

THE MONTHLY GAZETTE

No. 9.
Vol. XIV.

SEPT.,
1895.

OFFICIAL RECORD

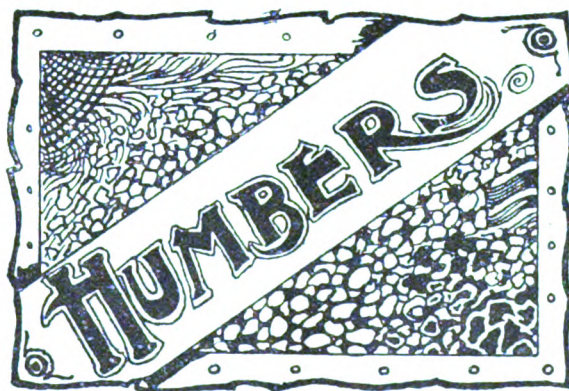


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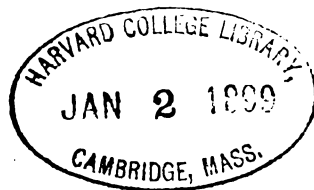
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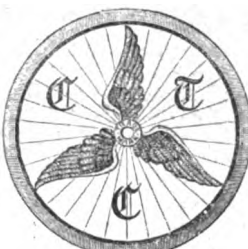
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THE MONTHLY GAZETTE

[FOUNDED 1878.]  INCORPORATED 1887.]

And * Official * Record.

No. 9. Vol. XIV. [NEW SERIES.]

SEPTEMBER, 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.

THE ANNUAL GENERAL MEETING.

The Annual General Meeting of the Club will be held at the Colonnade Hotel, New Street, Birmingham, on Friday, 20th of September, 1895, at 7.30 p.m. when every member, whether lady or gentleman, is invited to attend. Admission will be procurable upon production of the current year's membership ticket. The Agenda will be found upon page 254.

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The present session of Parliament being devoted exclusively to the purpose of voting supplies, no private members' bills have been introduced, and "Universal Lights" is for the moment thrust into the background. Our readers will, however, be glad to hear that there is reasonable probability that the question will be dealt with in a Government measure when Parliament meets in the spring. Meantime, our case will be considerably strengthened if members will send us press cuttings relating to accidents caused from the lack of lights, or embodying contemporary press opinions favourable to the object in view.

The List of Candidates begins to reveal the falling off inseparable from the decline of the touring season. It contains, however, no less than 602 names—a number far in excess of that for the corresponding month of last year, and indeed for many a year previous.

This, in a sense, is highly satisfactory, but having regard to the immense additions which have been made to the ranks of cyclists, especially from among the better classes, the results might reasonably be even better than they are. And this brings us to the obvious moral, which is, that personal effort alone can accomplish the much-desired end, *i.e.*, the enrolment of every desirable cyclist in the three kingdoms. To circularise the thousands of titled and better-class people who are actively interested in cycling is merely to waste time; it must be left to their friends who are already members to make them acquainted with the advantages and the duty of membership, and we appeal to each reader to see to it that the influence he possesses is used in the right quarter.

The Committee appointed to consider and report upon the question as to whether or not any improvement can be effected in the new hotel system will shortly be holding their first meeting, and as a consequence we shall be glad to hear from any member who has put the new and the old systems to practical trial, and has formed a definite opinion upon their merits. As far as we can judge from personal experience, and from the replies of members we have interrogated, the new system is working admirably, and is a great advance upon the old. All the same, however, it may be capable of improvement in minor details, and we invite hints to this end accordingly.

♦ ♦ ♦

THE WHEELMAN AND THE PUBLIC. The antipathy of the general public to the genus cyclist shows no signs of abatement, and candour compels us to add that the fault is mainly that of the wheelman. Road racing and furious riding in crowded thoroughfares are the chief cause of his offending, and were it possible to exact from the culprit alone a substantial penalty few sensible riders would hesitate to endorse the action of the authorities when they mete out to the shallow-brained fool, the modern "scorcher," the severest punishment the law allows. Unfortunately, however, if the present outcry continue, innocent and guilty must alike suffer, for Parliament will be goaded into taking repressive action. Cycling, as at present practised by sensible people in our "right little, tight little island," is so gloriously free of restrictions that "five miles an hour, and a man on foot with a red flag," will presently come upon wheelmen at large as a most unpleasant surprise. But come it most assuredly will—and with it regulations providing for the taking out of a licence costing a guinea or over, the use of a continuously ringing bell, and a brake capable of stopping the machine in its own length—if those who, by their behaviour, provoke these reprisals, do not stay their hand.

SOME EXPERIENCES IN FRANCE. — One of the latest additions to our long list of lady members, writing from Fontainebleau on the 6th ult., says:—"I ought to have written days ago to tell you how greatly the C.T.C. ticket simplified my journey. I had only to show it at Calais to be free of the Custom house. My machine came unpacked and gave me really no trouble on the journey, for all the railway people now understand the constitutions of these delicate travellers. As yet I am not a *touring* cyclist, but staying here with my family, gaining experience in cycling by daily runs. Later I may persuade a friend to tour with me, and in that case I will write for the Road Book, unless I can obtain a local French one wherever the tour may be. Encourage your women members to come to France; women cyclists are so *very* much more courteously treated here than in England, not only in hotels but on the roads, where all the carters, soldiers, peasants, etc., accept our existence as an established fact, and let us wear any hideous costume we please without gibing at us. I ride in an ordinary walking skirt, but 'rational costume' is the rule here, and I have never heard any one wearing it remarked on, even though the wearer should be separated from her machine. Tourists leave their cycles in cycle stables, and go in their riding dress to see the sights."



THE ANNUAL GENERAL MEETING.

The Annual General Meeting of the Club will—in accordance with the notice contained in the last *Gazette*—be held at the Colonnade Hotel, New Street, Birmingham, on Friday, the 20th of September instant, at 7.30 p.m.

Every member of the Club, whether lady or gentleman, is cordially invited to attend.

Admission will be obtainable upon the production of the membership ticket for the current year.

The following is the

AGENDA.

- 1.—To adopt as a true record the minutes of the Half-yearly General Meeting held in London, on 15th March last.
- 2.—To consider the advisableness of abandoning the Half-yearly General Meeting, or of leaving the calling of it optional to the Council.

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—

KILKENNY.

TIPPERARY.

FOREIGN—

BELGIUM AND LUXEMBOURG.

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 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 kilometres (or 24,000 miles) of roads, and it is, in fact, the most perfect road book of France published in any language. It is sold to members at 5s. 4d. post free.

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

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

TO TOURING MEMBERS.

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

The Editors in question are:—

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

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

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

27, Westoe Parade, South Shields.

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

* * The last-named gentleman reports that the routes set out in detail in the last *Gazette* are still lacking.

THE BRITISH HANDBOOK.

SPECIALLY IMPORTANT.

The appeal for the return of any Handbooks for which members might have no further use, having resulted in our receiving half-a-dozen copies only (a good sign this, by the way), it was hurriedly resolved to reset the type, and issue a fresh but smaller edition *corrected to date*. The cost of this smaller edition necessitates an increase of the price from One Shilling to Two Shillings, at which latter figure we shall be glad to furnish the book as long as the stock lasts. Members who are unacquainted with the work may be glad to know that it embodies the following:—A full list of the hotels under contract with the Club throughout the United Kingdom, together with *a note of the tariff and the special discount applicable to each*, a specially-drawn and valuable map; lists of officers; rules and regulations; hotel arrangements, and the special tariffs in England, Wales, Scotland, and Ireland; instructions to Consuls; uniform and general information; hints as to touring, and repairing machines; a list of the Chief Consular Divisions, with the addresses of the officers set over them; railway rates; calendar; sunrises and sunsets; the phases of the moon; as well as a complete diary and riding record, etc., etc., etc.

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

THE BRITISH ROAD BOOK.—VOL. III.

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

NORTHUMBERLAND.

1. Carbridge to Rowley.
2. Bellingham to Falstone.
3. Rothbury to Hepple and Elsdon.
4. Rothbury to Belsay (via Scots Gap).
5. Belsay to Morpeth.
6. Tynemouth to Blythe (by coast).
7. Blyth to Newbiggin.
8. Newbiggin to Alnmouth.
9. Alnmouth to Bamborough.
10. Ponteland to Morpeth.
11. Hexham to Chollerford (via Warden).
12. Allendale to Hexham (via Stublick).
13. Blanchland to Ridingmill.

14. Newcastle to Blyth (via Earsdon).
15. Carbridge to Heddon-on-the-Wall.
16. Wooler towards Yetholm.
17. Alnwick to Dunstanburgh.
18. Rothbury to Felton and Amble.
19. Blyth to Bedlington (via Belside).
20. Ponteland to Dimmington, Gosforth, and Benton Square.
21. Belsay to Bolam, Melton, and Morpeth.
22. Belsay to Bolam and Cambo.
23. Morpeth to Longwitton, Rothley, and Elsdon.
24. Morpeth to Hartburn, Scots Gap, and Elsdon.
25. Stamfordham to Barrasford (via Ryall).
26. Alwinton to Yetlington and Whittingham.
27. Rothbury to Longframlington.
28. Longframlington to Felton and Warkworth.
29. Allenheads to Alston.
30. Chollerford to Scots Gap.
31. Choppington to Morpeth.
32. Newcastle to Tynemouth (via Benton).
33. Newcastle to Blyth (via Killingworth).
34. Stamfordham to Heddon-on-the-Wall.
35. Stamfordham to Newcastle (via Callerton).
36. Matten Piers to Matten.
37. Blanchland to Hexham.
38. Chatton Park Hill to Belford.

DURHAM.

1. Washington to Pensher (via Biddick).
2. Ryhope to Seaham (by coast).
3. Seaham to Dalton-le-Dale (by coast).
4. West Auckland to Staindrop.
5. West Auckland to Cansey Hill (via S. Andrew's).
6. Barnard Castle to Middleton-in-Teesdale.
7. Croft to Hurworth, Leasham, and Middleton-one-Row.
8. Wiston to Staindrop.
9. Wiston to Greta Bridge.
10. Gateshead to Lanchester (via Crookgate).
11. Gateshead to Sunderland (via Hylton Bridge).
12. Tyne Dock to Felling (via Jarrow).
13. Croft to Darlington.
14. Barnard Castle to Walsingham.
15. Barnard Castle to Stanhope.
16. Shotley Bridge to Blanchland.
17. Coxhoe to Sheraton.
18. Darlington to Yarm.
19. Longnewton to Yarm.
20. Rushyford to Sedgfield.

CUMBERLAND.

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

WESTMORLAND.

1. Burton to Crooklands.
2. Beetham to Kendal.
3. Heversham to Lindale.
4. Kendal to Tebay.
5. Tebay to Appleby.
6. Tebay to Kirby Stephen.
7. Tebay to Shap.
8. Kendal to Windermere.
9. Brough towards Bowes.

LANCASHIRE.

1. Pendlebury to Bolton.
2. St. Helens to Ormskirk.
3. Liverpool to Formby.
4. Formby to Southport.
5. Southport to Farnham.
6. Bootle to Macmill.
7. Ormskirk to Wigan.
8. Accrington to Colne.
9. Rawtenstall to Edenfield.
10. Colne towards Skipton.

ISLE OF MAN.

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

YORKSHIRE (NORTH RIDING).

1. Middlesbrough to Guisborough.

YORKSHIRE (EAST RIDING).

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

YORKSHIRE (WEST RIDING).

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

"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.

EDINBURGH LOCAL SECTION.—RUN ON SATURDAY, 7TH SEPTEMBER.

Rendezvous.	Time.	Destination.
Mayfield Toll.	3.30	Nine-mile Burn.
Tea at inn, six p.m.		

The run on Saturday last, 10th inst., to Ormiston, was attended by nine members, who, *en route*, received their share of the downpour of rain. The return journey, on muddy roads, was made *vid Dalkeith*.

E. A. GLEN, Consul.

COUNTIES OF HEREFORD AND WORCESTER.

The Rev. C. E. Ranken, the Chief Consul for Worcestershire and Herefordshire, asks us to notify that he will be away from home during the month of September. Members requiring routes or information about those counties during that period are requested to apply to Mr. A. D. Melvin, the Consul for Madresfield, addressing him at the Estate Offices, Madresfield, Malvern.

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 books of Travel Talk, Dictionaries in French, German, Italian, and Spanish, including Bædeker's Conversation Dictionary in English, French, German, and Italian, price 1s. 2d., post free (new), and the valuable little *vade mecum* known as "The Continong," is 4½d., post free. Also a few maps of France, printed on linen, 1s. each.

In ordering maps, etc., of which the price is unknown, a deposit must be sent with the order.

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 Baroncelli, Captain H. H. A. Errington-Josse, of 4, Avenue Hoche, will act as Chief Consul *pro tem*.



The usual monthly meeting was held at Scawin's Hotel, York, on Saturday, 3rd August, 1895, at Two p.m.

PRESENT:

C. C. W. KENDALL BURNETT, Aberdeen (Chairman).
C. C. G. BARTRAM, Sunderland.
R. C. Rev. W. HAY FEA, Yorkshire.
H. T. W. B. GURNEY, Bradford.
C. C. L. KERSHAW, Halifax.
C. C. J. T. LIGHTWOOD, Lytham.
R. C. E. M. POOLE, Yorkshire.
C. C. T. W. STAINTHORPE, Redcar.
R. C. G. E. STANLEY, Grouped Counties of England.
C. C. J. A. WILLIAMSON, Tynemouth.

E. R. SHIPTON, Secretary.

- 122.—"That the resignation of Mr. W. C. Trimble, of Enniskillen, as far as regards the County of Longford, be accepted."
- 123.—"That the Rev. Martin Rea, M.A., of Knappagh, Killylea, be appointed Chief Consul of the County of Armagh."
- 124.—"That Mr. J. W. Gunnis, C.E., of Longford, be appointed Chief Consul of the County of Longford."
- 125.—"That Mr. Felix von Kadoltisch, of Lloydarsenal, Trieste, be appointed Chief Consul for Austria."

REPORTS OF COMMITTEES.

FINANCE.

- (a) The Chairman intimated that there would be nothing special to report until after the meeting of the Committee to be held in London during the first week in September.

The Honorary Treasurer supplemented the Chairman's report by stating that the amount of cash in hand on the 30th June was very satisfactory, and was considerably in excess of that held at the corresponding period of last year.

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

- (b) The Chairman reported that another meeting of the Committee had been held, when the Editor stated that fair progress was being made with the work. He, however, desired that pressure might be brought to bear upon the C.C.'s for Berks, Wilts, Oxford, Gloucester, Carmarthen, Glamorgan, Pembroke, Merioneth, and Montgomery to complete the checking of the "draft" with which they had been supplied. Letters have accordingly been addressed to the officers in question, and the result will be reported to the Council at their next meeting. The Committee desired to strongly impress upon the Councils and the membership generally, that unless this checking be promptly dealt with the book cannot appear in time for even the next riding season. Having this fact in mind the Committee have again appealed through the *Gazette* for the assistance that is still required.

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

- (c) The Chairman reported that a meeting of the Committee had been held in York that morning, when the Editor stated that he hoped shortly to issue a fresh schedule of routes still required, to which end the new issue of the Ordnance Survey was being procured. At that meeting it appeared that the Editor was very sanguine of completing the work he has undertaken in good time for the next riding season, if only Consuls and members will respond to his applications for assistance.

The Chairman further reported that arrangements had been made whereby the Editors of Vol. II. and III. would confer together at a later hour that day with respect to the piecing together of the routes running out of one volume into the other. Some of the Committee were of opinion that a copy of Vol. I. of the Road Book should be supplied gratis to each member of the Committee dealing with Vol. III.

It was thereupon resolved:—

- 126.—“That a copy of Vol. I. of the British Road Book be given to each member of the Committee dealing with Vol. III.

MAP AND ROAD BOOK (SCOTLAND).

- (d) The Chairman reported that some of the routes for which application is made in the August number of the *Gazette* had already been supplied, and that there is every reason to suppose that except in the outlying districts the information will be forthcoming without delay. With respect, however, to the remoter counties the Committee will be only too glad to receive the assistance of non-resident members who may be visiting the localities in question.

MAP AND ROAD BOOK (IRELAND).

- (e) The Secretary, in the absence of the Chairman, reported that, acting upon the advice of the Honorary Consulting Solicitor, he had written Mr. Dagg, the Editor, offering without prejudice to recoup him such expenditure as he may have been authorised to incur on the Club's behalf, together with such monies as may be due to him under the agreement, provided that he will place the whole of the manuscripts of the book, and all papers, maps, and other documents relating to the work, in the hands of some London Agent, who shall afford facilities for their examination before the said payments are made. This line of action was approved by the Meeting, and steps will be taken to carry it into effect accordingly.

MAP AND ROAD BOOK (CONTINENTAL).

- (f) The Chairman reported that copies of Vol. I. of the new French Road Book are now being sent to a limited number of the leading papers for examination and review, and that the result will be made known at the first opportunity. Meantime the first routes of Part II. are being set into type preparatory to issuing the book at the end of the current year.
- 129.—“That a Committee be appointed to consider the present Continental touring arrangements, and to report upon (a) the suggested interchange of membership with kindred Foreign Associations; (b) the present shape of the Handbook, and the suitability of the existing hotel system; and (c) the Customs duties on machines.”
- 130.—“That the said Committee do consist of Messrs. S. A. Stead, C. H. Bingham, W. G. Waller Goodworth, Alfred Radford, and E. R. Shipton, the last named to act as Chairman.”
- 131.—“That the Half-yearly General Meeting be held at Birmingham, on the evening of Friday, the 20th September, and the September Council Meeting on the following day.”
- 132.—“That Resolution No. 108 of the last Council Meeting be, and is, hereby rescinded, and that the Report referred to be now again considered by the Council.”
- 133.—“That no alteration in the present scale of Representation of the Membership upon the Council be made at present.”
- 134.—“That it be remitted to the Chairman and the Secretary of the Club to readjust the areas not entitled to separate Representation upon the basis of Resolution 108 of the last Council Meeting, provided that the number of Representatives to which the different countries shall be entitled do not exceed the following:—England, four Representatives; Ireland, two Representatives; and Scotland, two Representatives.”
- 135.—“That the Committee appointed to deal with the Election of Representative Councillors be thanked and discharged.”
- 136.—“That the third class railway fares of those members of the Map and Road Book (England and Wales) Vol. III. Committee, who attend the Committee Meetings, be refunded by the Club, up to the limit of £12 in all.”
- (g) The Secretary laid before the Meeting a letter from a Stoke-upon-Trent member enclosing a sample of webbing studded with iron tacks which had been found secured to the ground close by the second milestone from Stoke, on the Stone and

Longden Road. It was understood that the matter had already been put in the hands of the Police, but it having been suggested that the C.T.C. should offer a reward for such information as might result in the conviction of the offending parties, it was resolved—

- 137.—“That a reward of £5 be offered for such evidence as may lead to the conviction of the offending parties.”

- (1) The Secretary further reported that the Chief Constable of Flint had issued a large poster in the nature of a warning to drivers and others, which warning embodied bye-laws superseded at the passing of the Local Government Act. He stated that he had communicated with the Chief Constable pointing out the illegality of his action, and had received a reply to the effect that the matter should receive attention.

- (m) An application for assistance from a lady, a non-member, residing in Clapham Road, was laid before the Meeting, but as it appeared that the collision of which she had been the victim was one for which she could obtain redress in the County Court, and no matter of principle was involved, it was decided to take no action in connection therewith.

- (n) A letter from Mr. A. E. Paulsen, the Chief Consul for the East Riding of York, was laid before the Meeting, wherein that gentleman reported that Superintendent Clapham, to whom a sum not exceeding two guineas was voted in Resolution 103 of the June Council Meeting, had been compensated for the damage sustained, and as a consequence he would not require a contribution from the funds of the Club.

Comments upon the Agenda were received from the following absent Councillors:—Messrs. W. E. Cowdell Barrett, Grouped Counties of England; W. Cosens, Sussex; A. E. Paulsen, Hull; H. Croydon Roberts, London; and James Robinson, Hants.

The next Council Meeting will be held at Birmingham, on Saturday, the 21st September—the morning following the Half-yearly General Meeting.



NORTHUMBERLAND AND DURHAM.

The Honorary Secretary of the Northumberland and Durham District Association reports that the Association continues to do good work for the Club and cycling in the North-Eastern district. During the late General Election every Parliamentary candidate was approached (in conjunction with the N.C.U.), and asked to state his views upon the question of “Universal Lights.” An exceedingly large number replied in the affirmative, and it is worthy of note that the only two candidates who showed signs of opposition, Lord Warkworth and Lord Morpeth, were defeated at the polls. Further concessions have been obtained from the North-Eastern Railway Co., who have now agreed to allow cycles to be carried by all excursion trains. Previously, it has been left to the option of the guard whether a cycle should be carried or not. The Newcastle parks are, for the present, absolutely closed to cycles, and no little inconvenience has been caused to wheelmen who have desired to visit the parks, to play bowls, etc., by this very stringent bye-law. The District Committee, however, has taken this in hand, and hopes to add in time the removal of the bar, so far as taking cycles into the parks, although not riding them, is concerned, to its list of achievements. Matters relating to “danger boards,” new sign posts, etc., are of such constant recurrence as to be treated as comparatively of a minor nature, but a large amount of this class of work has had attention. A general meeting is to be held at Stockton, on October 9th, while the Friday evening preceding the November Council Meeting, in Newcastle, is the probable date of the annual dinner. To a repetition of last winter's gigantic success the North-countrymen will devote themselves, and anticipate an even better result.



By MISS F. J. ERSKINE.

Author of Tricycling for Ladies, etc., etc.

This number of the *Gazette* will most probably find a great many members who are putting the first principles of the Club into active practice, and are dispersed abroad all over England on their wheels, solving the question of what to take in the shape of luggage, and what to wear in the shape of dress, by the best test of all, that of active experience. The question of what to take when touring, is one which every one must answer according to their individual tastes and habits. A complete change of underwear is absolutely necessary, and must on no account be shirked. Only those who know the discomfort of hanging about in damp things, can appreciate the luxury of knowing there is a supply of clean warm dry clothing in the bag behind, which practically, with a bath, makes the rider as fresh, if not fresher, than when she started. It is a certain tie, undoubtedly, but is much the best to send on a change of dress by train or even parcels post. Living in one's cycling dress day after day is very, very uncomfortable. But after changing into every-day dress entirely, and having the cycling dress well brushed and shaken, it is wonderful how fresh and smart it can be made to look. As to the *et ceteras* of travel, outside the night things and change, I shall leave my readers to settle these for themselves. It would be waste of space to specify a reel of this and a tin of that. After the first tour every one will learn to fine down her *impedimenta* to what is really needful. Of course, good maps must be taken, and I should suggest besides a small pocket compass, unless the rider has the ability to steer by the sun. The other day when on a short tour across country, my companion and myself were horrified to find the great majority of the sign posts had been repainted, and their arms—sometimes five—were as blank as our own faces. Why this operation should have taken place when all the world is touring is a question the Parish Council wise men must answer. It is slightly inconvenient. We were reduced to steering by a distant spire and the points of the compass. In a flat country it is by no means difficult to lose the way and land in some hideous rutty lane; so at times a compass is most useful. Whatever harm or good cycling does, one fact is undisputable—the rising generation will know the geography of their native land better than at any time before in history.

I should like to get to the bottom of some of these oft-quoted cases of harm done by cycling. When done in moderation, I frankly confess I do not believe in them. When cycling is *overdone*, then, of course, overtaxed nature gives out; but in my own case I have derived immense benefit from moderate riding—and I believe my experience is that of hundreds of others. Of course there are some delicate women who ought to be very careful how they ride, if they do it at all. Dr. Roosevelt, a famous New York physician, put the case very tersely the other day in, I think, *Scribner*. "Cycling is injurious to some women at all times, to all women *sometimes*, but not to all women at all times."

I think most riders will agree with me, that the best way not to overdo it is to cultivate an uniform "slogging" (its not a pretty word, but expresses my meaning more than any other) pace—an even ten or eleven miles an hour, and to keep it up steadily. It is far less tiring than the spurts which some indulge in over good pieces of road, exhausting them-

selves, and rendering the pace a crawl against head winds or over bad bits. The best speed for touring is three-quarters of the full speed, so that there is always the ability to spurt if it is necessary. When the pace is a succession of spurts and rests, then it is much more tiring than the steady swing. In mountaineering good guides and climbers go off slowly, to the disgust of the amateur, who wants to do the whole mountain at one bound. But these scientific climbers never stop. Slow as the start is, they keep going, and many an impatient one is left sitting forlornly on a rock, utterly *hors de combat*.

For easy, steady riding, I have found the Boudard gear an immense help. I wish it to be understood I am not approaching this vexed question as a mechanic, but simply stating how I have found it in actual practice. I heard so many opinions on the subject that I was anxious to judge for myself. Messrs. Humber, with great courtesy, placed a lady's "Humber," fitted with the gear, at my disposal for a practical trial. At first I did not care for it much, but after the first week I discovered that the feature of the gear was the tremendous swing which could be kept up steadily, hour after hour, uphill and against the wind. In my wish to test the machine all I could, every windy day I took it along flat roads—riding an ungeared machine also the same day to make sure that there was an advantage. As to its racing qualities I cannot speak, but to my mind it is peculiarly suitable for use on ladies' machines because of the ease with which a high gear can be used. A high gear means slow pedalling. Usually, it is harder work on hilly roads and against the wind, but the slow movement of the feet renders the knee action less conspicuous. The "Boudard" gives with a high gearing the ease and comfort of a machine speeded much lower, and is the only mechanical contrivance I have ever tried which almost entirely obviated the dead point. To some the hum of the gear may be an objection, but if it is kept well oiled, this need not be at all aggressive. There is no complication, and it is not at all likely to get out of order. The only thing necessary to fully gauge its merits is ankle action. Pedalling up and down "sewing machine fashion" will not do for the "Boudard." The rider must "claw the pedals round," and then the swing will be discovered.

