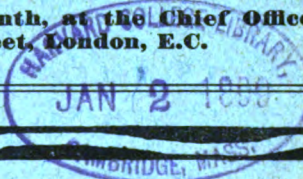
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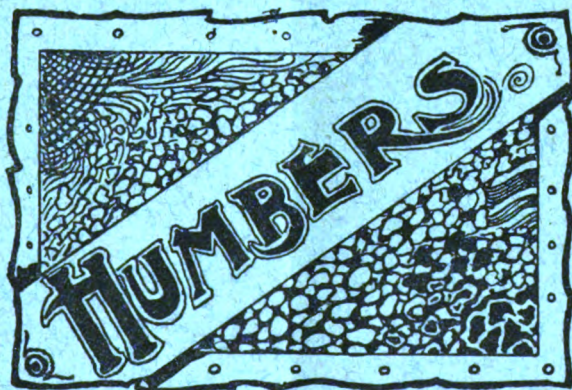
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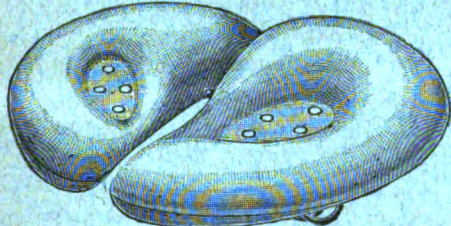
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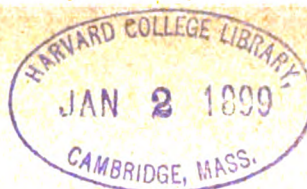


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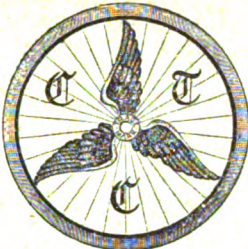
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THE MONTHLY GAZETTE

[FOUNDED 1878.]  INCORPORATED 1887.]

And * Official * Record.

No. 8. Vol. XIV. [NEW SERIES.]

AUGUST, 1895.

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

Notice is hereby given that the Annual General Meeting will be held in Birmingham, on Friday, the 20th September next, at 7.30 p.m. All Notices of Motion should be lodged in the hands of the Secretary not later than the 20th instant.

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The General Election came upon "UNIVERSAL most people as a surprise, but both LIGHTS." the C.T.C. and the Scottish Cyclists' Union availed themselves of the opportunity to obtain additional pledges in favour of the Bill introduced into the House several sessions ago by the former body. To this end copies of the Bill itself and of the case for Universal Lights (last issued as supplement to the *C.T.C. Gazette* in May, 1894) were sent to every candidate in England and Scotland, with a result that is most encouraging. Many scores of promises to support the measure have been received, and not a few members have undertaken to ballot for places with a view to its re-introduction. This fact, coupled with the one that the battle-cry of the new Government is "social legislation"—to say nothing of the increased interest taken in cycling by "the classes"—leads us to hope

that the realisation of every wheelman's hope may be nearer than we feared. It seems probable that more definite information as to the outlook will be procurable shortly, when each reader will be urged to bring pressure to bear upon his local representative to vote in favour of a measure which is rendered all the more necessary by the fact that it appears to be seriously contended (*vide the County Council Times*) that those County Councils which have passed bye-laws dealing with the subject have been acting *ultra vires*.

* * *

In its issue of the 17th ultimo, the *Daily News* reported that:—

THE LIABILITY OF RAILWAY COMPANIES. "In the Tribunal of Commerce of Perpignan, an important point affecting cyclists who travel with their machines upon the French railways has just been decided. In France bicycles accompanied by the owners are treated as personal luggage, and consequently are not charged for. For a registration fee of one penny the cyclist who takes a railway ticket can have his machine carried any distance. The companies declare that they are not responsible in case of damage. This claim, however, the Court at Perpignan refused to admit. A gentleman named Destaville, who was travelling with a bicycle on the Southern Railway line, found on arrival at his destination that one of the handles had been broken off, and that the machine had been otherwise seriously damaged by the

chipping of the enamel on the framework. The judges decided that the Company were not responsible in case of *force majeure*, or circumstances beyond their control, but that they were bound by their contract with the passenger to exercise reasonable care. As such care had not been exercised in the case in question, the Company were condemned to pay 63 francs, the certified value of the injury to the machine, and 50 francs damages in addition."

Without in any way doubting the equity of the decision herein recorded, we in a sense regret that the cyclist succeeded in establishing his claim, for it will almost inevitably lead to reprisals on the part of the railway companies. We say this upon the assumption—which we believe to be well-founded, but which we shall be glad to learn is erroneous—that upon the Continent the carriage of cycles free of charge is an act of grace, and it may not be demanded of the railway companies as a right. Hitherto, conveying a cycle has been one of the things they "do better in France," and it would be a thousand pities if wheeldom at large is now to be called upon to pay for the privilege.

In this connection it may not be amiss to say that when a passenger upon our English railways elects to avail himself of the minimum (and usual) rates charged for the conveyance of the machine *at owner's risk* he cannot—the popular belief to the contrary notwithstanding—recover for damage accruing to the machine in transit, even although he may be able to prove negligence on the part of the Company, *provided that a reasonable alternative rate at Company's risk is offered for his acceptance*. What is a reasonable alternative rate may be open to argument, but as it seems highly probable that the Courts would hold the Company's published charges to be reasonable, owners of expensive machines may be glad of this hint.

♦ ♦ ♦

We clip the following from *The CYCLING IN Times* of the 15th ult., and in so doing HYDE PARK. would express the hope that—subject always to his being able to obtain the gracious sanction of Mr. Coningsby Disraeli, to whose prejudiced utterances in the House we referred last month—Mr. Guest and his many influential friends may obtain for us an extension of the privilege already secured, mainly through the instrumentality of the C.T.C.:—

"CYCLISTS IN THE PARK.

"To the Editor of 'The Times.'

"Sir,—The forty days' notice which were required before Hyde Park could be opened to cyclists would, according to my calculation, have ended on Saturday next, the 20th.

"It had been the intention of myself and others to have celebrated that auspicious event by holding a meeting of cyclists in the park on that morning. Before sending out any notices, however, on the subject, I wrote to General Bateson, the deputy ranger, to make sure of the date of opening.

"His answer, which will interest all cyclists, is as follows:—

"The park cannot be opened for cycles until the new rules have been for forty days before the House of Commons. The dissolution will cause the date of opening to be postponed till after Parliament meets in August. So I have been informed by Her Majesty's Office of Works."

"It seems hard, perhaps, that the cycling public should be kept out of Hyde Park for a further period on account of the dissolution; but may it not be hoped that, when a new

Parliament comes to consider these rules, it may, in its wisdom, think well to extend the limit up to which cyclists are to be permitted to use the park from ten a.m. to one or two o'clock? Very few carriages use the park until the afternoon, and cycling in the park up to two o'clock could not possibly inconvenience any one.

"Would it be too much to appeal to the present First Lord of the Treasury, so able a wheelman himself, to exert his influence to obtain this boon for us?

"I am, sir, your obedient servant,

"MONTAGUR GUEST, a Member of the C.T.C.

"3, Savile Row, W., July 14th."

♦ ♦ ♦

If there were a doubt that cycling is at present all the rage with the SOCIETY is at present all the rage with the A'WHEEL. leaders of society a visit to Battersea Park, say between ten and noon, would speedily dispel it. The sight presented to view is really well worth seeing, if only on account of the fact that riding the bicycle is obviously one of the things in which the classes fail to give their social inferiors "points and a beating."

Nearly all the riders sit far too low, carry their hands too high, and are apparently in happy ignorance of what constitutes effective ankle action; indeed, the bulk of the fair sex pedal with the hollow of the foot, and appear to consider that high French heels were invented to keep the feet from slipping off the pedals altogether. So again as regards dress: the majority are most unsuitably costumed. The gentlemen ride in trousers instead of knickerbockers, and flannel or all-wool garments are conspicuous by their absence; while the ladies, with few exceptions, endeavour to make cycling square with the fashions, for crêpon skirts of more than ample fulness, balloon sleeves, and hats of Brobdingnagian proportions are decidedly in the ascendant. All this savours of "playing" at cycling, and gives the experienced onlooker the impression that "business only meant" is not the motto of the upper ten, however much it may be that of the typical "pro" who preceded them in the art.

One longs for the opportunity of taking in hand and explaining to these the latest converts to the wheel that they are wasting their energies, and that they are doing their best to surfeit themselves with a dish the true taste of which they have not as yet learned to appreciate.

It may, of course, happen that these initial mistakes will in many instances right themselves, or that good advice may in some cases reach the ears of those who will benefit by it, but come what may cycling will have secured for itself a position in the list of national pastimes from which its few remaining enemies will be powerless to displace it.

♦ ♦ ♦

Contrary to our fears—for the active touring season is unfortunately rapidly waning—the Candidates' List for the OF THE current month tops the record for C.T.C." May, and for June as well, no less than 926 applicants having entered for enrolment. A large percentage of these hold an unquestioned position in society, which, with one accord, seems to be bent upon taking a Continental tour. No inconsiderable proportion of the new adherents avail themselves of the scheme under which provisional

tickets (available forthwith) are issued in cases of urgency, and the demand for Handbooks, Road Books, and Badges is phenomenal. It requires but little now-a-day to convince a cyclist of the benefits of membership in the C.T.C., and this being so we trust that no effort will be spared by any reader to secure the desirable recruit.



CHIEF CONSULAR VACANCIES.

SPECIALLY IMPORTANT.

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

ENGLAND—

ESSEX.

WALES—

BRECKNOCK.

SCOTLAND—

CAITHNESS.

ORKNEY AND SHETLAND ISLES.

SELKIRK.

SUTHERLAND.

IRELAND—

ARMAGH.

KILKENNY.

TIPPERARY.

FOREIGN—

BELGIUM AND LUXEMBOURG.

AUSTRIA-HUNGARY.
SPAIN.

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

The following nomination has already been received :—

ARMAGH.

REA, MARTIN (Rev.), B.A., Knappagh, Killylea, Co. Armagh, Presbyterian Minister. Proposed by Rev. John A. Bain, The Manse, Westport, and seconded by Robert H. McKeown, Leenane, Co. Galway.

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.

NOTTS.—(*Chief Consul, J. W. Wright, 12, Pitcher Gate, Nottingham.*)—Bingham, Mansfield, Southwell, and Radcliffe-on-Trent.

YORKSHIRE (EAST RIDING).—(*Chief Consul, A. E. Paulsen, 85, De Grey Street, Hull.*)—Aldborough, Beeford, Filey, Flamborough, Hedon, Howden, Hunmanby, Leven, North or South Cave, Pocklington, Sherburn, and Welton.

YORKSHIRE (NORTH RIDING).—(*Chief Consul, T. W. Stainthorpe, C.E., Coatham, Redcar.*)—Grangetown, Richmond, Middlesbrough, Northallerton, Guisbrough, Loftus, and Thornaby-on-Tees.

TO MEMBERS GENERALLY: SPECIALLY IMPORTANT.

THE BRITISH HANDBOOK.

Although the edition of the Club Handbook for the current season was larger than it has been for many years every copy in stock has been sold, or bespoken by candidates not yet elected. This being so, we shall esteem it a favour if those members who are not making use of, or have finished with their copies for the season, will kindly return them to headquarters, when they shall be allowed half-price therefor. The name and address of sender should be written upon the wrapper, or upon a piece of paper inserted in the pocket of the book.

THE NEW FRENCH ROAD BOOK.

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

It consists of 550 pages, and describes in greater or less detail no less than 38,000 kilomètres (or 24,000 miles) of roads.

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

The original work (which covered the whole of France, and which consisted of 150 pages only) was open to the reproach that it was difficult to piece together the information it contained, and so make up a through or a cross route, but the method now employed—that of inserting in parentheses under the name of a place the routes that diverge therefrom—has so simplified matters that even the tryo may trace his way with comparative ease from one part of the country to another.

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

TO TOURING MEMBERS.

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

The Editors in question are :—

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

Mr. F. W. COOK,

Broadway House, Westminster, S.W.

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

Mr. R. T. LANG,

27, Westoe Parade, South Shields.

SCOTLAND.—Mr. F. W. POYSER, Dunblane, Perthshire.

THE SCOTTISH ROAD BOOK.

The Editor reports that, thanks to the assistance rendered by members, County Surveyors, and others, the original reports required are now in most cases forthcoming. The following roads are, however, still untouched :—

ARGYLL.

Otter Ferry to Tighnabruich.

Ballachulish to Shiel Inn (*via* Glen Tarbert).

Ballachulish to Lochaline Hotel (*via* Glen Tarbert).

Ballachulish to Lochaline Hotel (*via* Camasnacroise).

AYR.

Irvine to Glasgow (*via* Barrhead).
 Cree-side (County Boundary) to Barrhill.
 Largs to Dalry.

FIFE, KINROSS, AND CLACKMANNAN.

Dunfermline to Kirkcaldy (*via* Crossgates).
 Dunfermline to Leslie (*via* Lochgelly and Auchterderran).
 Dunfermline to Dollar (*via* Saline).

LANARK.

Lanark to Cumbernauld.
 Lanark to West Calder (*via* Wilsontown).
 Lanark to Armadale (*via* Wilsontown).
 Muirkirk to Douglas.
 Muirkirk to Strathavon.
 Carnwath to Carluke.
 Carnwath to West Calder (*via* Auchengray).
 Carluke to Glasgow (*via* Bellshill).
 Armadale to Glasgow (*via* Airdrie).
 Eaglesham to E. Kilbride.
 Whitburn to Glasgow (*via* Bellshill).
 Glasgow to Slamannan (*via* Airdrie).
 Glasgow to Molinburn.
 Rutherglen to Glasgow (*via* Gushetfauld).

ROSS AND CROMARTY.

Garve to Poolewe (*via* Dundonnell Inn).
 Bonar Bridge to Ledmore (*via* Oykell Bridge).

SUTHERLAND AND CAITHNESS.

Durness to Cape Wrath Lighthouse (*via* Kyle of Durness Ferry).
 Dornoch to Golspie (*via* Littleferry).
 Lairg to Oykell Bridge (*via* Braighmore).
 Lairg to Ledmore (*via* Oykell Bridge).
 Altnaharra Inn to Durness (*via* Strath More).
 Tongue to Melness (*via* Tongue Ferry).

For the convenience of compilation the Editor has temporarily divided the ground into two portions, Section I. being that portion south of an imaginary line drawn from the Tay at Perth to Doune, and thence to Helensburgh by way of Aberfoyle, Drymen, and the south end of Loch Lomond. In this there are comprised some 200 routes, a list of which the Editor will gladly supply to any member who will volunteer to check the "draft" now being prepared, or otherwise aid him with suggestions, etc. Resident and visiting members alike might render the greatest service to the undertaking, and the co-operation of every reader is invited accordingly.

Communications should be addressed to Mr. Arthur Poyser, Dunblane, Perthshire.

"RIGHTS AND PRIVILEGES."

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

CONTINENTAL AND FOREIGN TOURING.

Members requiring information as to the Continent, and general hints as to the successful prosecution of a foreign tour, will do well to communicate, in the first instance, with the Chief Consul of the Foreign (General) Division (Mr. S. A. Stead, 30, St. George's Avenue, Holloway, London), when, in case the hints furnished require to be supplemented by local contributions, the Chief Consul of the country it is proposed to explore will gladly complete the needed details.

The C.T.C. Continental Road Book contains the fullest information of all the chief routes within the following areas:

- I. France (Part I. now ready—see Special Notice).
- II. Germany and Austria-Hungary.
- III. Belgium, Denmark, Holland, Italy, Norway, Russia, Servia, Spain, Sweden, Switzerland, and Turkey.

The price of the first-named is 5s., or 5s. 4d. post free; that of the two last-named volumes is 3s. 6d. each, or 3s. 9d. post free.

The Continental Handbook, dealing with foreign countries in the manner that Britain is dealt with in the British Handbook, is sold by the Secretary at 1s. per copy.

HINTS TO THOSE WHO INTEND TOURING ON THE CONTINENT.

1.—The C.T.C. Continental Road Book is a *sine quâ non* for those who cycle on the Continent, and intending tourists should first get the volumes of it that they will require, and then trace their trip by the aid of a good road map.

2.—A Chief Consul may not furnish information contained in the books published by the Club.

3.—I have a stock of Continental road maps, guides (Bedecker's, Murray's, etc.), books of Travel Talk, Dictionaries in French, German, Italian, and Spanish, including Bellow's French; Bedecker's Conversation Dictionary in English, French, German, and Italian, price 1s. 2d., post free (new). Bedecker's "Nord de la France," 1887 (new), 2s. 6d., post free, and the handy and valuable little *guide mecum* known as "The Continong."

4.—Temporary tickets of membership in the Touring Club de France (available for three months), and the Handbook of that body, can be had from the Secretary of the C.T.C. at the reduced price of 2s. 6d. and 1s. respectively.

5.—Our Foreign Handbook contains a vocabulary for cyclists that I compiled in English, French, German, and Italian, giving terms and phrases not found in any dictionary.

6.—Members living near London should, if possible, call on me by appointment, as I can answer questions faster verbally than by letter, and they can see the maps, guides, etc., that I have for sale. I am usually at home before 12.30 and after 5 p.m.

S. A. STEAD,

Chief Consul Foreign General Division.

30, St. George's Avenue, Holloway, London.

FRANCE.

During the absence from Paris of the Chief Consul, Baron de Baronceilli, Captain H. H. A. Errington-Josse, of 4, Avenue Hoche, will act as Chief Consul *pro tem*.

THE EDITOR'S ALBUM.

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

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

Messrs. R. C. Cumming, Stafford, and E. F. Evans, Cheltenham.

OFFICIAL TAILORS' LIST.

BARNSTAPLE—*Erase* J. N. Brewer, and *insert* Brewer & Painter.
 CHELTENHAM—*Insert* Bryant & Co., 362, High Street.

HERTS AND BUCKS. — No. 10,874 writes:—Cyclists passing through Tring to Aylesbury miss almost all the beauty of the view of the vale. This you can get by turning to the right down Frogmore Street, in Tring, and taking the next turn to the left up to Tring Windmill, on the Icknield way, which brings you back to the main road at the top of the hill down into Aston Clinton. Again, you can turn off that hill down into Aston, turning to the left to Wendover, a really magnificent view above Halton House. Also, the road to Aylesbury from Wendover is prettier than that from Tring. It is nearly four miles further. But there *are* hills.



The usual monthly meeting was held at Morrisson's Hotel, Dublin, on Saturday, 13th July, 1895, at eleven a.m.

PRESENT:

R. C. W. COSENS, Sussex (Chairman)
R. C. E. W. BURKE, Ireland.
R. C. J. D. EVERETT, Ireland.
C. C. J. H. MOORE, Dublin.
C. C. J. H. NAYLOR, Golden Ball.
C. C. J. WHITE, Dublin.

E. R. SHIFTON, Secretary.

RESOLUTIONS, ETC.

- 106.—"That Mr. John Naylor, of Beeston Tower, near Tarporley, be appointed Chief Consul of Cheshire."
107.—"That Mr. Thomas G. Boulton, of The Vineyard, Wellington, be appointed Chief Consul of Shropshire."
109.—"That the Report of the Chairman of the Map and Road Book (Scotland) Committee, as circulated with the present Agenda, be adopted; that the list of routes still required be published in the *Gazette*, and that the Editor's application for a further payment of £10 on account be acceded to."

REPORTS OF COMMITTEES.

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

- (b) The Chairman intimated that no meeting of the Committee had been held, but that the work was proceeding satisfactorily.

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

- (c) In the absence of a report from the Chairman, the Secretary stated that as a member of this Committee he attended a meeting called for York on the 6th inst., when Messrs. Lightwood, Stainthorpe, and Lang also put in an appearance. The *modus operandi* to be followed was at this meeting fully discussed, and the draft agreement with the Editor approved by both sides. Messrs. Barram and Williamson were appointed a local committee to supervise the work of the Editor. It was also decided to purchase the new One-inch Ordnance Survey as far as it is at present procurable; and it was further agreed that it was desirable to approach the Council with a recommendation to the effect that the third class fares of those members of the Committee who attend the meetings shall be refunded by the Club. It was agreed that the next meeting should be held at York, on Saturday, the 3rd August, at 11.30 a.m., and it was understood that the Chairman or some member of the Committee would place upon the Agenda of the Council Meeting, to be held on the same day, a motion dealing with the railway fares above referred to.

MAP AND ROAD BOOK (IRELAND).

- (d) The Chairman reported that he and the Secretary had made every endeavour to get the Editor to attend that meeting, but owing to the General Election all leave on the part of the R.I.C. had been stopped, and their efforts had proved futile. The Chairman went on to explain and criticise the methods Mr. Dagg appears to have followed, and with respect thereto strongly advised the Council to abstain from making any monetary payment to Mr. Dagg until the MSS. he has compiled are handed over to the Club for examination and approval, or for amendment if need be. The views of the Chairman were unanimously endorsed by the Meeting.

MAP AND ROAD BOOK (CONTINENTAL).

- (e) The Chairman reported that Part I. of the French Road Book was now leaving the press, and he submitted a specimen copy for inspection. He further reported that the compilation of Part II. was being proceeded with, and that a supply of "copy" would shortly be handed over to the Printers, so that the book may make its appearance without fail at the end of the current year.

RIGHTS AND PRIVILEGES.

- (f) The Chairman reported that he had personally addressed a communication to every candidate for Parliamentary honours in England and Wales soliciting his support for the Universal Lights Bill, and had furnished the Scottish Cyclists' Union with

a good supply of literature bearing upon the subject, so that similar action might be taken in Scotland. The replies received to these several communications have up to the present proved exceedingly encouraging, and it appears safe to assert that the prospect of securing the passage of this Bill is brighter than it has ever been.

The Chairman further reported that several additional danger boards had recently been erected, and that assistance and advice had been rendered to the many members who had applied.

- 110.—"That the November Council Meeting be held on the third Saturday in the month instead of on the second as at present fixed."
112.—"That having regard to the fact that giving permission to outsiders to register trade marks which partake in some degree of the nature of the C.T.C. Badge is injurious to the Club's interests, Resolution 94 of the May Council Meeting be, and is, hereby rescinded."
113.—"That the Council grant the Liverpool District Association the sum of £5 to cover the initial expenses of forming the Association." (Lost to the following amendment.)
114.—"That the consideration of the application of the Liverpool District Association for the sum of £5 to cover the initial expenses of forming the said Association, be adjourned until there is some evidence of successful work having been accomplished by this body."
115.—"That the out of pocket expenses of Mr. Deck, of Harrogate (a member of the C.T.C.), who was the victim of an assault case for which he unsuccessfully endeavoured to obtain redress, be recouped by the Club."

Particulars of a running-down case of which a Mr. Charles Dickinson, of Keighley (a non-member), was the victim, were laid before the Meeting, but as it appeared that the parties who are believed to have been responsible for the collision have been indicted for manslaughter, and the Crown has, in the usual order of events, undertaken the prosecution, no action was taken in connection therewith.

- (l) The Secretary reported that he had had the new Prospectus-Application Form translated into French, and that a similar course would be adopted as regards the German language.
(m) An application from a firm at Dudley for permission to register what appeared to be almost a facsimile of the Club Badge, in the class covering iron goods, was declined; and the Secretary was instructed to write the publishers of a recent Handbook and draw attention to the fact that they have infringed the Club's rights where its trade mark is concerned.
(n) The Secretary reported that he had of late received overtures from the Belgian, French, and Italian Touring Clubs having for their end the establishment of a system of co-operation whereby honorary membership should be given to members of the C.T.C. visiting Belgium, France, and Italy, upon the understanding that a similar concession would be given to members of the Belgian, French, and Italian Touring Clubs visiting England, whereupon a Councillor present gave notice of his intention to place upon the Agenda of the next meeting a motion to the effect that a Committee be appointed to consider this matter, together with that of the Customs duties now payable, and the hotel system on the Continent, prior to re-issuing the Foreign Handbook.

Comments upon the Agenda were received from the following absent Councillors:—The Rev. A. Hay, Scotland; the Rev. W. Hay Fea, Yorkshire; Messrs. W. E. Cowdell Barrett, Grouped Counties of England; W. Kendall Burnett, Aberdeen; A. Butterfield, Grantham; W. B. Gurney, Bradford; Leonard Kershaw, Halifax; J. T. Lightwood, Lytham; A. E. Paulsen, Hull; H. M. Rankilor, Tiverton; and James Robinson, Hampshire.

The next Council Meeting will be held at York, on Saturday, the 3rd August, 1895.

CUSTOMS DUTIES IN BELGIUM.—A well-known member of the Club writes:—"After a week's cycling in the Ardennes I was quite knocked over by the heat, and had to come home from Diekirch by easy stages. My C.T.C. ticket was at once accepted at Antwerp, and I had no difficulty in passing my bicycle through the Customs. On crossing the frontier into Luxembourg *by rail* the douaniers made some fuss, which ended by the machine being allowed to pass without my making deposit of any duty. My ticket of membership was, however, detained, and has not been returned to me, so I send the usual fee of a shilling for a duplicate." It will be seen from the foregoing that the Customs duties question is in a somewhat unsettled state in Belgium, but that—thanks to the talisman of the C.T.C. ticket—our friend fared better than did the member whose experiences were narrated last month.



EDINBURGH SECTION.—RUN ON SATURDAY, 10TH AUGUST.

<i>Rendezvous.</i>	<i>Time.</i>	<i>Destination.</i>
Near Abbey Church, Abbey Hill.	3.30	Ormiston.

Tea at Hopetoun Arms Hotel at six o'clock. Members not in time at meeting-place will please proceed to hotel in time for tea.

It was resolved by members present at the last spin to Linlithgow to continue the runs as heretofore.

E. A. GLEN, Consul,
56, Elm Row, Edinburgh.

NOTTINGHAM AND LINCOLN.

A meeting of members resident in the Counties of Nottingham and Lincoln was held on Saturday, the 6th July, at the Ram Hotel, Newark, where tea was served at five o'clock. Over fifty were present, and, the weather being perfect, the re-union was a very enjoyable one in every respect.

After tea a business meeting of the Lincolnshire members was held to consider the desirability of forming a County Association. Mr. A. Butterfield (Grantham), Chief Consul for the county, was voted to the chair, and among those present were Mr. C. F. Foster (Consul for Lincoln), Mr. and Mrs. J. E. West (Blankney), Mr. Fewster Wilkinson and party (Reepham), Mr. Arthur Garfit (Lincoln), Mr. J. H. Cooke (Lincoln), and others.

