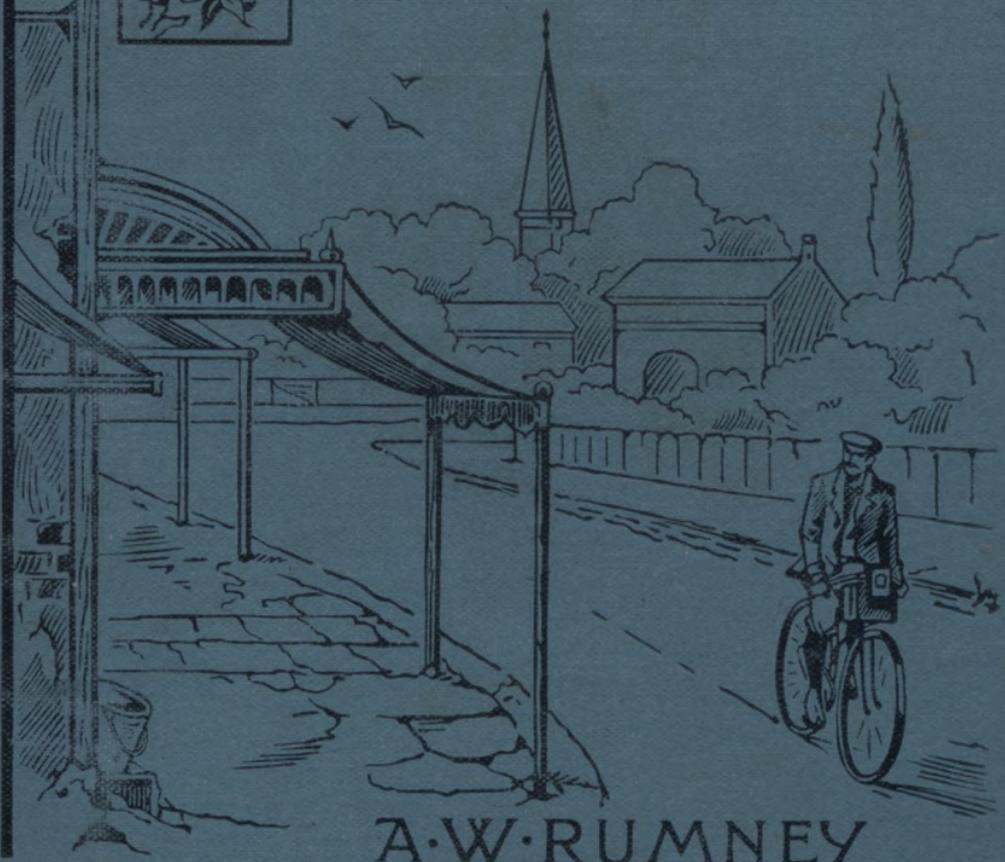


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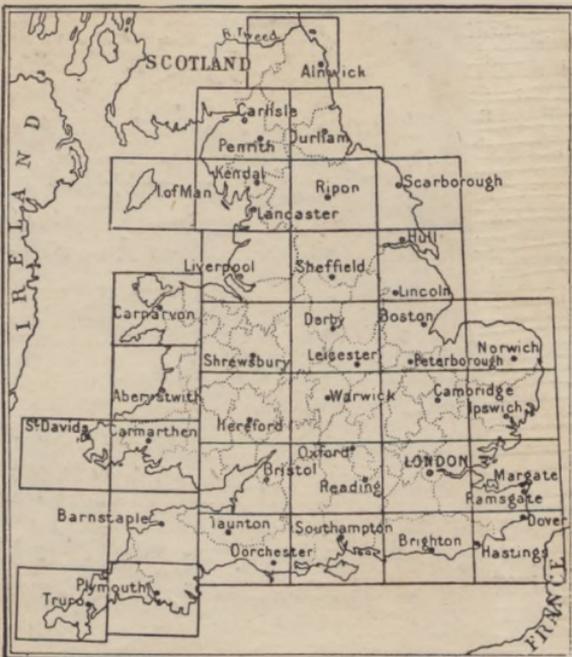
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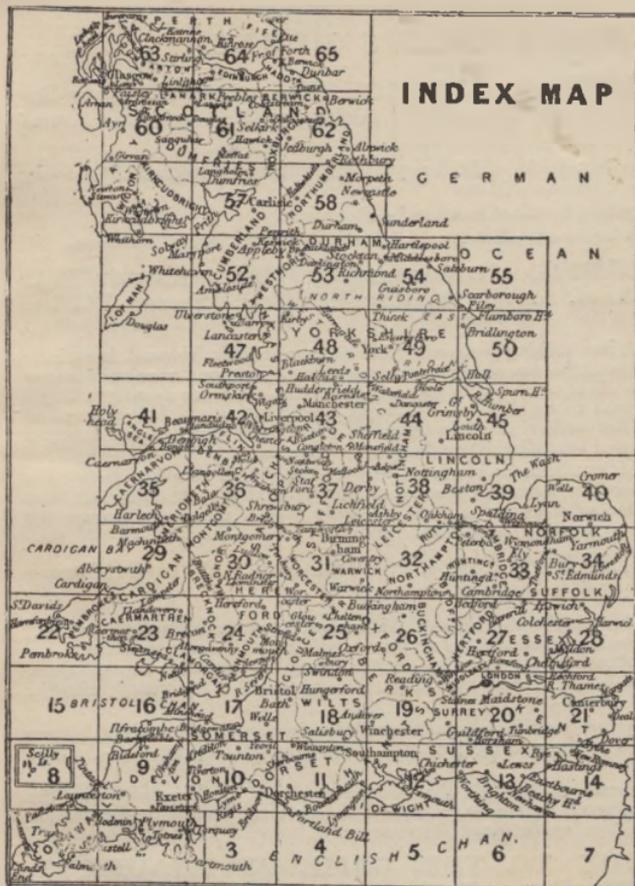