Although gear-cases answer their purpose moderately well, yet the fact that the chain is shut in is no reason for neglecting it. The way in which dust filters in is wonderful, and even a Carter gear-case cannot always keep out water. This fact was made apparent when, cleaning my machine after riding home in a thunder-storm, I found a good pint of water washing about inside the case. To be sure it was such rain that it even got into the case of a hunting-watch, but still it came rather as a surprise. Those who have been touring, or who are about to tour, should sling their machines up to some outhouse roof by a couple of bits of rope, and give the chain and bearings an exhaustive washing with paraffin. If about to tour, the machine will go a great deal easier. If after touring, the scanty cleanings each evening will have left a good deal to be desired. I do not know if other people are as fussy about the enamel being bright as I am, but if so, a mixture of equal parts oil and vinegar rubbed on with a bit of flannel, and polished off with wash leather, will bring up the enamel to a bright polish. A dull and "thumbed" machine always looks as if it was either hired or uncared for. A writer in a popular ladies' paper, under protest gives her advice on cycling dress. She is frank, and candidly owns she detests cycling, which certainly—from the designs she gives—she does not at all understand. The *sine quâ non* of a cycling dress is, it must be well cut and neat. There must be no flaps and frills and ends. It must be neat, and quiet, and ladylike. Why, for the hundredth time of asking, is a lady to cease to be a lady, well-dressed and neat, when she mounts a machine? We do not wear flowery hats when riding on horseback. If any one turned

out in the hunting field in an old-fashioned habit and unsuitable hat she would feel very uncomfortable, yet, in the minds of these good ladies who give advice, anything—however hideous and monstrous—will do to bicycle in. The first and most imperative duties of every cyclist are to ride well and dress well. The one without the other is useless. "See one of them," a gentleman said to me the other day, when we were talking of Battersea Park, "an American, I think; she *can* ride—goes like a hawk, no effort, no exertion, rides like part of the machine." Now that is how ladies should ride. They don't want to tear along, but it should be the movement of a bird or a very excellent figure skater. There is nothing at all difficult in it. Simply a well-adjusted machine and a determination on the part of the rider to ride well or not at all.

I must not close the monthly "Ladies' Page" without a few words of one who has been bound up with the sport of cycling since its beginning. Every member of the C.T.C. must have read with great regret the announcement of the death of Miss Dibble, of the "Anchor," at Ripley. My acquaintance with her was very slight, but it was enough to show me that cycling life has lost in Annie Dibble a kind "womanly woman" we can ill spare from our midst.



LINCOLN.

A meeting of Lincolnshire members was held at the White Hart Hotel, Lincoln, on 10th ultimo, tea being served at 4.30. Owing to many being away for their holidays, there was only a small attendance, but those present did ample justice to the excellent repast set before them. The party included the Revs. O. A. Garwood (Willingham), and J. B. Shelley (W. Butterwick), Messrs. T. Fewster Wilkinson (and party), C. F. Foster, J. H. Cooke, J. E. West, C. W. Page, C. Belcher, and A. Butterfield (Chief Consul). Many letters of regret were received from members unable to be present.

It was decided that no County Association should be formed, at any rate this year, but that another social meeting should be held on Thursday, 12th Sept., at Belvoir Castle, tea to be served at the Peacock Inn at 4.30. A party will start from the Angel Inn, Grantham, at 2.30. Members from Notts. and other adjoining counties will be heartily welcomed, and all who intend to be present are hereby requested (as this will be the only notice issued) to communicate with the Chief Consul, Mr. A. Butterfield, 1, Welby Gardens, Grantham, not later than the 9th instant, to enable him to make the necessary arrangements.

A. BUTTERFIELD, C.C.

NOTTINGHAM.

A meeting will be held on Thursday, September 5th, at Edwinstowe (in the heart of Sherwood Forest and the Dukeries). Members requiring further particulars should apply to me or to Mr. T. Chatterton (Consul at Worksop).

AGENDA.

Minutes of previous meeting to be read and confirmed.

Date and place of next meeting to be fixed.

Resolution to be moved by Rev. Canon Ebsworth,

M.A. :—"Success to the C.T.C. in Notts."

Dinner at 12.30; tea at 4.30 at the "Royal Oak," Edwinstowe.

JOSEPH W. WRIGHT, C.C.

LIVERPOOL DISTRICT SECTION.

The usual monthly meeting was held on Saturday, 17th ult., at the "Roebuck," Warrington, after a most interesting visit to the ancient parish church of Winwick, Canon Penrhyn having kindly allowed permission.

After tea, Mr. T. J. Scott, R.C., having taken the chair, the advisability of fixing a danger board at a place where a cyclist was killed recently was discussed. but the matter is in abeyance until further visits have been made, as it was thought that boards should not be fixed indiscriminately. It was urged that boards remain which were of use before the advent of the safety, but now may lead to the contempt due to familiarity. Several local matters received attention, and the numerous company parted thoroughly satisfied that the Section is justifying its existence, and that it will be a power in the future.

The next meeting will be held on Saturday, 14th Sept., at 5.30, at a venue to be notified in the local papers. It is hoped that still more members of the C.T.C. will attend, if only for the pleasure of chatting over "tours accomplished, journeys done," and it would facilitate things if each would advise the manager of the hotel, Mr. Hildrich, by postal card of his intention to come.

H. D. MATTHIAS, Hon. Sec.

YORKSHIRE.

The Fourth Yorkshire Meet took place at the Headquarters, Harrogate, on Saturday, the 17th instant. The weather was splendid, but no one went the run arranged, and less than a dozen sat down to the tea provided by Host Watson. The large number of nine then held a meeting, and included the Pateley Bridge and Rotherham Consuls, and just over half a dozen members from Leeds and Bradford, etc. Letters apologising for non-attendance were read from Messrs. L. Kershaw, West Riding C.C.; A. E. Paulsen, East Riding C.C.; and W. Hay Fea and E. M. Poole, R.C.'s. The minutes of last meet at Ripon on June 29th were read and confirmed. It was decided not to recommend the holding of another meet this season owing to the early hour at which darkness now sets in, and the poor attendance at those held so far. It was agreed that the Chief Consuls be asked to go into the question of a dinner and smoker to be held say at Leeds during the winter.

It was resolved that the thing most desirable which was likely to be obtained from the Railway Companies in the county was not special circular tours for cyclists, the meeting being of the opinion that plenty of tours are already in existence, but that machines be put on a similar footing to passengers, i.e., cheaper rates with the privilege of alighting wherever desired, and rejoining the train at any station *en route* without having to rebook the machine.

There was a recommendation that in the event of the Yorkshire Meets being held next season, Thursday men be given at least one day, and that a more southern point in the county be fixed, say Askern near Doncaster, or New Miller Dam near Wakefield. The entire absence of any Harrogate and district member or Consul was rather severely commented on, Pateley Bridge being the nearest place which was represented.

J. SHIRLEY PEACE,
Consul and Chairman of Meeting.

GLASGOW AND WEST OF SCOTLAND.

The closing run for the season will take place on Saturday, 14th September, to Row, on the Gareloch. Tea there at 6 p.m. Should the weather prove unfavourable the run will be postponed until the following Saturday. Every member in the district is invited to attend.

J. B. STEWART, C.C.



BEYOND THE ADRIATIC.

By HUGH CALLAN, M.A., author of "From the Clyde to the Jordan," etc.

Far and few are the lands whose very heart is not open now to those who love the wheel, and who believe that "the proper study of mankind is Man." There is, however, in Europe a rocky mountainous lengthy strip till now practically unconquered cyclically, and it lies along the eastern shore of the Adriatic—Istria, Croatia (Maritime), Dalmatia, Herzegovina, Montenegro, Albania. Tough work it is, to cross a range averaging 3000 feet twenty or thirty times in a journey of 500 or 600 miles, to and from west and inland. But this is glorious fun to the strong cyclist. To cheer you there is always this good company—

"Two voices are here,
One is of the mountain,
The other of the sea."

To enjoy the human voice you should know Italian, Serbo-Croatian, and German for the north, and also Albanian, Turkish, and Rumanian Greek for the south. But where you fail in these, good humour will pass you through.

Let me present a few word pictures of this strange region.—We left the peopled vale of Trieste, and rose above the round wooded hills melodious with the lowing or homecoming kin, and the chiming of twilight bells, and still above us bulged the bare white mountain bosoms, with hollows shaggy with forests. What a world of glory lay westward on the sea! The sun behind low thin clouds veiled his blaze only to shed it on the gently-swelling water, on the long green-fringed Italian lagoons, on the far white Alpine peaks, in such a miracle of golden transmutation that heaven and earth seemed only one. The inns on the Istrian road are pictures of homely content. As the night grows chilly on the mountains, in troop the big rude peasants, to gather round the log fire in the middle of the kitchen, where the dishes and the bottles reflect the merry glow, and the housewife (cook, waiter, entertainer, all in one) is happy, and jokes and laughter never fail. The road stops at nothing in the way of mountaineering, over the lumpy limestone hills, dipping down at times to rest awhile among a few red-tiled houses, until after an extraordinary run down we come out above a wide sea-lake formed by the islands Veglia and Cherso with

the mainland, down still between rock-terraced houses and brilliant plants to the busy seaport of Fiume.

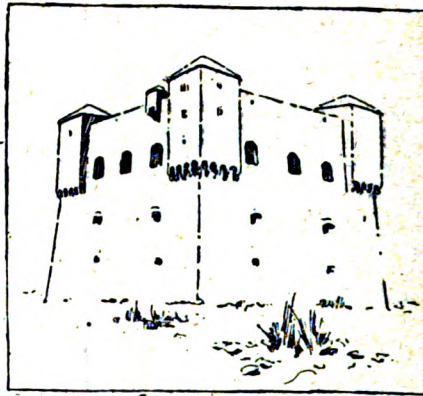
Fiume is in Croatia, but Hungary has claimed it as its own and has diverted the inland trade hither. Trieste looks dull compared with busy vivacious Fiume. The streets at meal-times are alive with thousands of mill-girls and made gay with their tidy dresses and handsome faces. Here I find the cycling mania just beginning. Paris still rules the fashion abroad. For a decade Britain sang the praises of the cycle and whirled it over hill and dale with whoop and holloa, but the Continent hardly seemed to heed us or care even to express the wish—

"I'll come with thee and be thy waggoneer,
And whirl along with thee about the globe."

Paris takes it up, and lo! all the world and his wife will go awheel.

A long tortuous ascent through deep vales and flowery hamlets, over the greenest of hills, affords another superb run

down to Buccari, as sweet a spot as ever one could wish for in which to dream a month away. It nestles in a luxuriant hollow round its finely-tapered steeple, at the head of a long strip of lovely sea-loch scenery, at the mouth of which by Porto Re stands a miniature Holyrood, once a Crusaders' lazaretto, now a Jesuit college. Both islands and mainland here are wind-swept and bare, with only a few scraggy bushes, for the Scirocco and Bora winds rave incessantly.



Castle of Zengg (Croatia).

The bicycle is a stranger, as the dogs and other live creatures show by their fear or fury. At a sudden bend we confronted a black cow, three sheep, and two girls. Motionless for a moment, they scattered, and the cow finally with a last look of abject horror dashed down towards the sea, while the wicked shepherdesses laughed inextinguishably. And these Croatian women do laugh, with body and soul. If we frighten them as they trudge along the lonely road, with load on back, lolling as they go, they more than avenge themselves by the sport they make of me and my wheel.

Yellow rocks, burnt thistly shrubs, no fields, an occasional house among stunted trees, a ruin or two of feudal strongholds far up the heights, a few cliff-built terraced hamlets, a road of loose metal now climbing high up, now sinking into a gully where the sea comes in with a boom—constitute the landscape. But the glorious sea, around and beneath, redeems it all. The kindly gaiety of the people also redeems it, and to me at least the kiss of a little angelic girl who thanked me thus for a ride on the wheel made it all beautiful.

We are now into the region of bewildering variety in costume. From here right down to Albania, all styles, shapes, and colours are worn, each representing some specific racial or tribal history, and the artist must be an ethnologist to do justice here.

The town of Zengg lies in the mouth of a long ravine, up and down which the winds sweep with terrific force, and



Stair-lane in Sebenico, Dalmatia.

nothing can stand before them. It is the stormiest place on this coast of storms. It was prosperous once, but now, through Hungarian avarice, it has lost its trade and kept its pride. The people here have a shrine, a gable against which a certain "big man" (Hungarian, of course) connected with Government, who had abused the town, lost some teeth and a straight nose in a gale. Left unwarned, he went out by the "weather door," and would have "gone to sea" on the wings of the Bora but for that gale. The enormous square castle above the town was once a stronghold of the redoubtable pirates of the 16th century, the *Uscoks*. This was their chief lair, whence they sailed in their nimble skiffs to plunder and burn at large. George Sands' story of "The *Uscok*," and Byron's poem of "The Corsair," have made their dreadful manner of life familiar. They were originally fugitives from Turkish oppression, against which the castle was built, but in turn they themselves became oppressors, and even Venice quailed before them. The castle still goes by the bold name of "*Nehei*" (No Fear). On the ground-floor are stalls for 500 horses, and a deep well; on the second floor, pictures (some dating back to 1463) of the *Lenkovitch*, *Domazetovich*, and *Franzipanni* families, all rulers here, and one of Maria Theresa—beneath which also stands her chair; on the third, a blackened place where lead for the sieges was melted, and a receptacle, still walled up, where an offensive priest was immured alive.

Following the bed of a stream up the wild ravine, between huge hills whose sides are lined with long red and yellow scars, and clothed with dwarf fir and beech, by innumerable windings we win the wind-swept pass, 2000 feet above Zengg, which, from here, is a mere brown speck on the fringe of the blue sea. Now that we are in the interior—a long series of verdant little hills and plains alternating—we see the real Croats, big tall fellows, side-whiskered, wearing a round, black-grey hat, black blouse with white sleeves, and loose white trousers. As one meets for miles and miles along this country the great timber carts bringing down the trees from the uplands, one begins to have a notion of those immense forests of Bosnia, which have supplied Europe with wood for centuries.

In the very Croatian town of Otochach (one very long street, the sides of which have fifty yards of road and pavement between them) the inn I stayed at had this pious legend, "Burnt and rebuilt 1871. God took, God gave again." No fear of being robbed there! As night fell, the lamps were brought to the tables outside; bands of Bosnian men and women, pilgrims to a neighbouring shrine, passed along singing in chorus; a Bohemian came with a harp, a girl upstairs played a piano; voices round the tables sang the words, and well on to midnight we had a varied concert of the wildly-sweet Croatian music. The scullion, or boots, or 'ostler (whatever he was), as sturdy and comical a lout as ever wore an apron, was fond of my calling him "Clogs," seeming to take it as an endearing term. He beamed all over when I spoke to him, his very limbs, which were formidable as a dragon's, seeming to participate in the smile of his huge mouth. Caliban *redivivus*! He swore to

awaken me at five in the morning, and had I been the Seven Sleepers all in one "Clogs" would have had me up.

The morning was not very clear, but all at once its light went out. A dreadful commotion filled the air; everything seemed to be running, flying, falling outside, and in my room a mad competition of agility began among the sheets, towels, clothes, and papers. I had barely time to think "This is the awful Bora-weather," when in rushed my Caliban of the Clogs, knocking down chairs and things and muttering "Bor-r-ra," and with the air of one who was shutting out a wild beast, banged to the windows and the shutters. There I had to stay for hours and read by candle till the lightning gave up its place in the sky to the rightful light of the sun.

Passing through the region of the beautiful lake-plain of Plivniza, where a hundred streams run into thirteen lakes, and the lakes tumble one into the other in succession, we cross plain after plain divided by tortuous passes among shrub-covered knolls. There is little traffic from one plain to another, so the solitariness renders horses when we meet them shyer and dogs more awful. One huge creature, evidently a watch-dog, came bounding out of a farm one

morning when I was slowly turning the twentieth bend up one of those hill-passes. Not barking, but uttering something between a roar and a growl, he leapt hedges and ditches and came on down the road to devour me. A hyena, either in size or in audacity, was nothing to him as he came on sleuthing, his mane and hair risen with rage, and his head low down, defying me with glaring eyes and foaming jaws to advance a step further. A man with a ten-foot pole came running down in great excitement, and with yells that would have terrified the boldest lion beat the brute till he sullenly yielded me a passage. Again, at a place where deep ditches flank the road, a waggonful of people drawn by two horses came along. Although the driver said "Pass by," I proceeded cautiously.

The moment we got beside the near horse, it recoiled as if an electric shock had struck it, flung out its front feet right on the narrow space I should pass; and for an instant as its eyes mad with terror met mine, it seemed that nothing could prevent me rushing into its embrace, that indeed nothing *should*—a queer sensation of being attracted. However, off, up with the handles right past the horse's nose, and sliding slantwise, wheel and I curled up lovingly at the bottom of the ditch.

They are good people, these Serbo-Croats, naturally courteous, and I feel safe among them. Asleep on a shady bank, sounds awaken me, and there standing sentinel over me is a shepherd lad with his quaint (Servian) pipe and his dogs, keeping back not only his own goats and sheep (which somehow think the tyres fair fodder to nibble at) but everybody who would venture to touch my property. Fine tall men, Austria's best material for war, are these.

The plain in which stands the neat town of Gospich, surrounded at a radius of fifteen miles by fantastic shapes of hills, is Asiatic in its weird faery character. Detached volcanic masses crowned with castellated ruins of Roman



A Croatian Market.

and Turkish times rise at intervals on the plain, intensifying its weirdness. There is a fascination in such scenery, in spite of its rough inhospitable nature, that explains not only why the inhabitants are very patriotic but also very devout and superstitious. We find within these mountain-girded vales a whole specific mythology, akin to the Scandinavian. It centres round Velebich, whose grey jagged ridges are almost always half-shrouded in clouds; and when, as sometimes occurs, the Bora from inland and the Scirocco from the sea oppose their currents on the summit, a wild confusion among the clouds is visible, and with the sun shining in among their black and changing depths most extraordinary shapes are assumed. To the awestruck mind of the shepherd-peasant they are the movements of an unearthly being, called *Wila*, who is good at heart, and who keeps state in her cloud-castles, and receives her ghostly guests. Behind yon white cloud-towers are hidden halls of dazzling beauty, formed of veils which the sun weaves and gems with jewels, and filled with the perfume of flowers which bloom in the fairy garden of white-handed *Wila*. Half-way up Velebich at the south end, 2000 feet above the plain, one white spot amid the green and black of the woods, stands an old church of St. George, held in especial reverence, built presumably to exercise a Christian influence on the wayward mountain sprites.

Setting sun and rising harvest moon were filling the lovely vale of Grachach when we reached the village. A dispute arose caused by the dogs, and as my *Illyrski* (the native name for their Serbo-Croatian speech) cannot follow discussions, and Italian was hardly known, a young lad rescued me with Latin; then we had a good bout at Roman eloquence—a rare experience now in European travel. At the inn we all sat together at supper, family and guests, and while we did justice to *paprikatch*, mutton, potatoes, soft cheese, bread and native wine, our worthy host told the rise of his brother-in-law, now Archbishop of Bosnia, and of his nephew Nicola Tizla, the electrician, then (after a droll hint) fell asleep and snored for half-an-hour. Tizla is only one of thousands who are waiting in those deep solitudes of mountain and forest to take their part in the big progressing world. His face (as seen in the portrait which his aunt keeps here beside her brother's, the Archbishop) is imaginative, a dreamer's, as his doings with the electric fluid would suggest. Edison once asked him if his people were cannibals—so unknown to the world are these regions!

The most remarkable feature in crossing from Croatia into Dalmatia is that, while the people use the same Serbian tongue, the polite speech changes from German to Italian. The real Morlack physiognomy, broader, sterner, and more Mongol-like, is also seen to be now predominant. There are also more rocky mounds, more ruins of castles and watch-towers and ancient sites—traces of the struggles, Roman, Turkish, Venetian, Genoese, French, Hungarian. Going south over the last pass on Velebich we find a magnificent road called the *Strada maestra interna* (much improved by Napoleon), which runs right down the country. Hills of the barest, limestone, whinstone; a wind-swept country. Westward a wide rocky plain stretches away towards the sea, ending in what seem low ranges, but are in reality big mountains over the coast. Eastward rises the huge bleak range of the Dinaric Alps, up to 5956 feet. As we roll down into the fertile but marshy vale, on which the romantic town of Knin rears itself, we obtain a view of the Kerka at its source among dazzling yellow rocks streaked with slate-blue. Like the other streams of Dalmatia the Kerka runs in a deep bed, forcing its way round rocks, over rocks, through rocks, forming defiles and cataracts in a most picturesque and even majestic fashion. Knin was gay with military manoeuvres, 3000 soldiers being billeted, encamped, or otherwise quartered there. As I stood on the topmost ramparts of the mass of old fortifications which Romans, Turks, Venetians, Austrians, and French have in turn erected on the hill (not unlike

Edinburgh Castle), and listened to the military sounds coming up on the breeze, and saw down in the deep defile, through which the Kerka escapes from the swamp, a train of "sappers and miners" picking their way through the sands, 500 feet below; and, on the other side, rows of low brown tents pitched on the harvested fields; and right below the clustered streets of the town, a scene of hurry and throng, from which constant streams of soldiers poured out and up the hill paths among the olives and acacias, through the gates and into the courts of this old-world castle at my feet—I could well believe myself present at one of the many protracted sieges this place has stood. Here (probably) it was that the women, rather than fall into the hands of the Romans, threw themselves and children into the flames and the river (as Dion Cassius relates).

South-west, we skirt the gloomiest mountain I ever saw—one long lofty wall of broken igneous rock, boulders upon boulders from top to bottom, as if the Titans had been digging a mine on the other side and had hurled the refuse down here. Crossing Petrovo Polje (or Peter's Field), where in 1090 Peter the pretender to the Dalmatian crown was defeated, we reach Darnish, a town on steep barren cliffs, with the usual castellated ruins at the top. We passed a coal mine here, strange sight! a pit-head, cage, trucks, and a begrimed miner with lamp, who saluted me—*bat*, lamp, and all. Two Dalmatian-Italian students became my patrons here. The church (once a mosque) was lit without and within with coloured lamps, and bells of many tones rang on till late, for the morrow was San Rock's fête-day—this district's patron saint. Nature that night assumed her fairest mood to grace San Rock: the sinking sun left a sky of ineffable beauty, which, reflected on the yellow mountains round the wild plain, turned all into the purest gold; the moon rose full over Bosnia, and gradually all the gold became silver. The soft fresh atmosphere, the narrow lanes between the white houses, the strange figures moving about in the deep shadows, silently or calling softly to each other in their ancient speech, caused me to walk as in a vivid dream of times long since gone by.

This district is served by the only railway in Dalmatia, a very short one. The landscape becomes greener as we approach the Kerka mouth. Above the ancient town of Scardona, the Kerka forms a magnificent group of waterfalls, in the midst of gleaming yellow hills and luxuriant vegetation, in sight of the blue winding firth. The contrast between the white dazzled earth and the deep blue sea, lying like so many lakes between the winding shores, is most beautiful. Sebenico has a remarkable site, climbing from the water up the steep sides by narrow stair-streets, in the shape of an amphitheatre, with the old dome in the centre, and three old forts towering over all. Life here is warmer than in the interior. The people are as lively as the place is gay, and as picturesque in their attire, whether they be fair maidens working at their distaff or the gigantic fellows who watch the town. Hence south for twenty miles, ever up the great arid hills through an appalling scene of sterility, where not a sound except perhaps the twittering of a wandered swallow breaks the loneliness, we reach the shoulder of mighty Mount Carban, 2000 feet steep over the sea, and look down upon a panorama of almost magical beauty. The broad sea is dotted with islands small and great, like gold set in amethyst; the beautiful *Riviera dei Castelli*, a broad belt of verdure, embosoms the sea at the mountain foot. Out on the junction of an island with the mainland, the grey old town of Traù sits half on land and half on sea, amid green woods, and reflected in the still waters, and the white road is seen issuing from it across the deep-green level, and round and up the cliffs to where we stand on the height. These sudden contrasts cause one to think of Dalmatia as "fairy land." Its charm is unique, and works on the mind like a spell as you go in rapid transition from the uplands of wild rock masses and belts of forest down 1000 or 2000 feet into a sun-dried atmosphere and a sub-tropical climate,

and on to that "blue and silvery sea, the *signé more* of Serbian song."

There is an air of Venice about Traù, not only in its narrow, paved streets, but in the water visible everywhere, its bridges and its churches. Life is pleasant here, as is fit in so lovely a spot. Everybody seems quietly happy, and their songs are sweet, not loud. When the moon rose and the glowing pine bonfires on the fishing boats moved about on the tranquil water, and the old mediæval buildings grouped around stood out white against the black of the sea, and the yellow heights behind were clothed as with a soft shining veil—was it a dream? This almost sacred beauty has made Traù a fertile subject of Serbian poetry. The town dates from B.C. 400 (*Tragurium, Trogir*). Remains of the old Gothic and Venetian occupations are plentiful, especially about the Porta Marina and Porta Santo Spirito—wells, porches, consols, slabs. The Cippico palace porch is still adorned with the galley figureheads that led the family to fame, but the palace is now a store, and no Cippico is left! The Cathedral (15th century) is the finest church in Dalmatia. A chapel inside it contains the bones of the patron San Giovanni d'Orsini; the altar is of marble, green, white, and brown mosaic. The wood-work and the paintings are marvels of art, much of it 400 years old. Over the Porta Terra-firma of the town is to be seen the fittest, most pathetic historical emblem I ever heard of—from between the feet of a great winged lion of Venice (St. Mark's) has sprung a funeral cypress!