Mr. Butterfield, in introducing the subject, mentioned that Lincolnshire numbered 148 members, of whom 38 were resident in and around Lincoln, and 24 at Gainsborough, and that two-thirds of the members lived in the western and southern portions of the county. He had sent circulars to all the members, soliciting their opinions as to the question now raised, and had received about forty replies in favour of some plan by which members might be brought into touch with one another. He considered, bearing in mind that, as regards this question, they were breaking absolutely fresh ground, the proportion of replies received was very satisfactory. People had hitherto joined the Club to get the benefit of the *Gazette*, the Road Book, hotel arrangements, &c., but until last year no move had been made in the direction of local meetings. What a large and influential local Association could do was shown by the work of the Northumberland and Durham District Association, which had approached various local authorities and railway companies and secured valuable concessions and advantages for cyclists. He did not think they were yet in a position to form such an Association in Lincolnshire, but if a start were made in a small way they might in a year or two gather sufficient strength to accomplish much useful work, either alone or in conjunction with the Notts members, whose Chief Consul had kindly invited their attendance that day. There was no need to proceed hastily, and it might perhaps be most advantageous to have another meeting in a week or two, say at Lincoln, when the question could be further considered. If a self-supporting Association on a small scale were formed, a subscription of one shilling would cover postages and circulars, and he thought it was the proper course to pay their own way, and not beg a grant from the general funds of the Club.

After a short discussion it was proposed by Mr. C. F. Foster and seconded by Mr. J. H. Cooke, that "a further meeting of Lincolnshire members be held at Lincoln on Saturday, the 10th August." This was carried unanimously, and it was also decided that tea should be served at 4.30, and that circulars announcing the meeting should be issued to all members; each member present then subscribed one shilling to cover the cost of these disbursements. The meeting concluded with a vote of thanks to the chairman.

NOTTINGHAM.

Our last meeting, held at Newark on 6th inst., was a most successful affair, and the attendance the largest on record. About fifty members and friends, including visitors from Nottingham, Lincoln, Derby, Leicester, Grantham, Gainsborough, Tuxford, etc., were present. Letters of apology for non-attendance were received from Rev. Canon Ebsworth (Consul at Retford), Rev. F. A. Wodehouse (Consul at Gotham), Mr. Brentnall (Consul at Bawtry), and Mr. Chatterton (Consul at Worley). It was decided to hold another meeting on Thursday, September 5th, at Edwinstowe (in the heart of Sherwood Forest and the Dukeries). As this will probably be the last meet of the season, and as the Forest never looks better than at that season, I hope that the attendance will beat all previous records. Final arrangements have not yet been made, but I shall be happy to give all information before the time to any members who will communicate with me. If a sufficient number express a wish to that effect I would suggest that the run should be for the whole day, so as to give riders the opportunity of visiting the "Major Oak," the parks of Moresby and Clumber, and other places of interest in the neighbourhood. Luncheon and tea can be obtained at the Royal Oak Hotel, the C.T.C. Quarters at Edwinstowe, and will be ready at 12.30 and 4.30 respectively. Those who intend to be present are earnestly requested to communicate with me or with Mr. T. Chatterton, the Worksop Consul, not later than September 1st, otherwise it is difficult to make the needful arrangements. For the convenience of those Nottingham riders who do not care to travel the whole distance by road, I may state that fast trains leave the Midland Station at Nottingham at 9.35 a.m. and at 12.40 p.m. for Mansfield, which is seven miles from Edwinstowe. The distance by road from Nottingham to Edwinstowe *via* Mansfield is twenty-one miles. The return fare from Nottingham to Mansfield on *Thursdays* (market tickets) is 1s. 3d. third-class; charge for bicycle, 6d. each way.

JOSEPH W. WRIGHT, C.C.

YORKSHIRE—EAST, NORTH, AND WEST RIDINGS.

There will be a joint meet, held at the Commercial Hotel, Harrogate, on Saturday, 17th August, when all members and friends of members are cordially invited.

PROGRAMME.

- 1.30 p.m., meet at the Commercial Hotel, Harrogate.
- 2.30 p.m., cycle to Knaresboro, returning by Plumptre Rocks to Harrogate.
- 5 p.m., business meeting.
- 6 p.m., tea.

(A meat tea will be provided by the landlord for this special occasion at the reduced charge of 1s. 6d.)

Members intending to be present are requested to notify their respective Chief Consuls, or local Consuls, not later than three days previous, so that adequate arrangements may be made.

F. L. DODDS, R.C., Stockton-on-Tees.
W. H. FEA, M.A., R.C., Hull.
L. KERSHAW, C.C., Halifax.
A. E. PAULSEN, C.C., Hull.
E. M. POOLE, R.C., Dewsbury.
T. W. STAINTHORPE, C.E., C.C., Redcar.

THE YORKSHIRE MEET.

The Yorkshire meet was held at the Unicorn Hotel, Ripon, on Saturday, 29th June, there being only a small attendance, owing, no doubt, to the date being at the end of the quarter. After lunch, a ride was indulged in to Grewelthorpe, where the beautiful grounds of Hackfall were visited, all the members of the party regretting they had so little time to spend in this entrancing spot. The return journey was made by the same route, and Ripon reached at 4.30, when the business meeting took place, Mr. Wood, the Consul for Ripon, being unanimously voted to the chair. The minutes of the preceding meeting at Ilkley were confirmed. It was decided that the next meeting be held at Harrogate on the 17th August, and that the whole of Yorkshire be included in the invitation. It was decided that the meeting recommend that the C.C. for the West Riding make application to the Great Northern, Midland, and Lancashire and Yorkshire Railway Companies for circular routes on the plan adopted by the North-Eastern Railway Company. A letter was read from Mr. Kershaw, C.C., regretting his inability to be present. The meeting then terminated with a cordial vote o. thanks to the Chairman.

The Council were represented by the Rev. W. H. Fea, R.C., Mr. Dodds, R.C., Mr. Stainthorpe, C.C., and Mr. Paulsen, C.C., and members were present from Bradford, Halifax, Hull, Leeds, Middlesbrough, Saltburn, Stockton, etc.



LIVERPOOL DISTRICT SECTION.

A general meeting was held at the Star and Garter Hotel, Liverpool, on 17th July; Mr. T. J. Scott in the chair. Several recommendations from the Committee were debated and confirmed. Among other things it was agreed to hold a meet on the third Saturday in each month until further notice. The meetings intended, in addition to being announced in *Gazette*, will be advertised in the Liverpool evening papers of the Saturday previous to the meet. It was also suggested that the District Hon. Sec. might act with advantage in receiving names and introducing local members to each other as touring companions, this being thought to be an expeditious manner and affording the advantage of an interview. Two new members were elected to the Committee in the places of two resigned.

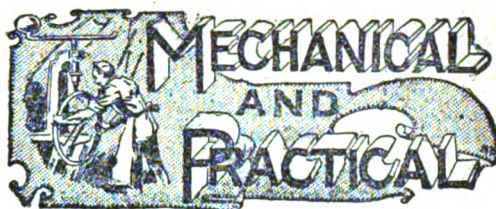
Three gentlemen were deputed to wait upon the managers of a local ferry with a view to obtaining equitable charges for the carriage of cycles.

On the following Saturday a meeting was held at the "Bull and Stirrup" Hotel, Chester, and representatives from widely separated parts of district were present, notwithstanding the extreme inclemency of the weather.

The next meeting will be at the "Roebuck," Warrington, on Saturday, 17th August, at 6 p.m. It is hoped that all C.T.C. members in the district will be present, whether they have previously attended a local meeting or not.

H. D. MATHIAS, Hon. Sec.

140, Smithdown Road,
Liverpool.



By C. W. BROWN.

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Roller chains have been practically superseded by the block or "Humber" pattern variety, which I recently described [see page 166], but there are still a few machines fitted with them, and hence it may be well for me to briefly describe their construction. Fig. 27 shows a chain of this pattern, and it will be seen that the central blocks used upon the "Humber" chain are entirely dispensed with, their place being taken by two thin pieces of steel CC of identically the same pattern as the ordinary sideplates, which are placed just inside the outer plates DD of the chain to form

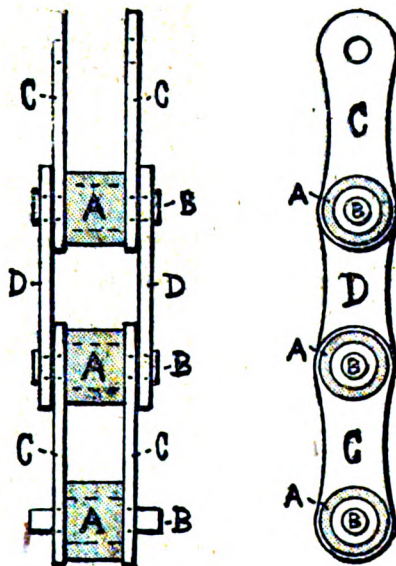


Fig. 27.

Fig. 28.

the links connecting the latter together. These inner plates are held apart by shouldered rivets BB passing through them and also through the outer side-plates, over which they are riveted. Upon the thickened centres of these rivets are the small steel rollers A, from which the chain takes its name. These rollers or rings of hardened steel are free to revolve upon the rivets B, as the outer surfaces come in contact with the cogs of the chain-wheels. These teeth are of somewhat different pattern from those on gear-wheels designed for "Humber" pattern chains, they being deeper and wider.

Fig. 28 shows the side view of the roller chain with the plates on one side removed to illustrate the working of the rollers. AAA are the rollers themselves, BBB the shouldered rivets, CC the inner side-plates, and D the outer plates of the chain.

One of the most important improvements effected in the cycle of recent years is the gear-case, of which many distinctive patterns are now upon the market. Situated as the chain of the rear-driving safety is, it is naturally much exposed to dust thrown up by the front wheel, and hence the necessity for its being properly protected or encased. To Mr. Harrison Carter cyclists owe the introduction of this great improvement, as, although many riders, including myself, had admitted, almost from the first introduction of the rear-driver, the advantages to be derived by properly shielding the chain from dust and dirt, Mr. Carter was the first to really grapple with the difficulties which presented themselves in the construction of what is now an essential feature of all first-class machines. He introduced his gear-case, which not only allows of the chain being thoroughly protected from dust, etc., but also provides continuous lubrication in the form of an oil-bath, through which the chain passes in each complete revolution it makes. Mr. Carter's original case was a fixture to the machine, being constructed of tin soldered to the frame, the back portion alone being detachable. This pattern he subsequently improved by the insertion of a lever-lid arrangement to the front, so that the crank-axle and chain-wheel could be easily got at. The case, as thus made, is, I think, the best in the hands of a rider possessing the necessary mechanical skill and knowledge to remove the back wheel from the machine without disturbing the chain upon the crank-axle gear-wheel, as, although, if the latter be displaced, the lever-lid may be opened so that the chain can be easily placed upon the teeth once more, I have never yet come across a lid of this pattern which fitted so absolutely tightly that no oil escaped round the bottom portion of it. I therefore find that it is best to fix this lid in its place with a packing of red and white lead, which will render it oil-tight, and only to remove it on those rare occasions when it is necessary to take out the crank-axle for any repair, after which the lid must again be replaced, and made oil-tight

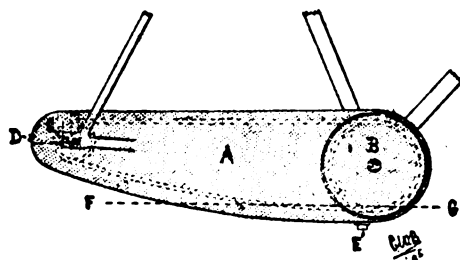


Fig. 29.

with lead as before. Fig. 29 shows this pattern of cover. A is the side of the case provided, with the lever-lid B, through a central hole in which the crank-axle passes. C is the detachable back portion of the case fitting on to the fixed portion A, and held in place by the small screw D. When this screw is taken out, the rear part C can be slid off. This portion is modified somewhat by some makers, but the pattern shown is the most generally used, and is, perhaps, the best type. E is a small screw-plug, provided with a leather washer, which can be removed in order to allow of the oil contained in the case being drained off when it becomes thick and dirty after constant use. The dotted line FG shows the height to which the case should be filled with oil, the level of the latter being about up to the periphery of the crank-axle chain-wheel—that is, just over the chain at its

lowest point. It will generally be found that rather less than two ordinary wine glasses full of oil will be sufficient. It is a great mistake to put too much oil in a gear-case, as, should this be done, it is certain to escape round the crank axle, or more especially round the rear wheel hub. The position of the chain and chain-wheels inside the case is indicated by the double dotted lines.

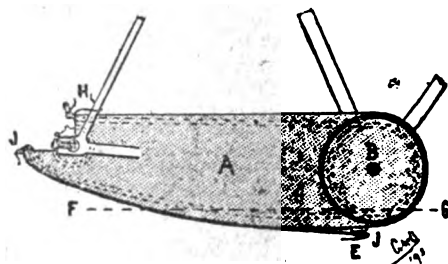


Fig. 30.

Fig. 30 shows the same with the back portion C (Fig. 29) removed, and illustrates the surest method of taking out the rear-wheel without displacing the chain upon the crank-axle gear-wheel. When the back of the case has been removed, the wheel should be turned until the connecting bolt of the chain is upon the chain-ring of the hub in a convenient position for unscrewing. Two pieces of wire or strong string should then be attached to the links of the chain as far inside the case as possible, and securely tied to the frame of the machine and the head of the screw-plug E of the gear-case, as shown. The connecting bolt of the chain can then be removed, and, if necessary, the strings or wires may then be further tightened to prevent the possibility of the chain becoming displaced upon the front gear-wheel. I have shown the arrangement of wires at H and J. The back wheel may then be safely slid out of the fork ends, and any necessary repair or alteration effected. It can be replaced just as easily, and the chain connected over the teeth of the hub-ring, and the bolt and nut screwed up tightly, after which the strings or wires may be removed. It is always as well to slightly burr the end of the chain-bolt over the nut, as, on account of the great amount of lubrication provided for the chain by the oil-bath, the nut is otherwise rather liable to

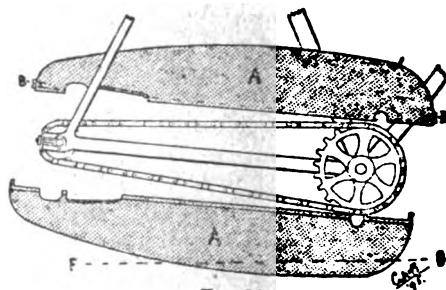


Fig. 31.

work off. Although it appears a somewhat complicated business to remove the driving wheel from a machine fitted with a fixed case, it is not really so, and if the simple instructions I have given are carefully carried out, it will not take more than five minutes longer than it would do were there no gear-case at all. There is, however, somewhat of a prejudice against fixed cases, although when they are properly fitted they give no trouble, and hence Mr. Carter and several other inventors have put upon the market

cases which are wholly detachable. These are manufactured of various materials, tin and celluloid being the most popular. Fig. 31 shows one of the most frequent patterns of this case, in which it will be seen that the cover AA is simply divided in half, being clipped round the frame and held together by small screws BB, which vary in number with different makers. Oil is well retained by most of these cases, the level being as indicated by the dotted line FG. I have, however, found that some of them are often somewhat difficult to replace when once they have been removed from the machine, but this objection does not apply to all of them.

Next to the metal case comes Grose's leather cover, which certainly possesses one or two special advantages in that it is noiseless—although a properly fitted metal case gives no trouble in this direction—and is very light. It consists of a frame of steel or aluminium clipped to the rear fork-leg of the machine, which frame is covered with leather, laced up and pulled tight on the under side. A case of this kind can be obtained weighing under ten ounces, but it does not of course provide oil bath lubrication. It has moreover to be cut open in places to clear the cycle frame and back wheel hub, after which it has to be laced up again. It therefore follows that to remove the back wheel the cover must be unlaced to a certain extent, and I have found that to do this and afterwards to lace it up again is a worse business than dealing with three fixed cases. Add to this the fact that the eyelet holes or hooks by which the cover is laced soon pull out, if it be taken off a few times, and it appears to me that its only real merit is lightness. Lubrication is afforded, after a fashion, by oil-cups passing through the frame of the case, but I think that this is rather an uncertain method. Another plan, however, is to oil the chain by a wick passing through the frame of the cover from a small oil reservoir clipped to the side near the top of the case. This appears to answer fairly well, but I have found that unless the machine is constantly in use the oil will spoil the leather of the case, as it continues to flow more or less from the wick

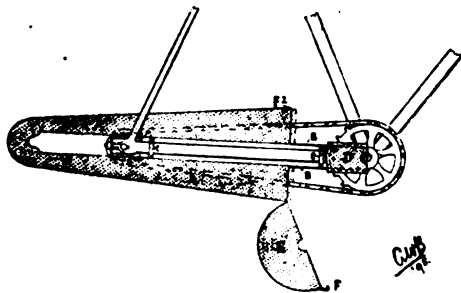


Fig. 32.

when the cycle is stationary and having soon covered the small portion of the chain with which the cotton is in contact the oil is apt to trickle down the sides of case and so spoil the leather. The best system of lubrication to adopt with cases of this kind is to unlace the leather at the back about once a month and to then thoroughly oil each link of the chain as the wheel is slowly turned round. This will last a good while, but if much riding be done the case should be removed entirely about twice a year, so that the inside may be thoroughly cleaned, as leather covers always let in a certain amount of dust. Metal gear-cases are, however, not entirely free from this defect, and they should occasionally be well cleaned out by first drawing off the old oil and then running the machine a mile or so with paraffin in the case, after which this also must be drawn off and a fresh supply of lubricating oil of really good quality put in.

The large gear wheels, which have at last come into nearly general use, naturally cause the size of gear-cases to be greater than when these covers were first brought out, and hence it follows that they give a somewhat clumsy appearance to the machines. There is one pattern which does not do this to so marked an extent, and is also detachable. It is constructed of metal and was, I believe, originally brought out as the "Presto." The general design of one of the neatest of these covers I have yet seen is shown in Fig. 32. This represents the case when partly removed, but it will be seen that when closed over the front gear-wheel, an open space is left in the centre, which gives a lighter appearance to the machine, but has no other advantage, as in practice there is no real saving in weight. However, the method of attaching the case to the machine is extremely neat, and so far as I am aware effective. AA is the body of the case, which is open only at its forward end and can be slid from the rear of the machine forward upon the central frame BB, fastened to the fork-leg by the clips CC. This central frame forms the top and bottom of the upper and lower sections of the case, so that it will be seen that the chain runs through two closed boxes or tubes formed by the body AA and the central frame BB. The central frame carries at its forward end a plate D, which covers a portion of the front chain wheel, and is provided with a somewhat similar plate at the rear hub. When the case AA is pushed properly home, the front portion E, which is hinged to it as shown, can be closed over the front half of the crank-axle chain-wheel, being fastened by the spring catch F and F1. This case is neat and effective, but does not of course permit of oil-bath lubrication, on account of the bottom hinge, and opening front, while it is considerably heavier than the Grose leather pattern. It is, however, a very ingenious and simple case, its weight and the absence of proper and efficient lubrication being its only drawbacks. A few of the Carter fixed cases are now made open in the centre to give the appearance of lightness, but, as I have before remarked, there is really no gain in this respect, as the amount of metal required for the central frame is quite equal to that saved by the cut-away portions of the flat sides of the ordinary type of case. The complication in construction is also greater, and the liability of the chain to rattle is somewhat increased.

(To be continued.)



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.

No. 13,509 would like to meet with a companion for a week's tour in England, or Belgium and France (has a knowledge of French), about end of August, or beginning of September. No definite route settled, but if in England either North or West. Bicyclist, smoker, very temperate, (aged thirty).—Address, R. H. D., 6, Great Winchester Street, E.C.

Companion wanted for a tour of about a month in France. Pace and expenses moderate. Advertiser (aged thirty-two), speaks a little French and has had experience in Continental touring.—Address, No. 5124, c/o Editor.

Companion wanted for a tour through the Pyrenees about end of August. Moderate expenses. Pleasure not pace.—P 122 Selhurst Road, South Norwood, S.E.

The LADIES PAGE.

By MISS F. J. ERSKINE.

Author of Tricycling for Ladies, etc., etc.

Through the kindness of a lady member of the C.T.C. the following description of how she personally solved the saddle question has been sent me, and by her permission I am quoting for the benefit of other members:—"I have personally solved the saddle difficulty with an old rotary saddle, which I used ten years ago. I cut out a large V in the centre for ventilation, bound it round the edges with horsehair stuffing, then over that put a horsehair cover, which allows the dress to slip perfectly when mounting or dismounting. For the crowning point, I turned the saddle round, placing peak at the back. A new spring, which I had fitted to it, allows me to tilt the saddle at the right angle for riding (a most important matter), and the result is a seat I would not give in exchange for a £5 note."

From this description it would appear to be a hard seat on a good spring, minus the objectionable peak. Now there are many who contend that a hard inflexible seat, like a riding saddle for horseback, is the thing wanted. To this class belong the anatomical saddles, and it would appear the Christie saddle, which I hear good reports of, and hope to have a practical trial of, at an early date. Through the courtesy of Mr. Burgess, of Brighton, I have had a good trial of one of his bicycle seats, and find it excellent as far as the absence of the peak is concerned, but having a certain tendency to chafe; this might be overcome by a hollowed form of cushion. Unless for long journeys this objection would not be very serious, and I can recommend the saddle as a whole.

But whilst allowing peaked saddles are in many cases uncomfortable, and even dangerous, it is in a great degree a question of adjustment. When a saddle is badly adjusted, with its nose very much raised, then torture is only a mild term for what the rider endures. On the other hand, when the point is too much depressed, and the whole weight is thrown on the handles, then both comfort and safe riding are out of the question. Riding on a properly adjusted saddle is extremely comfortable. Very many people, especially novices, will not take the trouble to adjust their saddles, preferring either from laziness or ignorance to endanger both health and comfort by riding on one which has by some mischance been set wrong. The popular saddle tilts are apt to shift back unless screwed up very tightly, and in their case it is so easy to set matters right that no one need sit upon an ill-adjusted saddle unless they are too lazy to use their spanners.

Now that the touring season is close at hand I should like to impress upon all new riders the need of understanding their mounts thoroughly. A bicycle is so very easy to comprehend. There is not the same complication as in an old-time tricycle. The parts are few and simple, and any one with the C.T.C. Handbook to refer to should be perfectly well able to adjust the machine so as to ride in comfort. The rules for keeping it in order are few and easy. A thorough cleanse of at least all the parts about the bearings every morning, regular oiling, and to do things for oneself. It may be more dignified to hand the machine over to a man to clean, but for my part I prefer to put my pride in my pocket—be undignified—and clean my mount myself. Then you get the earliest intimation of anything being wrong. If a machine is cleaned regularly it is by no means hard work, and a matter of only ten minutes or a quarter of an hour.

It is a great pleasure to note in the Candidates' List for this and last month the names of many who have made their mark in the world of sport and athletics. Mrs. Main, the

well-known Alpine climber—whose snow photographs have won her many medals—is a type of recruit of whom the C.T.C. may be proud. The fashion may come and fashion may go, but once cycling gains plucky recruits amongst those who can ride—and what's more, will ride well—then there is a chance of cycling becoming something more than an ephemeral pastime, and ranking as a necessity of life. It is in no spirit of toadyism we rejoice that bicycling is now the favoured sport—it is a grand one, and by its own inherent merits was bound to come to the fore one day, but for the terrible handicapping it has had. 'Arryism has checked its advance. Those who would not take the trouble to ride well have done the same; the "scorcher" has done his best to throw discredit on it; yet now a race of riders is rising up who show the full possibilities of the glorious machine to the best possible advantage.

But there is one item of news in the papers I have read with sincere regret. Hurlingham is the offender, which makes it still more serious. I am alluding to the ladies' races, held lately at that club. Now, if there is one point on which the whole cycling press, with all its shortcomings, has been agreed on, it has been in condemning the "racing woman." Many will say the racing in question was a very minor concern. That may be so, but where Hurlingham leads, others will follow, and we shall have the lady record breaker and the racing woman rampant again. Nothing can possibly be worse for the sport, or for the riders themselves than this latest and most pernicious example. I am very far from wishing to find fault with competitions for grace in riding and management of the machine, as in the bending race between flags. The evil in racing is the strain, which no one will feel at the moment, but which will tell seriously against both health and future life. Surely there are plenty of uses for bicycles besides racing for women, and I would earnestly beg all members who can do so to discourage this most unwomanly use of the machine.

Those who are touring, as many may be preparing to do when this sees the light, may appreciate a light and substantial luggage-carrier. One made by Mr. Hoggarth, of Ulverston, was strongly recommended to me the other day as being both light and strong. It is always as well when it can be managed to take a short trial trip with the luggage fixed, in order that all may sit well, and all defects, be rectified before the *bonafide* tour commences. Touring was so exhaustively dealt with by my predecessor that I can only refer old readers and members to the previous year's *Gazette*. I will, however, deal with it (for the benefit of new members) in the current number.

Those who are choosing touring dresses should pick out some yellowy-grey heather mixture material of a pinky tinge. My own riding dress, which was a month or so ago of a warm brown grey, is now distinctly of two colours, from the influence of sun and rain, of both of which it has had a large experience. I would also like to put in a word for gaiters—"the prude gaiter," as I saw it termed some time ago. It is not at all a superfluous adjunct. There are few things more irritating to the feet than the dust and small stones which filter in through the eyelet holes of the shoes. Another use they have is to protect the rider's legs against the teeth of evil-disposed dogs. To the average farm collie, a bicyclist, especially a lady, seems an intense aggravation, and many a one can testify to being assailed by a furry demon whilst the master was far away—and the creature romped unchecked. Spat gaiters are a certain protection; so also is it to be able to rapidly assume the side saddle or "ambulance" position. But prowling dogs are an evil which demands dealing with, as to be bitten by a strange dog is rather beyond a joke. In the Kesteven division of Lincolnshire just now every unmuzzled dog is taken into custody or shot, and riding is simply heavenly. Collies may bark and snarl through their muzzles but they can do no harm. Humanitarians may consider muzzling a very cruel device, but it is nothing to the misery caused to a nervous person who gets bitten by some prowling evil-disposed cur.



By G. DOUGLAS LEECHMAN.