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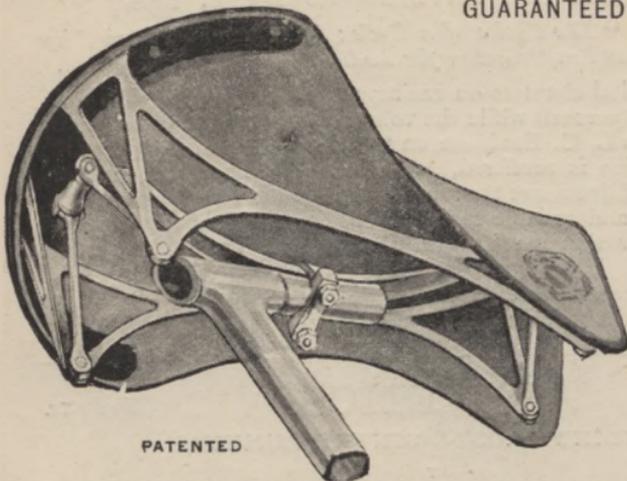
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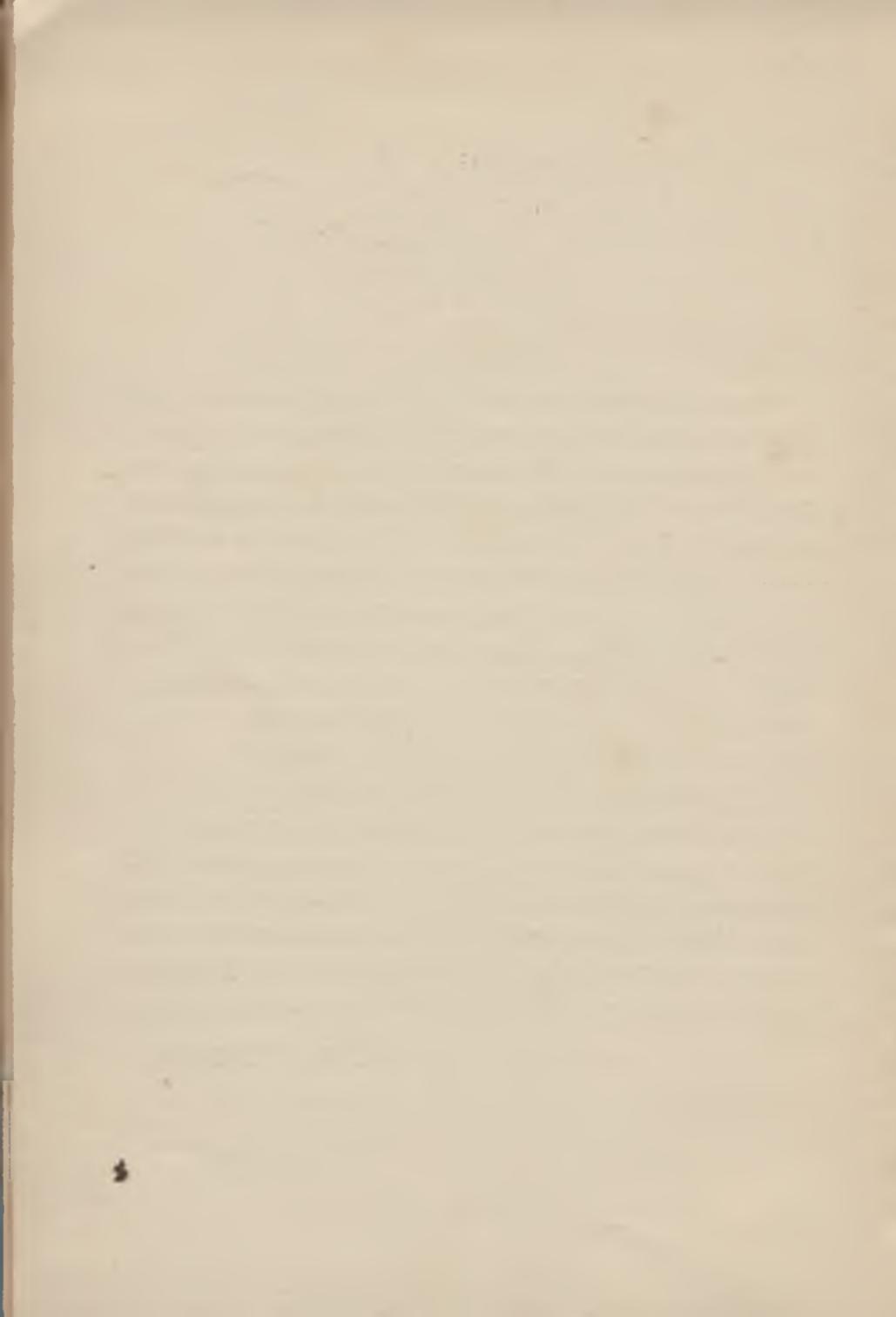
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PREFACE.