The *Riviera ai Sette Castelli*, where the ruins of seven castles built to fence out the Turks still stand, is a fertile strip of shore-land, and has a delightful climate. At its southern end lies the buried Roman city of Salona. It has been largely excavated, and the ruins stretch over an area of $1\frac{1}{2}$ square miles, including an arsenal, an amphitheatre, and a necropolis. The modern buildings are built out of the ruins and present a grotesque appearance, consorting ill with marble and porphyry blocks—here a sphinx or a lion, there an eagle or such symbol of a vanished imperial race. There was a city here a thousand years before A.D. 300, but it then became famous as the place of Diocletian's retirement. When asked by Maximian to resume the purple, his answer was "Tell him, 'Could you see the cabbages planted with my own hands at Salona, you would not ask me to take up again the empire.'"

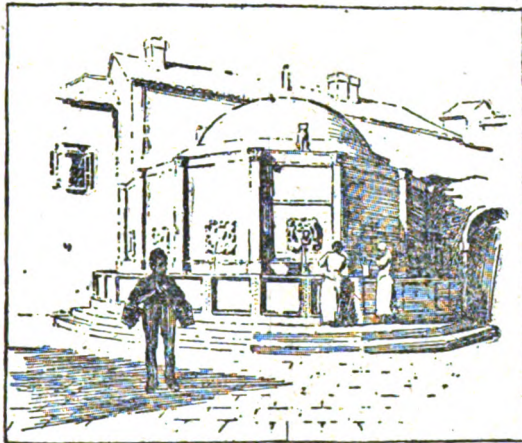
Spalato, over the hill, was Diocletian's palace—hence the name from (*s*) *palatium*. Its remains constitute almost the most extensive Roman buildings extant, for the extraordinary reason that the town is the palace. Probably there is nothing in the world so strange as this town built within the precincts of a palace. This feeling will grow on you, as you pass from the broad Riva under the lofty Doric pillars on the façade and through the Silver Gate, into streets that once were corridors, where in the dim light you notice old Venetian buildings, courtyards, fountains, staircases, which were young when the palace was old; as you wander through narrow passages and gloomy archways with jumbled dwellings overhead; as you stand wondering in the court of the vestibule and gaze at the temple of Jupiter, now the cathedral with towering campanile, and the temple of Æsculapius, now the

baptistry of St. John, and the black sphinx brought from Thebes; and finally come out again on to a country road by the Golden Gate.

The battlements of Clissa were glistening in the early sun, as they stand conspicuous in a majestic ravine between Mounts Mossor and Carban, when we passed up on our way to Sinj in the interior. Sinj was gay that day in honour of the Emperor's birthday. We mingled with peasants, hardy mountaineers and tender-faced women, and soldiers, in the church of Madonna Grande at high mass. The chief event of the day was the ancient national tournament. On the open road through thousands of spectators a troop of horsemen on their little Dalmatian horses, and attired in Dalmatian patrician style, escorted by buglers and oddly-armed attendants, marched out and engaged in their trials of skill. The wide world may be searched to find the equal of this place for variety and beauty of costume. Although all carry weapons, I witnessed only one row, in which blood was shed. For these rough hill-folks are indeed *buoni gente*, good-hearted.

We now traversed the long fertile plain of Sinj, lying beneath the great Dinaric range on the east and Mossor on the west—a region of peace and plenty, covered with flocks

and herds, and villages among the woods and rocks. A stranger is rare here. The bicycle was as an angel's visit. In the few rude inns a warmth of hospitality makes up for lack of comfort, and they cram one with food and wine—and native tobacco. This is not only the "land of the mountain and the flood," but of the steepest roads in existence. The rise and fall in the road is tremendous, where the river Cetina leaves the plain and runs its impetuous course seemingly into mountains. Now we skirt round bush-clad hills, now we are up on a plateau where the solitude is oppressive and it appears beyond human ingenuity to get out of the surrounding wilderness of ravines and mountains, now we rush



Fountain near the Pelle Gate, Ragusa.

down into deep calm valleys, where the white head of Biokovo 5000 feet above seems to belong to another world. In a most enchanting vale, called Blato, at the inn the priest and two itinerant merchants were playing outside at skittles. They welcomed me to sit with them beneath a vine booth. The priest was like a Lutheran clergyman. We exchanged courtesies by passing over our wine for each to sip and return. Right before us lay a field of tobacco in flower, diffusing a most celestial odour, and the cigarettes we smoked were native. Suddenly the Angelus rang out from the church overhead on a wooded precipice. We rose, hats off, and the priest with much animation said a long prayer in the vernacular. Then each said to the other, "The blessing be with you," and resumed cigarettes and wine in silence, while the distant sound of a cascade on the river came musically over on the scented air, and the world of cicadas awoke to whir incessantly the livelong night.

At sunrise on the lofty precipitous banks of Cetina I came upon a great commotion. Voices of persons unseen were calling over the river with loud notes of alarm. Two maidens on this side were bewailing in the most musical grief I ever heard the loss of a cow down the torrent. It is at such moments as this one perceives the deep lyric strain in the

Serbian race. The life of the sparse population here is bare and simple in the extreme. The scenery is beyond all description grand. Right under the loftiest part of the Biokovo range, where the whole land rises in a wild confusion of rock and forest, the sublime Turia Pass has to be crossed. Loneliness itself dwells there. At the top I noticed two immense stone wells, very deep and very much alive. Faint with thirst I clambered down the side of one, but was clever enough to dislodge a stone and plunge in over the knees. My elbow catching on another stone saved me, else I might be sticking there now in the deep oozy bottom. Not far from here a sudden apparition of a gaunt man with a long gun startled me, and eventually I thought best to give him the slip—which is the proper term to describe the wild rush of the pneumatic down the 2000 feet of zigzags. In this long bare valley some ridiculous efforts were made by scores of people to intercept us. Peak after peak in astonishing vista rises as we near Herzegovina, while the road runs high up and round a succession of fertile valleys, till we reach Virgorach on the frontier. Here a real Oriental welcome was given us. Crowds of people came to see the bicycle, and when a fear was expressed that it might be injured, they exclaimed "Nobody would put a finger on it." So there it stood in the street, as safe, I *knew*, as in the British Museum. In the *locanda*, from which is obtained a glorious view of the rich plain extending far away below to the south, a motley company of both sexes, eating, drinking, or reposing on beds and floor, received me, and the host served me himself. The church here was once a mosque. A slab in it commemorates the protracted resistance made to the Turks in the 17th century, and in particular the local leader, Michael Meletich, who slew his ninety and nine. Why he omitted the extra one head to bring up his tale to a hundred no man knoweth unto this day. It was his grandson, Marco, postmaster here, who took me round. This is how the legend runs: "*Hic jacet Heros Michael Meletich. Natus 1664. Caesus Turcarum 99 capitibus. Anno 1737 Sepultus.*" They are very devout Christians about here, as I judge from the numerous roadside shrines and kneeling figures.

The road continues southward high up along the western side of the immense plain of the Trebetatz, across which we see the town of Ljubuski and many villages clustering on the lower hills; while in solid sublime succession Herzegovina and Bosnia rise behind ever higher and wilder up to the eternal snows. It looks a huge land, and one can imagine how great was the oath to the mind of the native love-crossed swain when he sang:—

"Little heart, do not get angry with me;
For if I were to be angry with thee,
All Bosnia and Herzegovine
Could not make peace between us again."

It is a strange country we now enter, the enormous marshland formed by the Narenta—miles and miles of rushes and lagoons, a rich belt of luxuriant vegetation, where the merry peasants laugh and sing at their labour, and overhanging all a gigantic image of misery, huge broken boulders piled up from foot to top along these awful mountains. We cross the rushing voluminous Narenta by a ferry near a huge Venetian tower, now a windmill, and come to the new-old town of Metkovich, on the nose of a hill where Dalmatia projects into Herzegovina. From here to the coast at Ragusa is as wild a run as could be imagined. Marshland, mountains broken rocks, and deep mud, glorious views of sea and islands with white gleaming villages, and a road that for forty miles is one deep bed of stones. Twelve times in thirty miles the road goes up 1000ft., and down again, and twice at least 1500. The climax of wildness is reached in Herzegovina at a few low cabins, which rejoice in the name of Radesh-Neum. Here I was teased without mercy by a bevy of Herzegovinian women, who wanted to see the inside of every thing I had, camera, cycle, and even the clothes I wore. Fine winsome hussies they were, with their big frames looking

bigger by their long woollen leggings and loose blouse tucked in at the waist.

If for no other reason than to look upon such unique and varied scenery as one comes upon from mountain ridge to shore, it would be worth while going up and down these awful hills all day long. But, besides, this is the only way to know the people. One man, who found me suffering by the roadside, gave me figs, water, cigarettes, and kindly speech. To the mere visitor that man would have been only a peasant, to me he was a brother.

The road keeps half way up the mountain side. Above are the bare ridges, and beneath are villages, white-tiled houses, peering through masses of foliage. Then the white sea shore, with drawn-up boats, a green fringe where the submerged rocks shine through the water; then the blue sea extending far and wide among islands large and small, and over the horizon in the west a ravishing combination of colours round the setting sun. Between avenues and banks of olives, acacias, cactus, figs, and vines, we go down to the quiet village where the angelus is ringing to evening prayers, and the people are glad to see me. They are a fine, hearty, happy race here in Southern Dalmatia, courteous and frank. Even the small inns are good, and all are cheap. The best red wine sells at a penny the pint; figs and grapes at a penny the pound. I cannot conceive of a better place to be quietly happy in than here by the waves of the Adriatic, its white shores, and luxuriant shady slopes. We sat, some old sea-dogs and I, beneath the huge planetrees at Cannosa, and yarned about sea-events and sea-skill. These trees, planted by the Turks 450 years ago, are eight and nine yards round, and are among the largest in the world. But the oldest tree in this charming vale of Cannosa is an oak, 700 years of age, which stands beside the ancient ancestral house of Count di Vito Bassogli-Gozze, scion of an old Ragusan family. The house has a magnificent situation, terraced on the cliffs above the little haven, and surrounded by beautiful gardens, all dominated by the wooded heights. Here are rare fruits, flowers, trees, and shrubs, brought from every land long ago by the argosies of Ragusa. The cedars are bearing fruit; the agaves, twenty to thirty feet high, are in flower; the air is laden with scent. The Montegrins, in their raids early in this century, devastated this place. When they were busy throwing down the statues at the great central fountain-basin (which an aqueduct feeds) the gardener asked, "What good is that doing you?" whereupon they killed him on the spot. The factor at the house was wiser, for when they wanted to burn down the house he persuaded them that it was better to sit down and drink the cellars empty! All is peace and beauty here now. Warmer hospitality than that which Count Vito gave me nobody could wish to have.

We are now in a sub-tropical climate, with palms, aloes, cactuses along the roadside. Memorials of the unsettled epochs are frequent along here—blackened, weed-overgrown walls of fine old mansions, and many a rude cross by the wayside. We presently reach the Ombla, over which we ferry (130 yards), and stay with another old Ragusan family, that of Count Bernardo Caboga. A splendid old house stands in his grounds, as solid as the Parthenon, and said to be of the 13th century. The Ombla is a great natural wonder, gushing out a full, broad river from the heart of the mountain. It is, doubtless, the Trebinishitza, which loses itself up inland on the frontier of Herzegovina. For this entire region is peculiar for such phenomena. Further south, in Albania, we pass a similar outlet of subterranean waters, supposed to come from the lake at Joannina—where the old legends of the Styx and Avernus had their origin. We tread now on very ancient ground. All the way by Gravosa to Ragusa the road is lined with the strangest lampposts in the world—ancient Corinthian pilasters. As far back as 600 B.C., there was a Corinthian colony here. In the 15th century (A.D.), Ragusa enjoyed a golden age of brave independence as an aristocratic Republic. The name

"argosies," which is by metathesis for "ragosies," was derived from the large merchant ships once peculiar to Ragusa. It is the oddest, most romantic town in existence for strange site, strange buildings, strange customs and costumes. And yet there is about it all an air of bygone greatness, a tone of culture and civilisation. Of all its many suzerains, *soi-disant* protectors, Venice has set its mark most deeply. East and west are amalgamated here. Thus in the Stradone (chief street), with all its European elegance, one cannot fail to observe that the lines of open shops, showing all the crafts at their work, are simply a superior form of the Turkish bazaar. Italian is the speech of the classes, but nowhere among the lanes or *calles* did I hear anything but Serbian. These *calles* are only about two yards wide, running up by long flights of steps or steep pavements to the outer walls, and bordered by tall, much-carved houses. Walls thirty to forty feet high, with huge towers, encircle the town, even on the sea sides, and steep overhead, 1000 feet or more, the hill is crowned with a miniature Gibraltar, Fort Lorenzo. The compact city, with its old mansions, its people courtly still, its pillared arcades, its clock tower, its curious fountains, its stairs and alleys, its halls and churches, looks like a big palace. Just across the bay is Locrina, the sweetest isle of Adria, where Richard Cœur-de-Lion's convent-castle, vow-built, stands amid a smiling paradise. What a contrast is the life here to that in the uplands. To come down here and be amid exuberant life of men and plants, flowery villages, green hills, smiling shores, polite manners and good clothes, is like a descent from the wilds of Upper Bulgaria to Italy's laughing soil. All along the coast the road continues exquisite, seeming to wind in and out among beautiful islets and peninsulas, with clustered villages on them. No people could be more friendly, no climate more salubrious, no region more enchanting than we find here along this coast from Ragusa to Cattaro. The frequent ruins of fine old houses burned in the unsettled times tell of the wealth that once was here; the mirth, the exuberant life tell of the plenty that still is here. The cheapest good wine (less than a penny a pint) is abundant, as well as liqueurs of all kinds, distilled by the people themselves. I dined on thick rump soup with bread and wine, for 2d. in all. At Castelnuovo (a fine old town, on the rocky promontory, Oriental in quaintness, Spanish in colour, swarming at present with military, as almost always from the 14th century down) we come on to the celebrated *Bocche di Cattaro*—a series of great sea-lochs, with narrow mouths (*bocche*), lying under tremendous heights and reaching far into the land, where Dalmatia, Herzegovina, and Montenegro meet. It is a glorious ride on the level along the gulf. The lazy melons lie along their beds; the great red pomegranates are bursting on the boughs; the trees are hanging heavy with fruit, well-planned houses on lovely sites along the shore are gemmed and starred and bordered with flowers of every scent and colour; the hills rising behind are thickly coated with forests far up, with here and there a white house among them; and all is fresh and delightful. The waves on the beach are singing to the white stones, the blue sea lies like a mantle on the valley from shore to shore, and on the farther side the green hills rise and fall away up to where the water ends and the stupendous yellow sides of Montenegro tower above.

By wheeling along, sometimes on the beach, sometimes on the grass, sometimes through a garden or field, and usually over very rough or sandy ground (for the road disappears), we come to the Catene (or Chain), the narrowest mouth, formerly barred by chains. Here three immense headlands jut out into the water and nearly meet. Two lochs run up, one to north-east, the other to south-east, between a world of mountains varying from 2000 to 6000 feet high. Crossing over to the latter we reach Cattaro at the head, after passing (by a mere path) through a succession of clean, picturesque villages for five miles. Everything here is wild, romantic, grand, unusual. The natives, young and old, touch their

hats to me and say, *Go, podin* (your honour). The many blackened ruins, the guns now set on the shore as moorings, proclaim what a wild history this place has had.

Cattaro lies so deep under the mountain foot it seems to be in it. From the busy Marina, or from the Montenegrin market outside the gates, where the wildest costumes are to be seen, one gazes straight up to the zigzag battlements of Fort San Giovanni, and higher up to the yellow parapets of the great ladder-road to Cetinje, and higher still to the bare mountain summits, 5000 to 6000 feet above, almost one would think in the very zenith.

Life seems dull in Cattaro, possibly because not Italian but Slav blood is predominant. The earnest, almost wild look of the Serb is on all the faces. The peasants (chiefly Montenegrins) are simple-looking and poor, but serious, almost sad.

There is probably no such extraordinary road in all the world as the road from Cattaro to Cetinje up in Montenegro. It takes over ten miles to serpentine up 3000 feet (turning some 50 times). At each turn you look up and see the next, hundreds of feet of sheer cliff above, and down the fearful wall to the roofs of Cattaro and the sea. Bay after bay, hill after hill, peak after peak, and then the sea and islands rise into view till the panorama becomes indescribable. I thought I was the first to cycle up this wonderful road, but they told me at a wayside that another "mad Englishman," older than I, had been up here, two or three years ago, as they said, "to see the brave land of Montenegro before he died." On this climb are one or two of the wildest, blackest spots imaginable, cold clammy grottoes, where the sun never enters. Often half a mountain seems to hang over the roadway. Passing the Montenegrin custom house we rushed down a fertile vale, and up another zigzag, 800 feet or more, and on the last pass stood awestruck before the marvellous expanse of mountains, ridges and peaks interminable, every way, and deep down at their foot towards the south the long blue lake of Scutari, in Albania.

Of all the surrounding races the Montenegrins are firmest on their feet. There is an air about them quite distinctive—not overbearing, exactly, but eminently self-possessed. Tall, vigorous, commanding, the Black Mountaineers might even be styled the *handsomest* men in Europe. Their dress—a long white embroidered tunic, a belt for weapons, loose blue trousers, high white gaiters, shoes of ox-hide—sets them off finely. They carry weapons as soldiers, not as brigands, and I feel I can trust life and property to them implicitly. They have had to fight all along for independence, with only Pride to balance Poverty. Their capital, Cetinje, is merely a big village. The modest palaces, the tree of justice, the prison, and the church, are about all that is to be seen. But the glory of the land is not riches but a brave history. For 500 years they have been faithful to freedom and the Cross, and as in 1862 against the Turks, so still, every one is a hero and prepared to die for Cross and country. I had the good fortune to exchange courtesies with the venerable Prince or Hospodar, Nicholas I., as he sat in front of the new palace in course of erection. His son (a small creature for a Montenegrin) was out playing tennis with the Foreign suite. Imagine how odd it sounded there to hear the words "out" and "game," the French inquiry "*Mauvais?*" and the English *sang-froid* reply "No." A bet was made as to my nationality, and of course the English won.

My exit from Montenegro was hurried but memorable. In the pitchy darkness I could not well make out what were turnings and what openings in the parapets on the rugged hill-road, and many a precipitous fall all but came off. Up, up, past dark silent figures rising abruptly among the rocks as we pass, while dogs bark angrily at the queer sound my wheels make rasping through the sand, and innumerable cicadas fill the air with perpetual hum; up, up, past bands of men getting home from some festival, carrying tapers and singing loudly the weird Slavonic songs; up, till we reach the beetling crags among which Ivan Tzerbojevitich, first

prince and bravest hero of Montenegro, has slept with his horses half a millennium, to awake on the day that sees the last Turk quit Europe. The starlight lay on the mighty field of mountains, from the grey pyramids of Dormitor and Kom (9000 feet) away on the east to the deep lake-valley of Scutari on the south, and over all this inextricable labyrinth of ravines, fissures, cavities, and valleys, towards the west—actualising the vision of Inferno. A streak appeared far down in the east, which paled the upper light, and up the starry sky the Queen of Night sailed forth in silvery solemn beauty, casting long deep-black shadows, fantastic shapes of the jagged hills far over the valleys. Chaos seemed to be revealed around me, and I could appreciate what the natives say with a laugh, "When God created the world He held in His hand a sack full of mountains. Right above Montenegro the sack burst, hence the fearful chaos before you."

Down once more the fearful mountain stair-road in the cold silent night time, turn after turn, deeply, swiftly, wildly, round and round the rocks where one false movement meant death a hundred yards below, meeting laden waggons whose drivers were fast asleep, and whose horses snorted and plunged at our approach, down, down, from gloom to moonlight, and from moonlight again to deeper gloom, under the woods and cliffs of Cattaro.

Thence from port to port through Albania, to Corfu, Patras, Corinth, Piræus, and Athens, whence after revisiting famous scenes, home express from Brindisi.

[*.* We are indebted to Mr. Lex de Renault for the sketches used to illustrate this article.—ED.]



CYCLING FOR WOMEN.

BY A LADY MEMBER.

The war of knickerbockers *versus* skirt seems still to be waging as fiercely as ever, and also to be waging with some bitterness. The advocates of "rational dress" cannot forgive the skirted women of the wheel for continuing to look and to dress much like ordinary nineteenth century Englishwomen, while the latter cannot but feel a certain shrinking from those who display in public the limbs which their sex in all civilised countries customarily conceal.

The chief arguments of the upholders of "rational" dress for cycling are appearance, comfort, and safety.

Argument on the point of appearance is futile. It will always remain a matter of opinion. My own opinion, founded solely on practical observation, is that, however successful from a gymnastic point of view the rational costume may be, it is very difficult for the wearer to look like a lady. And I am not speaking of the "young person" in a home-made costume of what I will call the bathing dress type, but of a *bonâ fide* lady in a well cut tailor-made suit of "rationals."

The next point is comfort. I freely own that all women when taking any form of exercise would feel freer and more comfortable without their skirts. This is particularly the case in walking, mountaineering, playing lawn tennis, golf, etc., and in horse riding especially. In all walking and running games the skirt catches the knees or ankles, more or less, and baulks the wearer, beside possibly impeding the

swing of the weapon. And in horse riding the skirt has caused the invention of a purely artificial and really tiring attitude—if one were not so much used to it—and is a great source of danger in accident.

And yet we all wear skirts, and think nothing of it. It is the customary dress of the civilised gentlewomen, and we conform to it cheerfully. Why should the cyclist rebel? She does not take a long stride like the tennis player or the mountaineer. Her knees are always the same distance apart, and her ankles also, and that a distance of some six or eight inches only. Her skirt does not baulk her pedalling in the least. If it is properly cut, with the meagreness of a riding habit skirt behind, and of a total width at the bottom hem of from two yards to two and a-half yards, of a material not too flimsy, and fastened in front with elastic straps to the ankles—all very simple precautions—it will not blow or work up either in front or at the sides, nor will there be any spare stuff to thrash the back wheel in a wind, or to hang over on one side.

The wide skirt which is so conspicuously in evidence in Battersea Park does impede the rider, and take away from her comfort and speed; but the narrow skirt does not. Even in a wind, when perhaps the "rational" lady has a slight advantage, the skirt between the knees carries very little sail, and is, I suppose, only about twelve or eighteen inches longer than the coat tails or miniature skirt of a "rational costume."

If the "rational costume" were urged on the ground that its wearer could then ride a man's machine, which, strength for strength, runs some 6lb. lighter than a woman's, that would be an argument of some weight on the score of comfort, but this argument is seldom advanced, if ever.

Thirdly comes the point of safety. This also is a difficult matter to argue. A "rationally" dressed lady may think that in such and such an accident she would have fared much worse had her legs been less free; and a skirted lady may imagine she would have had a better chance of leaping clear of the "smash" had she worn no skirt. Perhaps! But this is all in the clouds. I can only say that I, myself, always wearing a skirt, have met with a variety of accidents of different kinds, both those in which I have fallen and those in which I have had suddenly to leap off on either side of my machine when going at considerable speed, and yet never has my skirt caught in any way or baulked me. Several times I have leaped off and dragged my machine aside when it has appeared to me impossible to avoid a serious accident. As I have ridden several thousand miles on all kinds of roads, and encountered, I suppose, all the customary dangers, both of London traffic (including Battersea Park) and the wilds of hilly country, I think my experience is a tolerable plea for safety of the skirt.

It is not the fear of comment or ridicule that prevents so many of us from adopting the "rational" dress. We feel that it is an open question whether the skirt inconveniences us at all, and we are tolerably sure the inconvenience (if any) is very slight. Most other forms of exercise may be conducted in comparative privacy. Horse riding and walking may be done partly on bye-roads and footpaths. Golf and lawn tennis are played before a limited number of spectators. Mountaineering is done in small parties. But cycling—especially for ladies who do but little track riding—must always be done on the public high road and under the eye of the public of all classes. Therefore we will not select cycling, which is the most public form of exercise, as the one in which to make ourselves as additionally conspicuous as possible by discarding what may be called the universal garb of woman. It is not comment, favourable or unfavourable, that would deter us. It is the feeling that there would be a sacrifice of feminine modesty, and—of what we all prize so much—self respect.

C. EVERETT GREEN, No. 953.

HOW TO HELP THE ROAD BOOK.

BY G. F. C. SEARLE, M.A., C.C., CAMBS.

The completion of the Road Book is an object so well worthy of the attention of every member that I venture to explain some methods of collecting information which I have found very useful, in the hope that they may be of service to any who are anxious to help in the matter, but perhaps do not quite know how to start. My plan does not enter into competition with the clear instructions issued by the Road Book Committee; it only refers to the preliminary process of collecting the information to be afterwards dealt with according to the instructions of the Committee. The following are the main rules I adopt:

(1) Don't think you can do anything well without trouble, and don't trust your memory.

(2) Collect the information *on the road itself*. The cyclist must actually ride over the route required, and make notes as he goes of every object and circumstance of material importance to the tourist who is supposed to be passing over that route for the first time in his life. It is better to take too many notes than to leave anything out. I suppose most C.C.'s have had a lot of trouble in trying to make sense out of reports written by members who have not attended to this rule. A small note book with stiff covers is better than loose bits of paper.