The Puncture-Proof Pneumatic Tyre Co. are commendably persistent in their endeavours to provide us with freedom from the evils of punctures without any compensating disadvantages. Their latest production is a puncture-closing air tube, and I have had two samples to test. The second one is a decided improvement on the first, but both were remarkably successful in their own particular line. Both have the tread side of the tube thickened by compression, and so maintained by short wide strips of tape solutioned across the tread with an interval of about one-tenth of an inch between each. The intervals being so short the whole of the tread is compressed, so that if the wily puncture demon should select one of the uncovered parts for his attack he need not reckon on being more successful than if he obeyed the law of chances and hit on a tape. The first tube contained a sticky preparation, like a mixture of solution and resin; the second tube is without this. The first weighed, with Wood valve, under one pound, and the second is a little lighter, scaling only two or three ounces more than the light roadster tube that was originally in the tyre. As I did not see any necessity to injure my outer cover I put the tube through a preliminary examination before using it. One has to take care in blowing up the tube when uncovered, as the differences between the tread and the back allow of the expansion of the latter quicker than the former, and a large boil very soon makes its appearance; of course this cannot happen when the tube is confined between the cover and the rim. Pin pricks through the tapes and between them were closed immediately, and so were single and cross cuts with the small blade of a penknife. To cut a long story short, I found that if I wetted the larger blade of the knife, made a cross cut and twisted the blade round in the hole, the closing powers were overcome and the air escaped. And well it might! I patched the larger holes and laid the tube by for a time. On testing the tube again I found it leaked, and supposed that it would be necessary, in order to effectually mend the holes, to remove the tapes where the patches were put on, but the water test showed that it was the valve seating that was at fault. This being attended to the joint in the tube began to leak, and as the tapes were continued to the inner end, and the outer end did its best to relieve itself from the compression and gaped, I had rather a lively experience with it and had cause to be thankful that the cover was so easily removable. On one occasion the tube gave out late in the evening and a rush had to be made for a late train. The cover being empty rubbed against the gear case, and both so chafed as to require a new rubber for the one and a patch on the leather of the other. Moral:—Tie the cover down to the rim when wheeling the machine with an empty tyre. While getting a new cover I took the opportunity of procuring one of the improved tubes from the Puncture-Proof Pneumatic Tyre Co., and this displays none of the disagreeable peculiarities of the earlier specimen. The two ends of the tube are butted together within an independent rubber sleeve, and this appears to make a very good joint. I made a good-sized incision between the tapes as before, and when I discovered that there was no "lung tonic" inside, I feared that it had been omitted by mistake, but the tube seemed to hold the air all right when put in the cover; however, I have since taken the precaution of patching the hole. I doubt if the tyre is

any slower with this tube than with the ordinary kind. The intervals between the tapes allow for the expansion of the tube lengthwise when passing over obstacles, and in this respect I think it compares favourably with the Self-sealing Air Tube which is being taken up by a syndicate of cycle makers and which I will proceed to describe.

The Self-sealing Tube has the tread compressed transversely by first stretching an ordinary air tube on to a bar, 6in. in diameter; an additional strip of rubber is then secured to the tread, and on the tube being taken off the bar it contracts, and the added strip is compressed crosswise. A tape secured lengthwise along the tread of the tube prevents extension in that direction, so that when punctured the rubber closes in from all directions. When empty it has a wavy corrugated appearance. It weighs about four ounces more than an ordinary air tube. With such contrivances as these no one need abstain from having pneumatics for fear of punctures, for injuries that these will not heal are of very infrequent occurrence.

No doubt many of my readers will have seen the advertisements of the Standard Cyclometer made by the Standard Watch Co. of New York, and sold in this country by Jaehnick & Co., of Corporation Street, Birmingham. One might think it impossible to get a decent instrument for 9s., but this one is really well made, has enamelled dial, and a good strong glass. It is fixed at the left end of the front wheel axle, and a rubber roller clipped to one of the spokes engages with the arm of a star wheel on each revolution, and so starts the mechanism. The star wheel is on a shaft carrying an endless screw thread, and this drives the largest of the train of wheels. Miles are shown by figures appearing through three holes in the dial; fractions of a mile are shown by a pointer travelling round the edge of the dial. The cyclometer is very light, and the fixings have a good range of adjustment. Its accuracy depends on the nearness with which the actual size of the wheel approaches its nominal size; the one I am using scores a mile at about 1730 yards instead of 1760, but then my wheel may be a little under size. Many cyclometers are now made to fix at the fork-end, and though it is in a good position for viewing, it is very liable to get covered with mud in wet weather. It would be an advantage to be able to throw the recorder instantly into and out of gear; if one uses one at all one likes to have the result accurate. In my case the machine has to be wheeled a considerable distance at each end of my double daily journey, so I shall soon be credited with several more miles than I have ridden. Something of the kind is all the more necessary in an instrument which, like the Standard, has no provision for being set to zero; it records up to 999, or rather 000, and then starts again. I should like to see a cyclometer having two sets of hands—one scoring on up to say 10,000 miles, and the other capable of being set to zero at pleasure.

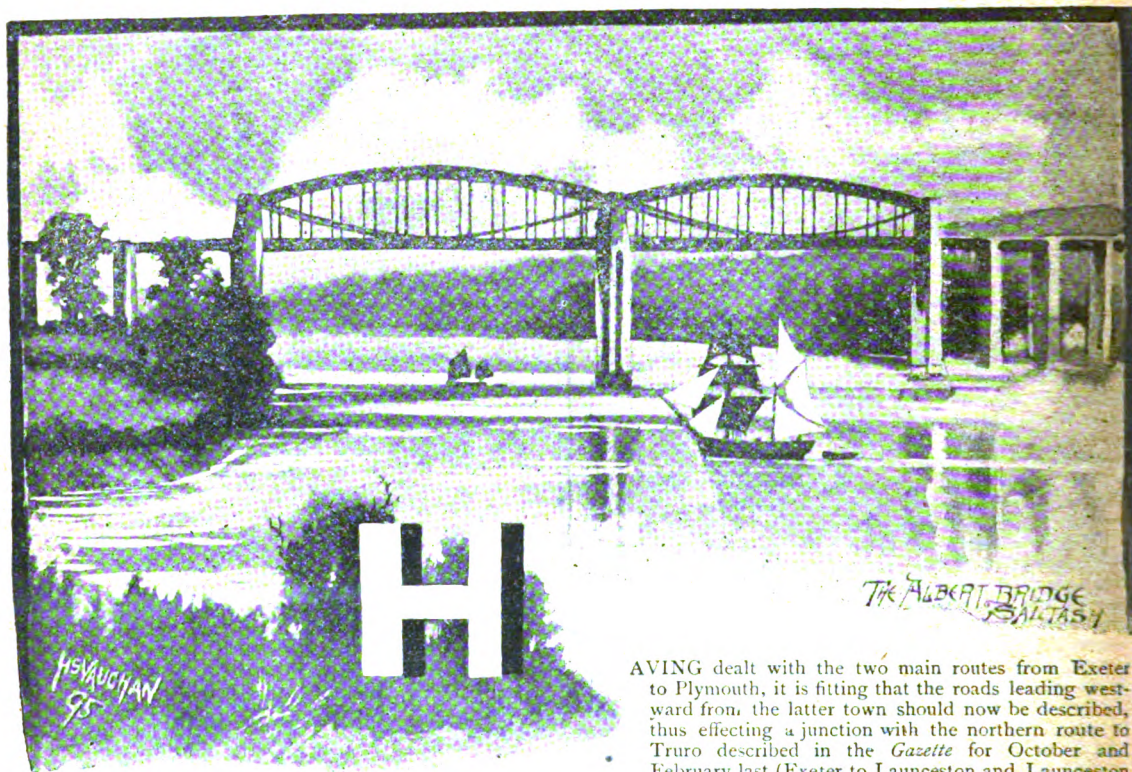
"PRAISE FROM SIR HUBERT IS PRAISE INDEED!"—A newly-elected Devonport member writes:—"I received the badge quite safely. I think it the most beautiful article of its kind I have ever seen, and, being a jeweller, I can appreciate the excellent workmanship."

DISCOURTESY AT HOTELS.—C.T.C. 1912 writes:—"The experience of Mr. A. Morgan at the Totland Bay Hotel in a sense was my own. A few Sundays ago I called at the Swan Hotel, Leatherhead, and after carefully removing all travel stains in the retiring room, I entered the coffee room, where some fifteen seats and a whole table were vacant. I was, however, told to go upstairs as I would only be served there. I went upstairs and found four other cyclists, who said they had also been refused lunch in the coffee room. It may be useful for cyclists passing through Leatherhead to know this."

Companion to the Road Book.

PLYMOUTH TO TRURO.

Route 385. Routes 387 and 389.



HAVING dealt with the two main routes from Exeter to Plymouth, it is fitting that the roads leading westward from the latter town should now be described, thus effecting a junction with the northern route to Truro described in the *Gazette* for October and February last (Exeter to Launceston and Launceston to Truro).

The main road from Plymouth to Truro is No. 385 in the Road Book, page 452. Members will, of course, use their discretion as to adopting the advice given in the *Note* on that page, but I may here remark—as I have previously done in connection with the roads of Devon—that since the date of publication of the Road Book some improvement has taken place in many of the Cornish roads, so that, as regards surfaces, one should not be too much alarmed by the descriptions set forth at that date. Then, too, the machine of 1895 is at least 30 per cent. better able to withstand the discomfort of rough roads than the machine of 1891; perhaps even that is a low estimate of its powers, what with chain cases, non-slipping and non-puncturing tyres, and improved saddles. The hills are, of course, beyond the powers of County Councils and other bodies to remedy, but as a matter of fact they are nothing like as bad as in the sister county. It is not often, nowadays, one has to travel upon such a road as that described by Mr. Baring-Gould in his delightful Cornish story, "The Gaverocks." "The old Squire and Constantine drove to Towan upon a road that was not a road but a track. To be more accurate still, it was not a track, but a series of tracks, cut by cart and carriage and gig wheels in the turf, and through it to the sparry stone beneath, that worked up in lumps like sugar, but which were so hard that the wheel of a laden wain would not crush them."

That description relates to the roads of the Wadebridge and Camelford district some seventy years ago. Apparently the roads of the South-west district were worse still, for they were actually *non-existent*—which seems an Irish way of putting it, but it is nevertheless quite true. In the preface to the autobiography of that quaint old Cornish smuggler, Captain Harry Carter—who was privateer, smuggler, and Methodist preacher all in one—I find some curious statements about the old Cornish roads. "The mother of Sir Humphry Davy (who was born at Penzance in 1778) records that when she was a girl West Cornwall was without roads, there was only one cart in the town of Penzance, and pack-horses were in use in all the country districts." The town records of Penzance, it appears, show that in 1760 the Corporation went to some expense in opposing the extension of the turnpike beyond Marazion, to which place it was then first carried from Penryn. Also, a writer in the *Gentleman's Magazine* for October, 1754, states that there were then "no roads in this district, the ways that served the purpose were merely bridle-paths remaining as the Deluge left them, and dangerous to travel over." Very, I should think!

A more cogent reason than the state of the roads for not adopting Route 385, and one also that precludes the detour by Bodmin, is the very excellent one that to make one's way to Truro along the coast is far more interesting from the

tourist's point of view than to follow the somewhat dull inland roads. It is so well known that the choicest scenery of Cornwall is that of her wild and rugged coast, that I think my readers will acquiesce in my devoting but small space to Route 385, and describing more fully the roads that keep near the coast, as follows:—Route 385 as far as Polbathic only; thence Route 387 to Fowey; Route 389 to St. Austell; and thence Route 385 to Truro.

Whichever route be adopted, there is only one road as far as Polbathic, viz., by Tor Point Ferry and Antony. At the former we cross the Hamoaze at its narrowest, leaving behind the clang and hum of dockyard life, and getting a pleasant view of the wooded slopes of the Cornish shore: the grey village of Tor Point stretching up the hill, the Military College of Thanckes above, and the spire of Merri-field Church beyond. Antony House, on the north shore of the small peninsula between St. John's Lake and the Lynher River, is an old mansion of the Carews; the woods are very picturesque here, the trees almost dipping their branches in the water. The village of Antony has a good church, in which is the tomb of Richard Carew, author of the "Survey of Cornwall," who was born at Antony House in 1555. Beyond Sheviock the road keeps close to the water, passing opposite St. Germans. It is well worth diverging here to inspect the grand Norman church of that town, as well as the park of Port Eliot, the seat of the Earl of St. Germans. The house contains the only portrait of John Hampden known to be in existence.

Wilkie Collins, in his "Rambles Beyond Railways," dismisses St. Germans rather contemptuously with an allusion to it made by that entertaining loafer Dawle, the boatman, as being "a d—d strap of a place," meaning thereby that it consisted of one long street only. But one does not visit a place for the sake of its streets; the church, which was the cathedral of Cornwall until 1049, and the park, which is open to visitors any weekday on application to the gardener, are both worth going a little distance to see.

Before continuing our route, I may here point out that cyclists who wish to see something of the famous bridge at Saltash, and have had no other opportunity, could not do better than "train" the nine and a-half miles to St. Germans, and then join the road beyond that town. By so doing they will make a close acquaintance with Brunel's masterpiece and get some splendid views, besides a peep at the quaint town of Saltash. Moreover, they will avoid Union Street, with its nasty tram-lines, and the streets of Devonport.

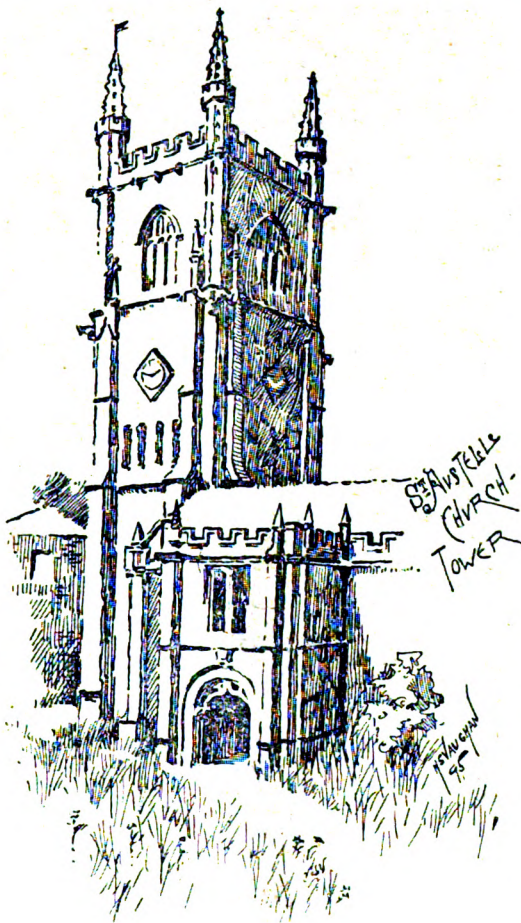
The Royal Albert Bridge is considered to have been the greatest work of Brunel, and undoubtedly he himself so

regarded it. As an engineering feat it created a great sensation at the time, although it has been much questioned since whether the necessity for so colossal and expensive a structure ever existed. Elihu Burritt, in his "Walk from London to the Land's End," went into raptures over the bridge, calling it "the most graceful structure of the kind in the world." At certain times it does undoubtedly look very picturesque, with the quaint old town of Saltash piled up the hillside on the Cornish shore: but those who cross the bridge itself are more concerned with the view *from* it, which is superb, extending over the windings of the Tamar among wooded hills, to the blue ramparts of Dartmoor.

The following short account of the building of the bridge, from the pages of Burritt, may be not without interest:—"As the space could not be spanned by one arch, like the Suspension Bridge below Niagara Falls, it was necessary to raise a vast central pier, on which the tube or iron roadway might rest. And, what was a unique and extraordinary operation, the piers and tubes were made to grow up together at about the rate of sugar-cane stalks. When the granite pedestals of the piers had emerged above the surface of the river, one of the elliptical tubes was floated out at high water, and lodged upon them. Both structures now began to ascend, as it were, by the principle of vegetation. Twice a week the tube was raised by hydraulic presses 3ft., and the piers built up to it. It was nearly six months growing to its full height. Each of these tubes weighs about 1200 tons. The erection of the great central pier was a prodigious undertaking. The water was 70ft. deep, and the river bed of mud and gravel 20ft. more, making 90ft. before they came down to the solid rock. The coffer-dam was made on the English principle. It was a cylinder of wrought iron 100ft. in height, and 37ft. in diameter, weighing 300 tons. This was sunk on the place selected, and the water pumped out, the air forced in, and the poor plucky fellows sent to the

bottom of the iron well to grub, chisel, and scrape for a firm and level foundation for the vast superstructure. Here, under a pressure of 38lb. to the inch, upon their bended backs, they toiled from day to day, slowly ascending on the huge granite pillar growing beneath them, until it and they, one fine morning, lifted their heads above the blue surface of the river, and showed their work to the sun. The total length of the bridge is 2240ft., its greatest width 30ft., and its height, from the foundation to the top of the tubes, 200ft.

Saltash itself, though an ancient town—its ferry was established by Edward III., and there was a time when the Mayor of "Asche" was a man of greater importance than the Mayor of Plymouth, or Sutton as it was then called—



is a place of no great interest, though it scarcely deserves the unkind things which Wilkie Collins said of it. "There were plenty of loose stones in the road to trip up the feet of inquisitive strangers; there was plenty of stinking water bubbling musically down the kennel; and there were no lamps of any kind to throw the smallest light upon any topographical subject of inquiry whatever."

From here the line follows the Lynher River up to St. Germans, where we detain at a forlorn looking station, and make for the main road at Polbathic.

And now to deal shortly with the Liskeard route before describing the more interesting one that follows the coast. The first few miles of the route call for no remark, except such as may be evoked by the long "grind" up Clicker Tor. Liskeard is an ancient but somewhat tedious town; it is the centre for a noted group of antiquities, and so has its uses for the tourist. Wilkie Collins had no love for the place. "Modern square houses, barren of all outer ornament; wide, dusty, deserted streets; misanthropical-looking shopkeepers, clad in rusty black, standing at their doors to gaze on the solitude around them, greeted our eyes on all sides." Then follows an amusing description of the forlorn inn at which he and his companion put up, and at which the only eatable thing was *corned beef*. "Not a human being appeared in the street where this tavern of despair frowned amid congenial desolation!" Members of the C.T.C. are happily independent of such mischances as this.

From Liskeard an interesting excursion may be taken northward to St. Cleer's Well, The Hurlers, and the Cheesewring (seven miles). The scenery *en route* is bleak and poor, though sometimes the views are wide, notably those from St. Cleer Down and from the Cheesewring. The church at St. Cleer has some Norman work; the old chapel has been rebuilt. About a mile from the church, in a field, is an inscribed stone, called Doniert's Stone, dating from the ninth century.

Northward, again, from St. Cleer are the Caradon Copper Mines, the stone-circle called the Hurlers, and the Cheesewring. The mines are in the granite at the base of Caradon Hill, and are connected with Liskeard and Looe—whence the ore is shipped to Swansea and other ports—by a mineral railway; the situation, in a deep valley down which a clear brook runs, is picturesque, and the operations interesting and well worth a visit to see. There were formerly three mystic circles of the Hurlers, but only one now exists in fair preservation. A Cornish legend says that the stones are the figures of a number of persons who played at ball (locally, *hurling*) on the Sabbath Day, and for this were turned into stone. In a country in which Methodism has so firm a hold upon the people, it is interesting to notice this grim, Puritanical interpretation of what is certainly a word of ancient Celtic origin. The Cheesewring derives its name, or at all events the modern version of it, from its supposed resemblance to a Cornish cheese-press or "wring"; it is a remarkable natural pile of huge granite boulders, and being situated near a quarry, has narrowly escaped spoliation from commercial greediness. Luckily, the authorities of the Duchy stepped in and prevented such vandalism.

At St. Neot, six miles N.W. by road from Liskeard, there is a very notable church, having fifteen windows filled with fine old glass, and a stone reliquary which once contained a precious relic,—the arm of St. Neot. Some of the events in that worthy's life are set forth in one of the windows. On the way to St. Neot the pretty Fowey River is crossed, on its way down from Bodmin Moor past Dozmare Pool (see the *Gazette* for February last). Two or three miles south of St. Neot the stream makes a great sweep to the west through a wooded valley, side by side with the railway, and then both together turn southward to Lostwithiel: this, by the way, is the most picturesque portion of the railway route between Plymouth and Penzance; the beautiful woodland scenery is, if anything, made a little more interesting by the

occasional lofty viaducts or ruined mine buildings. All this however is missed by our main-road onward to Lostwithiel. That small town, in spite of the abominably bad pun which describes it as "Lost-within-the-hills," is much more attractive than Liskeard. Its situation and neighbourhood are lovely—the Fowey River bestows a share of its beauty on all that it passes—it is a good station for trout fishing, possesses a noble church of the 14th century, an eight-arched bridge of the same period, and another ancient building known as the Duchy House. Restormel Castle, a picturesque moated ruin upon a wooded hill, a short distance up the river, is perhaps better worth visiting than anything else close to Lostwithiel.

Continuing on our road southward we approach the great China-clay district, of which industry more shortly. St. Blazey itself is of little interest, but the deep sylvan valley of Luxulion should be ascended. The brook that comes down it is white with the clay-washings—it is a region of quarries, of woods, of rugged tors, and huge blocks,—perhaps altogether one of the most picturesque *industrial* districts in England. From the Treffry Viaduct, 657 feet long and 90 feet in height, there is a lovely view up and down the glen. Luxulion village has an interesting, though restored, church, with a churchyard cross. The return to St. Blazey may be made through the grounds of Prideaux. Just beyond St. Blazey Route 385 is joined by the coast route from Looe, which latter I will now describe, trusting that my readers will agree with me that it is by far the most interesting, even though it involves some stiff "pedal-pushing."

Route 387 diverges from our former route at a point three quarters of a mile beyond Polbathic, and presently reaches Hennenford, the only village between St. Germans and Looe. It lies in a ravine, and its chief features are an old water-mill, and the inevitable dissenting chapel.

Lonely as the roads are hereabouts, they yet are much pleasanter to travel along than many of those in the northern and central districts—such as that from Bodmin to Blue Anchor, which I described in the *Gazette* for February—by reason of the wealth of ferns and flowers in the banks and hedges. A south-Cornish roadside bank is a sight to gladden tired eyes. Take it in autumn, when the pink or grey rocks to the height of four or five feet are overgrown with dense masses of ferns of all kinds—enough varieties in the space of a few yards to make a respectable botanical list; above this hang the snowy wreaths of "traveller's joy" and huge clusters of honeysuckle that make the warm air heavy with perfume, while the brambles are loaded everywhere with blackberries as big as respectable strawberries—the Cornish blackberries being the fattest and juiciest I have ever tasted. Such a hedge looks its best when the sun breaks through the rain-mist after a morning of Cornish drizzle, and every frond of every fern is hung with gleaming drops, while each clump of moss or lichen is like a well-soaked sponge, from which little rivulets pour down across the road.

A sudden turn in our route brings us to a large church standing in a screen of trees on the brow of the hill above the deep ravine of the Looe River. It is St. Martin's, the parish church of East Looe, a large, substantial-looking building for so lonely a situation. It has no feature of much interest except its Norman doorway.

The road winds again, and runs along the hill above the Looe river or creek. Down below the water is of that transparent greenish blue that tells of moorland origin, clean, rocky beds, and wooded banks: along the margin and over the sand banks uncovered by the tide the gulls flit lazily; across the ravine the hills are draped with woods, and, farther down, the first white houses of Looe appear among their trees and terrace gardens.

Looe is one of those half-hidden, river-mouth villages that are quite a feature in the West, but are seldom found in other parts of England; never, indeed, with the same sheltered beauty and warmth of situation, the same peaceful seclusion. "Our violets," says Loveday Penhalligan, in

"The Gaverocks," "bloom here all the year round, the glen is so warm and looe" (sheltered). And there you have the origin of the name of the little seaport—Looe, the sheltered place—for in view of the meaning of this old West of England word I utterly decline to accept the derivation which Black and some other writers give, from *lough*, a low wharf side.

West Looe and East Looe on their respective sides of the river, lining the shore and climbing the opposing hills amid their myrtles, hydrangeas, aloes, and huge fuchsia trees, form a picture that the eye loves to linger over. Wilkie Collins's description of the place as seen from the bridge that unites the two villages still holds good, and needs no alteration by my pen. "At each side of you rise high ranges of beautifully wooded hills; here and there a cottage peeps out among the trees, the winding path that leads to it being now lost to sight in the thick foliage, now visible again as a thin serpentine line of soft grey. Midway on the slope appear the gardens of Looe, built up the acclivity on stone terraces one above another, thus displaying the veritable garden architecture of the mountains of Palestine magically transplanted to the side of an English hill. Here in this soft and genial atmosphere the hydrangea is a common flower-bed ornament, the fuchsia grows lofty and luxuriant in the poorest cottage garden, the myrtle flourishes close to the sea-shore, and the tender tamarisk is the wild plant of every farmer's hedge. Looking lower down the hills yet, you see the houses of the town straggling out towards the sea along each bank of the river, in mazes of little narrow streets: curious old quays project over the water at different points; coast-trade vessels are being loaded and unloaded, built in one place and repaired in another, all within view; while the prospect of hills, harbour, and houses thus quaintly combined together, is beautifully closed by the English Channel, just visible as a small slip of blue water, pent in between the ridges of two promontories which stretch out on either side to the beach."

Quaint old Burritt in more vigorous language writes of Looe as "a strange-looking, wild, scrawny village stuck in the throat of a high-walled glen, up which the sea thrusts an arm for several miles to pull in a little fresh water river."

Burritt seems to have had some little difficulty in getting substantial refreshment in Looe, but the modern tourist will not have to go unsatisfied. Not the least pleasant among my own memories of Looe is that of the beefsteak pie and bottled cider which I "put away" at the inn, after riding in from Plymouth on a wet September day.

Talking of pies and cider, there is, I believe, a proverb to the effect that if the Devil himself came to Cornwall they would put him in a pie, so great is the Cornishman's love for pies of every kind, and of such queer ingredients are some of his pies compounded.

Bottled cider of excellent quality is usually to be had at any good inn; and when you pass from Devon into the "Delectable Duchy" you need not leave the taste of junket or of "clouted" cream behind you. But do not, an you be from the east country, commit the fatal mistake of asking for "Devonshire cream" in Cornwall. The Cornish Celt is the gentlest and politest of his race, but one of the few things that "sets his back up" is to hear his own clouted cream called "Devonshire cream." Says Jemmia Josse, in "The Gaverocks," "Us have heard that they Devonshire folk do go and brag as they can make cream, and calls it up to be Christians, beats me. But the world is going to destruction. It's all prophesied."

Climbing up the steep street of West Looe, Route 387 takes us on through Pelynt (*pron.* Plint) to Bodinnick Ferry, passing to the south of Trelawny House, the lands or which border the West Looe River. The mansion has been for centuries the seat of the famous Cornish family of Trelawny, who were one of the three referred to in the Cornish saying, "Never a Granville wanted loyalty, a Godolphin wit, or a

Trelawny courage." A portrait, by Kneller, of Sir Jonathan Trelawny, one of the "Seven Bishops" imprisoned by James II., is one of the most valued pictures in the house. It was this Trelawny whose name has become familiar to innumerable people, who know nothing about the man himself, by means of the famous—and often misquoted—old Cornish marching chorus:—

"And shall Trelawny die! And shall Trelawny die?
There's thirty thousand underground shall know the reason why.
And shall they scorn Tré, Pol, and Pen? And shall Trelawny die?
There's thirty thousand Cornish boys will know the reason why.
Trelawny he's in keep, and hold; Trelawny he may die,
But thirty thousand Cornish men will know the reason why."