(3) A record should be kept of every direction post (D.P.) and of every milestone (M.S.), together with the inscriptions upon them. It is very desirable to keep a record of the milestones, because they sometimes do not go the whole length of the route. But valuable information as to distances may often be obtained from the milestones which do exist. [A note of warning is necessary that milestones belonging to two separate series must not be expected to harmonise. Thus, the milestone at Harston is marked *five miles to Cambridge*, and that at Hauxton Mill *four miles to Cambridge*, whereas the distance between them is a good mile and a-half. This is because the milestones on the Royston to Cambridge road stop at Harston, and the remainder belong correctly to the series along the Barkway to Cambridge road. The Barkway road joins the Royston road between Harston and Hauxton Mill.] Short distances, e.g., those required in making a sketch of a town, can be easily measured by counting the revolutions of the pedals. The value of one revolution can be easily found by counting the number of revolutions in a measured mile.

(4) Do not note a mere bend in the road unless it forms a useful landmark, or is a source of danger on a steep hill.

(5) All hills worth notice should be noted, and the names, when possible, should be given, specially in the case of dangerous hills. Danger boards should be noted.

(6) Note the position of all level railway or tramway crossings.

(7) Note all tolls and ferries, and ascertain the proper charges. Find out whether toll gates are shut at night, and the intervals at which the ferries ply.

(8) Telegraph wires along roads. Note carefully where these occur, stating where they commence and terminate.

(9) Tram lines should be noted in the same way as telegraph wires.

(10) The state of the road surface should be noted down from point to point. The character of the paving in towns should be noted.

(11) Only note those forks, junctions, cross roads, etc., where it is possible to make a wrong choice. There is no need to make a note of a road running into the main road of the route at right angles, because no man in his senses would turn off along it unless directed to do so. But if the junction forms a useful landmark it should be noted.

(12) Forks are often met with where one road splits into two. In going from one of the pair of roads to the single road there is no probability that a sober cyclist could make a mistake. But a note must be made indicating that in the *Reverse* description there is a choice of two ways, and pointing out the proper one to take.

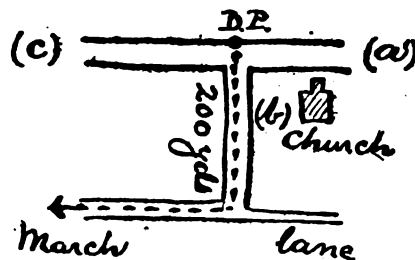
(13) Sometimes *three* roads meet at nearly equal angles, and there is rather a large "junction," with perhaps a bit of grass in the centre. In this case it is necessary to give a description for both directions. An illustration occurs in Fig. 2 below.

(14) The value of the notes will be much increased by sketches of the forks and cross roads, etc.

Perhaps I can illustrate the method best by an actual example, using for the purpose some notes made by myself on a recent expedition for Road Book information. The work of taking notes is interesting, and does not take very long. With an average road I suppose I can do about eight miles per hour.

ROUTE: WELNEY TO MARCH.

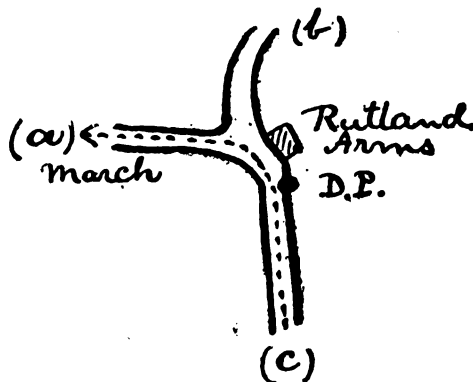
WELNEY.—Ordinary Macadam roads. (Rule 10.)



D.P.—To Littleport. 6, Ely 11, Mildenhall 18, Bury 30 (a). To March 10, Whittlesea 21 (b). To Upwell 7, Wisbech 13, Downham 11 (c). (Rule 3.)

(The *lane* need not be noted in the report. It is so clearly not a *road* that it comes under Rule 11.)

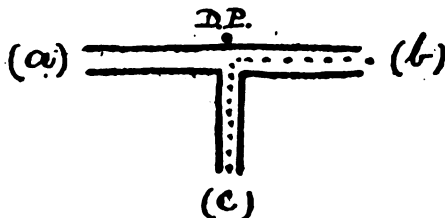
About two miles on fork is reached—



D.P.—To Christchurch and Manea (a). To Upwell and Downham (b). To Welney and Ely (c). (Rule 3.)

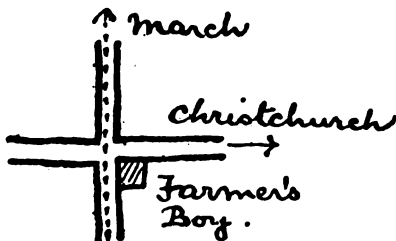
Bear left at fork. *Reverse* bear right. (Rule 13.)

About one mile further—



D.P.—To Manea (a). To Upwell and March (b). To Welney and Ely (c).

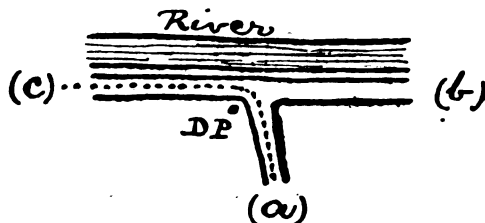
About one mile further keep straight on at cross roads,



(This may be omitted from Report by Rule 11.)

Good level road up to here. (Rule 10.)

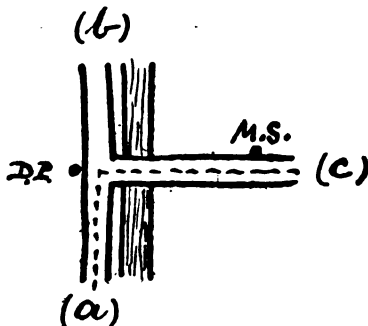
About three-quarters of a mile further at river (Rule 2) bear left. Sixteen foot river.



D.P.—To Mildenhall, Littleport and Ely through Welney, and to Manea (a). To Upwell (b). To March (c).

Go alongside of river, good road (Rule 10). After about one mile M.S., Upwell 4, Chatteris 9 (Rule 3).

About three-quarter mile on turn to right over Bedlam Bridge.

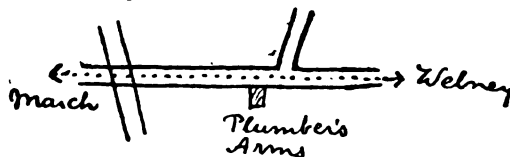


D.P.—To Upwell and Downham (a). To Chatteris and St. Ives (b). To March (c).

About quarter-mile on M.S., March 4, Upwell 4 (Rule 3). (This M.S. belongs to a different series to the one just mentioned, and though a mile apart they both are marked Upwell 4. See Rule 3.)

A little rough to M.S., March 3, Upwell 5 (Rule 10).

Fair to M.S., March 2, Upwell 6.
About half a-mile on, keep straight on at Plumber's Arms.
(Omitted in Report. Rule 12.)

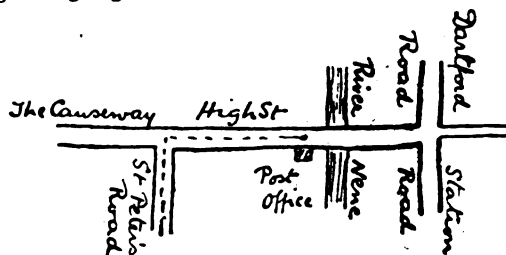


Reverse.—Bear right at fork. (Rule 12.)

At 100 yards from the fork cross railway on level. (Rule 6.)

At 200 yards after M.S. March 1, Upwell 7, cross railway on level.

Enter March by St. Peter's Road, at end of which turn to right along High Street.



MARCH.—Ordinary macadam roads. (Rule 10.)

The remarks in () are for the information of the reader; they were not in the original notes.

These notes when reduced to the Road Book form are given below.

WELNEY TO MARCH.

Miles from March.	Places on the Road.	Mileage.		General Description of the Road.
		Inter-	Total.	
10½	Welney (Direction Post near Church.)	Proceed westward and follow road for 1½ miles to Rutland Arms P.H. where bear to left at fork. At 2½ miles turn to right, and at 4½ miles turn to left along bank of Sixteen Foot River. Go along the bank of the river for about 1½ miles to Bedlam Bridge. Good level road. Cross the bridge and follow road crossing railway on the level twice, at about 9 and 9½ miles respectively. Enter March by St. Peter's Road, at the end of which turn to right and go straight ahead for ¼ mile along High Street. Road good except the first mile after Bedlam Bridge, where it is somewhat rough.
4½	Bedlam Bridge	6	...	
10½	March (Post Office.)	4½	10½	

WELNEY TO MARCH.—Reverse.—Proceed southward along High Street for ¼ mile, and then turn to left along St. Peter's Road. After crossing railway for the second time bear to right at fork. At Bedlam Bridge turn left and after 1½ miles turn right. At 1½ miles beyond this turn to left, and at Rutland Arms bear to right.

In case I should be so fortunate as to induce any member to help the Road Book by collecting information, I would suggest that he should send his sketches, etc., to the C.C. of his division together with any connected report which he has been able to compile. The C.C. would thereby be much assisted in his preparation of the information for the Road Book.

A word as to the distances set down in the Report seems necessary. In many cases there is a series of milestones sufficiently perfect to enable the distances to be found out from them, the odd bits of miles being calculated by pedal revolutions. But when, as in the Welney to March route, there are only a few milestones and some of them discrepant, resource must be had to a good cyclometer or to the new Ordnance Maps on the scale of 6 inches to the mile. I have used the latter plan in my own case.

I do not know how better to conclude this article than by appending the instructions issued by the Editor to those who volunteer to help in the work.

C.T.C. ROAD BOOK.

PREPARATION OF ROAD REPORTS.

Contributors of information are requested to note the following suggestions:—

(a) *Roads through Towns.*—Where a route traverses any part of a town it is necessary that specific directions be given as to its turnings. This may be done in two ways, either by describing the situation of the turnings in relation to conspicuous buildings or other landmarks, or by detailing the names of the several streets or roads recommended to be taken. A combination of the two methods is, perhaps, the more convenient plan; in any case, precise information is indispensable. Further, it is requested that full information be given as to the nature of the surface prevailing along the several roads or streets, noting whether tram-lines or dangerous sewer-gratings render additional care necessary.

(b) *Town Centres.*—To give definiteness to the mileage, and to facilitate reference, it is requisite that to every town appearing in the marginal column there should be appended, in parenthesis, the name of some conspicuous and easily recognisable feature, or landmark, as a "centre," e.g., *Town-hall, Market-place, Bridge, Church, Market-cross.* The centre adopted must lie in the route under description and should, if possible, be such as will suite all the routes radiating from the particular town. Examples:—

MANCHESTER. (St. Ann's Square.)	LIVERPOOL. (St. George's Hall.)	BANBURY. (The Cross.)
BRISTOL. (Bristol Bridge.)	EXETER. (Guildhall.)	

Plans, or rough sketches, of towns, showing the main streets and some of the principal features, very materially assist in the preparation of the draft.

(c) *Reverse Descriptions.*—It is necessary in all cases that the routes be described in detail in **both directions**, as it seldom happens that a correct reverse description can be compiled from one report only, particularly where the streets of a town are traversed. Being of the utmost importance, contributors are earnestly requested to give effect to this requirement.

(d) *Tram lines.*—State clearly where tram lines are met, the distance they extend along the route under description, and whether single or double lines.

(e) *Dangerous Hills.*—The names should be given, if possible. This applies also to steep hills needing special care in descending.

(f) *Level Railway or Tramway Crossings.*—State where these occur.

(g) *Tolls and Ferries.*—Full particulars should always be given as to the several charges. In the case of ferries, the intervals of plying should also be stated.

(h) *Direction Posts.*—Where the road under description branches to right or left, or "forks," state whether a direction post marks the point of junction.

(i) *Telegraph Wires along Roads.*—Note carefully where these occur, stating precisely where they commence and terminate.

Revising Draft.—In revising Editor's draft every detail should be carefully examined from actual knowledge of the ground. The pencil notes by the Editor are important, and relate, in general, to apparent discrepancies; they should be dealt with independently, or after the completion of the revision.

Alterations or additions to the draft should be made in ink, preferably on a separate slip of paper.

FREDERIC W. COOK,
Editor.

139 AND 140, FLEET STREET,
LONDON, E.C.



BY G. DOUGLAS LEECHMAN.

Many thanks to Messrs. Hardy and Hunwicke for their solutions of the St. Albans maze. Before the roads were diverted one could evidently make a shorter cut than now, but it is an advantage to be able to avoid Holywell Hill on a long spin. While on this subject perhaps I may mention that if any one wishes to travel to the Midlands by the Aylesbury and Banbury route, they will find the road through Bicester both nearer and less hilly than that through Buckingham, though the latter is the way more usually given.

Many of the makers are now considering their new patterns for next season, and, while we may look for decided improvement in one or two points, I fear the good will as usual be accompanied by the introduction or revival of some bad points. Cup-adjusting hubs will form the most distinct advance, and they promise to become very general on first-class machines. The principal difficulty is in providing a neat and efficient locking arrangement; the projecting lugs employed on barrel brackets would look unsightly on a revolving hub. No doubt some ingenious devices will make their appearance at the shows. The means employed should afford a positive lock, and the act of locking should not have any appreciable tendency to tighten or loosen the bearing; these points are of more importance than the appearance. Besides being more dust-proof and more oil-retaining, cup-adjusting hubs allow the wheels to be removed from the frame or the chain to be adjusted without upsetting the adjustment of the wheel bearings. Some firms that tried and discarded the cup-adjusting or Humber bottom bracket are preparing to fit it again next season. Very few first-class machines will be fitted with cone-adjusting crank-axle bearings in 1896.

But against the improvement in bearings is to be set a threatened return to oval or D section chain stays, with the major axes set vertically. The professed object is to further reduce the tread, and probably a quarter of an inch or so may be saved in this way; but is it worth it? Many machines are none too strong laterally as it is, and the ovaling of the tubes will certainly make them worse, unless special steps are taken to prevent it. If the bottom bracket swings, as it is liable to do when the stays are weak, the chain wheels get out of line and the chain binds. This will certainly hinder the machine more than the narrowing of the tread will accelerate it. If oval tubes be employed they should be made of very heavy gauge, or they should have solid or hollow supports arranged transversely down their

interiors. In other words the decrease in width of tread is to be obtained at the expense of increased weight, if efficiency is to be maintained. The unreasonableness of this relapse to oval stays is all the more remarkable as there is a tendency to increase the lateral rigidity of the front of the machine by making the front fork-sides of more nearly round section; which of course is quite right so far as it goes.

Another point that is receiving attention is the fitting of the pedals to the cranks. The most usual method last season (1895) was to form the end of the crank like a split lug and screw the pedal pin into it, the grip being tightened by a cross screw working in the wings of the lug. This is open to numerous defects. The thread on the pedal pin and the thread in the crank hole are not always true, so that the pin does not butt fairly up against the crank, and this increases the danger of the pedal pin snapping at the end of the threaded part. The walls of the hole in the crank are made discontinuous by the split, and this encourages twist when pressure is applied; and the gripping screws too often give way. I have seen an arrangement lately in which the screwing of the pedal pin is done away with, the hole in the crank is not split, and there is no projection beyond either the back or the face of the crank. This last is an important point, as what is gained by discarding the old nut on the end of the pin is sometimes largely lost between the body of the pedal and the face of the crank. It is being taken up by Messrs. J. Harrison & Son, the well-known Birmingham fittings firm, and as they will be willing to grant licences to the cycle makers it may come into very general use.

The Coventry Machinists Co. have recently introduced a new tandem safety, and it looks an excellent attempt to overcome the difficulties of this type when designed to carry a lady in front. The main lower backbone is straight, and the light upper one is curved and braced to the lower tube as in the "Swift" lady's safety. From the point where the rear end of the upper backbone is secured to the front diagonal, a staying tube runs back to the rear diagonal parallel to the front chain-stay. This makes a very fairly rigid and strong construction. The rear rider's steering pillar is enclosed in the front diagonal tube, and is connected to the front fork well out of the way of the front rider. The relative arrangement of the front saddle and the rear handle-bar is well thought out, and there is much more scope for adjustment than usual.

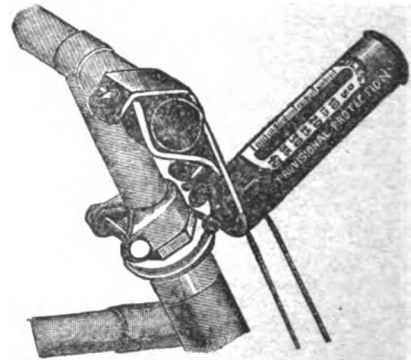
I happened to run across a very curious frame in Birmingham a short time ago. It was intended for a safety bicycle, and was made almost entirely of wood. Eight bars radiated from the bottom bracket, two to the bottom of the head, two to the top, and two to a point about a foot above the centre of the rear wheel. The other two bars were stout metal tubes occupying the usual position between the bottom bracket and rear wheel axle. From the rear wheel axle two more wooden rods ran to the top of the head. The front fork and head were composed of four rods spaced widely apart at the four corners of a square fork crown, the rods ran upwards to a point at the top of the head, and to points below at the ends of the front wheel axle. These are certainly very strong lines for a fork. The rear frame was pivoted to the fork crown and the top of the head, and the saddle was suspended from the top of the head in front, and from the point of the frame over the rear wheel at the back. The saddle itself was of netted cord splayed on a cross-bar at the back, and running nearly to a point in front. Wire ties from the rear wheel axle prevented the part of the frame which supported the rear of the saddle from tipping forward. The handle-bar was carried by a bracket forming a strut in the head at about the middle of its length. I understand the frame is very rigid, especially considering its very light weight, and is evidently the one invented by a Mr. Pedersen, an engineer living in Gloucestershire. What with this, the bamboo frame, and wooden rims, the prospects of wood look rather hopeful.

Two of the more recently introduced cyclometers are the Criterion and the Bridgeport. The Criterion is a French invention. It is fitted to the front hub, and a plunger projecting from it sideways through the spokes is operated by a nearly flat disc or skeleton wheel fixed to the fork end. The disc is not true sideways, and the inclination of its surface moves the plunger. A screw enables the instrument to be adjusted to wheels of different diameter, and it is claimed that this can be done so exactly as to allow for the give of pneumatic tyres. The instrument scores by two hands up to 100 miles, and the hands can be set to zero or otherwise when required. Though the cyclometer is well protected from damage in the wheel, it is not so readily read as when fitted at the fork crown or axle end, and it is liable to interfere with the lubrication of the hub.



The Bridgeport is made in two patterns—A, as illustrated, and B, which is provided with a bell to ring at the completion of each mile: otherwise they are similar. The instrument is fitted to the axle end, and is operated by a curved plate fitted to the spokes. The figures appear through perforations in the dial, except the fractions of miles, which are shown by a hand in the centre. It can be set to zero when required. The prices are lower than the weights, comparatively speaking.

An interesting instrument of another sort is the "Howgöe" speed indicator. A glass tube enclosed in a metal sheathing is partly filled with liquid. A small pulley is fitted to one



end of the tube, and another is fixed concentrically with the front wheel; an endless cord communicates motion from the front wheel to the glass tube. As the tube is spun round the liquid rises in it, and the height which it reaches indicates on a scale the pace at which the rider is travelling: to what extent its accuracy may be relied on I cannot at present say, as I have not tested it, but the idea is decidedly ingenious.



By C. W. BROWN.

[All rights reserved.]

Perhaps next in importance to the bearings and driving gear of the modern cycle, comes the brake. True, many machines are habitually used without this appliance, but there can be no possible doubt that all cycles designed for general use upon the road should be provided with ample and thoroughly efficient brake power. Various devices have from time to time been employed for checking the speed of the safety bicycle, but up to the present no really absolutely satisfactory brake has been brought out. In theory the brake on a bicycle should undoubtedly be fitted to the rear wheel, as in that position the strain upon the front wheel fork, and also upon the frame of the machine generally, is very materially reduced. No doubt the periphery of the wheel is the correct place for the brake to be applied, as the force required for its application is less at that point than it is when the brake acts upon the hub of the wheel. Unfortunately, however, nearly, in fact I might almost say all, the practical brakes applied at the periphery of the wheel injure the tyre more or less, and this injury is of greater consequence and more serious in its immediate results upon the rear wheel by reason of the driving strain to which the tyre of that wheel is necessarily subjected. Hence it is a questionable point whether a band-brake placed upon a special flange or drum upon one side of the rear hub is not superior, at any rate in wearing powers, but unfortunately it necessitates considerable complication in the connecting links to the brake-lever upon the handle-bar, and has also a somewhat unsightly appearance. Ordinary band-brakes have, moreover, a habit of seldom properly clearing the drum when they should be out of action, and in consequence of this they are sometimes divided into halves, or else are fitted with an applying and releasing lever actuating them from each end simultaneously, as shown in Fig. 33.

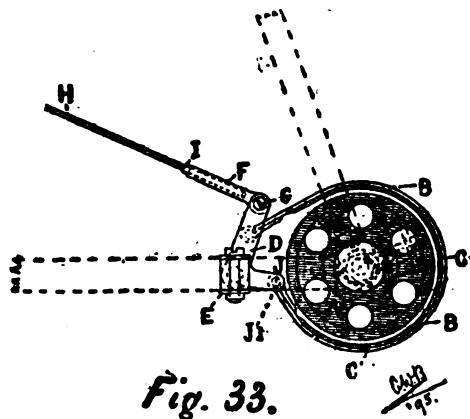


Fig. 33.

In this figure AA is the brake-drum, fastened to the hub by means of a locking-ring similar to that used for chain-wheels. BB is the brake-band, consisting of a strip of steel

passing round the drum and attached at each end to the lever D, which works on a short arm clipped or otherwise attached to the fork-leg of the frame, as shown at E. The band BB is lined with a strip of leather CC. F is a piece of steel hinged to the long arm of the lever D at G, into which the tension wire H, by means of which the brake is applied, is screwed, so that any required length may be obtained, and is locked by the small nut I. This method has the great advantage of causing the band to completely clear the drum when the brake is out of action, but as the point J, which is the point whence the pull of the band commences, is a movable one, it follows that the action of the revolving drum on the hub will tend to take the brake off, as it would move the point J in the direction of the dotted line JI, and this tendency has to be counteracted by the power applied at the opposite end G, of the lever D. Band brakes are generally kept out of action by a spring of the pattern shown in Fig. 37.

Fig. 34 shows the usual pattern of band brake. AA is the drum, BB the band, lined with leather CC. E is a bolt, upon which one end of the band BB is hinged. This bolt is some-

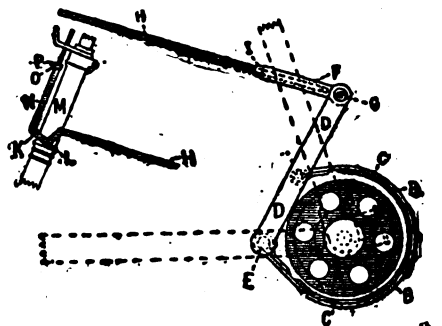


Fig. 34.

times rigidly fixed to the frame of the machine, but if it be clipped to the fork-leg, as shown in Fig. 33, it may be slid back when the chain is tightened, so that a better adjustment of the brake-band can be obtained. DD is a lever also hinged to the bolt E, and actuated by the tension wire H, exactly as in Fig. 33, by means of the tumbler K, working on a short arm L, projecting from the socket of the head M, the forward arm of which tumbler is depressed by the plunger N, which is made in two portions, the bottom piece being tubular to allow of the upper rod—which is solid—being adjusted to suit the height of the handle-bar, the two pieces being securely held in any required position by the clip O and small set-screw P. I have alluded to the rod H as a tension wire, but most manufacturers seem to labour under the delusion that it is in compression when the brake is applied, and consequently construct it out of heavy steel rod.

With this brake it will be seen that the friction of the revolving drum tends to tighten the band upon the latter, owing to the point E being a fixture, and personal experiments lead me to the conclusion that it is a more powerful brake than the pattern shown in Fig. 33, but it has the disadvantage that if it be made to clear the drum properly, the movement of the lever D, necessary when the brake is applied, will be excessive, so that the play of the tension wire H must be increased above that of the brake-lever proper, on the handle-bar, by lengthening the secondary arm of the tumbler L, a process which is practically gearing the brake up, so that there is a consequent loss of some of the power applied by the rider. This gearing up is, however, rendered necessary in order to bring the movement of the lever actuated by the hand of the rider within reasonable

limits. I have dealt with two patterns of band brakes at this length simply to demonstrate the practical difficulties which exist in fitting a really satisfactory brake of this description. It may also be taken that the application of any purely mechanically applied brake upon either the rear wheel rim or tyre—such, for instance, as a hinged spoon-brake at the back of the crank-socket—necessitates too much complication in the fitting, and detracts too much from the neat appearance of the machine, to make such brakes really practicable upon single safeties.

The only brake I have yet come across which can be satisfactorily applied to the rear wheel without the employment of complicated connections, is the Pneumatic brake, which can be used equally well on either the front or rear wheel of any pattern of machine. I find that it is best

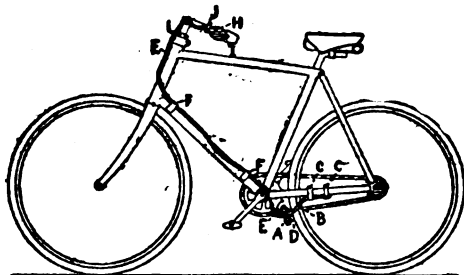


Fig. 35.

when clipped round the rear fork-leg on the opposite side to the chain, as shown in Fig. 35. A is a metal shield securely riveted to the steel tubular arm B, clipped to the fork-leg by the clips CC. The shield A holds a hollow rubber pad D, capable of inflation, but which when empty is practically withdrawn within the shield, and is thus clear of the wheel. The face of the pad nearest to the tyre is considerably thickened, in order that it may wear for a good length of time. The pad is inflated so that it presses against the tyre of the wheel, by means of the small rubber tube EE, passing through a hole in the back of the shield A, and being fastened to the frame of the machine by two or more clips FF, as shown, and ending in a pneumatic bulb H, clipped to the handle-bar in a convenient position. This bulb is provided at its end with a non-return valve I by which air is admitted, while at its neck is an escape valve J. One or two squeezes will be sufficient to inflate the pad D, and as the air cannot return, the brake is held on until the button of the release valve J is pressed, when the air escapes, and the pad D deflates, and withdraws within the shield A by its own elasticity. The tube EE may be made to pass inside the lower back-bone of the frame of the machine from the head to the crank-socket, and when this is done the brake does not detract from the appearance of the machine. Care should, however, be taken to see that the holes through which the rubber tube passes are drilled through the lugs of the head and crank-socket, and not through the tubing of the frame at an unstrengthened point. When the brake is applied to the front wheel, a different form of attachment is employed, two clips being used, one on each fork blade near the crown-plates. I much prefer this brake on the rear wheel, and the single tubular attachment shown is very convenient, as when the wheel is pulled back in the fork-ends to adjust the chain, the clips CC may be loosened and the brake moved backwards the same amount as the wheel. The pneumatic brake should be placed with the face of the pad, when deflated, about half an inch from the tyre of the wheel; if it be further away it will not act with sufficient force. It is one of the few brakes which does not wear the tyre much, and I have found it answer well upon the Welch-Dunlop cover. Like most

other things in this world it has its disadvantages. These are: It is not instantaneous in action,—i.e., it cannot be applied so quickly as a lever brake;—it may leak or possibly puncture, and it has the common fault of all tyre brakes that, should the tyre become deflated, the brake is useless. Nevertheless I have found it a capital brake; one of the best I have ever used. The rubber pad D wears out in time, but can easily be renewed at a small cost. It is fixed in the shield A by a piece of canvas tape, solutioned to it, two loops of which pass through slots in the back of the shield near the top and bottom. Through these loops short pieces of wire are passed to act as bolts. The edges of the shield are also turned over and grip the pad. I have found the method simple and at the same time secure. Each pad is supplied with a short piece of rubber tube, provided with a metal nozzle, over which the end of the tube E is slipped and secured. A pad can be changed in about five minutes, and a spare one can be carried in the tool bag when touring.

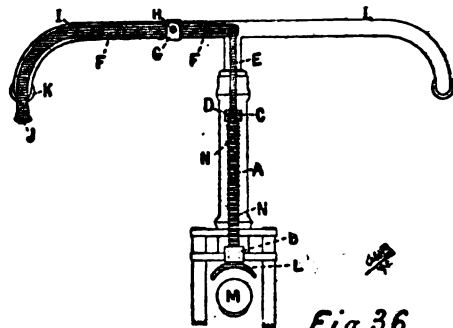
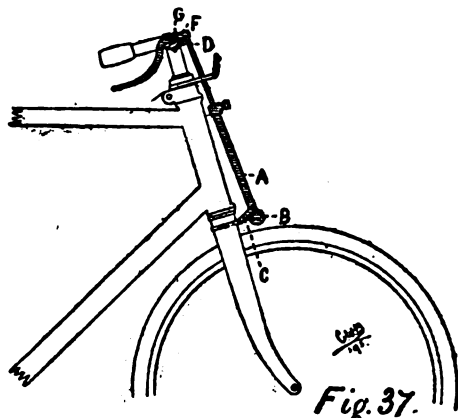


Fig. 36.

Of front wheel brakes the most common is the plunger and spoon type shown in Fig. 36. This, in its simplest form, is merely a tubular rod A sliding vertically through a hole in a small bracket B, projecting from the top of the front wheel fork. This bracket is sometimes a part of one of the crown-plates of the fork, sometimes a part of the bracket holding the mudguard, and sometimes an entirely separate piece clipping round the steering-post between the crown-plates. This latter plan is by far the best, as it allows of the brake being easily and quickly detached. The upper end of the tube A is provided with a clip C and a set-screw D, and in it telescopes the plunger-rod E, which is held in any required position by the clip and screw C and D, thus making the length of the brake connection adjustable to suit the varying heights at which the handle-bar may be placed. The top of the plunger-rod E is hinged to the brake-lever FF as shown, and the lever is itself pivoted in a small bracket G by a screw H passing through it. On all first-class machines the bracket G is made to clip round the handle-bar II, so that the brake may be entirely removed from the machine when desired. The brake-lever FF usually follows the curve of the handle-bar II, and ends in a flattened portion J, some two inches below the handle K, to form a grip for the hand. To the lower end of the plunger A is fixed a concave piece of steel L, shaped to fit the tyre of the wheel M, but other forms of this portion of the brake are often used, and I shall deal with them later. A spiral spring NN is generally fitted over the tubular portion of the plunger A, which keeps the spoon L tightly against the bracket B, and thus clear of the tyre when the brake is not in use. It will be seen that when the end of the lever F is gripped and pulled upwards towards the handle K, it depresses the plunger-rod E and its tubular continuation A, thereby forcing the spoon L upon the tyre of the wheel, at the same time compressing the spring NN. Nearly all front wheel brakes are of this pattern so far as the working parts

are concerned, the variations being mostly in the construction of the spoons or terminations of the plungers designed to come in contact with the tyre. It may be said at once that the ordinary metal spoon is not suitable for pneumatic tyres with corrugated covers, and hence such spoons are generally lined with rubber. Even then they are very apt to spoil the tyres. Kay's brake is of the ordinary pattern of spoon, but its rubber lining is moulded in the form of a brush, exactly the same as the rubber tooth-brushes sometimes sold. I believe that this plan will save the tyre a good deal, but I rather fancy that the brush lining will require renewing fairly often. Still, even if this is so, its cost is trifling, while it is easily attached to the spoon.

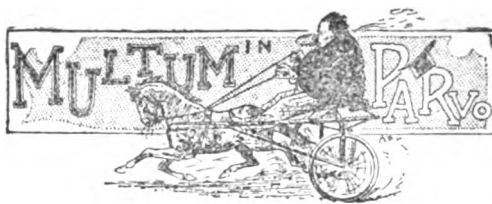
Another form of brake is that shown in Fig. 37. In this the spoon is dispensed with, and simply a piece of metal tube, thickened at the side nearest to the tyre, brazed to the



bottom of the plunger, and placed transversely to the tyre as shown at B. This has the advantage of not affording any lodgment for grit, etc., and is said to answer fairly well. I have shown another method of attaching the plunger to the front fork crown in this figure. It is known as the shackle brake, and consists of two flat pieces of steel C, hinged to each side of the bottom of the plunger and to the fork crown as shown. In brakes of this kind, the spiral spring shown in Fig. 36 cannot be employed, and a small flat spring D is screwed to the brake-lever bracket G, so that its end presses against the under side of the brake-lever F near its connection with the plunger, and thus holds the brake clear of the wheel until the opposite end of the lever is pulled upwards. Sometimes this pattern of spring is used upon brakes of the type shown in Fig. 36, and in some respects it is to be preferred to the spiral pattern, as it does not collect dust to such an extent as the latter. It is also used for most band brakes, as I have already remarked.

(To be continued.)

"A LITTLE LEARNING IS A DANGEROUS THING.—" The latest exemplification of the truth of the proverb lies in the action recently taken by the Chief Constable for Flint, who, in issuing a police notice "To Cyclists and Others," quotes a bye-law which has been obsolete for at least seven years. Our readers hardly require to be reminded that County authorities—thanks to the action of the C.T.C.—have no power to make bye-laws affecting cyclists, for they are specially legislated for in Sect. 85 of the Local Government (England and Wales), and Sect. 58 of the Local Government (Scotland) Acts, but as the Chief Constable of Flint has apparently never heard of this fact we have directed his attention thereto, and have asked that the misleading notice may be withdrawn.



THE HALF-YEARLY GENERAL MEETING.—Members will kindly note that the Semi-Annual Gathering takes place at Birmingham on Friday the 20th instant at 7.30 p.m.

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

A LIVELY LOOK-OUT.—Haddington County Council decided on Saturday to support Fife County Council in petitioning Parliament to enact that cyclists should be under the control of the local authorities as regarded speed, etc., the owner's name and address and a registered number to be on every machine, otherwise a tax to be imposed. Lord Wemyss said they should have a small tax on cycles, as in France.—*Elgin Courier*, 13th August.

THE BICYCLE GIRL.

Maud Muller on a summer day
Mounted her bicycle and rode away.
But when she looked to the far-off town,
Her hopes went up, and her feet went down.
The judge walked slowly down the lane,
Swinging his great gold-headed cane,
And looked at the grass and flowers and trees,
The singing birds and humming bees;
And watched the swallows skim and dip,
Till the bicycle struck him amidship,
When he stopped where the cool spring bubbled up,
A little disfigured and doubled up.
He held his shin while he danced a reel
In a mazy whirl with the maiden's wheel.
And something he said about he'd be blowed
If he didn't wish she'd stayed out of the road.
And Maud forgot her much torn gown,
And her promised trip to the far-off town.
And listened, while a sad surprise
Looked out from her beautiful hazel eyes.
At last, like one who couldn't stay,
She mounted her wheel to ride away.
But alas for maiden. Alas for judge.
She found the bicycle wouldn't budge.
For the tyre was off and the chain was broke;
One treadle was wound around a spoke.
The judge looked back as he climbed the hill
And saw Maud Muller standing still.
But the lawyers smiled that afternoon
To see him so sadly out of tune.
And when the maiden drew her draft
For damage done, the judge he laughed.
But it filled his heart and soul with awe
When he tried to explain to his mother-in-law.
And when she spoke of the squandered gold
He grew hot and she grew cold.
Ah, well for us all that a husband's lies
Are as good as the truth in a woman's eyes.
And in the hereafter angels may
Quit riding bicycles on the highway.

—ALFRED ELLISON, in *Chicago Record*.

"RECREATIONS FOR TEACHERS."—*The Educational Review* for July, in a well-written article bearing this title, strongly recommends cycling to teachers and other brain-workers.

WHO CAN OBLIGE?—A Manchester member desires to possess a copy of the *Gazette* for January, 1880. Any reader having this issue to dispose of will oblige by intimating that fact to the Secretary.

CYCLISTS AND HYDE PARK.—It is now officially notified that up to the hour of 10 a.m. cyclists may use the roads open to private carriages. It will be interesting to see what use is made of a privilege the C.T.C. has been at much pains to secure.

CYCLE INSURANCE.—The Secretary of the London and Provincial Cycle Insurance Corporation, Limited, Bristol, informs us that a large number of members of the C.T.C. avail themselves of the special facilities and reduced terms offered them and insure their machines against accidents, fire, and theft. He further reports that nearly 1000 agents and repairers have been appointed all over the United Kingdom, so that no insurer will have far to go to get his machine repaired in case of accident, and concludes by saying that great interest is being taken in Continental circles in the success of the Association, and applications for help in forming similar companies have been received from Russia, Italy, Germany, Australia, and the United States, and the Managing Director (Mr. Wm. Tucker) urgently asked to pay visits to their countries. It is quite on the cards that a removal of the headquarters to London will soon be determined on, the board strengthened, the capital largely increased, and the company remodelled to embrace other branches of business.

THE LIABILITY OF INNKEEPERS.—The monthly sitting of the Oxford County Court was held at the County Hall, Oxford, on Thursday, before His Honour Judge Snagge. *Clark v. Cripps*. In this case, which came before His Honour at the Witney County Court in June, judgment being deferred, the plaintiff claimed £17, being the value of a Rudge bicycle and fittings, which was wrongfully taken from the premises of defendant, an innkeeper of Newland, near Witney, on April 15th. Mr. Horace Fisher appeared for the plaintiff, and Mr. H. T. Ravenor, of Whitney, for the defendant. His Honour now gave judgment, stating that the issue between the parties rested upon the common law of liability on the part of the innkeeper to protect the goods of a guest during the time of that guest's sojourn within the house. The common law of liability of the innkeeper under these circumstances was perfectly well settled and ascertained, and had been so for centuries. The keeper of an inn which was open for the common entertainment of wayfarers journeying through the district in which the inn was situated, was held bounden by the common law to keep safely, night and day, from loss and damage such goods and chattels brought to the inn by his wayfaring guests, as might be actually on the inn premises during their sojourn. The plaintiff resided at Oxford, and in the evening named stopped at defendant's house, "The Carpenter's Arms," with three other friends, all the party riding bicycles. The plaintiff and a friend entered the front door and led their machines into the passage, where they were accosted by defendant's wife, who said they could put their machines in an adjoining yard. Defendant was then called, and showed them the way to the yard where the bicycles were left. This was enclosed, and formed part of his premises. Plaintiff and his friends then

adjourned to the house and entered the taproom, where they were served with refreshments. Twenty-five minutes later they went to the yard with the intention of getting the bicycles and resuming their journey, and it was then found that plaintiff's machine had disappeared. It was clear, observed his Honour, that the plaintiff was a wayfaring guest, he living at Oxford and the inn being at Newland. Liability would not arise in the case probably of an inhabitant of Witney who merely went into the house, sat down and had drink. He would be a guest, but not a wayfaring guest. An inn was not limited by the four walls of the house, but in his Honour's opinion included the curtilages so far as those premises were necessary for the reception of the wayfaring guest. The yard was as much a part of the premises as the parlour or the taproom for the purposes of this particular case. Nothing turned upon the question of ownership in the case; and the common law of liability or obligation being created by the facts, was there anything in the conduct of the parties, either the landlord or the plaintiff, which would have the effect of exonerating the landlord from his liability? The latter might have said, "I decline to take the bicycles in the house. They are not fit things for a guest to bring into my house, and you may leave them in the street if you please. If you do I shall not be responsible for them. I have a coachhouse in which you can put up your gig or your horse, but I have no place fit for bicycles." He might have done that, and his Honour was not at all sure that he would not be prepared to hold under the circumstances that he would be justified in refusing them, even though an innkeeper was compelled to take any guest's baggage and luggage. But that was not done in the present case, and there was nothing he could see in the conduct of the defendant to exonerate himself. He took no steps whatever to protect himself by refusing to receive the machine or by refusing to be answerable for it, directly that was. Was there anything in the conduct of the plaintiff which amounted to contributory negligence, because if there was that would have the effect of exonerating the defendant. He really failed to see that there was anything that a prudent man might be expected to do, that plaintiff did not do. He attempted to take his property into the house with him and was not permitted to do so, being shown a part of the inn within the curtilage in which he might place it, and he left it there. He could well understand that if in the little leather pouch affixed to the bicycle for the purpose of carrying a spanner the plaintiff had left a purse of sovereigns, and then, having left the machine standing in the yard, had been stolen, he (His Honour) thought he would be quite prepared to hold that that would be a loss for which the landlord was not liable, because the guest had not exercised the ordinary care that a prudent man might be expected to exercise under those conditions. But that was not the case in the present instance, nor was there anything like it. He, therefore, failed to see that there was anything which exonerated the landlord from the common law of obligation and consequent liability in this particular case. It might seem hard, but it was the law as it had existed for a very long time, and he was certainly not prepared to remove any of the ancient landmarks in law. Landlords must console themselves by remembering that they had a lien upon the goods of their guests in the inn. Since the time when the law was settled upon the subject the conditions of life had very much changed. In those days inns were remote isolated dwellings, and were approached by very rough roads, and probably there was very good reason to suppose that in those days a good understanding existed between the landlords and an evil class of people. He held that the defendant was liable, and must pay the amount of the damage claimed, with costs. He did not hesitate to say, and with pleasure, that if the defendant thought he was aggrieved by the view he had taken and wished to appeal, he would grant him leave to do so. Mr. H. T. Ravenor thereupon asked leave to appeal, and his Honour granted the application.—*Oxford Times*.

SIGNS OF THE TIMES.—*The Western Daily Mercury* in its issue of the 9th ultimo quoted largely from the last chapter of the Companion to the Road Book which dealt with the country between Plymouth and Truro.

BRAKE-HOLDERS.—No. 2152 writes:—"In answer to your correspondent 'Inquisitive,' I would say I have used Lucas's brake-holder for the last two seasons, and find it very efficient and quite invaluable as a relief to the hands in going down hill. I live in a hilly county (Devon) so that I speak from real experience."

"THE WHIRLIGIG OF TIME BRINGS HIS REVENGES."—James and Edward Moyné, two young fellows from Highfield, Rock Ferry, and Oswald G. Winzar, Egerton Park, were summoned for furiously driving their bicycles on the Old Chester Road at Bebington on the 30th ult.—Inspector M. Hale and Police-constable Hatton stated that on the date named they saw the three cyclists riding at the rate of twenty miles an hour. The Moynés were on a tandem, and Winzar rode a "solo." The officers called to the riders to stop, but they were silent, and, having smiled at the policemen, they rode on. Hatton walked along the road in the direction taken by the cyclists, and some time afterwards he met them coming back. They had had a breakdown, and were wheeling the machines. Then the constable smiled, and the magistrates pointed the joke by inflicting a fine of 10s. upon each of the erstwhile smiling cyclists.

ACTION BY A GLOUCESTER SOLICITOR.—At Cirencester County Court on Thursday the 15th ulto, his Honour Judge Ellicott was occupied a considerable time in hearing a running-down case, in which Neville E. Kicketts, solicitor, of Gloucester, sued George Durnell, wheelwright, of Cirencester, for £3 10s. damages for negligence. Plaintiff conducted his own case, and defendant was represented by Mr. A. E. Withy, of Swindon. Plaintiff's statement was to the effect that on the afternoon of June 6th he was riding a safety bicycle along Gloucester Street, Cirencester, in the direction of the Market Place, at the rate of about seven miles an hour. He had to pass on his left-hand side a conveyance standing outside the Nelson Inn, and he contended that he would have had ample time to have passed this conveyance, when the defendant, who was driving towards him, whipped up his horse and drove straight on. His (plaintiff's) shoulder and the handle-bar of his machine were struck simultaneously by the right wheel of defendant's trap. Plaintiff scrambled off the bicycle, the machine being run over by the defendant's trap. He claimed for damage to the bicycle. Defendant's statement was to the effect that he did not incite the horse to go faster, that he was driving close to the kerb on his proper side of the street, when plaintiff, who had until then been riding on the extreme edge of the street on the opposite side, crossed the road and tried to pass between the kerb and defendant's cart, and that, being unable to do so, he dismounted, and the front wheel of the bicycle struck the hub of the trap. Defendant called W. W. Large, a man in his employ, who was driving with him at the time. In giving judgment, his Honour remarked on discrepancies between the evidence of the two witnesses for the defence, and said it was not very likely that a man who had had eight year's experience of cycle riding, as the plaintiff had said he had, on seeing a gap between the stationary conveyance and defendant's trap, would cross to the side where, according to defendant's story, there was no room at all. Considering that defendant's cart was a heavily-weighted one, on seeing a bicycle coming up at a rapid pace, any reasonable and prudent man would have stopped. He gave judgment for the amount claimed.—*Gloucester Citizen*.

D. PETERS' CHOCOLAT AU LAIT.—In dealing with this article in the last issue we inadvertently referred to it as Vevey's. D. Peters is the maker, and Vevey is of course the place of manufacture.

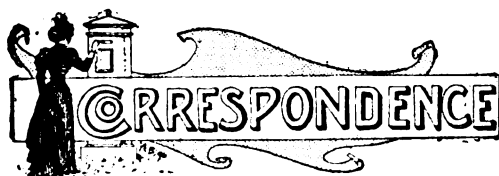
A LIBERAL OFFER.—Members who are fond of a discount may be glad to note that Henson & Co., the makers of the anatomical saddle, offer 20 per cent. off their usual prices to members of the C.T.C. who purchase of them during the current month.

"HELP FOR THE NAVVY."—The Rev. Ernest V. Everard, of Helena House, Rugby, an old member of the C.T.C., appeals in our correspondence columns under this head for assistance that many readers, who may be in sympathy with the mission with which he is associated, may be glad of the opportunity of rendering.

SIGNS OF THE TIMES.—*The World*, in its issue of the 21st ultimo, devoted no less than a page to the C.T.C. in general, and to a review of the new French Road Book in particular. The author of the article claims to be a rider of twenty-six years' standing, and as he speaks in unqualified praise both of the programme of the Club, and the way in which it is executed, his utterances cannot fail to have a beneficial effect upon the membership roll.

No. 10,352 writes:—"Noticing a letter in last month's *Gazette* as to teaching beginners, it may prove of use to some of your readers if they try a plan I used recently, viz., to tie a duster or towel to the frame just under the T pin. Holding the machine by this gives ample help, allows the learner full opportunity to learn balancing and pedalling, while the machine and rider are safe from a fall."

LIGHTING OF VEHICLES AT NIGHT.—*The County Council Times* reports that at a meeting of the Executive Council of the County Councils Association Lord Thring presented a report of a committee appointed to consider the question, referred to the Association by the County Council of Bucks, of requiring by bye-law that all vehicles proceeding along a highway after dark should carry lights. The committee found that such bye-laws are in force in several counties and boroughs, and that they have been approved by the Local Government Board. The committee, however, were not prepared to give any conclusive opinion as to the legality of such a bye-law, but they saw no reason to believe that it would be *ultra vires*. As to the policy of such a bye-law they were of opinion that the question turns on the special circumstances in each case, and that therefore each individual County Council must be the best judge of the matter. The committee then examined the provisions of the Bill introduced into the late Parliament, with a view to freeing light vehicles propelled by mechanical power from the restrictions of the Locomotives Act. The subject was considered before by a committee who made certain recommendations which were accepted by the Executive Council. The Bill differs from these recommendations in the following points:—(1) Vehicles propelled by steam are not excluded from the Bill. (2) Vehicles to which the Act applies are not made directly subject to the provisions of section 85 (the bicycle section) of the Local Government Act of 1888. As it is understood that the late President of the Local Government Board in introducing the Bill stated that it had the approval of the Association, the committee recommended that a letter be written to the Local Government Board pointing out the discrepancies noted above, and recommending that if steam carriages are to be included in any legislation of the kind they should be subject to special regulations to prevent them becoming a nuisance. The report was adopted.



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

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

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

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

HELP FOR THE NAVVY.

Sir,—May I appeal through your widely-diffused columns for a few disused safety bicycles, old type, solid or cushion-tired by preference, for use by our missionaries going among men on public works? Most of our lay workers have many miles to cover daily, notably on the M. S. and L. Extension Railway to London, along ninety-one miles of which we are stationing eleven men, together with a chaplain and clerical superintendent, under the guidance of the Bishop of Peterborough. On hearing from any C.T.C.-ites I should be pleased to forward the name and address of a missionary in need of something speedier than "shanks' pony." In grateful appreciation of this favour.

ERNEST V. EVERARD, No. 427,
Chaplain of Navy Mission Society.
Helena House, Rugby, August 15th, 1895.

POSITION A'WHEEL.

Sir,—Your correspondent, Dr. Gerard Smith, when he says that I "advocate the low forward handle," seems to have singularly misread my letter, as I certainly never wrote anything which could reasonably be so construed. On the contrary, I strongly object to a low handle. It may be suitable for a racer willing for a short period to sacrifice everything for speed, but for the tourist, the handles, while forward enough to give the rider power over the machine, should also be high enough for him to sit reasonably upright. The sketch given in Mr. Fenn's letter at page 238 of the August *Gazette* is just my idea of what the position for touring and general riding should be. It is easy, natural, and comfortable. The rider can see where he is going, does not look like a monkey, at the same time he has a thorough command of the machine, the handles being far enough forward to make hill climbing easy. One has only to compare the sketch with that on page 173 of the June *Gazette* to see the absurdity (I am sorry I cannot use a milder term) of the positions recommended by Dr. Smith.

JOHN CORY WITHERS, No. 5251.
Cotham, 14th August, 1895.

A ROUTE FROM SOUTH DORSET TO NORTH DORSET.

Sir,—Yet another Dorset road unmentioned in Vol. I. of our Road Book appears to me to deserve a notice. At present any member looking at the Road Book Map will find that if he wish to ride from Dorchester in a northerly direction, he must perforce go *viâ* Sherborne, or else travel

over two sides of a triangle *viâ* Blandford to Stalbridge. After many years riding in the district, I only last week discovered an excellent through route from Dorchester to Stalbridge direct, twenty-one miles, and much easier riding than either of the roads above mentioned. The scenery throughout is most picturesque, gradients *very* easy, and surface excellent. The route is as follows:—Follow main London road for three-quarters of a mile, where bear to left up a hill at fork through Piddlehinton, Piddletrenthide, and Buckland Newton to Green Man, Pulham; here keep straight on over cross-roads, and on reaching Stoke House bear to right along main road from Sherborne to Blandford for about three-quarters of a mile, and turn sharply to left at d.p. for Stalbridge, whence an excellent road leads on to the two London-Exeter roads at Henstridge Ash and Wincanton respectively.

W. E. COWDELL BARRETT,
R.C. Grouped Counties of England.

THREE *v.* TWO WHEELS.

Sir,—I can add my testimony to that of your correspondent, Mr. Cumming, in this month's *Gazette* on the excellence of the Quadrant tricycle. I may call myself a veteran cyclist both on account of the many years that I have been a rider and on account of my age. I have had a large number of machines from most of the leading makers, but was never so satisfied as with the No. 8B Quadrant, which I am now using. The roads around here are hilly and more or less "lumpy," but I get over them with ease at a fair average speed, and am able to climb hills which are walked by many bicyclists; the rubber brake on front wheel is powerful enough for all hills that can prudently be ridden, and it has not caused the slightest damage to the tyre; I also find no difficulty at corners; altogether the No. 8B Quadrant is a great improvement on every other tricycle I have ridden, and for general use is, in my opinion, far preferable to a safety bicycle.