Pelynt is an unkempt-looking village with a venerable church that contains a few relics of the Trelawnys. Some of the old thatched houses may fill a page or two in one's sketch-book; especially the ancient inn, with its sign-board creaking beneath a decaying tree, a one-storeyed low-roofed building, with timbered walls and stone-flagged floors.

The road through Pelynt is the only practical one for a cyclist, but no visitor to this coast should go away without seeing the extraordinary little port of Polperro, four miles west of Looe; so that, if you are spending a day or more in the latter place, a point should be made of walking over by the coast-path to the "little fischar towne with a peere," as Leland called Polperro. A most delightful morning or afternoon with the sketch-book or camera may be spent in this way. There is an inn at Polperro at which a light lunch or tea can be obtained. After climbing the hill at West Looe, take a lane to the left which leads across fields to Talland Church, in its grove of trees. Talland village secluded a spot as one could wish. The church tower is detached from the main-building, a feature not often seen in English churches, and almost unique, I believe, so far as Cornwall is concerned. The walk by the coast-path from Talland to Polperro is about a mile and a-half in length, and every bit of it delightful.

Polperro has several peculiarities. One of them is its climate, and, without wearying my readers with a quantity of the tedious statistics which usually fill three or four pages of the local guide-book at any popular watering-place, I may mention that it is "the place where, in England, plants first awoken from their winter torpor." In the early months of the year it is said to be some weeks in advance of the north of Italy and to tie with Naples as regards temperature. Yet during the summer months the English temperature re-asserts itself, and Polperro is comparatively cool.

Geologically, too, the place is interesting; and especially to the fossil hunter. Here it was that Mr. Couch, the well-known Cornish naturalist (a relative, if I mistake not, of a very popular novelist, Mr. Quiller Couch, the author of "Dead Man's Rock" and "The Astonishing History of Troy Town," of which more presently) discovered the *ichthyolites* now known as Polperro Sponges. The cliff under the signal-station has been described as being "black with fossil remains of the Silurian era."

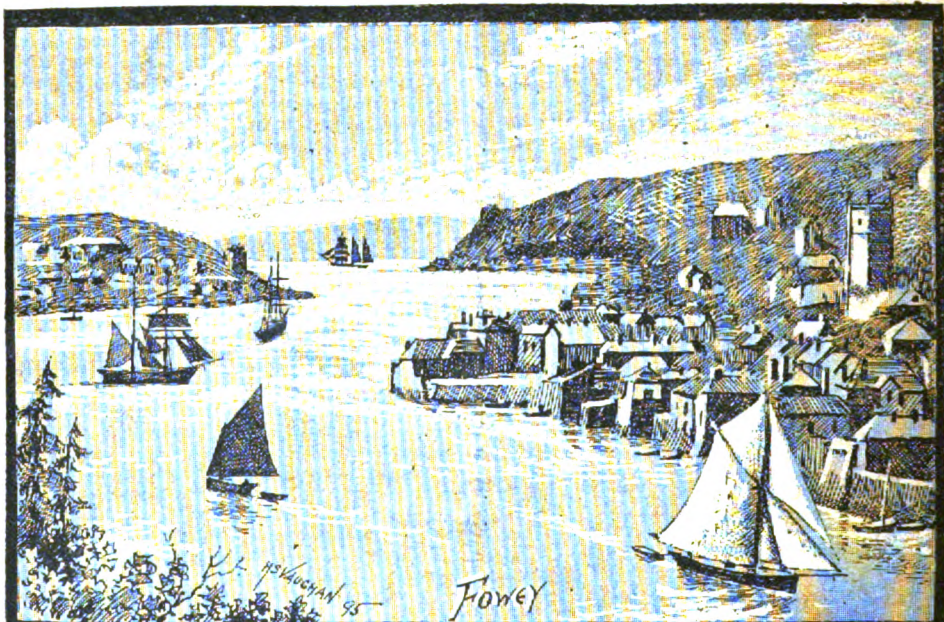
To quote Mr. White, the author of "A Londoner's Walk to the Land's End,"—"If you were surprised by Looe, this will surprise you still more. Such a strange assemblage of houses crowded into the narrow space; such queer little landing-places; such narrow streets, with stray crags peeping up here and there among the gables; the inner port; the stream splashing through; the fretted hollows and caves in the cliffs, all come into a picture which, were it on the other side of the Channel, would attract a host of visitors."

I fear I am selfish enough to hope that the "host of visitors" may be long before they scramble in and out of Polperro, if they are to be a "host" of the class—or "no class," as the saying is—that has ruined Ilfracombe and bids fair to spoil Lynmouth in course of time. If I may speak for the "brothers of the brush," and as well for the quiet tourist with his knapsack on his shoulder or on his bicycle,

we will not grudge the tripper his whiskey bottle and card parties on the hills and beach of Ilfracombe, if he will but give us leave to set up our easels and potter about unmolested and unsneered at, at such places as Polperro and Looe, that are still "undeveloped" for his benefit.

Now, if I were not writing for a cycling journal, I might be inclined to expatiate on the better part which the pedestrian has in journeying between Looe and Fowey. For there is no comparison between the route *viâ* Pelynt and that along the coast. True, there is no coast-path west of Polperro, but you may keep pretty close to the sea all the way, passing by Lansaloes Church, and so by a path into the road for Polruan, thereby arriving presently at the hill-top above that village at the mouth of Fowey Harbour, and if you are not satisfied with the view—say, from the height a little to the left—then I do not think anything in Cornwall is likely to please you. All *that*, of course, the cyclist will see eventually, for he will take the ferry over to Polruan

harbour. "Scenery!" you exclaim, "Why, what could you have more? Here is a lovely harbour flanked by bold hills to right and left. Here are the ruined castles, witnesses of the great days when Troy sent ships to carry the English army to Agincourt; here are grey houses huddled at the water's edge, hoary, battered walls, and quay doors coated with ooze and green weed. Such is Troy, and on the further shore quaint Penpoodle* faces it, where a silver creek, dividing, runs up to Lanbeg†; further up the harbour melts into a river where the old ferry-boat plies to and fro from the foot of a tiny village straggling up the hill; further yet, and the jetties mingle with the steep woods beside the roads, where the vessels lie thickest—ships of all builds and of all nations, from the trim Canadian timber-ship to the corpulent Billy-boy. Why the very heart of the picturesque is here. What more can you want?" "Tes reckoned a tidy spot," as Caleb said, "by them as cares for voes an' such like."



after he has taken up his quarters at Fowey, but yet he will not get that charm of surprise that comes to one who has tramped over the hills and come abruptly, and without fore-knowledge, on to the strangest transition of the scene around him,—a tiny port such as Polperro jammed in a narrow ravine, or "the little harbour and the grey-bearded villages looking at their faces in it," as Elihu Burritt quaintly writes of Fowey and Polruan. What better description of Fowey can I give than that penned by the author of "Troy Town" aforesaid? For Fowey—and if you would avoid a Cornishman's contempt, don't fail to remember it—is pronounced as "Foy," and it is the original of Troy in "Q's" humorous story—a story to which the sayings of that delightful character, Caleb Trotter, add as keen a sauce of wit as did those of the redoubtable Mrs. Poyser to Adam Bede.

"On the first day you take a boat and row about the

If you desire something more practical than the mere picturesque, there are several points of interest to which you may turn in Fowey. A grand old 15th century church, the porch of which is one of the scraps from my sketch-book herewith; the fine Tudor Mansion of Place House (Keltic, *Plus*, the identical term common in Wales) close to and above the church, the seat of the Treffry family since the 15th century; the ruined fort of St. Catherine, and the towers (Edward IV.) which formerly protected the harbour-mouth by a chain, as at Dartmouth; the Rashleigh Mausoleum (on the site of the old chapel of St. Catherine, above the fort), and the neighbouring seat of the Rashleighs at Menabilly. The history of Fowey has been of exceptional interest, and the Treffrys have figured largely in it. Not the least important event was the French attack on the town in

* *i.e.*, Polruan.

† Lantegloss.—H.S.V.

1457, when, says Leland, "the wife of Thomas Treffry, with her servants, repelled their enemies out of the house in her husband's absence; whereupon he builded a right faire and stronge embattyled toure in his house, ande embattyled it to the walls of his house, in a mannere made it a castell, ande unto this day it is the glory of the towne building of Foey."

Leaving Foey by Route 389, we come presently down to the level sandy shore of Tywardreath Bay, and enter a region of mines and quarries, the tall chimneys and shafts and refuse heaps of Par, with the masts of vessels in its harbour and the jets of steam from various engines, rising in front of us against a background of hills. A busy and apparently prosperous place is Par, and it owes its business and its prosperity to the late Mr. Joseph Treffry, of Place House, who built the breakwater, the great Treffry viaduct beyond St. Blazey, and the canal and railway which connect the port with the inland mines and quarries.

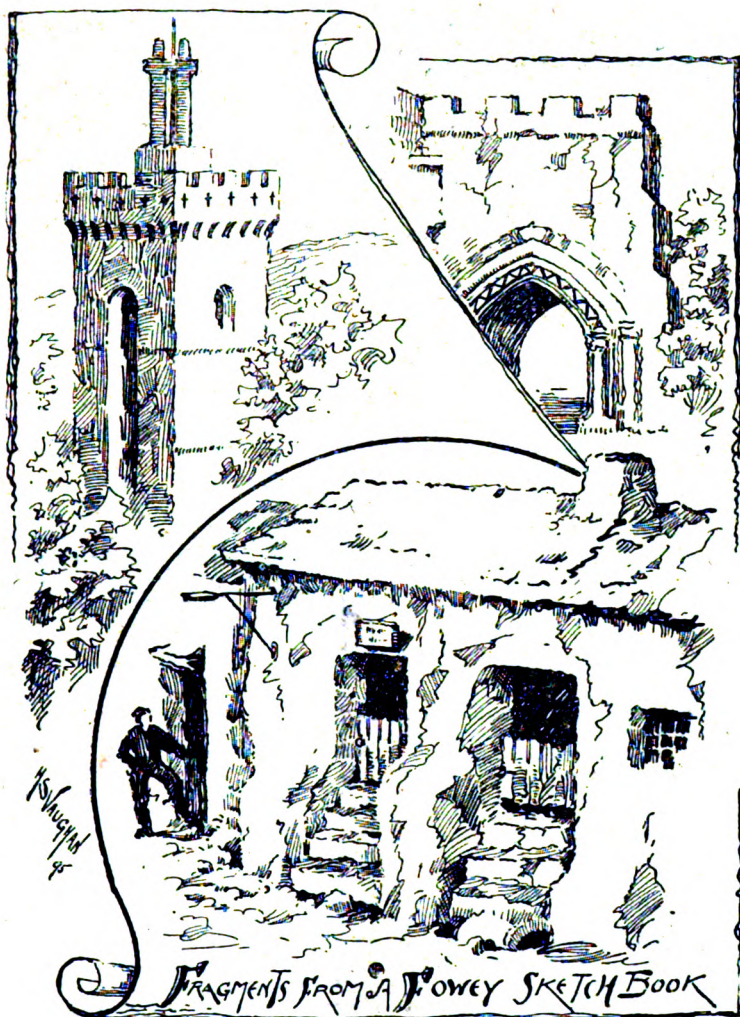
Passing through this great industrial region—a strange contrast to the lonely sea coasts and wooded inlets we have recently met with—we presently join the main road described

at the outset of this chapter near St. Blazey, and in a few miles reach St. Austell.

This place is situated in a green, open, and comparatively

flat country: its one architectural feature of interest is the church and that is one of the finest in the county. The magnificent Perpendicular tower is shown in my sketch. St. Austell (pronounced something like "St. Ossel") is an important centre of the great china-clay industry. A visit to the Carclaze Mine, two miles N.E., will be found highly interesting: it was anciently, and until thirty years ago, worked for tin, but now produces china-clay. The evidences of the industry are everywhere apparent in the St. Austell district in the milk-white current of the streams, the white patches and scars upon the hillsides, and the clothing of the workers.

From St. Austell we reach, in five miles, the once famous "rottenborough" of Grampound, and so on to Probus, with its splendid church dedicated to a married pair of saints—St. Probus and St. Grace. Just beyond here we join the Bodmin and Truro road already described in the *Gazette* for February last.



THE REVERSE OF THE MEDAL.—Disaffection is not rampant in the Emerald Isle after all, for a resident magistrate, who has long been a member of the C.T.C., writes:—"I enclose an application for membership from a District Inspector of the R.I.C. You will be interested to hear that on my showing him the *Gazette* he at once declared it the very thing he wanted, and demanded to be put in the way of getting it monthly. I am greatly pleased with your *Gazette* myself—indeed, as I never tour, it is my sole inducement to belong to the C.T.C."

SIGNS OF THE TIMES.—The Monmouthshire Joint Standing Committee has resolved to mount upon bicycles a portion of the police force in its charge, and tenders for ten machines are invited. We presume the riders are to be instructed in the art of riding down the escaping offender, as did a certain amateur in the Midlands a week or two since. This gentleman ran full tilt into two thieves in succession, totally regardless of the damage he might do to his machine or to himself, but he attained his end, and handed over the offenders to justice, nevertheless.



VEVEY'S CHOCOLATE AU LAIT.

A sample of this confection, of which in the Ladies' column Miss Erskine has already spoken very highly, reached us a few weeks since from the wholesale London agents, Messrs Champion & Co., 6, New Zealand Avenue, Barbican, E.C. We have found it much more palatable and sustaining than plain chocolate, and as it contains no drug but relies solely upon chocolate and milk for its merits we strongly recommend our readers to give it a trial.

SAFETY CYCLING.

By G. D. LEECHMAN.

(LONDON: ILIFFE & SON, 3, St. Bride Street, E.C.
Price 1s.)

This the latest addition to the long list of manuals treating of the pastime of cycling is by our Coventry correspondent, with whose writings our readers are familiar. It deals practically and exhaustively with every phase of the question, and is simply a marvellous shilling's worth.

BECK'S NON-INTOXICATING ALES AND STOUT.

Through the courtesy of the Beck Brewing Company, of Prescott Street, Liverpool, we have been favoured with an opportunity of trying their specialties. The ale much more nearly resembles the "bitter" of commerce than does "Kops" (of which we have spoken highly in the past), and, it will by many be preferred on that account. The stout has a less distinctive character, but both are desirable additions to the list of temperance beverages, and they deserve a large and ready sale.

LINDLEY'S GUIDE TO THE CONTINENT.

We have received a new edition of the Great Eastern Railway Company's Tourist Guide to the Continent. Among its fresh features are a series of Continental Maps, a special chapter on "Holland and its Exhibition and Excursions round Amsterdam," and some valuable information as to the cost of Continental travel. The statement on page 154 that no duty is levied on cycles in Belgium is unfortunately no longer true. The book is well worth sixpence and is to be had from Mr. Percy Lindley, 30, Fleet Street, London, E.C.

THE POCKET GUIDE TO CYCLING.

By ERNEST M. BOWDEN, B.A.

(LONDON: HAY, NISBET & CO., 25, Bouverie Street,
Price 1s.)

At the moment of going to press we have received for review the little handbook bearing this title. From a cursory glance we are inclined to believe that the claim of the author to having provided a complete series of practical hints for the average rider is well borne out.



R. ROBERTS, Wrexham.—Many thanks for the cutting. The man is not a member, and we doubt the tale he tells. His ride was undertaken in the interests of a particular tyre, and professionals are ineligible for election.

No. 9554.—The Front Driver or Rear Driver question has been discussed *ad nauseam*, and there cannot be a question as to what is the popular verdict.

W. H. PORRITT, Hertford.—The cutting you send us proves nothing, for the Rear Driver provided with the Carter gear-case stands on an equality with the Front Driver where the exclusion of dust and dirt is concerned. Commencing upon the Boneshaker in 1867, we have had as many opportunities of trying different types of machines as most people, and we adhere to the opinion we expressed last month.

No. 6281.—We agree, but as the list of Official Tailors *has*—under the contract entered into with the wholesale factor—to appear each month, we have no option.

C. A. CASE.—You give no address, and we cannot therefore write you.



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.

CUSTOMS DUTIES.

Sir,—I am glad to see the matter of customs duties again referred to by one of your correspondents. From the fact that a letter addressed to the *Gazette* by me last autumn on the subject elicited no comments, I was disposed to think either that few of your readers crossed frontiers, except at the French seaports, or that they were indifferent to what some might think the intolerable nuisance of being required to deposit money, with the probability of losing it, or the certainty of having to spend hours in getting it back. And yet at most of the custom-houses I passed (e.g., between Lille and Tournai) there were hung up lists of native clubs, the members of which were free to pass and repass. Can you, sir, as secretary of so large and influential a body as the C.T.C., not obtain a similar recognition for us?

It is difficult, no doubt, to make a beginning. But the Belgian Government is anxious to push its line of steamers between Dover and Ostend. Would that not be an inducement for it to open Ostend? A like consideration might persuade the Dutch Government to admit us at Flushing. Again, the Nord Deutsche and Hamburg-American liners would have strong reasons for pressing their Government to make us free of Bremen and Hamburg. The ports once thrown open, the other frontier stations would follow in time. It is difficult to imagine officials so devoid of inter-

gence that they cannot be trusted to discriminate between *bona-fide* tourists and smugglers and traffickers. But admitting there are such, foreign Governments cannot wish to deter members of well-accredited clubs entering their country, and that they do not, in many cases, is shown by the instances I have referred to.

19th July, 1895.

TEMPLAR.

[We are fully conscious of the importance of endeavouring to secure for members of the C.T.C. free entry to all Continental countries, and will spare no effort to that end. "Templar" is, however, in error in supposing that duty is levied upon machines the property of *bona-fide* tourists entering Holland and Germany, for both countries are free, as also was Belgium until a year or so since.—ED.]

THE ST. ALBANS MAZE.

Sir,—Mr. Leechman's difficulties with maps of this district is a very common one, but a glance at the one-inch Ordnance Survey will make the matter plain. Exactly where the houses of St. Albans begin he should turn to the right and, bearing to the right, cross the river and go past St. Michael's Church and then to the left up the hill. The first turning to the left at the top will take him past St. Stephen's Church, where he will cross the Watford Road into Watling Street, the Radlett, Elstree, and Edgware Road. The hill into St. Albans is thus avoided, and the somewhat dangerous ride down Holywell Hill, and in addition the most charming views of the city with the Abbey in the foreground are obtained.

As "some maps" show, there is a road on each side of the river for the last mile or so before entering St. Albans, but that on the S.W. bank is a semi-private road to the Earl of Verulam's estate of Gorhambury, connected with the Redbourn Road by a foot or bridle path only. It can, however, be entered opposite St. Michael's Church, and permission easily obtained to see the ruins of Lord Bacon's house.

St. Albans.

C. M. HARDY.

Sir,—I have taken a ride through Elstree to St. Albans this (Saturday) afternoon, to be quite sure of my ground before replying to Mr. Leechman's inquiry, on page 194.

On reaching the Watford and St. Albans road coming from Elstree, instead of turning to the right towards the city, keep straight on by a lane just to the left of the inn facing you; go as far as you can, then turn to the right down a moderate hill; at the bottom turn to the right for 200 yards or so, then left; after crossing the Ver, bear to the left, and you will find yourself emerge on to the Dunstable road; turn to the left for Dunstable.

The reverse route is as follows:—At the first house in St. Albans turn to the right down a road marked on the house, "Branch Road"; soon after crossing the Ver, turn sharp to right, when you will see Gorhambury Park gates in front; just before reaching them, turn sharp to the left, and take the first turning to the left; you will come out opposite the Elstree road.

This avoids the city almost entirely, and is rather less hilly, but is slightly further. It is decidedly easier going from London than the usual way up Holywell Hill.

I can explain the differences in the various maps Mr. Leechman consulted. In the early years of this century (about 1810 to 1830), great improvements were made in the coach roads so as to increase the speed of the mails. In my Ordnance map, dated 1822, the road from St. Albans to Dunstable was straight on past the Clock Tower and "George," to where the above-mentioned gates to Gorhambury Park now are, and so on, on the west of the river Ver, joining the present road about a quarter of a mile beyond the twenty-second mile post. The present road, turning sharp to the right just beyond the Clock Tower, did not exist; but farther on there is a lane on the east side of the

river; that lane has been absorbed into the present main road, the other has become private property and some of it obliterated; though I could trace it to-day by the line of trees and a cottage or two. Sheet No. 46, published in 1834, which comes to within about a mile north of St. Albans, shows that the diversion had been made. So Mr. Leechman will see that all his maps had some foundation for their different information. I find that there are no maps which come near the one-inch Ordnance Survey, and even they are not perfect, for in this very St. Albans, in the New Series (sheet 239), dated 1887, the main street coming from Barnet is not drawn straight, as it should be, but is drawn in two right-angled turns.

As this twist has not existed (I know) for twenty-five years, and is not shown in the 1822 map, it is (I suppose) a blunder in the engraving.

If sir, you can spare a little more room, I should like to mention that the 1822 map shows the commencement of another improvement, namely, the straightening from Ridge Hill to Barnet. The new road is drawn from the middle of the north slope of Ridge Hill as far as the "White Hart" at South Mimms, but no further. It may be of interest to some to know that the old road goes out of the present Ridge Hill (coming towards London) on the right, where there is a white cottage; it keeps parallel with the existing road, and close to it (it is almost unrideable now), and crosses the present road just at the foot of the steepest part on the south slope. It crosses again in South Mimms just N. of the "White Hart": goes through the whole length of the village, crosses again, and goes by Mimms Wash, Dancers Hill, and alongside Wrotham Park, and joins the Great North Road at the Obelisk on Hadley Green. The existing fine straight road turning out of Barnet High Street, and going direct to South Mimms, was not made until after 1822.

I have read in an old edition of "Paterson's Roads" that Mr. Telford had been instructed to make the above-mentioned New Road, as the sharp gradients and turns in the old road were found to be dangerous for the high speed required for the Irish mails.

F. S. HUNWICKE, No. 2431.

Hadley Wood, New Barnet, 13th July, 1895.

BRAKE HOLDERS.

Sir,—I have been much interested in the articles in the *Gazette* on the subject of brakes, and I have no doubt I may obtain some valuable information through your columns on a subject concerning a means for locking the brake, and holding it, when going down hill. I saw a very ingenious invention for this purpose the other day in a gun-maker's tent at Bisley, but have been unable to discover the maker, and shall be very much obliged if you or any of your correspondents can give me information on the point.

INQUISITIVE.

"CYCLING FOR THE YOUNG."

Sir,—Can you suffer me another line respecting "cycling for the young," referred to in your last number? I am advised that I shall do better to confine my remarks to the one point of possible injury to the chambers enclosed by the hip bones, in other words the pelvic spaces, leaving others to deal with the spine, heart, or air cells. Their counsel is, I feel, most timely and right; let me have a brief space in which to follow it. What I want then to draw special attention to and insist upon is: 1st—That during the early years, the bones, from simple immaturity only, may be altered in shape and position by unwise or misplaced pressures; 2nd—That this possibility is greatly increased in the case of certain types of weakly children and unfortunate environment; 3rd—That the *efforts, pressures, and difficulties* of cycling are in proportion to the character of the machines,

district, and roads, the age and strength of the rider, and frequency and length of the riding; and 4th—That these comments are specially, if not entirely, meant for girls of early years, and therefore are earnestly offered to parents, teachers, and those having the oversight of children.

Another important reflection is that the consequences of imprudent cycling I am referring to (if they exist at all) are quietly, slowly, but surely developed, yet unseen, unknown, it may be, till those events of married and family life which should bring joy and satisfaction are about to happen, but now instead of smooth, simple, normal parturition there is, as one result of this too early or too much cycling, prolonged, difficult, or *may be impossible* delivery.

Oh, you mothers who have witnessed or experienced what I am meaning, think of these possible consequences. Make them the occasion of conference with your family medical man, and of wise warning to your daughters. The difficulties are in a sense fresh, the result and outcome of a mode of exercise and pleasure-taking unknown a few years since, and it is the family experiences of fifteen or twenty years hence, *largely and accurately observed and registered*, which must decide how much or how little occasion there is for any such caution. Such is my final say. I may be wrong, possibly entirely wrong, but at present I feel so strongly and earnestly respecting this matter, strengthened greatly by daily observation, that I cannot resist the attempt to offer these comments; more experienced or specially qualified observers can correct or support them.

ROBT. NICH. INGLE, F.R.C.S.

Bedford, 18th July, 1895.

THE TOURIST TRICYCLE.

Sir,—I habitually read with much interest the correspondence in the *Gazette*, especially on such subjects as brakes, and construction of machines generally.

I am of opinion that no man of sense will ride a machine unprovided with a trustworthy brake for use in case of necessity. I cannot but feel, however, that some of your correspondents, in insisting upon band brakes for tricycles, overlook the altered conditions brought about by the revolution which has taken place in the structure and the weight of these machines. The lightness of the modern tricycle, and its usually higher gearing than of old, render back-peddalling on the downward slope an easy, natural, and effective proceeding, usually sufficing of itself to keep the machine in hand. Even when coasting at considerable speed, a gradual application of the brake soon suffices to enable one to regain the pedals and resume the ordinary control.

I have had a Quadrant 8B for more than a year, fitted with rubber brake on front wheel, and no damage whatever has been thereby occasioned to the tyre, although all three tyre-covers have suffered somewhat from ordinary wear, and are a good deal scratched and cut by stones, the machine having been ridden on rough and hilly roads, and much used. We all respect the opinion of your correspondent "Tommy Atkins," but I cannot help thinking that in his insistence on habitually putting on his brake and depending on that alone downhill, he is adhering too closely to the traditions of the old heavy machines, and failing to adapt himself to an altered state of matters. No doubt it was very comfortable to trust to weight and brake alone when "tobogganning" downhill on the old No. 8, and similar machines, but what about the uphill process? I maintain that it is mainly in the ease of going uphill that the great gain has been effected in the new patterns.

While mentioning the Quadrant 8B, I would also say that the "difficulty at corners," or "ticklishness at corners," with this machine, suggested rather than stated by some correspondent, is, in my opinion, a myth. I have never experienced it at all, and the 8B is certainly easier at corners than was the old and renowned No. 8. Like every machine

to which one is unaccustomed, it requires a certain amount of care at first; the extreme ease of its steering being perhaps a source of some alarm to a novice, from a tendency to swerve if handled carelessly. As illustrating its handiness, the rider can spin the machine round in circles in its own length without leaving the spot. The occasional "jumping of the front wheel at a steep bit" (and it has to be a very steep bit), mentioned by Mr. Haggard, I also at first experienced, and I took it as an intimation to the rider that he must either lean well forward at a very steep place or dismount.