I believe that at no distant time there will be a reaction among a large number of riders in favour of the three-wheeler, which possesses many advantages over the two-wheeler, particularly for touring and in all places where there is much traffic.

M. M. MARSDEN, No. 11,587.
Wiesbaden, 7th August, 1895.

CUSTOMS DUTIES.

Sir,—I notice in last month's issue that a member has had a little trouble with the Customs officials on the Belgian frontier.

I have recently returned from a tour through the Ardennes, Luxembourg, the Moselle, and the Rhine, finishing at Metz, *viâ* Strasburg. The Custom-house officials were always most polite, and put no difficulties in my way. On landing at Antwerp, and on showing my C.T.C. ticket, they at once passed me, and offered to put a lead seal on the machine, as the same would admit me into Belgium at any point free of duty. At the French frontier, at Givet, one has to pay duty; this is avoided if one is a member of a recognised Belgian cycling club (the C.T.C. is not known at Givet yet, but no doubt before long the Club's badge will be known everywhere on the French frontier). I did not pay duty, as I had to enter Belgian territory again, and the officials pointed out another road to my destination.

In Luxembourg cyclists on tour do not pay duty, and the same applies to Germany.

On my return from Metz by train to Ostend, the Belgian officials examined the lead seal on the machine at Stirpenich, and at once passed it.

At Ostend an official took away the lead seal before going on board, and asked me if there was any money to be refunded.

Should one have money to receive from the Customs before embarking, it is advisable to be at the quay some time

before departure of boat, as there are certain formalities to go through which frequently take up time.

I mentioned this in case one arrives by a train that connects with the boat, as in most cases the margin of time between arrival of train and departure of boat is so small that it does not allow sufficient margin to get duty deposited refunded.

ARTHUR L. PFUNGST, No. 3114.

22, Endsleigh Gardens, N.W.

Sir,—I quite endorse the opinion of "Templar" expressed in last month's *Gazette* with regard to Customs duties. I recently made a tour through France and Switzerland, from which I have not long returned. During this tour I experienced great annoyance and inconvenience at the hands of these same officials. At Basle, on entering Switzerland, I was obliged to pay duty on my machine, which was moderate indeed, but at the same time it was very difficult to get back the money, as the person in charge could not speak a word of anything but German. On returning by train again, at the French frontier station, I was mulcted of nearly forty francs, which I was obliged to return by Dieppe to collect, and then very nearly lost the boat to Newhaven in consequence; in fact, had it not been for the good offices of the English interpreter there, I should probably have lost it altogether. Surely something might be done by the C.T.C. to remedy this state of things.

No. 291.

Sir,—Referring to the article in your May number, may I, for the benefit of any members intending a tour in Switzerland, relate my own recent experience, which may prevent some of them from being misled.

Making a fortnight's tour last month, my friend, Dr. Kirby—also a member—and myself rode from Belfort to the frontier at Delle, where we had an interview with the French Customs' Inspector, and asked him to kindly seal our machines, and give us a passavant for our re-entry into France. This, however, he refused to do, on the ground that our machines were not French—being a "Humber" and a "Sunbeam"—and further, we could not produce invoices to show that they had been purchased in France, or in any other way prove either directly or indirectly that they had ever paid French duty. As an afterthought, however, and just as we were leaving, he informed us that he had recently received instructions to allow members of French clubs to pass either way over the frontier without submitting them to the formalities and delay of sealing, etc. This proved our saving clause. A hundred yards or so further on we were stopped by the Swiss douaniers, and had to deposit thirty francs each, get a descriptive receipt, and have our machines duly sealed.

We reached the lakes *viâ* Moutier, Bienne, Neuchatel, and Berne, and I subsequently left the doctor at Interlaken, and returned alone *viâ* Meringen, the Brunig Pass, Lucerne, Willisau, the Balisthal Valley, Montier, and back to Delle, where the thirty francs were duly returned at the Swiss bureau, and I repassed without difficulty the same French bureau as before on production of the French U.V.F. member's ticket.

The object of the above is to show that the French Customs' authorities on the eastern frontier will not grant passavants or seal English machines unless it can be shown that they have already paid French duty.

That the C.T.C. ticket is of no use under the above circumstances.

And that it is extremely probable, had I recrossed the frontier at any other point than that at which I had crossed previously, and was already known, I should have had to pay the French duty after all on an unsealed English machine.

J. W. S. NEAL, R.C. Grouped Foreign Countries.

Paris.

Sir,—On my return to England, this morning, I was attracted by the paragraph in your current issue, entitled "Customs duties in Belgium." As I had already commenced a letter of complaint to the English Consul at Brussels in the interest of fellow-cyclists, you may like to make my experience public. My wife and I started for the Ardennes on August 1st with our "Olympia Tandem," *viâ* Harwich, Antwerp, &c. At the latter, the chef des douaniers gave the merest glance at our C.T.C. badges, and passed our machine and luggage strapped thereto without demur. We booked to Namur, and between Antwerp and the latter they charged nothing for the cycle, it going as passengers' luggage. (Would the English railways but do the same! they seem to go out of their way to charge as heavily as they can, the amount often exceeding the passenger's fare). At Namur we took to the road, stopping at Dinant, Rochefort, Laroche, Hauffalize, Clervaux, Hosingen, Diekirch, and Echternach district, then on to Luxembourg in time for the Brussels express, leaving at 4.38 p.m. I must here remark that, all this time, nothing had been said to us about Customs dues, nor had we been stopped anywhere even at the frontier, between (I think) Hosingen and Clervaux—the only sign of which was a kind of shed standing back from the road, and apparently deserted. But to return to our railway journey. On stopping at Bettingen the douaniers visited the train, and, on seeing the tricycle, said it ought to have been stamped at the frontier—that we must leave it with them, which (having a due affection for our machine and a very poor opinion of the way in which they handled it) we refused to do. After reiterating until they were exhausted that it ought to have been stamped, and we protesting that we had neither been asked to have it done, nor told it was necessary, they fixed a leaden label to the cycle, and said, on arriving at Brussels it would be detained until the entrepôt opened the following morning. We were particular in inquiring if we could there detach our baggage and were told we could do so. There were no more official visits *en route*, but, on reaching Brussels, at 8 p.m., we were instantly surrounded by a crowd of officials who pounced upon our machine and literally took it into custody, handling it in a very rough manner, and but for my most determined intervention would have done it serious damage. They absolutely refused to allow us to remove a single thing from off the machine. We expostulated: they might examine everything if they would only let us have our necessities for the night. I offered to leave a deposit of money in order to get our luggage; we showed our circular tickets, our C.T.C. badges, but all in vain. In fact, it seemed to please them to cause us this annoyance. Finally, I begged for our coats which were strapped by themselves on the handle-bar, but even these were refused, and it was only owing to the attentive courtesy of the Manager of the Hôtel de la Poste who procured for us necessary requirements that we were able to pass a comfortable night, and make our morning toilet. The next day we repaired to the entrepôt at the time they told us, viz., 10 a.m. and applied for our property. At first we were told we could not have it, that it must be delivered by the company at Harwich, or we must pay a duty to get it at Antwerp, which would not be returned to us until it was seen by them safely (?) on board the steamer for England, and they admitted that the functionary who could refund the money lived some distance from the quay. We refused to let the machine go without us and were then referred to Mons. le Comptroleur, who, at first, repeated what I have just stated, but when we went through all the circumstances again, and displayed tickets and badges, and protested that no one had told us about the stamping, he seemed more impressed and looked up the clause relating to it, finally arriving at the conclusion that our luggage at least should have been granted us the previous night, and gave us a pass there and then to get the cycle, which we bore off triumphantly, but not without the loss of nearly the whole morning, which we felt too bad as we had promised ourselves a good look round the city on this our last day.

Can you not take up the matter and get this state of things altered to something more approaching the system which enables cyclists to tour in France? Cycling tours are now becoming so general that it seems hard that people who (in some cases) have only a few days' holiday should not be able to pass a frontier without having to deposit money which they cannot get refunded without infinite trouble and loss of valuable time, amounting sometimes to days. Would not co-operation between the C.T.C. and foreign clubs bring about a solution of the difficulty? H. CLARKE.

Glaslyn, Ipswich, August 20th, 1895.

[We shall be glad to learn the experiences of the many other members who have toured on the Continent this summer, and we invite their communications, not necessarily for publication, but with the view of presently dealing with each distinct cause of grievance and getting it removed before the next touring season.—ED.]

THE HANDBOOK.

Sir,—May I draw the attention of the crowds of new members to the very valuable chapter in the C.T.C. British and Irish Handbook on cleaning and mending bicycles, and also on outfit, medicines, etc.? The latter would have been most useful to me when I built a knapsack nearly forty years ago. I should venture to add to them chloroform—invaluable for colds and violent pain in the stomach. QUIET FIFTIES.

RAILWAY CHARGES FOR CYCLES.

Sir,—I have previously corresponded with you on the subject of the charge made by railway companies for bicycles when accompanied by a passenger, and after returning from a Continental cycling tour, I come back to the charge. I travelled through four countries—Holland, Germany, Switzerland, and France, and in every one of them found that bicycles are treated in the same way as ordinary passengers' luggage. In France, North-west Germany, and the part of Holland I went through, a certain weight of luggage—fifty-six pounds at least—is allowed free to every passenger, and our machines being under that weight were taken free. On the Palatinate, Baden, and Swiss lines all luggage in the van is charged for, and our machines were similarly charged for, according to their weight. As far as my experience goes, England is the only country in Europe where bicycles—and I expect the same thing is true as to tricycles—are treated by the railway companies differently from personal luggage. The C.T.C. have done well to get the charges in England reduced, but what they ought to do now is to take a test case into the courts to see whether railway companies cannot legally be compelled to convey machines accompanied by passengers free of charge. As a lawyer, I am of opinion that under the statutes and cases governing the matter, a very good case can be made out in support of that contention. It is a question of the greatest importance to cyclists, and especially those who tour, and therefore one peculiarly within the province of the C.T.C., and the club numbering within its members several barristers and solicitors interested in the sport, could probably get its case conducted on easy terms. The Club has buried amongst its archives a case which I drew some time ago on the point, and on which the opinion of some eminent counsel could be obtained before the commencement of hostilities. [The opinion of eminent counsel was obtained, and it was distinctly adverse.—ED.]

If the club lost (as I hope it would not) on the action (which would no doubt go to the Court of Appeal, and probably to the House of Lords) it should induce some cycling M.P. (and, if report speaks true, there are a good many of them) to bring in a short Bill providing that bicycles shall be deemed to be passengers' ordinary luggage within the meaning of the general and special Acts governing the conveyance of passengers and their luggage by railways, and get it, if possible, made law. Whether the same steps could

be taken for tricycles, having regard to their bulk, is rather a question.

I may add that abroad, where they do not charge for machines, they are more careful with them than the porters on the English lines where they do. I do not think in the long run the railway companies would lose by the proposed change.

Hoping the matter will be taken up as it deserves to be, and apologising for troubling you at such length,

EDWARD BRAMLEY, C.T.C. No. 11,828.

A propos to the foregoing letter the following from the *Western Daily Mercury* will be read with interest:—

"We have often wondered that cyclists do not make a combined effort to extract more reasonable treatment from the railway companies. The regulations now in force regarding the carriage of bicycles touch absurdity's lowest depth. A London contemporary recommends the subject to the attention of the Cyclists' Touring Club. If we remember rightly, the C.T.C. had a hand in the reduction of the rates to their present position, and we have no doubt that if it could see its way to further action it would be no laggard. But some stronger expression of opinion is needed than any that can come from a single organisation, however influential, and wheelmen must rise in a body to demand justice if they want it. The present rates are better than the old ones, and there is something like uniformity about them. But at best they are ridiculous. If a passenger travels one mile by rail, and takes a machine with him, he pays a penny for himself and sixpence for his bicycle. If he travels twelve miles, he pays a shilling for himself and sixpence for his bicycle. If he travels thirteen miles, he pays one shilling and a penny for himself and a shilling for his bicycle. And so on. The rates for the carriage of tricycles are double those for the carriage of bicycles. In every case the company declares that the article is carried at the owner's risk, so that if a careless porter dumps a bale of heavy goods down upon a delicate machine and ruins it, the unfortunate passenger has no compensation unless he chances the decision of a law court. The legality of the whole system is questioned, and we should be very glad to see some action taken which would lead to a satisfactory settlement. The cyclist is no longer a Pariah; and the railway companies must, sooner or later, learn to treat him as they treat other customers."

CYCLE BRAKES.

Sir,—In his letter on this subject last month, the Rev. Hay Fea is surprised to find me championing the cause of the front wheel brake. I would wish to explain that I am doing nothing of the sort, when it is a question of band brake on the back wheel *v.* spoon brake on the front wheel—both properly fitted—but I am championing the cause of a brake, even a front wheel one in preference to none at all. It is unfortunate that we have not more riders who are qualified, or who take the trouble to really think out matters concerning their machines mechanically. Were it otherwise the band brake when introduced by manufacturers would have met with so universal a meed of approval by the public that there would have been no inducement for manufacturers to fit anything else. I will admit that in some cases the reason of the band brake falling out of favour has been due to improper fitting, for I would point out to Mr. Fea that a band brake improperly fitted can be very much more of a failure than an improperly fitted spoon, and a very great deal more of a nuisance to the rider. Seeing, therefore, that public opinion in the aggregate is content to accept the front wheel brake, and that it is next to an impossibility to find a machine properly fitted with a band, and seeing that the properly fitted and properly used front brake *is* effective, the position taken up by Mr. Fea on the question appears to me to be more like that of a spoilt child, who ignores the good things around him whilst crying for an ideal of his own. I have probably used some hundreds of spoon brakes at one time and another, and although it is true I have found some

very badly fitted ones, yet it is the exception rather than the rule, and as I am always in the habit of riding down every hill which is possible of being ridden down, with my feet on the rests as long as it is safe to do so, depending entirely upon the brake, I may claim to have proved in my own riding that where, as I have before said, a spoon brake is properly made, properly adjusted, and properly used, it is as fully effective as need be. To go without a brake under these circumstances is, in my opinion, suicidal, illogical, and absurd.

HENRY STURMEY.

Covenory.

Sir,—I cannot agree with the Rev. W. Hay Fea as to front wheel brakes being "toys," &c. The fact is, that if properly fitted, the best of them, among which is the Hall, will absolutely stop a bicycle on as steep a hill as it is safe to ride down, if such a proceeding were necessary. Anyway, they will satisfactorily prevent a bicycle running away. There are, however, two great drawbacks to them: First, they are very destructive to pneumatic tyres, though not so to solid ones, as five years' constant use on one tyre proved. Second, they scatter dirt on the rider when the road is wet or dusty.

I think the chief reason why band brakes on the back hub are not in favour is their complexity, requiring more than double the machinery (levers, rods, &c.) to that of the compact front wheel brake. As to the strain on the front forks it may be ignored if the machine is reasonably strong, which hundreds, owing to the craze for lightness, are certainly not.

I am a light rider (157lb.), yet I will not have a bicycle less than 35lb. all on, which is the weight of my 1895 mount. I have ridden one weighing 23lb. (a borrowed one) and I did not find the slightest difference in speed or exertion, and I thoroughly condemn light machines for road work. They are only good for the repairers.

I am a very strong upholder of the upright position, which I have practised for eighteen years, and I frequently do sixteen miles an hour sitting quite upright, though, as I ride for pleasure, I do not care to do fast riding. I agree with Mr. W. Amor Fenn, whose principles I have adopted, his sketch almost exactly representing my machine made a few months ago.

A word as to tyres. I have tried the "Scottish" with the best possible results. Resilience perfect. Attached and detached with the greatest ease and rapidity, yet wonderfully firm and free from roll. I have not required to use the inflator since I put them on new three months ago. I prefer them to any I have yet seen or tried. The adjustable wires are the best improvement to my mind which has yet come out.

I was much pleased also with the courtesy and consideration of the firm, with whom I have no pecuniary interest.

I am a rider and an engineer of eighteen years' standing, and I have made bicycles, though I am not in the trade.

The *Gazette* is a constant source of pleasure to me, and I take this opportunity (my first) of thanking our worthy Editor, and Messrs. Leechman and Brown, for their interesting articles.

W. R. L., No. 4847.

CYCLING IN BATTERSEA PARK.

Sir,—In your issue of August you justly criticise the style of riding adopted by the "upper-ten" who disport themselves in Battersea Park, pointing out that "they nearly all sit far too low, carry their hands too high, and are apparently in happy ignorance of what constitutes effective ankle-action." You also state what is equally true, that "the majority of both sexes are most unsuitably costumed."

For some years past the class to which they belong have looked down upon cycling as a vulgar pastime, only suitable for the "lower orders," and the men who indulged in the healthy exercise were contemptuously dubbed "cads on castors."

Now that the aristocrats, ever on the look out for some new method of killing time, have condescended to patronise the cycle, it is but natural they should be careful to adopt a dress as different as possible from that of the ordinary rider, who for years has cycled for pure love of exercise.

To show off and flirt is the main object of many who resort to Battersea. Immense sleeves, pinched waists, painted and powdered faces, high-heeled boots, tremendous hats, and a liberal supply of jewellery; and the riding is what one might expect. I have heard of one lady who, having taken two or three lessons, and before she was able to do more than tumble off her machine, ordered six beautiful pairs of silk stockings so as to be ready by the time she could ride without assistance, and had purchased a machine.

As regards the hands being carried too high, this may possibly be to appear as different as possible from the "common herd." When, however, they find the great improvement in comfort by lowering the handle-bar a reasonable distance, it is probable they will adopt it permanently.

With regard to the seat being far too low that is not so easily remedied. I think I may fairly say that all ladies, and most of the men, start their machines by sitting in the saddle, with one foot on the ground, and the other on the pedal. To mount in this fashion, the saddle must necessarily be nearer to the pedal than it need be if one mounts in the old-fashioned way, and therein lies the evil. No one can doubt that riding with the saddle so low entails a great loss of power, apart from which it is much more tiring. It might be compared to mounting a flight of steps where the rise is two inches higher than it should be.

LOOKER ON.

Chelsea.

LEAKY GEAR CASES.

Sir,—I have read with much interest the article by Mr. C. W. Brown on chains and gear cases in the August edition of the *Gazette*. In the article Mr. Brown gives a method of rendering the fixed Carter Gear Case practically oil tight. I should be much obliged if he or any of the readers of the *Gazette* could inform me whether there is any such mode of treatment for the Carter Detachable Gear Case. I have one fitted to a this year's machine and from the first it has leaked not only at the bracket and back wheel fittings but also along the join on each side of the gear case. It has been to two local repairers, and they both inform me that they have never seen a Detachable Carter that did not leak to a considerable extent and that it was a defect in construction. A three hundred mile run will exhaust the oil in the gear case on my safety. This is not only inconvenient but it involves either continually wiping away the escaped oil or having to put up with the unsightly appearance of oil and dust accumulating on the outside of the gear case.

CONSUL, No. 263.

A C.T. CLUB-HOUSE.

Sir,—Would it be possible for the C.T.C. to have a club-house? The advantages would be many, the disadvantages none. There members would be able to make each others' acquaintance, and arrange runs, tours, etc., together.

Let the charge be extra, say £1 is. per annum, including the ordinary subscription, or whatever amount would be necessary, and half price for country members, and let those who while yet wishing to enjoy the conveniences and privileges of joining the Club pay the usual fee of 3s. 6d., but not to have the use of the house.

There the latest cycling news might be talked over, there canvassing might be arranged to attain universal lights and to abolish the numerous grievances of cyclists.

I truly believe, sir, that if we could have a club-house it would be an unparalleled success.

Hoping that in the near future that the matter may be taken up.

AN ENTHUSIAST.

NUTS AND BOLTS.

Sir,—I think that now would be a most suitable time for the C.T.C. to come forward and in the interests of cycling generally—particularly touring cyclists—request the various cycle makers to adopt three or four standard sizes for all the nut heads on cycles, so that a universal spanner can be used.

Most of the manufacturers will shortly be placing their 1896 patterns in the market, and a step of this kind undertaken now would ensure the simplification of contents of the tool-bags overcrowded as they are now with repair outfits, etc., for the regular tourist.

I have now a very fine collection of spanners left after using various cycles for the last ten years, and yet scarcely two are alike in the size of the hexagonal perforations.

The sizes that seem to be most usual are $\frac{3}{4}$ in., $\frac{5}{8}$ in., and $\frac{1}{2}$ in., but considerable variation below the last figure is the rule for the smaller fittings, such as the nuts for adjusting the brake and those of the bearings.

The $\frac{3}{4}$ size seems to be less in vogue now, and really it is unnecessary if a proper sized washer is used— $\frac{5}{8}$ in. is quite large enough for general purposes. In the smaller sizes there is a great trouble owing to the very small surface upon which the key has to bear, and with an ill fitting spanner the square head becomes speedily shapeless. This is noticeable on those of even $\frac{1}{2}$ in., so that perhaps $\frac{3}{4}$ in. might be put forward as the limit.

Under these circumstances perhaps action might be taken inviting the manufacturers to arrange and settle sizes to be universally adopted for every cycle, and recommending $\frac{5}{8}$, $\frac{1}{2}$, and $\frac{3}{4}$ of an inch as the width of the parallel sides of the nut heads.

It would be better if French measures were used as the metre is almost certain to be adopted in course of time, and I feel certain that other countries would follow the example set by English manufacturers at the instigation of the C.T.C. should we persist in this effort. Along with this reform it would be well to insist on the screw being also of uniform dimensions or rather diameter, namely three sizes.

H. R. G. I.

CYCLE SADDLES.

*As saddles and position are under discussion in our *Gazette* may I ask to be allowed to give my experience with Mr. Burgess's saddle, quite a new departure in such matters?

Although I have never suffered any ill effects, I have always feared that danger lurked in the saddle peak. Hearing that Mr. Burgess claimed to do away with it, I rode over to Brighton to investigate.

Mr. Burgess kindly fitted one of his seats on my tricycle for me to make trial of it for a week or two.

At first one is very insecure in seating, but at the same time comes an immense feeling of comfort from the absence of a peak. Within a few hundred yards of Mr. Burgess's house is a steep hill which gave me an opportunity of testing the seat up-hill. I was not expecting any improved power of hill climbing, but wished to see if there was any disadvantage. To my complete surprise I found myself riding more easily. At first I did not attribute this to any virtue in the seat, but thought it must be due to some other cause. Subsequent riding has shown me that the absence of anything between the thighs give them such freedom that one is able to apply all one's strength to the pedals.

The first day I rode home a distance of fifteen miles, rolling about the seat and thinking it very hard to sit upon. Still, neither then nor since have I found any stiffness or the least soreness.

My second ride was about sixteen miles, to be followed next day with a full day's riding, some one-third of it over execrable stoney, rutty, bye-landes. At the end of the day I felt assured I had broken the neck of any difficulty and should soon conquer it altogether. At the same time every hour and every mile added to the pleasure of the free use of one's legs.

The bosses, upon which you sit, can be moved backwards

or forwards, and latterly so as to suit the form of different riders. The spring, one of the half Arabs of former days, in my opinion the best spring ever used for saddles, allows of a reasonable amount of tilting.

In fitting on the seat it is necessary to put it rather far back and a good deal lower than a peaked saddle wants.

Perineal pressure is often talked about, but I think the majority of cyclists hardly appreciate its seriousness, or that it need not be painfully felt at the time to cause future trouble—"it is the constant dripping of water that wears away stone." Therefore anything that does away with the risk of the pressure-taking place must be hailed with satisfaction.

That the Burgess does this I am convinced; moreover it adds to immediate comfort and gives opportunity to use one's strength to the best advantage.

I am only a male rider, and one who rides for health and recreation, and so do not claim authority to advise ladies or fast riders, although I imagine that the points I have found good would be good for them also.

The great importance of this subject must, please, be the excuse for this long letter.

I may mention that I am fully determined never to ride a saddle with a peak again.

C. F. WILLIAMS,
C.T.C. Consul for Findon.

P.S. (written a month later).—I am still quite satisfied with the "Burgess," in fact, without exaggeration, may say delighted. Miss Erskine seems to fear chafing with it. This I expect arises from the extreme freedom of the legs, and so the garments are not held in a fixed position as with a peaked saddle. Therefore there might occur the same friction as in walking, when we all know this chafing is produced in some when not in practice. It even has been known with a peaked saddle. In any case a little Fuller's earth, or some such simple remedy will relieve the trouble, and use will give tolerance and prevent a recurrence. I should like to say that I have never found this chafing with the Burgess seat, but then I lead a very active life in walking and cycling, so am in too good condition to suffer from any of these little disagreeables.

C. F. W.

THE COST OF PNEUMATICS.