For touring purposes, I can confidently recommend the Quadrant 8B tricycle in preference to any bicycle, as it will carry any reasonable amount of luggage without inconvenience, will maintain a very good average speed with but moderate exertion, and it leaves the rider able to stop without dismounting, perfectly free to look about him in any direction, and absolutely without anxiety.

Stafford.

ROBERT C. CUMMING, No. 1229.

P.S.—I need hardly add that I have no personal interest whatever in any cycle-manufacturing concern.

Sir,—"Tommy Atkins" is wrong again. We have just measured a 26in. No. 8B tricycle, $1\frac{1}{2}$ in. tyres, our standard article, and allowing a quarter of an inch for depression of tyres when rider is mounted we find that the crank axle from its centre to the ground is $10\frac{1}{2}$ in., the pedal rubber clearing the ground by $3\frac{3}{4}$ in., and the pedal guard by $3\frac{1}{2}$ in. This is about $1\frac{1}{2}$ in. nearer the ground than is usual on bicycles, and is as low as any sane person would wish to ride.

But we are getting tired of correcting "Tommy Atkins's" mis-statements. He says that he does not wish to attack particular makers, yet for a year or more he has persistently attacked the Quadrant ("the vaunted new Quadrants," as he calls them), a machine which apparently he has never ridden and knows nothing whatever about. Take the present correspondence. Somebody has said that he found the Quadrant ticklish at corners. That statement is quite sufficient for "Tommy"—quite good enough to repeat, so he informs your readers that the reason of it is that tricycles are made too narrow. True, he does not say that the Quadrant is narrower than any other, but he is careful only to mention the Quadrant in connection with his observation. We pointed out that the Quadrant is if anything rather wider than usual, on which he finds his own tricycle is 1in. narrower, so of course he must find some other reason for the ticklishness at corners. We have pointed out to the original correspondent who mentioned the subject that it arose not from the construction of the Quadrant but from his sitting too backward, and that the same effect would be produced on all tricycles. This does not matter the slightest to "Tommy," but one of his reasons being knocked on the head he proceeds to find another, namely, that the Quadrant cranks are too high. This statement we also disprove above.

We tell "T. A." our reason for not adopting his absurd suggestion that the wheel in front should be smaller than the side wheels, but "Tommy" is equal to the occasion and rides off on mysterious allusions to front forks, etc. If he had been a little more specific he might have taught us something.

Now, sir, it may suit the purpose of "Tommy Atkins" to keep the Quadrant on its defence by publishing defamatory statements which lie a whole month uncontradicted in the hands of your 20,000 readers, but it is clearly an injustice to us and misleading to your members. We propose therefore not to humour his bent by replying to any further observation of his. We are always willing to learn, but no single observation which this gentleman has made has ever been of the slightest use to us.

May we ask your indulgence to pass for a moment from a negative attitude to a positive one, and say (1) that tricycle construction has been a great specialty with us for fourteen

years; (2) that there is not a tricycle built of any make to-day which does not owe to us its centrally-divided axle, and its extended bearings, which points are the vital principles of the three-wheeler; and (3) as regards the model No. 8B we may quote Mr. Sturme, editor of *The Cyclist*, who *does* know what he is talking about, and who says, "We hail it unhesitatingly as the greatest advance in tricycle construction which has ever been made since the introduction of the balance gear." As no one to our knowledge has ever yet disputed that verdict of Mr. Sturme we think we may be excused if in future we leave "Tommy Atkins" severely alone.

THE QUADRANT CYCLE COMPANY.

THE LADY LEARNER.

Sir,—Might I suggest, *apropos* of Miss Erskine's remark that the best way to hold up a beginner is by a belt round the waist, that this method is liable to make the learner twist or screw herself from the waist.

I know this from personal experience, as I was taught that way myself, and it caused me to—so to speak—divide my body into two parts, which fought each other in the matter of balance, viz., the part from my waist upward, and the part from my waist downward.

The learner supported thus can hardly be expected to identify herself with her saddle.

But if she be held up by a hand placed under the saddle, then she can at once identify herself with her machine, and get a rudimentary idea of how to swing her body to its motions.

I have found this way of teaching very successful as far as the pupil is concerned, though more fatiguing to the teacher, who is thus obliged to stoop.

No. 953.
[A good contrivance recently introduced by an American inventor is a handle made to attach to and project rearward from the L pin upon which the saddle is placed, but we fear it is not yet procurable on this side the Atlantic.—Ed.]

TWO-SPEED GEARS FOR SAFETIES.

Sir,—With reference to the letter from me on the above subject in the July *Gazette*, many of your readers might be interested to know the result of a trial trip of forty miles which I made on my double-speeded bicycle on the 9th inst.

I am the happy possessor of two Beeston Humber Safeties, made in every respect precisely the same, except that one is single and the other double-speeded. A year or so ago I rode the single-speeded one from where I am writing to Berwick-on-Tweed, and on 9th inst., under precisely similar circumstances, viz., dry roads and a favourable breeze, I rode the double-speeded machine over the same road during the same hours of the day. The single-speeded machine did the total distance at the rate of 8.12 miles per hour, but the double-speeded one carried me over it at the rate of 11.08 miles per hour, viz., 2.96 (practically three miles) per hour faster. This seems a wonderful difference, but not more than I expected, and my books are kept with such accuracy that I can vouch for the correctness. Dividing the road into three sections, as I did in timing, the speed was as follows:—1st section, 10.87; 2nd section, 10.44; 3rd section, 11.72.

I do not think that the whole of this increase of speed is quite due to the double-speeding. I would say two and a quarter miles is, and the remaining three-quarters is due to the hollow-seated saddle, regarding which you kindly published two letters of mine in the *Gazette* at the end of 1893.

To enable your readers the better to judge of the advantage of this new adjunct, I may, in conclusion, add that I am a cyclist of seventeen years' standing, have ridden a Safety about 1500 miles annually for ten, and my age, now far above the meridian of life, prompts me to ride comparatively slowly, and to take things very easily.

"AN OLD M.F.H.," No. 1787.

P.S.—I have no connection with the trade, and no pecuniary interest in the gear.

TASMANIA.

Sir,—I spent the month of October, 1894, in Tasmania, but as I travelled mostly by train, my knowledge of the roads is very limited. I give all the information that I can, as in default of better it may be of some use to No. 7727.

1. The road from Hobart to Launceston was made by convicts, and is considered the best in Tasmania. All parts of it that I saw were good.

2. I coached from Hobart to the Hum River. This road would not be considered good in England, but it is rideable.

3. The last description will also apply to the road from Bridgewater to New Norfolk, and from New Norfolk to the Salmon Ponds.

4. In Tasman's Peninsula, the road from Taranna to Port Arthur is rough but may be ridden.

5. From Taranna to Eagle Hawk Neck the road is very bad and it would be easier to carry the bicycle than to ride it.

6. The road from Launceston to the North West Coast is said to be bad, but I saw little of it in my journey to Devonport.

I travelled in vehicles over Nos. 2, 4, and 5, and also over five or six miles of No. 3, and can consequently speak with some confidence as to these roads.

There is a cycle club at Hobart, the secretary of which was formerly a member of the C.T.C. His place of business (a cycle dealing establishment) is in Liverpool Street, Hobart, and I have no doubt that he will be glad to give No. 7727 any information that he is able to.

ROBT. MILLS, No. 11,331.

3, Haghenden Road, Clifton, Bristol, 10th July, 1895.

P.S.—The country is very mountainous in many parts, especially near Hobart.

LINCOLNSHIRE AS A TOURING GROUND.

Sir,—I was very pleased to see in the *Gazette* for July, that Miss Erskine, in the Ladies' Page, had drawn attention to the fact that a summer tour might very profitably be arranged in Lincolnshire. Speaking as a native of the north of the county, I think any one would thoroughly enjoy a run here. From the hills at Alkborough the view is indeed fine, and on a clear day York, Beverley, and Lincoln minsters can all be seen from the top of the church tower. I should not recommend one to go on to Barton-on-Humber though, but rather to turn off at Ferriby, and after seeing the old hall there, run along the wolds down to Brigg. Here the tourist should by all means spend a night at the C.T.C. head-quarters, the "Angel." This old-fashioned hostelry enjoys a wide-spread reputation, and is a favourite meeting place for cycling clubs. Ten miles from Brigg is Brocklesby Hall, the seat of the Earl of Yarborough, and the Mausoleum, with its beautiful carving, is well worthy of a visit. Then again, within easy distance from Brocklesby is Thornton Abbey, now in ruins. The tourist should then ride to Pelham's Pillar, from the top of which a wide expanse of country is opened out, stretching from Grimsby and the Humber on the one side to Lincoln on the other, then through Caistor and Market Rasen on to Lincoln. The roads throughout are of the best, and I am sure any one including in his tour this part of the country would be well repaid, and form a very different opinion to the one usually held with regard to Lincolnshire.

ROBT. B. MUNRO, No. 13,461.

23, Bigby Street, Brigg, Lincolnshire.

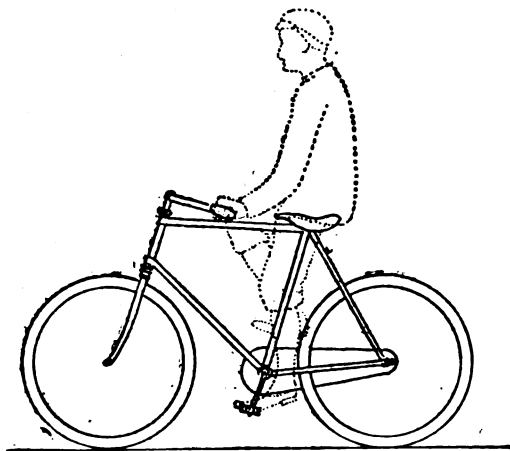
POSITION A'WHEEL.

Sir,—Although a member of some years, I have never yet entered into any of the controversies that appear from time to time in the Club periodical.

Generally there seems to be the same complaint—that the stock machine is in most cases unsuitable to the individual rider as regards position, etc., and that there is a difficulty in getting makers to in any way modify them.

This may be generally true, but my experience has been that there is no difficulty in getting what one wants providing a proper specification is given with the order. Nearly all my machines have been built to my own measurements and ideas, with the result that in every case a satisfactory reach and position of handle-bar has been obtained without outraging the general appearance of the machine, or entailing the employment of 50in. of tubing in the handles.

The enclosed sketch is to scale both as to machine and rider, and shows, I think, as upright a position as is desirable, whilst one has the option of leaning forward without feeling behind for the handles, as shown in Mr. Gerard Smith's sketches. As regards the width of handles mentioned by the latter gentleman as existing on his own machine, 30in. is, I think, too wide for even a tall man, and must offer a vast resistance to a head wind.



In the sketch, which is of the last machine made for me, the handles are 22in. centre to centre, and extend from centre of head to tips of handles, 10in., which I find allows me to ride quite upright, with slightly bent arms.

As I before stated, I have never yet had any difficulty in procuring what I wanted when ordering a machine, it being my custom to give the maker a written specification, accompanied by sketches and figured dimensions, and I incline to the opinion that few makers would refuse orders on these conditions, especially as one is prepared to pay extra for these fads, although I have seldom found any appreciable addition to the price.

This is written merely as an individual protest against any such position as illustrated in the June number, being the best or most desirable.

In this matter each rider must be a law to himself, and will be guided by his individual experience.

W. AMOR FENN, No. 7333.

Sir,—Once more I must make a few remarks in answer to one or two points in letters in the July *Gazette*.

Mr. Parbury founds his courteous criticism of my opinions upon a study of the diagrams in the *Gazette*; I may say that the reproductions do not appear to me to precisely present the originals which I sent; and that the upright posture, so far as the relation of seat to pedals, is exaggerated in the diagrams; as a fact, my position for the seat is very nearly that advocated by Mr. Parbury, and that also stated by No. 2777 as regards relative position of seat and handles; as will be seen from my letter of July. Thus we are in practical agreement in all essential points, except that I use my handles lower than those who criticise me.

I think that the adverse criticism of Mr. Withers is called forth by the fact that I believe the posture on the old ordinary to be the one to be aimed at; he wishes the position of diagram No. 2 to be altered so that the handles shall be as in No. 1, and yet the body be upright; this, of course, would be impossible; and with regard to No. 3, he advocates the throwing away of power over the machine by shifting the grasp from the handles to the bar in front. In fact, Mr. Withers advocates the orthodox low forward handle, and therefore my arguments cannot meet with any approval from him. It is the pulling of the shoulders forwards that is, in my idea, the worst part of the handles far in advance of the body; and it is this action which rounds the back, and diminishes lung capacity; the first necessity for full respiratory power being that the shoulders shall be held well back, giving the "Serratus magnus" muscle its best position.

GERARD SMITH.

THE RULE OF THE ROAD.

Sir,—Mr. R. C. Poulter is mistaken in his belief that England is the only country in the world where drivers have not to take the right-hand side of the road. Last year I stayed a few days with a friend at Antwerp, who with his wife and daughter is a cyclist, and he informed me that in one part of Belgium vehicles and cyclists go to the left, as in England, and he described in graphic terms the confusion arising from this contradictory legislation. At any rate, Continental nations have followed the English rule of the road as far as *railways* are concerned and keep to the left.

C. FREDK. LOWE, No. 12,698.

London, 5th July, 1895.

CYCLE BRAKES.

Sir,—As a correspondent in last month's *Gazette* alluded to the action of the "Gridiron" brake on the new Dunlop covers, I trust that you will allow me to say that I have seen all these non-slipping covers rubbed by every brake of any power in the market. On the other hand scores of "Gridirons" have been fitted this season by Messrs. Willway of this city to plain covers, and not a single complaint has been made.

The fact is that the "Gridiron" has about treble the grip of any other brake, and if projections occur in the cover of the front wheel they will inevitably be rubbed down at a rate *precisely proportional to the brake-power of the shoe used*. Is it necessary to have corrugations on the front wheel?

Bristol.

PRESTON WEIR.

Sir,—I am surprised to see the references in your correspondence columns to the rapid wear of rubber brakes of the Hall type. Since March, 1894, I have used, and used freely, the thick rubber brake, acting on the tread of the tyre, supplied by Messrs. Humber to their Beeston machines, and now, I believe, to all classes made by them. This brake, in conjunction with a Bates strip on the front tyre, I have found perfectly efficient, in dry or wet weather. The tyre heats on really long descents, as I fear it must with any effective spoon-brake; but heating similarly affects the efficiency of the fine band-brakes with which good touring tricycles are supplied. Last summer on coming down mile after mile from the Bohemian Forest range, my friend on a tricycle and myself were both compelled to halt to cool the brakes; but the grip and security of the brake on the bicycle were distinctly the superior. My riding is commonly among mountains, even when near Dublin, but the wear on the brake in 2000 miles of stiff work has still left a good deal of thickness of rubber to spare. I expect to have to replace about September with one of the harder blocks now supplied, which may, of course, prove more severe on the Bates strip.

A well-fixed Bates strip, tessellated pattern, on a smooth tyre, seems to me a better touring article than the Welch cover, especially as it is in itself puncture-resisting. In connection with a rubber brake, it suffers very little wear—a new one each season costs 4s. 6d., including fixing.

Mr. E. A. Galbreath, in the July number, writes of "glorious coasts" on the Brenner or St. Gotthard. The upper reaches of these passes, notably the descent of the Val Tremola, should never be attempted without the feet upon the pedals. No experienced traveller, such as Mr. Galbreath, ought to trust himself entirely to any brake whatever, or to any front forks whatever, when enjoying mountaineering such as this. On the other hand, the popular type of machine, with thin fork-blades and no foot-rests, would deprive one of half the pleasure of such a descent as that from Matrei to Innsbruck on the Brenner. The idea of a light machine without any brake at all is of course ridiculous to the practised traveller.

THE AUTHOR OF THE "GYPSY ROAD."

Sir,—Mr. Garratt, in a former letter, said that the object of making band brakes wider was to prevent firing. This statement being likely to mislead we took the liberty of correcting it. The real object of widening a band is to increase the friction, but width in itself is an inducement to firing unless a preventive is applied. Mr. Garratt now says, "Of course we know that an inch band divided into two half-inch bands . . . will keep cool better than one not so divided." This accords with our correction. Mr. Garratt says that he has a "suspicion" that the Quadrant Company used to use some such an arrangement. His "suspicion" is well founded. Our tandem tricycle was at first fitted with a wide band, and in several instances it fired *in the centre*; we divided the band, and it never fired afterwards. This experience led us to correct the statement that bands were made wider to prevent firing.

THE QUADRANT CYCLE COMPANY.

Sheepcote Street, Birmingham, 12th July, 1895.

Sir,—Please allow me to answer your esteemed correspondent Mr. Sturme, who surprises me by standing sponsor for the front wheel or "toy" brake. In the first place he is quite in error in saying that I advocate the foot being placed between the front forks as a brake. Perhaps he is thinking of another writer in last month's *Gazette*. So far from advocating any form of front wheel brake, I utterly condemn them, one and all, as absolutely bad both in principle and practice. What I have been advocating in a feeble way for some years as correct in principle, and after five years thorough and practical trial, is a properly-fitted band-brake on the back wheel hub, and this, Mr. Sturme says, is, "theoretically, the very best system to adopt." Why then does he go on to advise the use of rubber-lined brake spoons acting on the front wheel? Nine out of ten riders who carry these brakes dare not make regular use of them, because they either damage the tyre or quickly wear out the brake rubber, and most certainly scatter dust and mud on the clothing, to say nothing of the dangerous strain upon the front forks and tube. Riders tell me that they carry these brakes (which are but toys) for emergencies! I pity them when a real emergency arises. Expert riders who refuse to trust to these toys, so far from being "maniacs," "idiots," "absurd," "acrobat," etc., act with reason and judgment in trusting to their power of back-peddalling on gentle slopes, and the absolutely safe proceeding of dismounting and walking down dangerous hills.

The ramshackle bone-shaker that I made, and rode upwards of a quarter of a century ago, was better provided in the matter of a brake than is the modern safety. The brake of that period was at least constructed on sound principles, and was efficient in action, though quite innocent

of nickel-plating and rubber-lining, but the modern brake on the front wheel is ill-conceived in design, puts undue strain upon one of the weakest parts of the frame, acts by friction upon perishable rubber, and cleans the tyre at the expense of the rider's clothing.

That the makers, as Mr. Sturme asserts, have given good opportunities in the past for riders to have band brakes, I can hardly believe, for when, seven years ago, I asked for a band brake on the back wheel, it was with difficulty I found a maker who would supply it, and then only upon an extra payment of £2. Makers naturally consult the interests of their shareholders, and this will perhaps explain why they advocate spoon or toy brakes. Riders would consult their own interests, that is their own safety and comfort, by demanding band brakes on the back wheel, and by seeing that the drum is of sufficient diameter and the band properly fitted. We should then hear less of accidents through runaway machines, and the genuine tourist would find his pleasure increased by many a safe and easy run down hills which, without a proper brake, he has to climb down on foot. Riders must not expect the makers to adopt this improvement without pressure being put upon them. What improvement have they ever adopted without pressure? Were they very eager to adopt the improvement of gear cases? Let the inventor of a well-known gear case answer. Were they very eager to adopt the improvement of tangent spokes? Let the action of the firm whose machines are among the dearest be consulted for reply. Were the makers very eager to adopt the improvement of ball-steering? In answer to an inquiry about ball steering (after many of the smaller makers had adopted it), one of the oldest firms answered that they could supply it (at an extra charge, of course) *but they did not advise it*. If the makers do not advise band brakes let riders turn a deaf ear to the makers and listen to the opinion of Mr. Sturme, who says that "there is no doubt that a properly fitted band brake is the very best system to adopt," and to such experienced cyclists as Mr. C. R. Hutchings, who says, "I have trusted entirely to band brakes on hills from one to eight miles long in Devon, Brittany, the Pyrenees, and Switzerland, and have never known my brake fail from oil or heating," and Mr. John Cory Withers, who says, "A band brake on the hind wheel can easily be made to actually stop the hind wheel if required." And yet cyclists who prefer to dismount on dangerous hills rather than trust to the inadequate and uncertain action of a spoon or plunger on the front wheel are termed "idiots," "acrobat," and the like.

No doubt there is the thoughtless youth and the "man too of mature years" to whom speed is the one object, and who ride (mostly on level ground) without a brake, but there is another class of riders which is happily growing in number, who have to be reckoned with. There are men of experience in cycling who will not take anything and everything that the makers advise, who look for comfort and safety while riding, and therefore demand a radical alteration in the design of their brake, and until they can get it will prefer to go brakeless altogether.

If makers could see anywhere beyond their noses they would lay themselves out to cater for riders such as these.

(Rev.) W. HAY FEA.

CYCLING AND THE HEART.

Sir,—Unfortunately I can give a little practical advice to men with weak and overworked hearts. The article from the *British Medical Journal*, at page 208 in our July magazine, is intelligible only to doctors.

1. Don't start soon after a meal, particularly do not go up hill.

2. Remember that indigestion and burdened stomach, too full a meal in the evening, will set your heart going as if the bicycle was in fault, when it is only the teeth. Men dig their graves with their teeth, most of all in the evening.

3. Zigzag up *every* hill. Make a point of reducing every gradient by at least a third. Draw on paper two gradients, one of one-eighth of an inch in thirty, the other one in sixty, and see the difference.

4. When the road has a crown to it you will of course turn suddenly and squarely from the side of the road to the centre,—which is the line of least slope—and then *slant* from the crown to the other side.

5. The habit of zigzagging uphill will save you, sometimes, from running away downhill. At the moment when you feel that your back-peddalling does not give you sufficiently assured command, you can reduce the slope, and therefore the impetus, by zigzag *across* the road. I do not say that you can do this when command is altogether lost.

No. 10,874.

CLINCHER TYRES.

Sir,—As several members have been giving their experience with these tyres, perhaps my experience as a cycle agent who induced several riders to use them last season may be of interest.

During '94, I used Clincher tyres myself, as also did my customers to whom I recommended them. The tyre is easy to manipulate and a good non-slipper, and I should have liked to have used and recommended it this season, but having had trouble with the cotton lining of the outer cover I was afraid to venture.

The trouble which I and my customers experienced is practically that described by Mr. J. E. West in your issue of June, that is to say, the diagonal joint of the cotton lining shifts and gives you a crooked tyre with exposed canvas. Four of the covers have gone in this way, one the Clincher Company very courteously replaced with an entirely new one; another they very kindly partly relined and repaired free of charge—the patches although neat are rather conspicuous—the other tyres are still in use but much disfigured.

I have also noticed that when the cotton lining gets cut a permanent repair cannot be satisfactorily effected by the ordinary method of lining with canvas, the cut insists on going farther. I have not had the opportunity of examining a '95 Clincher tyre, but should hope they are made with a different joint from last year and with but one joint, as the '94 Clincher had two to go wrong.

FABRIC PATCHER.

(Official Repairer to the C.T.C.)

P.S.—I do not see how Mr. H. Sturmer in your current issue can accuse Mr. J. E. West of *rushing* into print, seeing that previous to writing he had met with several cyclists, makers, and agents who had had unsatisfactory experience with the tyres, and therefore had met with many bad cases before writing on the matter.

F. P.

THE CAMERA AND THE WHEEL.

Sir,—In answer to No. 5484, I carry my hand camera (a Kodak) on the front pillar of my Safety in a carrier made to my designs by King & Co., cycle makers and agents, High Street, Winchester. I can carry it easily, without vibration, and it is instantaneously accessible, yet safe. King & Co. would no doubt supply one, if asked to do so.

JAMES ROBINSON, R.C. for Hants.

Sir,—In reply to No. 5484, as to the best way of carrying a hand camera on a bicycle, I find the following method, though somewhat homely, by far the most satisfactory of any I have tried. An ordinary canvas satchel suspended *behind* the handles by two small straps firmly sewn to the back about 3in. from the ends, and steadied by a third strap sewn to the bottom, and passing round the steering pillar, with a small well-inflated air cushion inside the satchel between the camera and steering pillar to prevent bumping and vibration, which it does most effectually.

In this position the camera can be easily taken out and replaced without even dismounting. No. 928.

N.B.—A portion of an old air tube, with valve attached, will answer the above purpose.

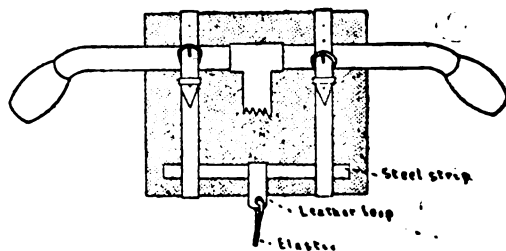
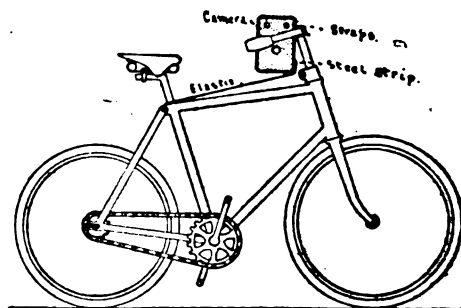
Sir,—In reply to No. 5484 asking for information as to the best method of attaching a hand camera to a machine, I thought that perhaps my method might be acceptable.

Two long straps are passed round the camera, one near each end, and shorter straps, firmly attached to the former ones, serve to fasten the camera on to the handle-bar on the side next the rider. These straps can be easily fastened together by anybody, by binding them together with copper wire. Now, to stop vibration as much as possible, I pass a piece of crinoline steel through the straps as shown in the accompanying diagram, and to the middle point of this steel one end of a long piece of thick catapult elastic is fastened by means of a soft piece of leather.

The other end is stretched so as to fasten under the saddle by means of the L pin. The elastic thus being in tension, keeps the camera away from the head of the machine, and it swings in perfect safety without interfering with the steering in the least, or getting in the way of the knees. I have carried my own hand camera in this way for many miles, and I see no need, at present, of adopting any other method of attachment. I am afraid that my explanation sounds rather complicated, but in reality it is just about as simple as it can be.

B. W. CLARK, No. 4.

P.S.—I append an illustration of the camera attachment.



UNIVERSAL LIGHTS. —Thanks largely to the instrumentality of Major Hamilton, of Ryde, the president of the Vectis C.C., and an old member of the C.T.C., lights are now compulsory upon all vehicles making use of the roads in the Isle of Wight. The bye-law adopted is apparently identical with the one in force in Surrey referred to in a recent issue, and it could not well be improved upon.



GRATITUDE.—Mr. James G. Wrigley, Mus. Bac., Oxon., desires to thank the many members who replied to his query relative to the roads in County Donegal.

NEWFOUNDLAND.—The first cycling club in Newfoundland was formed at St. John's a few weeks since. A start was effected with twenty-five subscribers, many of whom are members of the C.T.C.

SOUTHBEND TO SHEERNESS.—Members who contemplate making use of the summer service of steamers plying between these places may be glad to know that the charge for the conveyance of a bicycle is 2s. 6d., as opposed to 1s. for the passenger himself.