*Sir,—I have been reading with interest, not unmixed with astonishment, the elaborate pamphlet issued as an advertisement by the Pneumatic Tyre Company, Limited, entitled, "Gleanings from the History of Dunlop Tyres." The astonishment was occasioned by the phenomenally large dividends, which it is therein stated have been for the past few years paid by this concern. In 1889 a dividend of 8 per cent. per annum was declared, and four years later, in 1893, the dividend reached the enormous figure of 200 per cent. per annum. Year by year in the interim it had steadily increased, if an advancement of 50 per cent. per annum can be designated a steady one. Now, sir, in the interests of the English cycling public I wish to ask the question, Is it altogether to the credit of this eminent Company that they should have been able to pay this gigantic dividend? On every £ invested in the manufacture of these tyres they have pocketed a clear gain of £2 per annum. Could such a result have been attained save by keeping up the prices at an unreasonable figure? Let me give my own experience, and draw a deduction from it. Not long ago I was riding near the south of Lake Como on a machine fitted with Dunlops. The rear wheel tyre had seen eighteen months' wear, and but recently the outer cover had been repaired with new canvas throughout. The tyre-cover burst, and the air-tube quickly followed suit. Being not far from Milan, I took train to that city, and was there supplied with an excellent tyre-cover for 20 lire, or 16s., and air-tube with valve for 8 lire, or 6s. 4d. In one respect the cover is certainly superior to the three Dunlops I have had, for it has no splice, and I have always found the splice to be the weak point of the Dunlop tyre. I have ridden already a considerable distance on my new tyre in Italy, Switzerland,

and England, and while it has "life" equal to the Dunlop, it promises to wear equally well. When I next want a new tyre I expect that instead of ordering at Coventry I shall send for a *fac-simile* to Milan, paying the cost of carriage, and save thereby something over 10s. And I believe that a large section of the cycling fraternity, who like myself—for I am a clergyman—work hard on a small income, enjoy an occasional tour on a good mount, and have no ambition to beat the records, would be glad to do the same. The deduction which I draw from all this is simply that the Pneumatic Tyre Company, Limited, are acting unwisely in keeping up the present inflated prices of their wares,—prices which enable them to pay a dividend of 200 per cent. per annum. We are ready to believe that the article produced at Coventry is first-class, and we have every desire to support an English industry instead of a foreign one, but I for one, while the difference in the prices is in the proportion of 51:28, am not prepared to pay so highly for the privilege.

No. 185.

A WRINKLE.

*Sir,—Knowing how desirable it is to be able to remove cycle cranks readily and how very undesirable the usual method, namely, hammering out the cotters, is, I venture to describe the method I use. I do not claim novelty [The same device has already been exhibited by at least one maker.—ED.], but I have never seen it on any machine but my own, and it deserves a wider popularity. The cotters in my case, and I think most other cases, are $\frac{3}{8}$ in. diameter in the body, and they project at the plain end a good $\frac{1}{4}$ in. I simply screwed these plain ends down about $\frac{3}{8}$ in. to fit a $\frac{3}{8}$ in. Whitworth standard nut. This nut resides in my tool bag in the ordinary course of events, but when I wish to remove a crank (which is very seldom) I first remove the ordinary small cotter nut, and then screw on this large $\frac{3}{8}$ in. nut, which draws the cotter out sufficiently to make it an easy matter to pull it out the rest of the way with the fingers. This alteration could be readily made by any one who could get access to a vice and a set of $\frac{3}{8}$ in. stocks and dies for half an hour. If the cotters do not project sufficiently, others can easily be got that will.

H. A. GARRATT.

P.S.—May I endorse the opinion of "Consul" in re brakes. Hall brakes do not do on Welch covers, though in the case that came under my notice the tyre suffered most, and the cover had to be replaced by a plain one after a very short space of time. My plain cover is practically none the worse after a year's work, but I avoid using the brake in wet weather, as the grindstone action is much more serious when mud is adhering to the tyre.

VARIA.

*Sir,—Allow me to congratulate you on the last issue of the *Gazette*. It is the best number I have seen for the ventilation of cycling matters and the discussion of useful points.

As regards the weight of machines, I would suggest from experience, that 32lb. is not too heavy for *all* kinds of roads, and 12-stone riders. Machines of 24lb. are successfully used during *one* season, possibly two, but what about them thereafter? I venture to think that a weight of 2 $\frac{1}{2}$ lb. per stone, *all on*, is a very fair standard of construction for safety and endurance, as a minimum.

As regards two-speed gears, I would ask whether your correspondents or subscribers who have used them do not find that there is a "dead drag" in going uphill, due to the friction of the gearing employed for power? I have found it so, and consider that the value of an alternative speed is lessened by the increased friction. Possibly a gear of 50in. may run no easier than a plain gear of 55.

In relation to this matter I would like to know if the "Collier" gear has any friction at the low speed beyond the normal friction. That is to say, "Does the 'Collier' gear at any of the low speeds take any more driving than a cycle of the same inches gear, with the ordinary chain wheels?"

It seems to me that this gear, being apparently so direct and simple, should be more free from friction than one with a train of wheels, and in going up inclines the latter must consume a deal of power, more than is probably dreamt of.

A definite practical testimony to the value of big chain wheels would be interesting. Is it a fashion, or a proved theory, that these wheels are best?

I can readily perceive that a chain travelling round a six or seven toothed wheel is at a disadvantage, being bent round such a small diameter. But having arrived at eight teeth, by discarding lower sizes, what is the precise advantage gained by going higher. Of course the more teeth on the back hub wheel, the better for the chain; but does not the rider lose more at the crank than he gains at the hub wheel? These points require proof positive, and the ideal cycle can only be evolved by demonstration of the why and wherefore.

Why do makers stick to 6 $\frac{1}{2}$ cranks, without any relation to gearing, or length of riders' legs? Is there not some proportion of crank to gearing which is best, as well as a proportion of chain wheels one to the other. To sum up, it appears to me that the ideal cycle requires to combine the following points:

1. A perfect saddle.
2. A two-speed gear, having no more friction at one speed than another.
3. A construction combining the maximum strength with minimum weight for safety.
4. A rational position secured by the trade for the rider, not for the latter to have extras to pay if he is rational. Surely adjustment can be secured for the monkeys on sticks. (I want a light machine, but must have it built to order, because handles are too low, T piece 3in. too short, etc. And the upshot is that I have in one way and another to pay 15 per cent. more because I don't follow the fashion.)
5. Cranks proportioned to gearing; or, at any rate, obtainable easily, of various lengths.
6. Chain wheels of proved dimensions for the best transmission of power.
7. Best brake (by proof), which, however, need not be used by those who despise it.

No. 4452.

BADGES AND LICENSES.

Sir,—The time seems to have come at which our being numbered and ticketed may be forced upon the Legislature. Some means of identification is demanded by the public.

The "scorchers" are a great nuisance, and I am sure that all sober riders would wish to be free from any sympathy with them, and would join in anything which would remove them from the road.

A large proportion of the public also are a great nuisance, and when a man will persist in crossing the road between vehicles when a cyclist is doing his best to thread his way, or a woman will step off the curb, looking in the other direction, just as one comes up, such persons ought to be ticketed.

The numbering is not so easy a matter as writers in the press assume. Drivers may have five figures, of which the first is 1, but cyclists would run into seven figures probably. This difficulty might be met by assigning some definite mark to each county, *e.g.*, the letters of the old English alphabet as far as they would go, and then using two of them, and dividing London into districts with the Roman alphabet. So that we will say A should represent Northumberland, A A Leicester, A the postal N of London; the numbers would then be manageable.

But I suggest that the whole subject may well be brought before the Council, and some good scheme be devised with which we may go to Parliament and say, "We for our part are willing to submit to such and such regulations."

I should be glad if we could ticket the boys who throw stones as we pass, and the magistrates who seem to think that a cyclist must be punished. Personally I have no objection to a number, if the plate be neat and small.

Portsmouth Road, W.

No. 884.

ALTERATIONS AND ADDITIONS

TO THE

BRITISH AND IRISH HANDBOOK, SEPT., 1895.

CHIEF CONSULS.

- Page 9.—*Insert* Gunnis, J. W., C.E., Longford.
Insert Karlolitsch, F. von, Lloydarsenal, Trieste.
Insert Rea, Rev. M., Kappagh, Killylea.

OFFICIAL TAILORS.

- Page 41.—*Erase* Leeds—L. W. Rowland, 36, Albion street.

TABULATED LIST.

- Page 104.—*Wilmslow*—*Insert* Bilsborough as Repairer.
 Page 108.—*Matlock Bridge*—*Insert* tp H. G. Hartley as Repairer.
 Page 111.—*Ilfracombe*—*Insert* Atlanta, No. 1, 1/-; No. 2, 1/3;
 No. 3, 2/-; No. 4, 2/-; No. 5, 1/2; No. 6, 1/6; No. 7,
 2/6; No. 8, —; No. 9, 1/6; No. 10, 2/6; No. 11,
 3/6; No. 12, nil; No. 13, -/6; No. 14, -/6; No. 15,
 1/-; No. 16, -/6; Discount, -/2.
Moretonhampstead—*Insert* White Hart, No. 1, 1/3; No.
 2, 1/6; No. 3, 2/3; No. 4, —; No. 5, 2/-; No. 6,
 2/6; No. 7, 3/-; No. 8, —; No. 9, 2/-; No. 10, 2/6;
 No. 11, 3/-; No. 12, -/6; No. 13, -/9; No. 14, -/6;
 No. 15, 1/-; No. 16, -/6; Discount, -/1½.
 Page 117.—*Braintree*—*Erase* S. A. Courtauld as Consul.
 Page 126.—*Rengwood*—*Erase* H. Townsend as Repairer.
Romsey—*Insert* tp H. Townsend (C.S.) as Repairer.
 Page 136.—*Rochester*—*Insert* J. H. Whitfield, Denmark House, as
 Consul.
 Page 145.—*Insert* Fulham and tp J. Forbes, 623, Fulham road, as
 Repairer.
 Page 148.—*Insert* Methwold and Cowlishaw as Repairer.
Norwich—*Erase* Alexandra, C.T., and *insert* St. Peter's,
 C.T.
 Page 150.—*Insert* Amble and Hall & Scorer, 71, Queen street, as
 Repairers.
 Page 155.—*Banbury*—*Insert* Red Lion, No. 1, 1/6; No. 2, 1/9; No. 3,
 2/6; No. 4, —; No. 5, 2/-; No. 6, 2/3; No. 7, 3/6;
 No. 8, —; No. 9, 2/6; No. 10, 3/6; No. 11, —;
 No. 12, 1/-; No. 13, 1/-; No. 14, -/9; No. 15, 1/-;
 No. 16, -/6; Discount, -/1½.
 Page 155.—*Deddington*—*Insert* A. Whetton as Consul.
 Page 156.—*Shropshire*—*Insert* T. G. Boulton, The Vineyard, Wel-
 lington, as Chief Consul.
 Page 166.—*Clapham, S.W.*—*Erase* C. A. Palmer as Consul.
 Page 169.—*Insert* Raynes Park and C. A. Palmer, Lynton, Durham
 road, as Consul.
 Page 176.—*Ambleside*—*Insert* G. Tyson as Repairer.
Grasmere—*Erase* H.Q. from Prince of Wales Lake, and
insert No. 1, 1/6; No. 2, 1/9; No. 3, 2/6; No. 4, 2/6;
 No. 5, 2/-; No. 6, 2/6; No. 7, 3/6; No. 8, 4/-; No.
 9, 2/6; No. 10, 3/6; No. 11, 5/-; No. 12, 1/6; No.
 13, -/6; No. 14, -/9; No. 15, 1/6; No. 16, -/6½, 1/-;
 Discount, -/2.
Kendal—*Insert* King's Arms, No. 1, 1/-; No. 2, 1/6;
 No. 3, 2/-; No. 4, 2/6; No. 5, 2/-; No. 6, 2/-; No.
 7, 2/6; No. 8, 3/6; No. 9, 2/-; No. 10, 3/6; No. 11,
 4/-; No. 12, 1/3; No. 13, -/9; No. 14, -/6; No. 15,
 1/-; No. 16, -/6; Discount, -/1½.
 Page 181.—*Upton-on-Severn*—*Insert* Carey's, C.T.
 Page 187.—*Insert* Kildwick and Junction, No. 1, 1/-; No. 2, 1/2;
 No. 3, 1/8; No. 4, —; No. 5, 1/9; No. 6, 2/-; No.
 7, 2/6; No. 8, —; No. 9, 2/-; No. 10, 3/-; No. 11, —;
 No. 12, nil; No. 13, -/3; No. 14, -/6; No. 15, —;
 No. 16, —; Discount, -/2.
 Page 195.—*Barmouth*—*Insert* Lieut. Colonel Griffin, Borthwin, as
 Consul.
 Page 198.—*Presteign*—*Insert* R. A. Pugh as Consul.

* 4/6 on Sundays. † In Bedroom. ‡ In Bathroom.

Page 201.—*Ardrossan*—*Insert* W. Jamieson, 29, Princes street, as
 Repairer.

Cumnock—*Insert* Dumfries Arms, 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, 4/-; No. 12, nil; No. 13, -/6; No. 14, -/6;
 No. 15, free; No. 16, free; Discount, -/1½.

Kilmarnock—The Consul's address is now 61, St.
 Andrew street.

For Newmiles read Newmilns.

For Stevenston read Stevenston.

Page 205.—*Edinburgh*—*Insert* Cockburn (Temp.) No. 1, 1/6; No.
 2, 2/-; No. 3, 2/6; No. 4, 2/6; No. 5, 1/6; No. 6, 2/6;
 No. 7, 3/6; No. 8, 3/6; No. 9, 3/6; No. 10, 7/-; No.
 11, 7/-; No. 12, nil; No. 13, -/9; No. 14, -/6; No.
 15, 1/-; No. 16, -/6; Discount, -/2½.

Page 206.—*North Queensferry*—*Insert* Albert, Q.
St. Andrew's—*Erase* Albert, Q.

Page 208.—*Insert* Freeburn (Tornatin), Freeburn, No. 1, 1/6; No.
 2, 1/9; No. 3, 2/-; No. 4, —; No. 5, 1/9; No. 6, 2/-;
 No. 7, 3/-; No. 8, —; No. 9, 2/6; No. 10, 3/-; No.
 11, 3/6; No. 12, 1/-; No. 13, 1/-; No. 14, -/9;
 No. 15, free; No. 16, free; Discount, -/2.

Page 212.—*Kenmore*—*Erase* Breadalbane Arms H.Q.

Page 217.—*Co. Armagh*—*Insert* Rev. M. Rea, Knappagh, Killylea,
 as Chief Consul.

Page 225.—*Co. Longford*—*Insert* J. W. Gunnis, C.E., as Chief
 Consul.

Page 226.—*Navan*—*Insert* Russell Arms, No. 1, 1/3; No. 2, 1/6; No.
 3, 2/6; No. 4, —; No. 5, 2/-; No. 6, 2/6; No. 7, 3/6;
 No. 8, —; No. 9, 3/-; No. 10, 4/-; No. 11, —; No.
 12, 1/-; No. 13, 1/-; No. 14, 1/-; No. 15, -/6; No. 16,
 -/6; Discount, -/2.

Insert Takestown and R. Barnes as Consul.

Trim—*Insert* Sheridan & Douglas as Repairers.

Insert Rathmolyon and C. Douglas as Consul.

INDEX.

Amend in accordance with foregoing.

* 4/- on Sundays.

A NOVEL DEPARTURE.—A cycle parade, confined to the
 fair sex was recently held at Seaton Carew, when the
 Marchioness of Londonderry, Lady Eden, and Mrs. Ord
 awarded prizes for (1) the best rider, (2) the best decorated
 machine, and (3) the neatest cycling costume.

BELGIAN IMPOSTS.—According to the *Cyclist* the import
 duty on cycles in Belgium has been raised from 10 to 12 per
 cent. *ad valorem*, and the charge for the conveyance of a
 cycle on the State Railways has been fixed at seventy
 centimes (7d.).

A VETERAN CYCLIST.—Mr. Whitaker, the veteran local
 cyclist of over eighty years of age, has just returned from a
 cycling tour to the Midlands, making Coventry his head-
 quarters for the time being. On the first day out he rode
 102 miles, going through Canterbury, Maidstone, Footscray,
 and Kew to Acton, where he put up for the night; a strong
 wind was against him all the way. The second day,
 journeying *via* Ealing, Uxbridge, Aylesbury, Buckingham,
 Towcester, and Daventry, Coventry was reached, doing
 ninety-seven miles in the day. On the return journey, which
 took him three days, the distances ridden were Coventry to
 Bedford, fifty-six miles; Bedford to Farnham, ninety-four
 miles; Farnham to Margate, sixty-two miles. Although the
 distances may in some instances seem short to crack
 cyclists, when the age and deafness of the performer is taken
 into consideration, it is truly a marvellous ride.—*Kentish
 Gazette and Canterbury Press*, July 27th, 1895.

The Club Uniform.

SPECIAL AND IMPORTANT NOTICE.

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

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

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

LIST OF OFFICIAL TAILORS HOLDING APPOINTMENTS.

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

ABERDEEN—K. Maclean & Son, 17, Bridge Street.
 ACKINGTON—J. W. Foster, 25, Blackburn Road.
 AYK—Currie, Rae & Co., Ailsa Buildings.
 BAILE (Switzerland)—V. Settelen.
 BARNSTAPLE—Brewer & Painter, Cross Street.
 BATH—*Gould & Son, 23, Milsom Street, and 1 & 2, George Street.
 BEDFORD—J. Beagley, 5, High Street.
 BERLIN (Germany)—W. Köpse, 184, Mohrenstrasse 50.
 BIRKBECK—*Husband Bros., 21, Paradise Street.
 BLACKBURN—Tomlinson & Co., 17, Aspend's Buildings.
 BOLTON—J. Boyd & Co., 21, Fold Street.
 BOURNEMOUTH—W. Rogers & Sons, 1, Albany Terrace.
 BRADFORD—Macvean Bros., 17, Darley Street.
 BRIDGNORTH—W. Jones & Co., Waterloo House.
 BRIGHTON—R. Needham & Son, Castle Sq., Old Steine, and Palace Place.
 BRISTOL—Randall & Walls, 50, Park Street.
 "—B. Thomas & Co., 54, Park Street.
 BURNLEY—J. Leadam, 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. Pass, 10, English Street.
 CATHAM—J. W. Taylor, 191, High Street.
 CHELMSFORD—J. P. Green.
 CHELTENHAM—Bryant & Co., 362, High Street.
 CHESTER—J. T. Davis, The Cross.
 CHICHESTER—W. Long & Son, Southgate.
 CIRENCESTER—G. Fraser & Son.
 CORK—J. Drew, 34, Princes Street.
 COVENTRY—B. Riley, King's Head Buildings.
 CREWE—Vickers & Son, High Street.
 DARLINGTON—W. G. Wallis, 4, North Gate.
 DEKEY—*Gamble & Cunningham, 54, Sadler Gate.
 DEVIZES—Parsons Bros., 3, St. John Street.
 DONCASTER—G. Goldthorpe & Son, St. George Gate.
 DORCHESTER—H. Bascombe, High West Street.
 DOUGLAS (Isle of Man)—J. Hale, 6, Athol Street.
 DUBLIN—*T. J. Callaghan & Co., 15 & 16, Dame Street.
 "—Pim Bros., Ltd., 75, South Great George's Street.
 DUDLEY—W. R. Kneale, 251, Castle Street.
 DUNDEE—Tocher & Henry, 63, Reform Street.
 EDINBURGH—*Gulland & Kennedy, 55, North Hanover Street.
 ELY—H. Kempton & Co., High Street.
 EXETER—*J. & G. Ross, 227, High Street.
 FAREHAM—W. Surman, 4, High Street.
 FARNHAM—F. C. Jackman, Market Street.
 FALMOUTH—W. Gooding, 34, Market Street.
 FLORENCE (Italy)—L. Doti & Co.
 FOLKESTONE—W. Ward, 38, Guildhall Street.
 FROME—Swaine & Son.
 GLASGOW—R. W. Forsyth, 13, 17, Renfield Street.
 GLOUCESTER—Wareing & Son, 3, Westgate Street.
 GREAT GRIMSBY—C. H. Thompson, 112, Cleethorpe Road.
 GUILDFORD—J. Levy & Co., Bank House.
 HALIFAX—W. H. Graydon & Son, Northgate and Crossley Street.
 HANLEY—T. & R. Gilman.
 HAVERFORDWEST—Greenish & Dawkins, 24, Market Street.
 HEREFORD—C. Witts.
 ILLUL—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, Heresford Street.
 KIDDERMINSTER—Thos. Bennett, 6, Oxford Street.

LEAMINGTON—T. Claxton, 106, The Parade.
 LEDBURY—C. Witts.
 LEEDS—L. W. Rowland, 36, Albion Street.
 LEICESTER—*F. Brett, Peterboro' House, Granby Street.
 LEOMINSTER—C. M. Binyon, 1, Corn Square.
 LIMERICK—Cannock & Co., Limited.
 LINCOLN—J. W. Martin, 2, Silver Street.
 LIVERPOOL—*G. E. Young & Co., 49, Dale Street.
 LLANELLY—Davies & Parry, Compton House.
 LLANGOLLEN—*Morris & Hughes, Castle Street.
 LONDON—H. Brinkman, 253, Oxford Street, W.
 "—Clare & Son, 102, Fenchurch Street, E.C.
 "—T. H. Holding, 77, 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. Boots 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—*Meggit & Co., 22, Cross Street.
 MARLBOROUGH—J. Russell & Sons, High Street.
 MIDDLESBROUGH—J. Newhouse & Co., Albert Road.
 MULHOUSE (Alsace)—H. Dussere.
 NANCY (France)—J. Gallié Fils et Grandmaitre, 23, rue St. Dizier.
 NEWBURY—A. Smith, 88, Northbrook Street.
 NEWCASTLE-ON-TYNE—J. Turnbull, 43, Pilgrim Street.
 NEWPORT (Isle of Wight)—G. B. Purkis, 51, High Street.
 "—(Mon.)—Wildings, Limited, Bon Marché.
 "—(Salop)—H. Harper, Market Place.
 NEWTON ABBOT—C. Pope, 42, Courtenay Street.
 NORTHAMPTON—Blacklee Bros., Gold Street.
 NORTH SHIELDS—*D. Hill & Co., Howard and Union Streets.
 NORWICH—Downes Bros., 29, London Street.
 NOTTINGHAM—W. Gabbatts, 20, Market Street.
 OXFORD—E. E. Shepherd, 6, Corn Market Street.
 PARIS—J. Drouart, 9, Rue de l'Echelle.
 PERTH—W. Byars, 83, 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. Wellen, 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. Fitches & Son, Huntriss Row.
 SHEFFIELD—R. R. Neill & Co., 12, Change Alley.
 SHREWSBURY—W. F. Watkins, 6, Pride Hill.
 SOUTHAMPTON—J. H. Gillham, 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 & Dollbear, 49, Fleet Street.
 TRALEE—B. Smith & Co., 4, Denny Street.
 TROWBRIDGE—W. Beaven.
 TUNBRIDGE WELLS—J. Pickett & Son, 25, Grosvenor Road.
 "—*B. C. Jenkinson, 28, Mount Pleasant.
 UTRECHT (Holland)—J. de Gooijer, jr., 394, Kromme Nieuwe Gracht.
 UXBRIDGE—Carrick & Coles, Waterloo House.
 VIENNA I—F. Kadlczik, Rothenturmstrasse 31.
 WALSALL—Barrett & Forrester, Park Street.
 WARMINSTER—Foreman & Son, 23, Market Place.
 WATFORD—*J. P. Taylor, 95, High Street.
 WESTON-SUPER-MARE—*Tytherleigh & Co., 3, Waterloo Street.
 WIGAN—Coop & Co., 23, Walgate.
 WINCHESTER—F. W. Flight, 90, High Street.
 WINDSOR—R. Whitaker & Sons, Peasod Street.
 WOLVERHAMPTON—H. B. Burslem, 19, Darlington Street.
 WORCESTER—H. Parsons, 23, The Cross.
 YEovil—J. A. Milborne, 21, Prince's Street and Church Street.
 YORK—W. R. Beckwith & Son, 30, Colliergate.
 ZURICH—A. Whittlinger, Bahnhofstrasse.
 "—T. A. Harrison, Anglo-American.

List of Candidates, September, 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.

Broughton, G. D. 4, The Embankment, Bedford
Gale, A. R., A.M.I.C.E. 5, Ashburnham road, Bedford
Sanders, Miss K. E. Chellington, near Bedford

BERKSHIRE.

Adams, Mrs. A. G. Rose Cottage, Bath road, Maidenhead
Barnett, Miss J. E. King's Beches, Ascot
Berens, Mrs. A. A. Castlemead, Windsor
Parkins, T. H. H. Rose Cottage, Bath road, Maidenhead
St. Leonards, Lady Orwell Cottage, Windsor

BUCKINGHAMSHIRE.

Chevallier, Rev. J., M.A. Great Horwood Rectory, Winslow
Cooke, Rev. T. H. Newton Purcell
Dunn, Mrs. A. W. Western House, Great Marlow
Jones, T. E. Aylesbury
Verney, Miss L. S. Claydon House, Winslow
Woodbridge, Mrs. C. M. The Bank, Eton

CAMBRIDGESHIRE.

Griffiths, J., M.D. 63, Trumpington street, Cambridge
Griffiths, Mrs. J. "2, Pantom street, Cambridge
Ross, P. A. Trinity College, Cambridge
Smith, H. S. "

CHESHIRE.

Cardwell, J. J. 2, Lily bank, Northenden
Chater, T. Mostyn House, Parkgate
Day, Capt. H. Stretton Hall, Malpas
Day, Mrs. H. M. & L. District Bank, Crewe
Dick, T. G. Mostyn House, Parkgate
Greenhouse, C. H. Bank place, Stamford road, Bowden
Heind, R. Reaseheath Hall, Nantwich
Jodrell, Lieut.-Col. (M.P.) E. T. D. Cotton- Mostyn House, Parkgate
Ormerod, H. Eccleston Paddocks, Chester
Ormerod, J. 30, Park road South, Birkenhead
Parker, Miss C. M. 105, Brighton street, Seacombe
Rhind, J. Mostyn House, Parkgate
Rhind, Mrs. J. Taintree Cottage, Audlem
Rippon, C. W. Queen's School, Chester
Smith, E. McL. Twysford, W.
Twysford, W. Westmacott, Miss M.