A NEW REMEDY.—The Cycle Notes of the *Bradford Observer* advocates the formation of a corps of speedy riders for the purpose of overhauling and bringing to justice the "street scorcher." The suggestion is well meant, but we doubt that the police will accept the proffered aid and query whether many of the well-behaved section of wheelmen will consent to accept service.

THE SOCIETY OF CYCLISTS.—The tenth annual congress of the Society of Cyclists is to be held at Tunbridge Wells on the 9th and 10th instant. A very attractive programme has been arranged. Those who are interested may obtain further particulars from the hon. sec., Mr. Frederic Farrow, F.R.I., B.A., 9, Conduit Street, London, W.

SOME EXPERIENCES IN FRANCE.—A recently-elected London member writes:—"The tickets of my wife and myself proved most useful in enabling us to pass the Douane at Havre without payment of duty, or any kind of trouble. We confined our tour to the Seine valley almost entirely, staying at hotels recommended by the Club at all places, except Harfleur, which is not mentioned in the Handbook. The inn there (Auzon's Hotel des Armes de la Ville) is clean and comfortable, and extremely cheap. There is a cycle repairer there—whose name I did not note down, unfortunately—just opposite the church, who seems able and obliging. As a mere novice there is of course very little information that I can give that will not be already well-known to most members probably; but I should like to make a protest against the common idea that tea cannot be obtained in France, or that it is worthless if obtainable. We found, whenever we ordered it, and that was nine or ten times, that it was very good indeed, light in colour, and delicately flavoured; quite unfit to be mixed with milk, it is true; but all the better for that, in my opinion. Another thing is the apparent misconception as to trouble to be apprehended from dogs in France. I was advised to carry a cane, as a protection, by one informant; and by another, that a revolver would be useful for a similar purpose; but during a fortnight's tour only two dogs took the trouble to run after and bark at us, and they were absolutely harmless; and this, in conjunction with the fact that our machine—an Olympia Tandem Tricycle—appeared to astonish the people and frighten the horses not a little, seems to me to speak volumes for the improved manners of French dogs."

CYCLE INSURANCE.—The London and Provincial Cycle Insurance Corporation, Ltd., send us copies of several testimonials they have already received from clients who have had to make claim under the policies they hold. All the writers testify to the promptness with which their demands were complied with and their machines reinstated or replaced.

"THE RENAISSANCE OF THE C.T.C."—It is pleasant to learn that affairs in the Cyclists' Touring Club are looking considerably brighter than they have been for several years. For a long time the roll of membership has been showing a gradual but certain falling off, due to various causes. Lately, however, there has been a reaction, probably arising out of the increased popularity of the pastime, and applications for election forms are coming in pretty fast. A noteworthy point, too, is the fact that a fair percentage of these applications are from people of standing and influence. Under the circumstances the "C.T.C." will probably, in the near future, become even a stronger organisation than it was seven or eight years ago. It certainly deserves the support of every cyclist who goes in for the most delightful form of cycling—touring.—*Pearson's Weekly*.

A WARNING TO CYCLISTS.—In Dundee Sheriff Court yesterday—Sheriff Campbell Smith on the bench—John M'Nicoll, from Auchterhouse, was charged with having, on Friday, 7th June, ridden a bicycle along the footpath on the public road between Rosemill and Kirkton of Strathmartine. He pleaded guilty, and stated that, after passing a cart, he had ridden along the footpath for a distance of about 200 yards. In answer to the Sheriff, Mr. Myles, the prosecutor, stated that it was usual to allow expenses in such cases. The expenses in connection with this case amounted to £1 6s. 10d. The Sheriff stated that he had always held that the penalty inflicted upon a person must bear some proportion to the offence, and an offence which was a mere technical breach of the law and did no harm to anybody was an offence which, according to his judgment, ought not to be punished by a fine of £1 6s. 10d. The penalty he imposed upon the accused as a warning to others would be a fine of 5s., with the option of two days' imprisonment.—Jas. Bowie, Dundee, was charged with having ridden a bicycle on the public road between Dundee and Arbroath an hour after sunset, and without having a lighted lamp. He pleaded guilty. In answer to the Sheriff, the young man stated that there was another cyclist ten yards in front of him with a lamp. When he saw the policeman coming he stopped. In regard to the expenses, Mr. Myles pointed out that his Lordship had power to grant expenses, but he could modify them. The Sheriff replied that he had power to give expenses, and he had also power to withhold them or to make the punishment upon an individual in proportion to the offence. The use of punishment was to protect society against injury—not merely to maintain technical regulations. He was quite prepared to impose a severe punishment upon any man who, through his carelessness on a footpath or anywhere else, knocked a person down or inflicted injury, or ran a serious danger of doing it, but he was not prepared to impose a severe penalty upon a man simply because he committed a technical violation of the law. Neither was he prepared to inflict a severe punishment upon a rider whose lamp had perhaps gone out, who was following another cyclist with a lighted lamp, and who was so honest and respectful for the law that he came off his bicycle whenever he saw a policeman coming to him (laughter). Dangerous people went off at double speed when they saw a policeman (renewed laughter). This young man could not have spent his leisure better than in scouring the country. Having regard to his salary, the fine would be one of 2s. 6d., with the alternative of two days' imprisonment.—*Dundee Courier*, 29th June, 1895.

NOTTINGHAM.—A "Rambler's Cycling Club" has just been formed here, with the C.C. of the district as president. Membership of the Club is confined to members of the C.T.C. The hon. sec., Mr. J. Levy, 51, Gamston Road, will be pleased to supply particulars to any one desirous of joining.

MORE CONCESSIONS.—Following the example set by the Northumberland and Durham District Association, Mr. A. E. Paulsen, the Chief Consul of the East Riding, has secured from the North Eastern Railway Company special rates for the following trips:—

North Eastern Railway Company's reduced fares, available for a fortnight.

TOUR No. 7c.—From Hull to York, and return from Scarborough; or from Hull to Scarborough, and return from York. Fares: First class, 8s. 7d.; third class, 5s. 4d. Charges for bicycle, 2s.; tandem bicycle, 3s.; tricycle, 4s.; sociable or tandem tricycle, 6s.

TOUR No. 8c.—From Hull to Bridlington, and return from Hornsea; or from Hull to Hornsea, and return from Bridlington. Fares: First class, 4s. 1d.; third class, 2s. 5d. Charges for bicycle, 1s.; tandem bicycle, 1s. 6d.; tricycle, 2s.; sociable or tandem tricycle, 3s.

TOUR No. 9c.—From Hull to Market Weighton, and return from Goole; or from Hull to Goole, and return from Market Weighton. Fares: First class, 3s. 11d.; third class, 2s. 5d. Charges for bicycle, 1s.; tandem bicycle, 1s. 6d.; tricycle, 2s.; sociable or tandem tricycle, 3s.

THE ROADS QUESTION.—One of the most marked and most useful improvements which has been particularly noticeable since the County Councils supplanted the old highway boards has been the almost universally improved condition of our roads. And this improvement has been owing, not to any change in the manner in which a road is treated, but to a complete reform in the general idea of road management. There is at present a far better system of road-supervision employed in most counties than was the case eight or ten years ago; and although there has been absolutely no material change in the theories which govern the making and maintenance of roads during that time, the roads with very few exceptions have improved very greatly in condition. This is attributable in great measure to the fact that where under the old *régime* almost every parish had its own theories with regard to road management, and its own system of maintenance, there is now a uniform system under which all the roads of a district are treated, and a better system of regular examination and of supervision is in force. It appears, however, that even so late in the day as this the advantages of direct management of roads are not everywhere appreciated. At the last meeting of the West Suffolk County Council, where the system of parochial management, aided by grants from the County Council, is still adhered to, the matter came up for discussion. The county surveyor, in his report to the Highways and Bridges Committee, brought up all the old complaints against this system, which seem to be justified wherever it is adopted. When the work is altogether undertaken by the parishes, he said, there is nearly always a want of technical knowledge and of systematic repair which gives rise to great extravagance—not to mention the serious results to the roads themselves. As he pointed out, the way in which road repair is carried out under the old arrangement is usually this. About November a quantity of material is carted on to the road to be dealt with; it is shovelled rather than spread over the road, usually without having been broken first, and then left to settle as best it can. This, of course, is enough to completely ruin a good road. A road needs careful preparation before an atom of new metal is applied. The

metal, when it is applied, should have been carefully broken—for preference to the zin. gauge, but in any case no stone which will not pass through a 2½in. ring should ever be allowed to find its way into the road. And then, after the stone has been carefully spread, judicious rolling with a good binding material is an absolute necessity. But of course any arrangement by which road repair is a matter only attended to at stated times is absurd. A road should be most carefully watched, and should always be inspected after every fall of rain, while it should never go more than a fortnight without being carefully examined. Hollows and ruts should never be allowed to form at all, but should be attended to promptly when they show the slightest sign of developing. And if, through faulty construction, the surface of a road becomes loose, or the bed shows signs of sinking, the road needs immediate attention from an experienced man. The question of labour we have often dealt with—roads will never be either good or cheap so long as the inmates of the parish workhouse are entrusted with the work of keeping them in condition. And all these points are almost invariably neglected when parochial management is permitted. Every county should have not only its county surveyor but a competent and sufficiently large staff of sub-surveyors, each of them in charge of certain districts, and responsible for the work of the district inspectors. But West Suffolk declines to see this, and has, we regret to say, decided to adhere to the parochial system. And, to make matters worse, it was even suggested in the report—which was not adopted, fortunately—that as something which the report leaves vague, but which is apparently meant to be the expense of road maintenance, "comes clearly under the head of technical education in road management," it should be met by payments out of the technical education fund! Ingenious, certainly, but most improper.—*County Council Times.*

FOOLHARDY CYCLISTS.—The murder of the American cyclist Lenz—with regard to which trustworthy information has now been obtained—brought an adventurous ride to an untimely and ugly close. "The world on wheels" is an attractive enough aim, but the conditions under which no small portion of the journey has of necessity to be accomplished make the feat, if it is conscientiously essayed, an exceedingly foolhardy one. More than once the prolonged absence of news led to the premature report of the cyclist's death, and by his own showing he had several narrow escapes from the fate which ultimately befell him at the moment when he could be said to have come within sight of comparative safety. The Kurds, who caused his death, are now known, and the Porte, with its usual alacrity—it is fourteen months since the murder—has promised their arrest and punishment. That is so far satisfactory, but the whole matter is not disposed of with the arrest and punishment of half a dozen members of a wild and uncivilised race who are tempted into crime by the appearance in their midst of a wandering stranger on a "safety." Lenz was "accessory before the fact" to his own death in respect of the mingled recklessness and ignorance of the attempt; and it is difficult to avoid a verdict of "guilty with extenuating circumstances" when one takes all the facts into account. In the present case we have lent our Consul at Erzeroum to the United States to see to the carrying out of the Porte's promise, but it should be understood that it is not the business of Her Majesty's Consuls to look after the remains of every cyclist with a craze for putting a girdle round a world which is not yet worthy of him. The Lenz fad has become a fashion, and unless those who take the excitement of adventure take the risks at the same time, our Consuls are likely to have to stand a harassing siege at the hands of distracted relatives. It would be a simpler matter to let off superfluous energy by charging a steam tram or scorching down a steep hill with no brake, a sharp turn and a bridge at the bottom.—*Bradford Observer.*

ALTERATIONS AND ADDITIONS TO THE BRITISH AND IRISH HANDBOOK, AUG., 1895.

REPRESENTATIVE COUNCILLORS.

Page 8.—**Dr. O. W. Jennings's** address is now 17, rue Vernet. Paris.

CHIEF CONSULS.

Page 9.—**Insert** W. Crawford, B.A., Ardwyn, Aberystwith.
Insert T. G. Boulton, The Vineyard, Wellington.
G. H. Evans's address is now 16, Oakley terrace, Sheerness.
Insert J. J. Grayson, Clones, Co. Monaghan.
L. Gylenskog's address is now Linansgade, 4, Christiania.
Insert J. Naylor, Beeston Castle, near Tarporley.
Erase P. B. J. Nyst.
W. R. McTaggart's address is now 103, Sunday Well, Cork.

OFFICIAL TAILORS.

Page 40.—**Barnstaple**—**Erase** J. N. Brewer, and **insert** Brewer and Painter, Cross street.
Cheltenham—**Erase** S. King & Son, and **insert** Bryant and Co., 362, High street.

RAILWAY RATES.

Page 68.—London, Brighton, and South Coast. **Erase** oo and corresponding footnote.
Page 70.—London, Chatham, and Dover and South-Eastern the charge for bicycle *accompanied* is, 12 miles, -/6, 25, -/9, 50, 1/-, 75, 1/6, 100, 2/-; the other rates for both bicycle and tricycle remain as before.

STEAMBOAT AND FERRY CHARGES.

Page 81.—Holyhead to Kingstown. **Insert** bicycle, *accompanied*, 1/6; tricycle, ditto, 3/-.
Page 82.—Kingstown to Holyhead. **Insert** bicycle, *accompanied*, 1/6; tricycle, ditto, 3/-.
Page 88.—Portsmouth to Southampton. **Insert** bicycle, *unaccompanied*, 1/-; tricycle, ditto, 2/-.
Ryde to Portsmouth. **Erase** "Passenger's fare included" in remarks column.
Page 89.—Ryde to Southampton. **Insert** bicycle, *unaccompanied*, 1/-; tricycle, ditto, 2/-.
Southampton to Portsmouth. **Insert** bicycle, *unaccompanied*, 1/-; tricycle, ditto, 2/-.
Southampton to Ryde. **Insert** bicycle, *unaccompanied*, 1/-; tricycle, ditto, 2/-.
Page 96.—**Luton**—**Insert** Cowper (Temperance), No. 1, 1/-; No. 2, 1/3; No. 3, 1/6; No. 4, -; No. 5, 1/-; No. 6, 1/6; No. 7, 1/6; No. 8, -; No. 9, 1/3; No. 10, 2/-; No. 11, -; No. 12, *nil*; No. 13, -/3; No. 14, -/3; No. 15, -; No. 16, -; Discount, -1/4; and G. H. Latchmore, The Bank, as Consul.

Page 97.—**Mortimer**—**Insert** Q. to Railway.
Page 100.—**Cambridge**—**Erase** Blue Boat.
Littleport—**Insert** Wises' C.T. (B).
Page 101.—**Cheshire**—**Insert** J. Naylor, Beeston Castle, near Tarporley, as Chief Consul.

Page 102.—**Cheadle**—**Insert** J. H. C. Dawes, Ebor Cottage, Gatley Road, as Consul.
Page 106.—**Stratton**—**Erase** J. D. Graf as Consul.

Page 108.—**Buxton**—**Insert** Private Hotel, 22, Spring Gardens, No. 1, 1/-; No. 2, 1/3; No. 3, 1/6; No. 4, -; No. 5, 1/3; No. 6, 1/6; No. 7, 1/6; No. 8, -; No. 9, 1/3; No. 10, 1/6; No. 11, 2/-; No. 12, *nil*; No. 13, -/6; No. 14, -/4; No. 15, -; No. 16, -; Discount, -1/4.
Page 111.—**Insert** Parracombe and Fox and Goose, No. 1, 1/-; No. 2, 1/6; No. 3, 2/-; No. 4, -; No. 5, 1/3; No. 6, 1/6; No. 7, 2/-; No. 8, -; No. 9, 1/6, 1/2 2/6; No. 10, 3/-; No. 11, 4/-; No. 12, -/6; No. 13, -/6; No. 14, -/4; No. 15, -/6; No. 16, -/6; Discount, -1/2.

Page 112.—**Insert** Salecombe and King's Arms, No. 1, 1/3; No. 2, 1/6; No. 3, 1/9; No. 4, -; No. 5, 2/-; No. 6, 2/6; No. 7, 2/6; No. 8, -; No. 9, 1/6; No. 10, 2/6; No. 11, 3/-; No. 12, *nil*; No. 13, -/6; No. 14, -/6; No. 15, -/6; No. 16, -/6; Discount, -2/.

† Front Bedroom. * Back Bedroom.

Insert Thorverton and Dolphin, No. 1, 1/3; No. 2, 1/6; No. 3, 2/-; No. 4, -; No. 5, 1/6; No. 6, 1/9; No. 7, 2/6; No. 8, -; No. 9, 1/6; No. 10, 2/-; No. 11, 2/6; No. 12, -/6; No. 13, -/6; No. 14, -/6; No. 15, -/6; No. 16, -/3; Discount, -2/.

Page 114.—**Parkstone**—**Insert** Glen, No. 1, 1/3; No. 2, 1/6; No. 3, 1/9; No. 4, 2/-; No. 5, 1/9; No. 6, 2/6; No. 7, 3/-; No. 8, -; No. 9, 2/-; No. 10, 2/6; No. 11, 3/6; No. 12, *nil*; No. 13, -/6; No. 14, -/6; No. 15, -/6; No. 16, -/6; Discount, -3/.

Page 117.—**Essex**—The *pro tem.* Chief Consul's address is now 16, Oakley Terrace.

Page 119.—**Insert** Orsett and H. H. Morgan, Fern Villa, as Consul.

Page 121.—**Clifton**—**Erase** Willway & Son as Repairers.

Coleford—**Erase** J. Pullin as Repairer, and **insert** Cool as Repairer.

Dursley—**Insert** J. Pullin as Repairer.

Page 122.—**Moreton-in-the-Marsh**—**Erase** F. G. Playne as Consul. **Nallsworth**—**Insert** F. G. Playne, Overden, as Consul.

Newent—**Insert** (R.C.) after Consul's name.

Newnham—**Insert** (The Lower George exhibits a misleading sign).

Page 123.—**Aldershot**—**Insert** Queen, No. 1, 1/3; No. 2, 1/9; No. 3, 2/-; No. 4, -; No. 5, 2/-; No. 6, 2/6; No. 7, 3/-; No. 8, -; No. 9, 2/6; No. 10, 3/6; No. 11, 4/-; No. 12, *nil*; No. 13, -/9; No. 14, -/6; No. 15, 1/-; No. 16, -/6; Discount, -3/.

Alton—**Erase** Q. to Crown, and **insert** No. 1, 1/-; No. 2, 1/6; No. 3, 2/-; No. 4, -; No. 5, 1/9; No. 6, 2/-; No. 7, 2/6; No. 8, -; No. 9, 2/-; No. 10, 2/6; No. 11, 3/6; No. 12, *nil*; No. 13, -/6; No. 14, -/6; No. 15, 1/-; No. 16, -/6; Discount, -3/.

Page 124.—**Bournemouth (East)**—**Insert** F. J. E. Vaughan, Castle Garth, as Consul.

Farnborough—**Insert** Col. W. J. Pickance, Cartington, as Consul.

Fordingbridge—**Insert** R. Hannen, F.S.I., as Consul.

Page 125.—**Hind Head**—**Erase** Hind Head View Temperance Q. —**Insert** Horndean, and Ship and Bell, No. 1, 1/-; No. 2, 1/3; No. 3, 1/9; No. 4, -; No. 5, 1/6; No. 6, 2/-; No. 7, 2/6; No. 8, -; No. 9, 1/6; No. 10, 2/-; No. 11, 3/-; No. 12, *nil*; No. 13, -/9; No. 14, -/6; No. 15, -; No. 16, -; Discount, -1/4.

Page 127.—**Stubbington**—**Erase** Q. from Red Lion, and **insert** No. 1, 1/3; No. 2, 1/6; No. 3, 1/9; No. 4, -; No. 5, 1/9; No. 6, 2/3; No. 7, 2/6; No. 8, -; No. 9, 1/6; No. 10, 2/3; No. 11, 3/-; No. 12, *nil*; No. 13, -/9; No. 14, -/6; No. 15, 1/-; No. 16, -; Discount, -1/2.

Winchester—**Insert** Star, No. 1, 1/-; No. 2, 1/3; No. 3, 1/6; No. 4, -; No. 5, 1/3; No. 6, 1/3; No. 7, 2/6; No. 8, -; No. 9, 2/6; No. 10, 4/-; No. 11, 4/6; No. 12, *nil*; No. 13, -/6; No. 14, -/3; No. 15, -; No. 16, -; Discount, -1/4.

Page 129.—**Barnet**—**Insert** Thomas, High street, as Repairer.

Bishops Stortford—**Insert** Plume of Feathers, No. 1, 1/-; No. 2, 1/6; No. 3, 2/-; No. 4, -; No. 5, 1/6; No. 6, 2/-; No. 7, 2/6; No. 8, -; No. 9, 1/6; No. 10, 2/-; No. 11, 3/-; No. 12, *nil*; No. 13, -/6; No. 14, -/6; No. 15, 1/-; No. 16, -/6; Discount, -1/4.

Elstree—**Insert** W. J. Pritchard, The Chantry, as Consul, and Staples as Repairer.

Page 130.—**Royston**—**Insert** Bullard, High street, as Repairer.

Ware—**Insert** E. W. Dewbury as Repairer.

Watford—**Insert** C. A. Goodwin, Church Road, as Consul.

Page 132.—**Cowes (West)**—**Erase** H.Q. and asterisk from Marine, and **insert** No. 1, 1/6; No. 2, 2/-; No. 3, 2/6; No. 4, 3/-; No. 5, 2/-; No. 6, 2/6; No. 7, 3/6; No. 8, 5/-; No. 9, 2/6; No. 10, 3/6; No. 11, 4/6; No. 12, 1/-; No. 13, -/6; No. 14, -/9; No. 15, 1/-; No. 16, -/6; Discount, -3/.

Page 133.—**Chatham**—**Erase** Pratt's C.T.

Page 134.—**Deal**—**Erase** H.Q. from Black Horse, and **insert** No. 1, 1/3; No. 2, 1/9; No. 3, 2/6; No. 4, -; No. 5, 2/-; No. 6, 2/6; No. 7, 3/-; No. 8, -; No. 9, 2/6; No. 10, 4/6; No. 11, 4/6; No. 12, -/6; No. 13, -/9; No. 14, -/9; No. 15, 1/-; No. 16, -/6; Discount, -2/.

Page 135.—**Greenwich**—**Insert** tp C. Lurie, Blackheath Road, as Repairer.

Page 137.—**Tenterden**—Insert tp E. Thomas as Repairer.

Page 140.—**Salford**—Erase Churchill as Repairer. Insert H. Denham, 125, Woodbine Street, Crossland, as Consul, and tp W. Treeby, 11, Cross Lane (C.S.), as Repairer.

Page 142.—**Market Harborough**—Erase H.Q. from Peacock, and insert No. 1, 1/3; No. 2, 1/9; No. 3, 2/3; No. 4, —; No. 5, 2/-; No. 6, 2/6; No. 7, 3/-; No. 8, —; No. 9, 2/6; No. 10, 3/6; No. 11, 4/6; No. 12, 1/-; No. 13, -/6; No. 14, -/9; No. 15, 1/-; No. 16, —; Discount, -/2.

Melton Mowbray—Insert White Hart, No. 1, 1/-; No. 2, 1/3; No. 3, 2/-; No. 4, —; No. 5, 1/9; No. 6, 2/-; No. 7, 2/6; No. 8, —; No. 9, 1/6; No. 10, 2/6; No. 11, 3/-; No. 12, -/6; No. 13, -/9; No. 14, -/6; No. 15, 1/6; No. 16, 1/-; Discount, -/12.

Page 143.—**Grantham**—Erase H.Q. from Angel and insert No. 1, 1/-; No. 2, 1/6; No. 3, 2/6; No. 4, —; No. 5, 2/6; No. 6, 2/6; No. 7, 3/-; No. 8, —; No. 9, 2/6; No. 10, 3/6; No. 11, 3/6; No. 12, 1/-; No. 13, -/6; No. 14, -/6; No. 15, 1/-; No. 16, 1/6; No. 17, -/6; No. 18, 1/-; Discount, -/2. Erase Q. from Red Lion and insert No. 1, 1/4; No. 2, 1/9; No. 3, 2/-; No. 4, —; No. 5, 2/-; No. 6, 2/3; No. 7, 2/9; No. 8, -/3; No. 9, 2/-; No. 10, 2/6; No. 11, 3/6; No. 12, nil; No. 13, -/9; No. 14, -/6; No. 15, 1/-; No. 16, -/6; Discount, -/3.

Lincoln—Insert White Hart, No. 1, 1/6; No. 2, 2/-; No. 3, 2/6; No. 4, —; No. 5, 2/-; No. 6, 2/6; No. 7, 3/6; No. 8, 3/6; No. 9, 3/-; No. 10, 4/-; No. 11, 5/-; No. 12, 1/-; No. 13, -/6; No. 14, 1/-; No. 15, 1/-; No. 16, 1/-; No. 17, -/6; No. 18, 1/-; Discount, -/2. Erase H.Q. from Spread Eagle and insert No. 1, 1/3; No. 2, 1/6; No. 3, 2/3; No. 4, —; No. 5, 2/-; No. 6, 2/3; No. 7, 2/6; No. 8, —; No. 9, 2/-; No. 10, 3/6; No. 11, —; No. 12, -/6; No. 13, -/6; No. 14, -/6; No. 15, -/9; No. 16, -/6; Discount, -/12. Erase H.Q. from Knight's (Temp.), and insert No. 1, 1/6; No. 2, 1/9; No. 3, 2/-; No. 4, —; No. 5, 2/-; No. 6, 2/-; No. 7, 2/6; No. 8, —; No. 9, 2/-; No. 10, 3/6; No. 11, 4/-; No. 12, -/6; No. 13, -/8; No. 14, -/6; No. 15, -/6; No. 16, free; Discount, -/2.

Page 145.—**Edgware**—Insert Chandos, No. 1, 1/3; No. 2, 1/6; No. 3, 1/9; No. 4, —; No. 5, 2/-; No. 6, 2/3; No. 7, 3/-; No. 8, —; No. 9, 2/6; No. 10, 3/-; No. 11, 3/-; No. 12, -/9; No. 13, -/6; No. 14, -/6; No. 15, —; No. 16, -/6; Discount, -/2.

Insert Northwood and G. B. Wiches, Saxtonhurst, as Consul.

Pinner—Insert A. J. Adams, Rosecroft, as Consul.

Page 146.—**Twickenham**—Insert W. F. Tamplin, 57, London road, as Repairer.

Monmouth—Insert Castle (Temperance), No. 1, 1/3; No. 2, 1/6; No. 3, 1/9; No. 4, —; No. 5, 1/6; No. 6, 2/-; No. 7, 3/-; No. 8, —; No. 9, 1/6; No. 10, 2/6; No. 11, 2/6; No. 12, -/6; No. 13, -/6; No. 14, -/6; No. 15, -/9; No. 16, -/6; Discount, -/3.

Page 147.—**Cromer**—Insert Imperial, No. 1, 1/-; No. 2, 1/3; No. 3, 1/6; No. 4, 1/6; No. 5, 1/3; No. 6, 1/6; No. 7, 2/6; No. 8, 3/-; No. 9, 2/6; No. 10, 4/-; No. 11, 4/-; No. 12, nil; No. 13, -/6; No. 14, -/4; No. 15, 1/-; No. 16, -/9; Discount, -/12.

Page 154.—**Insert Plumtree** and Griffin, No. 1, -/8; No. 2, -/10; No. 3, 1/6; No. 4, —; No. 5, 1/6; No. 6, —; No. 7, 2/6; No. 8, —; No. 9, 1/-; No. 10, 1/6; No. 11, —; No. 12, nil; No. 13, -/6; No. 14, -/6; No. 15, —; No. 16, —; Discount, -/12.

Page 155.—**Thame**—After Walker's C.T., Market Hill, insert (B).

Page 168.—**Horley**—Insert R. Maxwell, Caerlaverock, as Consul.

Page 173.—**Maresfield**—Insert W. J. Wright, The School, as Consul.

Page 176.—**Kirkby Stephen**—Black Bull, items Nos. 9, 10, and 11 are 1/6, 2/-, and 3/- respectively.

Page 177.—**More**—Erase J. Alford as Repairer.

Page 186.—**Insert Bubwith** and New, No. 1, 1/-; No. 2, 1/3; No. 3, 1/6; No. 4, —; No. 5, 1/6; No. 6, 2/-; No. 7, 2/-; No. 8, —; No. 9, 1/-; No. 10, 1/-; No. 11, 2/-; No. 12, nil; No. 13, -/6; No. 14, -/6; No. 15, —; No. 16, —; Discount, -/12.

Insert Easington and White Horse, No. 1, 1/-; No. 2, 1/3; No. 3, 1/6; No. 4, —; No. 5, 1/-; No. 6, 1/6; No. 7, 2/-; No. 8, —; No. 9, 1/6; No. 10, 2/-; No. 11, 3/-; No. 12, nil; No. 13, -/6; No. 14, -/4; No. 15, —; No. 16, —; Discount, -/12.

Hunmanby—Erase Rev. A. Barber as Consul.

Page 183.—**Market Weighton**—Insert F. Hyde, Market Place (S), as Repairer.

Page 184.—**Helmsley**—Insert Rev. H. B. Drew, The Vicarage, as Consul.

Page 185.—**Insert Thornton Dale** and Buck, No. 1, -/9; No. 2, 1/-; No. 3, 1/6; No. 4, —; No. 5, 1/9; No. 6, 2/-; No. 7, 2/6; No. 8, —; No. 9, 2/-; No. 10, 2/6; No. 11, —; No. 12, nil; No. 13, -/6; No. 14, -/6; No. 15, —; No. 16, —; Discount, -/12.

Page 186.—**Boroughbridge**—Insert (The Crown exhibits a misleading sign).

Brighouse—Insert George, No. 1, -/9; No. 2, 1/-; No. 3, 1/3; No. 4, 1/6; No. 5, 1/-; No. 6, 1/6; No. 7, 1/6; No. 8, 1/6; No. 9, 1/6; No. 10, 2/-; No. 11, 2/-; No. 12, nil; No. 13, -/4; No. 14, -/4; No. 15, -/6; No. 16, -/6; Discount, -/12.

Page 187.—**Keighley**—Insert J. W. Darling, 2, Earl street.

Pateley Bridge—Erase M. Mitchell and insert H. W. Metcalfe, Castlestead, as Consul.

Page 188.—**Thorne**—Insert E. Elmhirst, Elm House, as Consul. The Repairer's name is J. W. Rayner.

Page 189.—**Beaumaris**—Erase Liverpool Arms Q.

Page 190.—**Cardigan**—Insert W. Crawford, B.A., Ardwyn, Aberystwith, as Chief Consul.

Aberystwith—Erase Wheatley & Co., and insert Cons and Rowlands as Repairers.

Cardigan—Insert Cardigan Engineering Co. as Repairers.

Devil's Bridge—Hafod Arms, insert No. 1, 1/-; No. 2, 1/6; No. 3, 2/-; No. 4, —; No. 5, 2/-; No. 6, 2/6; No. 7, 2/6; No. 8, —; No. 9, 3/-; No. 10, 4/-; No. 11, 4/6; No. 12, -/6; No. 13, -/6; No. 14, -/9; No. 15, -/6; No. 16, -/6; Discount, -/12. (Tickets to Falls and Luncheon, 2/6 net.)

Lampeter—Insert H.Q. to Lion, and J. E. Lloyd, Bryn, as Consul.

Page 192.—**Colwyn**—Erase Q. from Ship and insert No. 1, 1/-; No. 2, 1/4; No. 3, 1/6; No. 4, —; No. 5, 1/6; No. 6, 1/9; No. 7, 2/-; No. 8, —; No. 9, 1/6; No. 10, 2/-; No. 11, 2/6; No. 12, nil; No. 13, -/6; No. 14, -/4; No. 15, -/9; No. 16, -/6; Discount, -/2.

Denbigh—Insert J. Rees, Trefnant, as Consul.

Wrexham—Insert R. J. Kendrick, 1, Henblas Street, as Consul.

Page 193.—**Holywell**—Erase (King's Arms exhibits a misleading sign) and insert King's Arms, No. 1, 1/4; No. 2, 1/6; No. 3, 2/6; No. 4, —; No. 5, 2/-; No. 6, 3/-; No. 7, 3/-; No. 8, —; No. 9, 2/6; No. 10, 3/6; No. 11, 4/6; No. 12, -/6; No. 13, -/8; No. 14, -/4; No. 15, 1/-; No. 16, -/9; Discount, -/2; and J. W. Bennett, King's Arms, as Consul.

Page 194.—**Swansea**—Erase G. S. Fitt as Consul.

Page 195.—**Barmouth**—Erase Lt.-Col. Griffin as Consul.

Page 214.—**Hawick**—Insert Crown, No. 1, 1/6; No. 2, 1/9; No. 3, 2/-; No. 4, —; No. 5, 1/9; No. 6, 2/-; No. 7, 2/6; No. 8, —; No. 9, 2/6; No. 10, 3/6; No. 11, —; No. 12, -/6; No. 13, -/9; No. 14, -/9; No. 15, 1/-; No. 16, -/8; Discount, -/2.

Page 215.—**Selkirk**—Erase H.Q. from Fleece and insert No. 1, 1/3; No. 2, 1/9; No. 3, 2/-; No. 4, 2/-; No. 5, 1/6; No. 6, 1/9; No. 7, 2/6; No. 8, 2/6; No. 9, 2/6; No. 10, 4/-; No. 11, 5/-; No. 12, 1/-; No. 13, -/6; No. 14, -/6; No. 15, 1/-; No. 16, -/6; Discount, -/2.

Page 222.—**Dublin**—Erase Sydney Pneumatic Tyre Co. as Repairers.

Page 227.—**Under Co. Monaghan** insert J. J. Grayson, Clones, as Chief Consul.

Page 228.—**Under Co. Tipperary** insert Ballyporeen and Fitzgerald's No. 1, 1/3; No. 2, 1/6; No. 3, 1/9; No. 4, —; No. 5, 1/9; No. 6, 1/9; No. 7, 2/-; No. 8, —; No. 9, 2/-; No. 10, 3/-; No. 11, 3/6; No. 12, nil; No. 13, -/8; No. 14, -/6; No. 15, —; No. 16, —; Discount, -/3.

INDEX.

Amend in accordance with foregoing.

‡ In Bedroom. § In Bathroom.

The Club Uniform.

SPECIAL AND IMPORTANT NOTICE.

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

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

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

LIST OF OFFICIAL TAILORS HOLDING APPOINTMENTS.

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

ABERDEEN—K. Maclean & Son, 17, Bridge Street.
ACCRINGTON—J. W. Foster, 25, Blackburn Road.
AVR—Currie, Rae & Co., Alisa Buildings.
BALE (Switzerland)—V. Settelen.
BARNSTABLE—Brewer & Painter, Cross Street.
BATH—*Gould & Son, 23, Milson Street, and 1 & 2, George Street.
BEDFORD—J. Beagley, 5, High Street.
BERLIN (Germany)—W. Köppl, W. 8, Mohrenstrasse 50.
BERWICK-ON-TWEED—Faxon & Purves.
BIRMINGHAM—*Husband Bros., 21, Paradise Street.
BLACKBURN—Tomlinson & Co., 17, Aspiden's Buildings.
BOLTON—J. Boyd & Co., 21, Fold Street.
BOURNEMOUTH—W. Rogers & Sons, 1, Albany Terrace.
BRADFORD—Macvean Bros., 17, Darley Street.
BRIDGNORTH—W. Jones & Co., Waterloo House.
BRIGHTON—R. Needham & Son, Castle St., Old Steine, and Palace Place.
BRISTOL—Randall & Walls, 50, Park Street.
" *B. Thomas & Co., 54, Park Street.
BURNLEY—J. Leedam, 5, Red Lion Street.
BURTON-ON-TRENT—W. Brown, 184 and 185, Station Street.
BURY—J. Burrow, Silver Street.
CAMBORNE—J. 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—H. L. Pals, 10, English Street.
CHATHAM—J. W. Taylor, 191, High Street.
CHELMSFORD—J. P. Green.
CHELTENHAM—Bryant & Co., 352, High Street.
CHESTER—J. T. Davis, The Cross.
CHICHESTER—W. Long & Son, Southgate.
CIRENCESTER—G. Fraser & Son.
CORK—J. Drew, 34, Princes Street.
COVENTRY—B. Riley, King's Head Buildings.
CREWE—Vickers & Son, High Street.
DARLINGTON—W. G. Wallis, 4, North Gate.
DERBY—*Gamble & Cunningham, 54, Sadler Gate.
DEVIZES—Parsons Bros., 3, St. John Street.
DONCASTER—G. Goldthorpe & Son, St. George Gate.
DORCHESTER—H. Bascombe, High West Street.
DOUGLAS (Isle of Man)—J. Hale, 6, Athol Street.
DUBLIN—*J. 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.
FAVERHAM—F. C. Jackman, Market Street.
FALMOUTH—W. Gooding, 34, Market Street.
FLORENCE (Italy)—L. Dotti & Co.
FOLKESTONE—W. Ward, 38, Guildhall Street.
FROME—Swaine & Son.
GLASGOW—R. W. Forsyth, 13, 17, Renfield Street.
GLOUCESTER—Wareing & Son, 3, Westgate Street.
GREAT GRIMSBY—C. H. Thompson, 112, Cleethorpe Road.
GUILDFORD—J. Levy & Co., Bank House.
HALIFAX—W. H. Graydon & Son, Northgate and Crossley Street.
HANLEY—T. & R. Gilman.
HAVERFORDWEST—Greenish & Dawkins, 24, Market Street.
HEREFORD—C. Wills.
HOLL—C. H. Capes & Son, 20, Savile Street.
ILFRACOMBE—R. Jewell, 123, High Street.
INVERNESS—H. Fraser, 23, Bridge Street.
IPSWICH—W. Damant, Old Bank Buildings.
JERSEY—E. P. Falle, 10, Beresford Street.
KIDDERMINSTER—Thos. Bennett, 6, Oxford Street.

LEAMINGTON—T. Claxton, 106, The Parade.
LEDBURY—C. Wills.
LEEDS—L. W. Rowland, 36, Albion Street.
LEICESTER—*F. Brett, Peterboro' House, Granby Street.
LEOMINSTER—C. M. Binyon, 1, Corn Square.
LIMERICK—Cannock & Co., Limited.
LINCOLN—J. W. Martin, 2, Silver Street.
LIVERPOOL—*G. E. Young & Co., 49, Dale Street.
LLANELLY—Davies & Parry, Compton House.
LLANGOLLEN—*Morris & Hughes, Castle Street.
LONDON—H. Brinkman, 253, Oxford Street, W.
" Clare & Son, 102, Fenchurch Street, E.C.
" T. H. Holding, 7, Maddox Street, W., and 4, King Street, Cheapside, E.C.
" W. J. Pile, 22, Philpot Lane, E.C., and 71 and 73, Park Street, Camden Town.
" The West End Clothiers Co., 37, Ludgate Hill, E.C.
" FOR LADIES ONLY.—John T. W. Goodman, 28, Albemarle Street, Piccadilly, W.
(Mr. Goodman, although not the holder of an official appointment as gentlemen's tailor, is yet prepared to cater in the best West End style for those members who are willing to pay the following prices:—Lounge jacket—Brown cloth, 48/-; Grey cloth, 50/-; Norfolk jacket—Brown cloth, 53/-; Grey cloth, 55/6; Breeches or Knickerbockers—Brown cloth, 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—*Meggett & Co., 22, Cross Street.
MARLBOROUGH—J. Russell & Sons, High Street.
MIDDLESBROUGH—J. Newhouse & Co., Albert Road.
MULHOUSE (Alsace)—H. Dursere.
NANCY (France)—J. Galile Fils et Grandmaitre, 23, rue St. Dixier.
NEWCASTLE-ON-TYNE—J. Turnbull, 43, Pilgrim Street.
NEWCASTLE (Isle of Wight)—G. B. Purkis, 51, High Street.
NEWPORT (Mon.)—Wildings, Limited, Bon Marché.
" (Salop)—H. Harper, Market Place.
NEWTON ABBOT—C. Pope, 42, Courtenay Street.
NORTHAMPTON—Blacklee Bros., Gold Street.
NORTH SHIELDS—*D. Hill & Co., Howard and Union Streets.
NORWICH—Downes Bros., 29, London Street.
NOTTINGHAM—W. Gabbatts, 30, Market Street.
OXFORD—E. E. Shepherd, 6, Corn Market Street.
PARIS—J. Drouart, 9, Rue de l'Echelle.
PERTH—W. Byars, 88, High Street.
PLYMOUTH—L. Sansom, 17, George Street.
PORTADOWN—*W. Paul & Son, 46, High Street.
PORTSMOUTH—See Southsea.
PRESTON—W. Elton, 11, Lune Street.
RAMSGATE—G. Wellden, 40, High Street.
READING—E. P. Silver, 17, King Street.
REDRUTH—J. Evans, Tower House.
RETFORD—C. J. Merryweather, Bridge Gate.
RHYL—Hughes & Son, 56, High Street.
SCARBOROUGH—J. Etches & Son, Huntriss Row.
SHEFFIELD—R. R. Neill & Co., 12, Change Alley.
SHREWSBURY—W. F. Watkins, 6, Pride Hill.
SOUTHAMPTON—J. H. Gilham, 29, Hanover Buildings.
SOUTHPORT—*E. Trounson, 213, Lord Street.
SOUTHSEA AND PORTSMOUTH—*Chase & Tighe, 82, Palmerston Road, Southsea.
" John Maltby, Commercial Road, Landport.
SOUTH SHIELDS—Mackey & Co., 23, King Street.
STIRLING—Jas. Robertson & Sons, 16, Murray Place.
ST. LEONARDS—*H. Angliss, 44, London Road.
STOWMARKET—F. Ward, Ipswich Street.
STRATFORD-ON-AVON—S. Williams, 25, Bridge Street.
SUNDERLAND—*J. Gillies & Son, 56, Fawcett Street.
SWANSEA—H. Thomas & Son, 9, Heathfield Street.
SWINDON—R. L. Mugford, 15, High Street.
TAUNTON—Josiah Lewis, 11, North Street.
TORQUAY—Montgomery & Dolbear, 49, Fleet Street.
TRALEE—B. Smith & Co., 4, Denny Street.
TROWBRIDGE—W. Beaven.
TUNBRIDGE WELLS—J. Pickett & Son, 25, Grosvenor Road.
" *E. C. Jenkinson, 28, Mount Pleasant.
UTRECHT (Holland)—J. de Gooijer, jr., 394, Kromme Neuve Gracht.
UXBRIDGE—Cartick & Coles, Waterloo House.
VIENNA I—F. Kadlczik, Rothenthorstrasse 31.
WALSALL—Barrett & 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, 60, 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. Whittinger, Bahnhofstrasse.
" T. A. Harrison, Anglo-American.

List of Candidates, August, 1895.

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

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

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

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

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

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

BEDFORDSHIRE.

Armstrong, H. Woodcroft, Bedford
Baylay, Col. C. A. Rossbeigh, Shakespear road, Bedford
Harcn, Mrs. C. E. Dil Aram, Park avenue, Bedford
Taylor, F. P. Bernard House, Leighton Buzzard

BERKSHIRE.

Benyon, A. W. Hawthorn Hill, Bracknell
Haigh, W., B.A. 9, New road, Reading
Shackle, C. G., M.A. St. George's, Ascot
Walsh, The Lady C. Warfield Park, Bracknell

BUCKINGHAMSHIRE.

Ditton, E. E. (Vale of Aylesbury C. & A.C.) 5, Walton terrace, Aylesbury
Finn, C. H. Misbourne, Chalfont St. Giles
Impey, E. Fordley's place, Eton College
Roberts, F. H. 1, Belgrave place, Uxbridge road, Slough
Schon, H. R. 57, Buckingham road, Aylesbury

CAMBRIDGESHIRE.

Bell, F. Auckland terrace, Newmarket road, Cambridge
Dickson, J. D. H., M.A. Peterhouse, Cambridge
Dickson, Mrs. J. D. H.
Ely, T. B. Pembroke College, Cambridge
Few, J. E. Berrycroft, Grange road, Cambridge
Howse, T. F., B.A. Caius College, Cambridge
Johnson, Miss D. 5, Park terrace, Cambridge
Knaster, I. 29, Green street, Cambridge
Lilley, W. E. Ingleside, West road, Cambridge
Nutter, Miss H. G. Beechcroft, The Avenue, Cambridge
Skeat, Miss C. L. 2, Salisbury villas, Cambridge
Skeat, Miss E. J. " "

CHESHIRE.

Charlesworth, Miss E. Church road, Northenden
Crellin, W. School House, Barnston, Birkenhead
Crossley, F. H. Hulme Barnes, Mere, near Knutsford
Dalton, Miss F. Woodland grove, Rock Ferry
Davies, A. H. Ivy Cottage, Love street, Chester
Dibb, F. A. 35, Brownlow road, Newferry
Henshaw, W. C. 30, Green lane, Stockport
Hepburn, J. 39, Whetstone lane, Birkenhead
Heyne, V. 64, Bidston road, Birkenhead
Houghton, H. J. The Grennan, New Brighton
Hughes, Rev. H. T. Bistre Vicarage, Chester
Islerwood, H. Bradshaw, B.A. Marple Hall, Marple
Lee, L. B. Ollerton Hall, Ollerton
Lee, Mrs. L. B. Eccleston Paddocks, Chester
Parker, Hon. C. T. Brookfield, Hooton
Pollard, J. B. Station Hospital, Chester
Saw, F. A., M.B. The Hollies, Alderley Edge
Sidebottom, R. Y. Charnley House, Hyde
Smith, E. C. 142, Prenton road West, Birkenhead
Swift, T. " " "
Swift, Mrs. T. " " "

Tyrer, Mrs. A.
Walker, H. W.
Whitehead, G.
Williams, D. G., B.A.

Plas Newton, Chester
323, Cloughton road, Birkenhead
Little Eaton, Bromborough
The Ryleys, Alderley Edge

CORNWALL.

Thomas, A. H. Gloweth, Truro
Walters, A. C. Boyton Vicarage, Launceston
Webb, W. J. Mount Edgcombe, near Plymouth

CUMBERLAND.

Borthwick, J. 23, River street, Carlisle

DERBYSHIRE.

Amos, A. D. C., M.A. The School, Derby
Bolton, J. E., A.C.P. (Eckington C.C.) Eckington, via Rotherham
Brath, S. De, M.I.C.E. Marston, Montgomery, Doveridge
Manlove, A. D. Belmont, Chesterfield
Pochin, C., M.A. The School, Derby
Rimington, G. 141, London road, Derby
Rimington, Mrs. G. " "
Rimington, H. " "
Wilson, R. M., M.D. 36, Full street, Derby

DEVONSHIRE.

Alexander, W. C. Auckland, Barnstaple
Gamble, Capt. A. W. Hazelwood House, Loddiswell, Kingsbridge
Guest, A. G. 50, New Bridge street, Exeter
Hockin, P. R. Southfield, Stokefleming, near Dartmouth
Hunt, F. W. 36, High street, Barnstaple
Mayne, H. W., L.D.S. (Plymouth C.C.) 15, Portland square, Plymouth
Perkin, W. H. (Plymouth C.C.) 5, Stafford terrace, Plymouth
Pym, E. W. Sticklepath
Shearer, J. H. 8, Bartholomew terrace, Exeter
Vosper, S. C. 6, Houndiscombe road, Plymouth
Walling, R. A. J. (Plymouth C.C.) 12, Channel View terrace, Plymouth
Webb, Commander R. O., R.N. Ravensbury, Dartmouth

DORSETSHIRE.

Elliott, Colonel G. E., J.P. Bincleaves, Weymouth
Laws, E. L. Delapre, Bridport
Salter, Rev. T. M. B., M.A. Wyke Regis Rectory, Weymouth

DURHAM.

Annandale, C. (Newcastle Clarion C.C.) The Briary, Shotley Bridge
Bell, J. (Darlington B.C.) 25, Dodds street, Greenbank, Darlington
Douglas, E. G. 14, Tunstall terrace, Sunderland
Edmundson, H. W. 3, Claremont park, Gateshead
Feren, H. Claypath House, Durham
Feren, W. H.
French, J. D. (D.W.C.C.) 128, Larchfield street, Darlington
Holliday, Rev. J., M.A. (High Grange C.C.) High Grange
Martin, Rev. H. Howden-le-Wear, R.S.O.
The Vicarage, Stockton-on-Tees

Modlin, J. G., M.D.	69, Roker avenue, Sunderland
Moore, J.	Kimblewood, Chester-le-Street
Pease, W. F.	Brinkburn, Darlington
Robinson, E. C.	Westbourne villas, Coniscliffe road, Darlington
Williams, T.	36, Cort street, Blackhill
Wraith, R. W. (Wolsingham C.C.)	Wolsingham, near Darlington

ESSEX.

Battersby, C. F. H., M.A., M.D.	14, Earlsam Grove, Forest Gate
Cook, J. W., J.P.	Hampden House, Warley, Brentwood
Davies, C. S. M.R.C.S., L.R.C.P.	11, Orford road, Walthamstow
<i>Front, Miss E. L.</i>	<i>Infant Orphan Asylum, Wanstead</i>
Hill, E. A., A.R.I.B.A.	Oakfield, Brentwood
Kerry, A.	46, Orford road, Walthamstow
Lawford, G.	Connaught avenue, Loughton
Martiner, C. F.	Nevedon Rectory, Chelmsford
McGowan, Rev. W., M.A.	
Okey, W.	Holmhurst, Queen's road, Leytonstone
Stanton, O. J.	20, Rochester avenue, Upton Park
White, G. W.	Victoria road, Romford
Williams, J.	Eden Villa, Cann Hall road, Leytonstone

GLOUCESTERSHIRE.

Adams, W. A. 1, Burghley road, St. Andrew's Park, Bristol
 Bryant, J. H. Leonard Stanley, nr. Stonehouse
 Crossman, S. S., F.G.S. Ellborough, Charlton Kings, nr. Stotchenham
 Crossman, T. T. 27, Stokes croft, Bristol
 Mills, F. P. H. 3, Hugbenden road, Clifton
 Parker, E. R. Tresco, Hewletts road, Cheltenham
 Pemberton, Col. W. W. I.S.C. Swindon Manor, near Cheltenham
Fernbert, Mrs. W. W.
 Ponsonby, Hon. W. " Langford, Lechlade
 Reynolds, S. H., M.A. 3, Tottenham place, Clifton
 Robinson, J. B. Barton Regis, Eastville, Bristol
 Roberts, C. C., B.A. 11, Oriol place, Cheltenham
Roberts, Miss M. F.
 Skillicorne, W. N., J.P. 1, Orisidale terrace, Cheltenham
 Tadmam, E. T. S. 9, Queen's parade, Cheltenham
 Walker, C. H., F.R.C.S. 34, Wellington street, Gloucester
 3, Leicester villas, St. Paul's road, Clifton

HAMPSHIRE.

Baker, R. C., R.N.	41, St. Paul's road, Southsea
Bishop, W.	67, Grosvenor road, Aldershot
Bishop, G.	" " "
Branton, W. R., M.B.	" " "
Creed, W. J.	Borough Asylum, Portsmouth
Currie, Miss M. M.	Ballinstona, Christchurch, Bournemouth
Dawson, C. E.	2, York village, <i>The Grove, Aldershot</i>
Dixon, Surg.-Capt. A. L. H.	Glenmalure, West Cliff Gardens, Bournemouth
<i>Dixon, Mrs. A. L. H.</i>	Farnborough road
Farnaday, G.	Montpelier, Morley road, Bournemouth
Graeme, Sir G. Hamond, Bart.	Bucklands, East Cowes, Isle of Wight
<i>Graeme, Lady G. Hamond</i>	" " "
Graeme, E. Hamond	" " "
Harrison, E.	94, Old Christchurch road, Bournemouth
Jones, H.	4, Victoria terrace, Westbourne, Bournemouth
Martin, J. A. N.	Westleigh, Havant
Moore, R. R. H., M.D.	Penshurst, Netley
Nicholls, S. S.	4, Pier street, Ventnor
Oliver, Capt. L. G.	Middlesex Regiment, North Camp, Aldershot
Scott, A. O.	High street, Ventnor, Isle of Wight

HERFORDSHIRE.

Bull, Miss E. M.
Garrod, J. R. (C.U.Bi.C.)

HERTFORDSHIRE.

<i>Cookson, Miss A.</i>	<i>37, Warr street, Hertford</i>
<i>Mills, Rev. W. M.A.</i>	<i>Bennington Rectory, Stevenage</i>
<i>Pryor, F. R. M.A.</i>	<i>Woodfield, Hatfield</i>
<i>Savory, H. M.A., M.B.</i>	<i>Haileybury College, Hertford</i>
<i>Scott, C. W.</i>	<i>1, Warwick villas, Hadley, Barnet</i>
<i>Smith, Miss E. M.</i>	<i>Hamper Mills, near Watford</i>
<i>Smith, Miss E. M.</i>	<i>Southfield House, Watford</i>
<i>Willson, Rev. A. B. Wynne. B.A.</i>	<i>The School, Berkhamsted</i>

ISLE OF MAN.

Perera, F. Queen's Villa, Sulby

KENT.