CORNWALL.

Charlton, S. The Lizard

DERBYSHIRE.

Arkwright, Mrs. W. P. Sutton Scarsdale, Chesterfield
Mundy, Miss E. M. Shipley Hall, Derby
Prendergast, Capt. F. L., R.M. Cheapside Chambers, Derby
Robinson, F. S. Market place, Alfreton
Walker, F. A. Low Pavement, Chesterfield
Wheatcroft, H. A. Waltham House, Wirksworth

DEVONSHIRE.

Mitchell, Rev. H. H. Timaru, Okehampton

DORSETSHIRE.

Martin, C. O. H.M.S. *Minotaur*, Portland
Monckton, Lieut. H. G., R.N. H.M.S. *Scalflower*, Portland

DURHAM.

Appleby, J. S. Ashfield House, Greatham, Stockton-on-Tees
Brookes, Rev. F. D., M.A. 13, Chester road West, Sunderland
Clephan, R. C. Southdene Tower, Saltwell lane, Lower Fell
Fry, A. E. Parkside, Darlington

ESSEX.

Addison, C. S. Bearmains, South Hanningfield, near Chelmsford
Cullerne, C. P. 20, Royal terrace, Southend
Sadler, Miss P. Toot Hill, near Ongar

GLOUCESTERSHIRE.

Begbie, Rev. A. J., M.A. Horton Rectory, Chipping Sodbury
Bernard, C., M.R.C.S., L.R.C.P. 2, Spencer terrace, Fishponds,
near Bristol
Body, Rev. C. W. E. 3, Downside road, Clifton
Buchan, E. A. 19, Heron road, Stapleton road, Bristol
Chamberlain, J. Painswick Lodge, Cheltenham
Daubeny, Capt. W. 30, Cornwallis crescent, Clifton
Faussett, Rev. W. Yorke, M.A. 13, Royal park, Clifton
Faussett, Mrs. W. Yorke The Mythe, Tewkesbury
Meyer, A. R. The Close, Thornbury, R.S.O.
Meyer, Mrs. A. R.
Robertson, A. L.

HAMPSHIRE.

Applebe, E. A., L.R.C.P. (W. and C.C.C.) 1, Southgate road,
Winchester
Bartlett, J. H. T.S. *Mercury*, Hamble, Southampton
Baylis, Miss E. Blackmoor Vicarage, Petersfield
Bevan, Rev. R. A. C., M.A. Whitehill, Blackmoor, West Liss
Bicknell, F. Paultons, Romsey
Bontein, Mrs. Shelley Emsworth House, Emsworth
Boyd, Major C. P., R.E., J.P. 1, The Willows, Aldershot
Buller, Hon. W. Yarde Breamore, near Salisbury
Cuming, H. W. (Cambridge U.Bi.C.) West Hayes, Romsey road, Winchester
England, W., M.D. 28, High street, Winchester
Fleet, A. St. Helen's College, Southsea
Fyfe, Rev. C. F. Manor Farm, Aldershot
Glover, T. H. Ness Villa, Cavendish avenue, Aldershot
Godsell, W. The Ivis, Liss
Gubbins, Mrs. F. H. Lawn House, Victoria road, Aldershot
Harvest, Capt. W. S. S. Primsted Lodge, Emsworth
Hatch, Miss E. Thornhill, Highfield road, Southampton
Hatch, Miss L. T.S. *Mercury*, Hamble, Southampton
Hill, Capt. C., R.E. Drincom, Alexandra road, Farnborough
Hirtzel, G. D. Fowley, Liphook
Kilkelly, Surg.-Capt. C. R.
Lee, G. M.

Liebert, E. B.
Lloyd, J. H.
Long, Capt. S. S.
Merry, Rev. W. M., M.A.
Mortimer, J. H.
Mundy, Mrs. G. H. B.
Orange, E. H., A.P.S.
Sewell, H. P.
Taylor, H. W., L.D.S.
Upton, Miss E. J.
Wheatley, Lieut.-Col. C. R. E., R.A.

Nettleston, Ryde, Isle of Wight
Hartford House, near Winchfield
Manor Farm, Aldershot
3, Ranelagh road, Winchester
Ashe Park, Overton
Hollybank, Emsworth
25, High street, Aldershot
Steeplehill Castle, Ventnor, Isle of Wight
Fitzclarence House, Kent road, Southsea
Nettleston, Ryde, Isle of Wight
Lymington Lodge,
Clarendon road, Southsea

HEREFORDSHIRE.

Croft, W.
Croft, C.
Godwin, W. H.
McKag, J. L.

Lugwardine Court
" Ferns, Lugwardine
25, Church street, Kingston

HERTFORDSHIRE.

Battersby, A.
Bell, J.
Harrison, Mrs. G. W. N.
Kemp, H. C. E., B.A.
Mardall, F.
Mendel, W.
Stevens, A. V.
Valentine, Rev. H. T., M.A.
Wilkinson, A.

Flowerdale, Potter's road, New Barnet
Haileybury
2, *Marriott road, Barnet*
The Laurels, London Colney, St. Albans
The Brewery, Harpenden
Ashlyns, Berkhamsted
The Red House, Harpenden
St. Paul's, Walden Vicarage, Welwyn
Barley Rectory, Royston

KENT.

Bagnall, Capt. T.
Marquis of Camden
Clarricoats, H.
Downer, K. C.E.
Essex, F. W.
Franks, Miss G.
Grant, Capt. A., R.E.
Grugeon, E.
Hart, B. H., F.C.S.
Hill, Lieut.-Col. A.
Hills, D.
Hutton, Lieut. G. M., R.E.
Lushington, H. V.
Mackay, J. L.
Martin, A. S.
Nicholson, Lieut. H.
Raffell, Miss B. A.
Simon, A. P., B.A.
Summers, C. J.
Tolhurst, F. J.
Tolhurst, P.
Vane, H.
Weissmuller, E. F.
Weissmuller, E. C.
White, J. Barrington

School of Musketry, Hythe
Bayham Abbey, Lamberhurst
Vine Cottage, Catford Bridge
7, Lower Bridge street, Canterbury
Purbeck House, Ladywell Park, Lewisham
Holly Brow, Sydenham Hill
62, The Common, Woolwich
24, Endwell road, Brockley
The Elms, Old Charlton
Bradfield, Keston
St. Brelades, Elm road, Beckenham
Brompton Barracks, Chatham
Milsted Rectory, Sittingbourne
31, Copers Cope road, Beckenham
28, Wenysys road, Blackheath
Shorncliffe Camp
Ypsilanti, Bexley
Widmore Lodge, Bromley
19, Limes grove, Lewisham
Northfleet House, Northfleet
Chequer Tree Farm, Mersham
58, Shardeloes road, New Cross
Elm court, Bidborough, Tunbridge Wells

LANCASHIRE.

Ashton, W. P.
Booth, J.
Boyce, R., M.B.; M.R.C.S.
Bromley, W. J.
Brown, W. G.
Burrows, T. H.
Dakin, W. (Warrington C.C.)
Darden, W. F., L.R.C.P., M.R.C.S.
Duchesse, A.
Goodfellow, T. A., M.D.
Henderson, J., B.Sc., A.I.E.E.
Hodson, J.
Hodson, Mrs. J.
Jackson, C.
Kaye, T.
Kidman, J., M.A.
Knowles, A. S.
Macfarlane, J. McG.
Malin, W. H. (Oxford C.C.)
Murray, Rev. J. R., M.A.
Nuttall, J.
Openshaw, J.
Potter, J. C.
Sephton, R. B.
Smith, T. E.
Turney, T.
Tyndall, F., L.R.C.P.
White, J. R., M.A.
Young, J. R., M.R.C.S., L.R.C.P.
Young, Miss M.

160, Manchester road, Warrington
7, Grantham street, Oldham
University College, Liverpool
337, Chorley Old road, Bolton
Brucklay, Mossley Hill, near Liverpool
224, Stretford road, Manchester
58, Padgate lane, Warrington
6, Delaunays road,
Higher Crumpsall
10, Marlborough, Tue Brook, Liverpool
32, Lapwing lane, Didsbury
St. Ronans, Cavendish road,
Chorlton-cum-Hardy
4, Lauderdale view, Preston
92, West High street, Salford
91, Ashley lane, Harpurhey
83, Liverpool and London Chambers,
Exchange, Liverpool
Thornley's road, Denton
New York street, Chorlton-on-Medlock
385, Edge lane, Liverpool
Hopefield, Victoria Park, Manchester
3, Burslow street, Preston
61, Wood street, Elton
Earnsdale, Darwen
Springfield, Culcheth, near Warrington
Central Chambers, Acresfield
25, Market street, Manchester
South View, Westthroughton, near Bolton
Rossall School, Fleetwood
269, Derby street, Bolton
Oakwood, Walkden, near Bolton

LEICESTERSHIRE.

Pendleton, J. E.
Pierrepont, Hon. E. H.
Robertson, Rev. A. J., B.A.
Stewart, W. de S.
Taylor, E. D.
Taylor, J. W., jun.

15, Southgates, Leicester
Higham Grange, near Nuneaton
32, Northampton road,
Market Harborough
111, Berners street, Leicester
Shelthorpe House, Loughborough
Bell Foundry, Loughborough

LINCOLNSHIRE.

Allman, H.
Brown, W. G. S.
McKerchar, J.
Page, C. W.
Whipple, A. E.

Lincoln
45, Swinegate, Grantham
287, High street, Lincoln
13, Silver street, Lincoln
Riverside, Grantham

MIDDLESEX.

Adams, Capt. A. J.
Allen, Miss E. W.
Arthur, F.
Athlumney, The Rt. Hon. Lord
Baker, T.
Baxter, Mrs. H.
Baxter, Miss H. C.
Barton, Mrs. N. A. D.
Baumann, Capt. C. E.
Bear, Miss B.
Bear, Miss E. M. A.
Beck, Mrs. K.
Bell, W. L. L., B.A.
Bell, W. P.
Blomfield, C. J.
Blood, Mrs. N.
Bontein, J. Shelley
Briggs, H. B.
Briggs, Mrs. H. B.
Brownlow, Hon. F. C.
Bucknill, S. P. B.
Budd, J. W.
Burchell, J.
Burchell, T.
Butler, H.
Cannon, Mrs. K.
Chalmers, D.
Clark, F. E. C.
Coomber, H.
Cooper, C. F.
Copey, C.
Cross, Surgeon-Capt. H. R. Odo
Cross, Mrs. H. R. Odo
Crum, B. W.
Davis, L. M.D.
Douglas, W. T.
Drazel, Mrs. A. J.
Dryden, A. B.A.
Eisher, J. R.
Follett, W. W. S.
Follett, Mrs. W. W. S.
Franks, Miss F., A.C.P.
Genese, A.
Gibbons, E. J.
Gillard, W. H.
Gore, C. S. L.
Gramshaw, R. M. O., M.A.
Grey, Rev. J. C.
Grey, Lieut. R. H.
Halford, Capt. C.
Hamilton, Miss M.
Hankey, A. B.A.
Hartley, Mrs. M.
Hoare, H. A.
Hodge, W. S.
Holland, F. C.
Hooper, L. P.
Hounslow, Rev. E.
Howard, Lieut. C. A. M.
Hutchinson, Miss A. H.
Hutchinson, Mrs. J. R. H.
Ince, Miss B. A.
Ince, Miss S. A.
Jagger, G. H.
James, C. A.
Jewsbury, A. E.
Kennedy, F. A.
Keppel, Hon. Derek
Lankaster, R. A. R.
Laski, A. D.
Leadam, I. S., M.A.
Legge, Lieut. S. F.

Naval and Military Club, Piccadilly, W.
39, Lombard street, E.C.
17, Tregunter road, S.W.
Guards Club, Pall Mall, S.W.
5, Norfolk crescent, Hyde Park, W.
101, *Westbourne terrace, Hyde Park, W.*
Longford Lodge, Hampton Hill
106, Queen's gate, S.W.
21, *Ilchester mansions, Abingdon road, Kensington, W.*
1, *Portland place, W.*
4, Harcourt buildings, Temple, E.C.
44, Huddellstone road, N.
6, Montague place, Montague square, W.
50, *Elm Park road, Chelsea, S.W.*
12, Clarges street, Mayfair, W.
14, Westbourne Terrace road, W.
" Princes' gardens, S.W.
107, Ashley gardens, S.W.
24, Austin Friars, E.C.
6, Crown Office row, Temple, E.C.
45, Gloucester gardens, Hyde Park, W.
5, Bury street, St. James's, S.W.
20, *Sinclair road, W. Kensington, W.*
1, The Mansions, Earls Court road, S.W.
Stock Exchange, E.C.
1A, Hamilton terrace, N.W.
36, Oakley square, N.W.
143, Piccadilly, W.
30, Chesham street, Belgrave square, S.W.
4, Elm court, Temple, E.C.
Belbrooke, Fulham road, S.W.
15, Victoria street, Westminster, S.W.
22, *Old Broad street, E.C.*
3, New square, Lincoln's Inn, W.C.
1, Plowden buildings, Temple, E.C.
5, Hobart place, Eaton square, S.W.
" 13, *York place, W.*
32, Highbury New Park, N.
11, King's Bench walk, Temple, E.C.
38, Archibald street, Bow, E.
29, Wilton crescent, S.W.
Oakdene, Little Park, Enfield
Bank House, Teddington
30, Hans place, S.W.
53, Lower Belgrave street, S.W.
6, *Buckingham gate, S.W.*
Junior Constitutional Club, Piccadilly, W.
21, *Langham street, Portland place, W.*
5, Buckingham Palace gardens, S.W.
79, Fellows road, Hampstead, N.W.
19, Bury street, St. James's, S.W.
122, Alderney street, South Belgrave, S.W.
All Saints' Vicarage, Haggerston, N.E.
27, Devonshire place, W.
46, *Princes gate, S.W.*
53, *Cadogan square, S.W.*
191, *Maida vale, W.*
234, Wightman road, Hornsey
20, Old square, Lincoln's Inn, W.C.
2, Mincing lane, E.C.
19, Grove terrace, Highgate road, N.W.
Marlborough Club, S.W.
78, Cecil park, Crouch End, N.
Raleigh Club, Regent street, S.W.
117, St. George's square, S.W.
Cavalry Club, 127, Piccadilly, W.

Hewitt, J. S.
Langdale, C. S.
Macnamara, J. T., L.R.C.P.
Macnamara, Mrs. J. T.
Martin, W. J.
Norman, T. J.
Norman, Mrs. T. J.
Oldfield, E. H.
Pearson, H. D.
Rigg, Mrs. E.
Shaw, Miss K.
Spearman, Capt. C.
Sudeley, The Right Hon. Lord
Synge, E. M.
Taylor, A. E.
Taylor, H.
Taylor, Mrs. H.
Thomas, L. G.
Tracy, The Hon. F. Hanbury-
Wallace, J. B., M.B.
Wells, W. H.
Wightman, W. G.
Wilcock, Mrs. H. C.
Wright, F. W.

Devoke Lodge, Walton-on-Thames
Loreto, Cottenham Park
50, Union road, Rotherhithe, S.E.
20, Kirkstall road, "Streatham" Hill, S.W.
The Cottage, Lovelace Road, Surbiton
47, Earlsfield road, Wandsworth Common, S.W.
15, Strathleven road, Brixton, S.W.
Bedford Villa, The Grove, Wandsworth, S.W.
64, Gloucester road, Kew
Staff College, Camberley
Ormely Lodge, Ham Common
Eastlands, Weybridge
16, High street, Kingston-on-Thames
30, Albert road, South Norwood, S.E.
" South View, Epsom
Ormely Lodge, Ham Common
39, Battersea Rise, S.W.
121, Grove lane, Denmark Hill, S.E.
202, Trinity road, Wandsworth, S.W.
11, Spencer hill, Wimbledon
23, Eversleigh road, Battersea, S.W.

SUSSEX.

Chappell, E.
Denison, The Hon. C. A.
Dill, Mrs. J. F. Gordon-
Dowell, Capt. H. A.
Grubb, T. W., B.A.
Hutchinson, J. H.
Larking, Miss M. E. R.
Lumsden, J. W.
Lumsden, Mrs. J. W.
Parloe, Miss H. M.
Rowley, Capt. R. A. D.
Senior, J.
Street, G., B.A.
Thornton, Miss F. M.

Bracmar, Bexhill
Halnaker House, Chichester
8, Brunswick place, Hove
Union Club, Brighton
Bedales, Haywards Heath
34, Tisbury road, Hove
Oldlands, Uckfield
Aldsworth, near Emsworth
35, "Brunswick place", Hove
22, Hanover crescent, Brighton
40, First avenue, Brighton
Merton House, Southwick
High Cross, Framfield

WARWICKSHIRE.

Beard, R. R.
Garrard, Miss A. F.
Leigh, The Hon. Dudley
Leigh, The Hon. Mrs. Dudley
Watson, G.

The Woodlands, Kenilworth
The Vicarage, Salford Priors, near Evesham
Stoneleigh Abbey, Kenilworth
Montague House, Kenilworth

WESTMORLAND.

Whitwell, R. J.

Fairfield, Kendal

WILTSHIRE.

Chamberlain, W. R.
Merewether, Rev. W. A. S., M.A.
Rogers, F.
Sheehy, A. F.

Ambrose Farm, Ramsbury
North Bradley Vicarage,
Trowbridge
Rowden Hill, Chippenham
Lowbourn, Melksham

WORCESTERSHIRE.

Chance, A. L.
Chance, Mrs. A. L.
Cherry, A. C.
Oliver, R. J.
Savory, Miss I.

Norton Hall, Worcester
Henwick Hall, Worcester
St. Dunstan's, Battenhall road, Worcester
Park Hall, Evesham

YORKSHIRE.

Bardwell, T. N. F., J.P., D.L.
Bates, J. (Liversedge C.C.)
Bell, Lieut.-Col. C. L.
Bell, Mrs. C. L.
Binns, W.
Birch, H.
Bishop, G. (Craven C.C.)
Calvert, J.
Croskell, Rev. C.
Curtis, M. W. W., M.R.C.S.
Eeles, F. R.
Gavins, J.
Godfrey, T. C., Ph.D.
Goodier, H. S.
Harper, Capt. G. M.
Harper, Mrs. G. M.
Ingham, W. H.
Inglis, J. B.
Liversidge, N.
Liversidge, T.
Liversidge, E.
Liversidge, W.

Bolton Hall, Wilberfoss
Stanley House, Liversedge
Linthorpe, Middlesbrough
44, Wingfield street, Bradford
Savile Town, Dewsbury
1, Primrose hill, Skipton
Woodlands road, Middlesbrough
St. Ann's Cathedral, Leeds
General Dispensary, Pontefract
63, Hanover square, Bradford
88, Waterloo road, Hunslet
22, Holgate road, York
Holy Trinity Vicarage, Ripon
Allerton Hall, Leeds
Clifford street, York
Brooklands, Selby
" "
" "

Long, A. de Lande- (N.C.C.)
Orford, J.
Packer, J., M.B. and C.M.
Tailyour, W. S.
Watson, J.
Wilkinson, I.

Crosby Cote, Northallerton
Starfield House, Pontefract
Cambridge villa, Fulford road, York
Ormesby, Middlesbrough
Wentbridge Lodge, Pontefract
45, Whitworth road, Grangetown

DENBIGHSHIRE.

Biddulph, A. H. Myddleton-

Chirk Castle

GLAMORGANSHIRE.

Bernascone, J.

1, Castle street, Merthyr Tydvil

MERIONETHSHIRE.

Griffin, Lieut.-Colonel G.

Borthwen House, Barmouth

PEMBROKESHIRE.

Bancroft, J., M.A.

Glendower, Tenby

ABERDEENSHIRE.

Bennett, J. C.
Henderson, W.
Macgregor, W.
Mackenzie, M. D.
Smith, G. A.
Spence, G. H.

Craigielea, Aberdeen
431, Great Northern road, Aberdeen
30, Argyll place, Aberdeen
Milton of Cabrach, Rhynie
63, Springbank terrace, Aberdeen
42, Fountainhall road, Aberdeen

ARGYLLSHIRE.

Young, B.

Hopetoun Lodge, Dunoon

EDINBURGHSHIRE.

Cadell, H. F., W. S.
Droisdale, K.
Foulis, Miss S.
Laming, W. C., B.A.
Maconochie, D.
Neustadt, E. (G.W.C.C.)
Seton, A. C.

19, Ainslie place, Edinburgh
3, Kilgraston road, Grange
13, Randolph crescent, Grange
6, West Circus place, Edinburgh
9, Stirling road, Edinburgh
19, Lonsdale terrace, Edinburgh
36, Buckingham terrace, Edinburgh

FIFESHIRE.

Gordon, A. W. Fellowes-
Purvis, Capt. R. W.
Weymss, R. E.

The Club House, St. Andrews
Kinlady, Strathvie
Weymss Castle

FORFARSHIRE.

Hatton, H. T.
Sutton, C.

56, St. Vigean's road, Arbroath
" " "

INVERNESSSHIRE.

Barclay, A. P.

85, Church street, Inverness

KINCARDINESHIRE.

Shand, Miss L.
Shand, Miss J.

Fausyde, near Bervie
" "

LANARKSHIRE.

McKean, R.
Paterson, Miss A. M.
Paterson, Miss M. M.
Paton, G. G.

Lumloch, Bishopbriggs
231, West Regent street, Glasgow
133, Buchanan street, Glasgow

RENFREWSHIRE.

Scott, Capt. A. F. S.

1, Millbrae crescent, Langside, Glasgow

ROXBURGHSHIRE.

Elliott, Col. The Hon. W. F.
Smith, T. D. C.
Stevenson, A.
Urquhart, W.

Nisbet, Jedburgh
Forestfield, Kelso
Bank House, Kelso
" "

ANTRIM.

Thompson, Prof. W. H.

Queen's College, Belfast

CORK.

Pannister, W., J.P.

Victoria Lodge, Cork

DONEGAL.

Chase, J.

Ballyhofey

DUBLIN.

Ayres, Miss F. G.
Bowden, Rev. R. F.
Cope, G. P.
Cope, Mrs. G. P.
Hatton, Rev. J. M.
Jameson, E. C.
McVittie, R. B., M.D.
McVittie, Mrs. R. B.
Myles, Mrs. T.
Saunders, A. T.

2, Upper Hatch street, Dublin
5, Lower Merrion street, Dublin
43, Harrington street, Dublin
48, Westland row, Dublin
182, Great Brunswick street, Dublin
43, Harcourt street, Dublin
32, Harcourt street, Dublin
58, Waterloo road, Dublin

LIMERICK.

Egan, J. F. 3, Percy square, Limerick

LOUTH.

Harbinson, Miss E.
Harbinson, Miss J.

34, West street, Drogheda
" "

MONAGHAN.

Knight, M. E. Clones
Lalor, J. E. C., D.I.R.I.C. Clones

ROSCOMMON.

Beatty, G. F. Roscommon

UNITED STATES OF AMERICA.

Allen, F. B. A. 200, Beacon street, Boston, Mass.
Baldwin, A. Yonkers, N.Y.
Bates, C. F. St. Louis, Mo.
Barton, G. E. 4, Monmouth court, Longwood, Mass.
Bennett, G. S. 4, North Main street, Wilkesbarre, Pa.
Butts, G. W. Providence R.I.
Butts, Mrs. G. W. " "
Butts, G. W., jun. " "
Carpenter, E. H. Burlington, Iowa
Conant, J. S. Ashmont, Dorchester, Mass.
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Gregg, Mrs. F. M. 515, Market street, Philadelphia, Pa.
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Harrison, W. H. Burlington, Iowa
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1024, Walnut street, Philadelphia, Pa.
420, West Lehman street, Germantown, Pa.
341, Lenox avenue, New York City, N.Y.
25, Rockville park, Boston Highlands, Mass.
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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 countries, 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.

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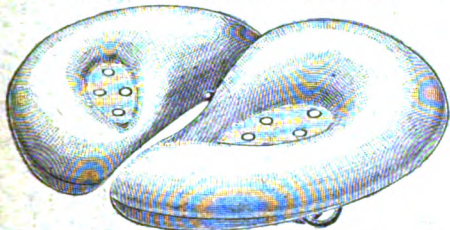
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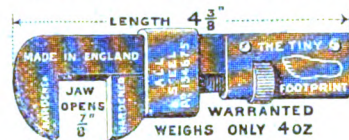
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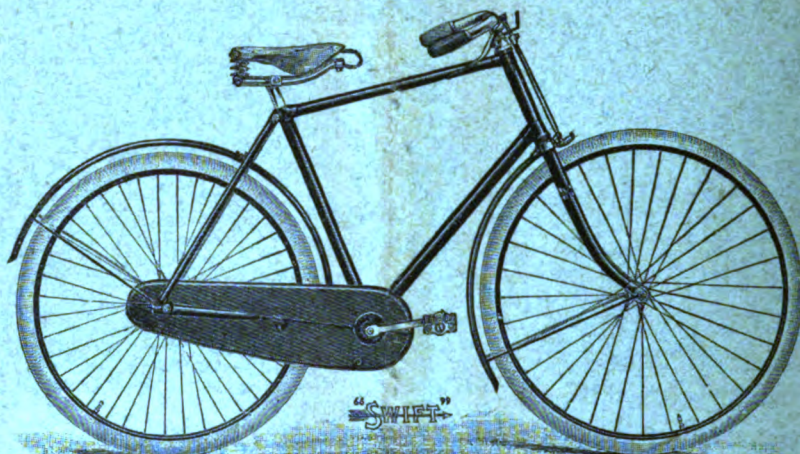
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