<i>Andrew, Miss C. H.</i>	<i>21, The College, Bromley</i>
<i>Ragnold, Major A. H., R.E.</i>	Staff Quarters, Brompton Barracks, Chatham
<i>Bayley, F. S. (Argus B.C.)</i>	3, Blackheath rise, Lewisham
<i>Brown, J.</i>	1, Berridge road, Sheerness
<i>Burridge, T. W.</i>	G.P.O., Sittingbourne
<i>Chamberlain, Mrs. N.D. (L.C.A.C.C.)</i>	<i>21, Barneston, near Maidstone</i>
<i>Cheeseman, E. T.</i>	Treston, near Maidstone
<i>Chittenden, J.</i>	2, Northampton street, Dover

Cuthill, C.
Eden, C.
Eden, A. G.
Folkett, C. C.
Greenwood, T.
Gregory, G.
Harris, S. C.
Hermes, W. J.
Hilder, F.
Knight, V. E. (Stockton C.C.)
Marryat, N.
Moore, A., B.A.
Moore, C. W., B.A.
O'Bryan, J. W., M.D.
Peters, H.
Richardson, D.
Simpson, Rev. A. R., M.A.
Speth, A. F. von
Tassell, G.
Thompson, F. G.
Travers, A. E.
Whitfield, J. H.

River Hall, Biddenden, Cranbrook
Hope Park Lodge, Bromley

Harrietsham, Maidstone
87, Perry hill, Catford
Market street, Sandwich
88, Ennerdale road, Lewisham
Denise House, Bromley
57, Manor park, Ley
21, Dornberg road, Blackheath
Down Hall, Farnboro, R.S.O.
Oakwood, Beckenham

Springfield Lodge, Sydenham
Half Yoke House, East Farleigh
65, Frant road, Tunbridge Wells
91, St. Albans road, Dartford
Elms, Chinnbrook road, Grove Park
3, Albion terrace, Faversham
The Hollies, Brasted
Hill Side, Portland road, Gravesend
Denmark House, Rochester

LANCASHIRE.

Agnew, C. L.
Agnew, F.
Ainsworth, E.
Aked, A. W.
Archer, T.
Atkinson, Rev. W. C., M.A.
Bliss, B. R.
Bonsey, R. Y.
Bowden, C. M.
Brocklebank, A.
Brocklebank, J. J.
Byard, Rev. F.
Carey, Miss J. G.
Clare, J.
Clarke, J.
Cleworth, Rev. F. W., B.A.
Cooper, F. M.
Costa, E. da
Crooke, R., jun.
Drummond, Rev. W. H., B.A.
Eccles, J. H.
Ellams, W.
Ferriday, W.
Garstide, T.
Gillibrand, W. M.
Greaves, F. W.
Greenhalgh, R. K.
Guilmette, R. W.
Halliwel, W. E. (Burnley Wheelers C.C.)
Hance, E. M., LL.B.
Hannay, A. M. D.
Harding, J. S.
Haslam, Miss W. H.
Hawthorn, W. C.
Heape, B.
Heggs, W.
Hope, A. H.
Horton, C. E.
Hudson, J. C., M.I.C.E.
Jones, A.
Lamb, Captain T.
Langdale, H., M.D.
Leigh, G. R. (Poulton C.C.)
Langrigg, T.
Maddison, L.
Mason, T.
Mayall, S.
Melland, W.
Middleton, J. W.
Milne, G.
Milne, W.
Molyneux, E., M.B.
Needham, G. E.
Needham, R. A.
Parkinson, H. R.
Pearce, F. (Accrington C.C.)
Peddie, J.
Pennington, T.
Pennington, Mrs. T.
Pickies, A. R.
Piatt, W.
Platt, R. M.
Redfern, S.
Reynolds, W.
Robertshaw, W. T.
Rogerson, Capt. E. C.
Rowbottom, A.
Rowntree, Rev. J.
Salter, L. T.
33, King street, Manchester
5, Mount street, Albert square, Chorley
Rivington, near Chorley
Fir Trees, Bacup
238, Bridgman street, Bolton
Walmesley Vicarage, Bolton-le-Moors
Garfield House, Ardwick, Manchester
The Vicarage, Lancaster
Carlton villas, Ashton-under-Lyne
The Hollies, Woolton, Liverpool
Skelgath, Dalton-in-Furness
Park Lea, Sefton Park, Liverpool
Rose Villa, Culcheth, near Warrington
581, Cheetham hill, Manchester
3, Gladstone terrace, Preston
Rose Villa, Wilmslow road, Didsbury
15, Irwell chambers, Fazakerley street, Liverpool
4, Mossley Hall road, Aigburth, Liverpool
20, Bold street, Warrington
Oak Hill, Roby, near Liverpool
24, Normanby street, Liverpool
46, Wycliffe street, Ardwick, Manchester
14, King street, Leigh
Washington House, St. George's street, Chorley
South Street Size Works, Bacup
The Bank, Bolton
56, Delaunay's road, Higher Crumpsall
C.C.) 10, Market street, Burnley
42, Bedford street North, Liverpool
23, Greenheys road, Liverpool
Brantwood, Oak Drive, Fallowfield
White Bank, Bolton
15, Oozebooth terrace, Shear Brow, Blackburn
Glebe House, Rochdale
Farmside, Levenshulme
26, Moxley road, Crumpsall, Manchester
38, Belvedere road, Prince's Park, Liverpool
Glenholme, Bromley Cross, Bolton
8, Dean road, Fairfield, Liverpool
Orford Barracks, Warrington
The Infirmary, Warrington
Brandenberg House, Poulton-le-Fylde
44, Range road, Whalley Range, Manchester
7, George street, St. Helens
The Lancaster Bank, Preston
7, Rumford street, Liverpool
Moorfild, Withington
29, The Willows, Breck road, Everton
6, Cicely street, Edge Hill, Liverpool
210, Windsor street, Toxteth Park, Liverpool
20, Island road, Garston, near Liverpool
386, Stockport road, Manchester
14, Alexandra drive, Sefton Park, Liverpool
Leckonby House, Fallowfield
100, Gilnow park, Bolton
19, York road, Chorlton-cum-Hardy
26, King street, Stretford
128, Todmorden road, Burnley
178, Lloyd street, Moss Side, Manchester
" " " " " "
" Royal Hotel, Southport
216, Stockport road, Levenshulme
16, Johnson street, Chertnam
Fielden Park, Didsbury
183, Ashton New road, Bewick, Manchester
St. Mary's, Swinton, Manchester
Wingham Villa, Litherland

Legge, Hon. H. (Canonbury Crawlers C.C.) 43, Park lane, W.
 Legge, Lady C. A. G. 33a, Montague square, W.
 Lock, Miss C. 50, Warwick road, S.W.
 Loeffler, H. C. The Abbey, Campden Hill road, Kensington, W.
 Low, H. C. Bishopgate street Within, E.C.
 Maclean, F. J. 37, Courtfield road, South Kensington, S.W.
 Maclean, H. " 18, Lennox gardens, S.W.
 Maitland, A. J. 10, Palace mansions, Addison Bridge, W.
 Malcolm, Miss B. 36, Rosetti mansions, Chelsea, S.W.
 Marillier, H. C. 84, Eccleston square, S.W.
 Matthews, T. H. 117, Rosary gardens, S.W.
 Maude, R. W. Rathmines, St. Mary's road, Harlesden, N.W.
 McCourt, G. P. 45, Pall Mall, S.W.
 McCracken, D. E. 3, Wendover vllas, Terrick road, Wood Green, N.
 McDonald, R. W. 92, Ebury street, Eaton square, S.W.
 McKnight, R. 4, Cockspur street, S.W.
 McWilliams, C. D. 256, Dalston lane, Hackney, N.E.
 McWilliams, J. 145, Leadenhall street, E.C.
 Medary, M. B. 1, Sandwell park, West Hampstead, N.W.
 Melhuish, H. M. H. 3, North road, Highgate, N.
 Merk, F. H., B.A. 18, Chesham place, S.W.
 Merton, Z. 509, King's road, Chelsea, S.W.
 Merton, Mrs. Z. 38, Oakley crescent, Chelsea, S.W.
 Millman, M. D. 37, Rylett road, Shepherd's Bush, W.
 Mitchell, R. G. M. 65, Carlisle mansions, Victoria street, S.W.
 Mitchell, A. H. Mac. N. 33, Beaufort gardens, W.
 Moase, G. 32, Prebend gardens, High road, Chiswick, W.
 Mulgan, J. M., M.A., 26, Argyll road, W.
 Murray, Hon. G. H. 26, Warnford court, E.C.
 Naf, O. C., M.A., 13, Aynhoe road, West Kensington Park, W.
 Napier, Sir W. L., Bart. (London B.C.) 7, Crookham road, Fulham, S.W.
 Nash, F. Naval and Military Club, 94, Piccadilly, W.
 Nelson, E. H. 88, Broadhurst gardens, Hampstead, N.W.
 O'Connor, I. J. " Founder's court, E.C.
 O'Grady, Capt. G. 35, Parkhurst road, Holloway, N.
 Oliver, H. St. J. 75, Cadogan gardens, S.W.
 Oliver, E. S., B.A. 1, Holford road, Hampstead, N.W.
 Oppenheim, A. 62, Haverstock hill, N.W.
 Orde, Miss M. L. 27, Percy street, W.
 Palmer, J. L. 3, Endsleigh gardens, N.W.
 Paul, Miss N. M. 26, Willow road, Hampstead, N.W.
 Payne, Miss J. 4, Cockspur street, W.
 Pearsall, H. D., A.M.I.C.E. 12, Sherriff road, West Hampstead, N.W.
 Pearsons, H. P. 9, Manor mansions, Belsize Park Gardens, N.W.
 Perkins, P. L. F. 3, Camden grove, Shepherd's Bush, W.
 Petherbridge, R. 9, Fairlawn, Northaw, W.
 Pierson, J. T. I. Potter's Bar
 Porter, C. R. (London Hospital C.C.) 37, Norfolk square, Hyde Park, W.
 Prideaux, Miss S. T., 59, Queen's gardens, Lancaster gate, W.
 Radford, A. Bute House, South Audley street, W.
 Randall, H. B. 25, Lime street, E.C.
 Richardson, W. A. Legacy Duty Office, Somerset House, W.C.
 Roper, P. J. Albemarle Hotel, Piccadilly, W.
 Rothschild, Baron N. 2, Down street, Piccadilly, W.
 Roughton, K. G. 42, Connaught road, Harlesden, N.W.
 Rudler, F. 25, Great Russell street, W.C.
 Sart, V. du 53, Clifton gardens, Maida Vale, W.
 Schulz, C. P. 18, Austin friars, E.C.
 Seligman, Professor E. R. A. 8, Sussex place, Queensgate, S.W.
 Smith, D. Strahan 253, Cromwell road, South Kensington, S.W.
 Smith, Mrs. D. Strahan 13, Hanover terrace, Regent's Park, N.W.
 Smith, C. H. E. 8, Hammersmith terrace, W.
 Snook, J. J. 86, Ebury street, S.W.
 Sparling, H. 9, Cyprus road, Finchley, N.
 Spicer, G. B. Burlington House, Piccadilly, W.
 Stanley, T. A. 22, Old Broad street, E.C.
 Steele, R. 2, Prince's street, E.C.
 Sterling, R. B. 12, Berners street, W.
 Stetson, H. C. 4, Cockspur street, S.W.
 Stewart, F. C. 15, Heathfield South, Twickenham
 Stimson, R. 23, Gwendwr road, West Kensington, W.
 Stone, W. A. T. Bishopgate street Within, E.C.
 Strong, L. 469, Fulham road, S.W.
 Swain, F. W. (Polytechnic C.C.) 4, Clifford street, W.
 Tankard, F. Savoy Hotel, Victoria Embankment, W.C.
 Thomas, F. I. 20, Sinclair road, W. Kensington, W.
 Thompson, Mrs. G. Hurworth, Stonebridge Park, N.W.
 Thorn, H. G. A. 9, Ladbroke gardens, W.
 Tidsen, Professor W. A., D.Sc., F.R.S. 2, Gresham buildings, E.C.
 Toms, F. S. (Catford C.C.) 63, Bartholomew road, N.W.
 Tracy, Miss A. 20, St. Stephen's mansions, Westminster, S.W.
 Truman, E. D. 13, Churchfield road, Ealing Dean, W.
 Uzzell, D. 86, Cadogan place, S.W.
 Uzzell, Mrs. D. 9, Victoria street, S.W.
 Wade, W. H., M.E. 20, Rostrevor road, Fulham, S.W.
 Walter, H. W. A. 121, Victoria street, S.W.
 Warburton, H. 17, Vicarage gate, Kensington, W.
 Wasse, H.

West, G. S. 28, Coniger road, Parsons Green, S.W.
 Western, F. J. 36, Lancaster gate, N.
 Western, H. 47, Upper Brook street, W.
 Whately, G. L. Chatham House, Brentford
 Whitehead, H. H. 45, Mecklenburgh square, W.C.
 Whitehead, Mrs. H. H. Bishopgate street Within, E.C.
 Whiting, R. 11, Grove road, New Southgate, N.
 Whiting, G. 15, Ladbroke square, Notting Hill, W.
 Whorlow, H. T. (N.L.C.C.) 8, Purves road, Willesden, N.W.
 Wigan, Mrs. C. 4, Grange park, Ealing, W.
 Williams, T. C. 32, Hillmorton road, N.
 Willis, R. C. B. 7, Cheyne walk, Chelsea, S.W.
 Willis, B. H. 133, Wilberforce road, S. Hornsey, N.
 Wortley, C. B. Stuart, Q.C., M.P. 11, King's road, Sloane square, S.W.
 Wood, F. 78, Drayton gardens, S.W.
 Wood, Miss G. 63a, Elizabeth street, S.W.
 Woodroffe, J. 54, Hamilton terrace, N.W.
 Woodroffe, Mrs. J. 3, Great Barlow street, W.
 Wray, Mrs. J. C.
 Wyon, A. W., A.C.A.
 Wyon, W.
 Zeier, A.

MONMOUTHSHIRE.

Andrews, Sergeant H. (Tredegar C.C.) Drill Hall, Tredegar
 Davies, J. (Tredegar C.C.) Golden Lion Hotel, Tredegar
 Ewins, E. J. 164, Commercial street, Newport
 Rolls, The Hon. J. A. The Hendre, Monmouth

NORFOLK.

Barcham, C. H. 58, York street, Norwich
 Barley, T. le G. St. Stephen's Vicarage, Norwich
 Davies, Rev. F. C., M.A., Highlands, Thorpe St. Andrews, Norwich
 Willett, H. L.

NORTHAMPTONSHIRE.

Ewens, Rev. F. L. 86, Midland road, Wellingborough
 Pennant, Hon. Mrs. E. T. Douglas Sholebrooke Lodge, Towcester
 Tetley, G. R. Hatton Hall, Wellingborough
 Weber, Rev. E. P. B. St. Barnabas House, Wellingborough

NORTHUMBERLAND.

Aynsley, R. J. 1, Rectory terrace, Gosforth
 Dunn, W. Hawthorne House, College road, Newcastle-on-Tyne
 Glove, J. H. 98, Clayton street, Newcastle-on-Tyne
 Hutchinson, G. 1, Grey street, Newcastle-on-Tyne
 Middleton, G. H. 106, Sidney grove, Newcastle-on-Tyne
 Murray, Mrs. C. H. Stanley Burn House, Wylam-on-Tyne
 Pease, Mrs. H. Arot Hall, Dudley
 Shields, Rev. W. H., M.A. Priestbridge, Morpeth
 Smith, Captain G. B. Barracks, Newcastle-on-Tyne
 Tait, A. M. 149, Tamworth road, Newcastle-on-Tyne

NOTTINGHAMSHIRE.

Chouler, A. Alma Cottage, Chilwell
 Chouler, Mrs. A. 2, Castlegate, Newark
 Howcroft, J. Florence Villa, Gamston road,
 Kiddier, H. (Nottingham B.C.) West Bridgford
 Mellors, T. G. 23, Mansfield grove, Nottingham
 Mortimer, E. A. Sherbrooke road, Daybrook
 Morton, J. H. (Nottingham B.C.) 115, Gawthorne road, Nottingham
 Norris, F. P. 56, Addison street, Nottingham
 Parkin, W. 4, Radcliffe road, West Bridgford
 Symes, J. E., M.A. 70, Mapperley road, Nottingham
 Symes, Mrs. J. E.

OXFORDSHIRE.

Beard, Miss M. S. 11, Polstead road, Oxford
 Cope, Miss E. A. 13, Bradmore road, Oxford
 Doyne, R. W., F.R.C.S. 64, St. Giles Oxford
 Doyne, Mrs. R. W. 13, Bradmore road, Oxford
 Esson, Miss M. 35, Walton Well road, Oxford
 Fallows, S. H. 1, Wellington place, St. Giles, Oxford
 Farnell, L. R., M.A. Cowley Grange, Oxford
 Harcourt, The Hon. Mrs. Vernon
 Harcourt, Miss J. Vernon
 Morley, F. W. 16, Long wall, Oxford
 Morris, Rev. H. R. B.A. 20, Holywell street, Oxford
 Rhodes, Lieut. J. E. Hennerton, Henley-on-Thames
 Sidgwick, Miss R. 64, Woodstock road, Oxford

SHROPSHIRE.

Barrow, A. J. Rock Cottage, Market Drayton
 Hall, T. G. The Schools, Shrewsbury
 Phillips, T. E. West place, Poole road, Oswestry
 Riley, J. W., M.R.C.S., L.R.C.P. Whitehall, Pontesbury

Ford, Miss I. O.
 Gill, M.
 Gill, A. I.
 Gordon, W. H., M.A.
 Hawksworth, A. A. (West Bowling C.C.)
 Hepper, E. H.
 Howlett, E. H., F.R.C.S.
 Langdale, F.
 Laycock, J. W.
 Rayner, B. B.
 Savage, R. W.
 Schorfield, R.
 Sharper, F.
 Stell, J.
 Wood, S. P.
 Wrangham, Rev. F., B.A.

CARNARVONSHIRE.

Jones, T. (Portmadoc C.C.)
 Thomas, O. E. (Bangor C.C.)

FLINTSHIRE.

Money, Colonel R. E. K.

GLAMORGANSHIRE.

Atkins, F. E.
 Davies, W. R.
 Ware, M., B.Sc.

PEMBROKESHIRE.

Swete, H. L., L.R.C.P.

ABERDEENSHIRE.

Cordiner, Rev. R. C.
 Johnson, W. (A.S.B.C.)
 Ross, W.
 Seton, Major A. D.

ARGYLLSHIRE.

Cameron, J., M.D.
 Macarthur, J. E.

AYRSHIRE.

Cassilis, The Rt. Hon. the Earl of

BUTESHIRE.

McLeish, W. J. (Bute C.C.)

DUMBARTONSHIRE.

Alexander, M.
 Ballardie, T. C.
 Dennistoun, J. W.

DUMFRIESHIRE.

Watt, J.

EDINBURGHSHIRE.

Boothby, R. T.
 Brodie, W. P. W.
 Brown, J. H.
 Crichton, W.
 Cunningham, G., B.A.
 Dalmahoy, P. C.
 Horn, J. G.
 Horn, Mrs. J. G.
 Malloch, G. S.
 Matthew, J. S.
 McCandlish, W. L.
 Mure, W. J.
 Price, T. A.
 Robertson, J. H.
 Robertson, W. H., W.S.
 Simpson, J.
 Willis, Miss C. L.

FIFESHIRE.

Thomson, D. C., J.P.

HADDINGTONSHIRE.

Anderson, P. T. (L. of L.C.C.)

INVERNESS-SHIRE.

Petrie, D.
 Stockwell, Lieut. L.

KIRKCUDBRIGHTSHIRE.

Henderson, Rev. J. B., M.A.

Adel Grange, Leeds
 9, Crown street, Hebden Bridge
 " 37, Cliff road, Leeds
 Old Bank, Bradford
 93, Clarendon road, Leeds
 4, Wright street, Hull
 Houghton Hall, Brough
 Croft terrace, Steeton, near Keighley
 Baldersby, S.O.
 15, Park row, Leeds
 Pen-Rh6s, Heaton, Bradford
 22, Heap street, Bradford
 Silsden, near Keighley
 10, Paragon street, Hull
 Wentbridge, Pontefract

LANARKSHIRE.

Butler, J. S.
 Crawford, F. B.
 Darling, A.
 Donnan, R.
 Jack, R. P., M.B.
 Watson, M.

PERTHSHIRE.

Taylor, D.

RENFREWSHIRE.

Biggar, H.
 Carmichael, J. D. M.
 Whitehill, R.

ROXBURGHSHIRE.

Johnstone, J. C., M.D.

SELKIRKSHIRE.

Home, W.
 Scott, Miss M.

STIRLINGSHIRE.

Murray, R. M.

WIGTOWNSHIRE.

Welsh, R. McF. (N.S.C.C.)

ANTRIM.

Hazelton, J. W.
 Marsh, C. W.

FURLONG, F. H.

HUNTER, D. H.

AIMIES, J.

Bridgen, J.
 Green, W. H. (Ohne Hast C.C.)
 Guerin, J. (D.S.C.C.)
 Hitchins, H., B.A.
 Kehoe, M., Q.C.
 Lodwick, Major R. W. P.
 Magill, Rev. W. C.
 Mason, J. J. B.
 McCaw, G. T.
 Myles, T., M.D. (Ohne Hast C.C.)

GALWAY.

Corkey, Rev. J.

KERRY.

O'Connell, M. R., J.P.

KING'S COUNTY.

Taylor, J. O., D.I.R.I.C.

LONDONDERRY.

O'Kane, M., M.B.

MONAGHAN.

Peyton, H. R., M.D.

MAYO.

Bain, Mrs. J. A.
 Howe, T. A., D.I.R.I.C.

UNITED STATES OF AMERICA.

Alen, J. L. van
 Bain, J. B.
 Bigelow, J. S.
 Bobbs, W. C.
 Boyd, J. O.
 Bryant, J. B.
 Comstock, G. C.
 Davis, W. H.
 Davis, Mrs. W. H.
 Dyer, G.
 Elliot, Miss D. M.
 Fernald, G. P.
 Fisher, Miss L.
 Fiske, G. F., M.D.
 Fiske, Mrs. G. F.
 Fleet, S. R.
 Francis, F. L.
 Wakehurst, Newport, R.I.
 122, South 39th street, Philadelphia, Pa.
 Sear's Building, Boston, Mass.
 9, W. Washington street, Indianapolis, Ind.
 53, Fifth Avenue, New York City, N.Y.
 54, Kilby street, Boston, Mass.
 59, Liberty street, New York City, N.Y.
 Hamilton place, Boston, Mass.
 U.S. Naval Academy, Annapolis, Md.
 423, Clinton avenue, Brooklyn, Mass.
 Medford, Mass.
 68, Marlboro' street, Boston, Mass.
 438, La Salle avenue, Chicago, Ill.
 13, High street, Lowell, Mass.
 Fitchburg, Mass.

Freeman, A., M.A.
 Gaylord, H. R., M.D.
 Gifford, M.
 Gordon, M. K.
 Grossman, E. M.
 Hamilton, R. B.
 Hammond, J. H.
 Harris, A. H.
Harris, Mrs. A. H.
 Hayward, N.
 Hinkle, E. T.
 Howe, G. M.
 Joslin, J. T.
 Keller, H. E.
 Kemper, J. B.
 Klemm, A. S.
 Lawrence, C. T.
 Livermore, N. B.
 Mason, E. H.
 Mitchell, J. F., B.A.
 Moller, C. G., jun.
 Moores, C. W.
 Northrop, H. E., M.A.
 Olds, Professor G. D.
 Page, A. H.
 Parson, S.
 Persons, C. A.
 Peters, A. J.
 Provost, V. M.
 Rockwell, A. D.
 Roome, W. H.
 Salmon, H. W.
 Smith, F. W.
 Southwork, J.
 Thompson, J. M.
Tracy, Miss A. H. T.
 Tuckermann, L. C.
 Tupper, Prof. F., jun.
 Walker, H. P.
Walton, Miss A.
 Wightman, O. S.
 Winchester, Prof. C. T.

Cortland, N. Y.
 4000, Spruce street, Philadelphia, Pa.
 Hudson, N. Y.
 St. Paul's School, Concord, N. H.
 27, Matthews Hill, Cambridge, Mass.
 Ithaca, N. Y.
 29, East 28th street, New York City, N. Y.
 28, North Goodman street, Rochester, N. Y.
 "Mason street, Cambridge, Mass.
 Minneapolis, Minn.
 Washington Barracks, Washington, D. C.
 22, North Church street, Schenectady, N. Y.
 550, Drexel Buildings, Philadelphia, Pa.
 330, Broadway, Cincinnati, Ohio
 3934, Chestnut street, Philadelphia, Pa.
 45, East 29th street, New York City, N. Y.
 Oakland, Cal.
 169, Hancock street, Brooklyn, Mass.
 1013, Cathedral street, Baltimore, Md.
 222, South 9th street, Brooklyn, N. Y.
 109, Commercial Club buildings, Indianapolis, Ind.
 Brooklyn, N. Y.
 Amherst, Mass.
 Equitable Building, Denver, Col.
 Brooklyn, N. Y.
 155, West 66th street, New York
 Boston, Mass.
 232, Hancock street, Brooklyn, N. Y.
 113, West 34th street, New York City, N. Y.
 29, West 52nd street, New York City, N. Y.
 6, Thayer Hall, Cambridge, Mass.
 436, Classon avenue, Brooklyn, N. Y.
 Ithaca, N. Y.
 Covington, Louisiana
 23, East 75th street, New York City, N. Y.
 22, Louisburg square, Boston, Mass.
 Burlington, Vermont
 1202, Eighteenth street, Washington, D. C.
Chestnut street, West Newton, Mass.
 68, East 131st street, New York City, N. Y.
 Middletown, Conn.

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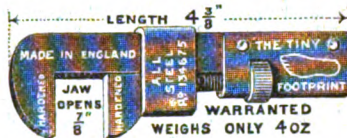
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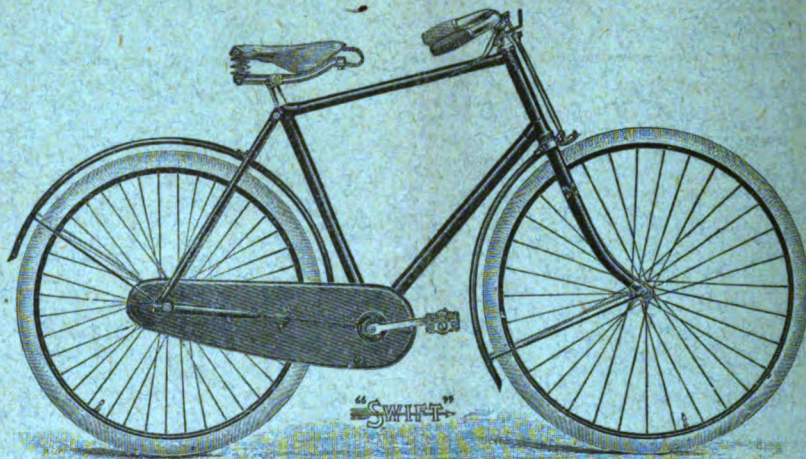
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