MUCH of the matter contained in this little volume has appeared at various times in the same, or very similar terms, in the pages of *Cycling*, and I am indebted to the proprietors of that publication for permission to make use of such material. The appendix of "suggested tours" has been largely supplied by some of the enthusiastic riders with whom I have been brought in contact in my connection with the same paper, and my thanks are also due to them for the trouble they have taken, each contributor dealing with country with which he is familiar, so that the tours may be relied upon as feasible and well-planned.

It is impossible, unfortunately, to deal with cycling matters without reference to particular machines or accessories by name. However, the reader may be satisfied that nothing in the following pages has been inserted with any idea of securing an advertisement, and also that the writer has not one penny piece invested in the trade, and has never received money or money's worth from any manufacturer.

A. W. RUMNEY.



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CYCLE TOURING.

CHAPTER I.

INTRODUCTORY.

IN these days of congested towns, express trains, cheap trips and holiday-making in droves, the pastime of travelling from place to place on a cycle is particularly welcome. Many of us are in danger of forgetting Nature in the artificiality of our lives and everyday pleasures. Of all travellers the pedestrian is, of course, the least trammelled and most independent; but in these days walking is "voted too slow, and too much of a grind." Without in any way admitting the truth of this verdict, there is, no doubt, an exhilaration in cycling which leads many to undertake lengthy trips awheel who would scorn to shoulder a knapsack and tramp it. The cyclist has one considerable advantage over the pedestrian, even in the matter of independence, and that is in his comparative indifference to distance: the pace of the walker and his comparatively limited powers make him more anxious about his night's lodging.

The man who will get most enjoyment out of a cycle tour is the one who is not too hard-and-fast bound to his

wheel, but is willing to take a day off now and again in a mountain ramble, steamer trip, or even a loaf by the sea-shore. He should also fight shy of a cut-and-dried programme, and if towards sundown he should light on an attractive-looking and well-placed inn, let him pitch his camp there, take his tea and a leisurely stroll round, and never mind the fact that he is ten or fifteen miles short of the place selected in the dining-room at home for that particular day's destination, when the map and road-book were the sole directors.

As to the pleasures of cycle touring, the following extract from the pen of an enthusiast, Mr. Haydon Perry, well summarizes them, and is worthy of quotation :—

“The joy of faring forth into new lands, or even old ones, is always new. What finer enthusiasm is there than that begot of the thought, ‘To-morrow I begin my tour?’—what conveys fuller or surer promise of novelty? The old roads, even if they be well known, are always different. The colour of the landscape is never the same, nor is one's self, nor are the people, nor one's chance companions. The town is behind. Its cares are forgotten. If I have left a thing undone, let it remain so; for I have done with the town and all that remains in it, and the open world is before me. Now I care nothing for either time or space, for of both I am absolute master. I scorn appointments, either with myself or with another. I will not end the day in any given spot, but in that spot which pleases me best when the day is near its close. I am king of the road, I, a vagrant, a gipsy, a highwayman if you will, but at all events one who knows and honours the freedom of the road. Free I will be—free as the sweet air that meets me as I ride—free as the fair light my eyes are drinking.”

The same writer gives as the essential requirements of the ideal tourist

“a pair of open eyes, ears that can hear bird-songs, the whispered conversation between wind and foliage, or the music of running water—a happy opportunism, by which I mean a trust in chance, and a determination to make or find the best of

everything and every person. These are about all that it is necessary to have to enjoy cycle touring to the full."

The well-known American artist and journalist, Mr. Joseph Pennell, who, with his equally talented wife, has traversed many thousands of miles of European roadway on bicycles and tricycles within the last twenty years, in a recent article in the *Fortnightly Review* thus wrote:—

"For from the cycle is possible that deliberate survey of countries through which the journey lies, not to be enjoyed, as Mr. Ruskin rightly thinks, from the window of the railway carriage. And for the cyclist, again, as for the traveller by diligence or coach, there is something better to be anticipated and remembered in the first aspect of each successive halting place, than the new arrangement of glass roofing and iron girders reserved for the tourist by train.

"But, indeed, the cyclist is far more free to make an outdoor picture than the man cooped up, wedged in the overcrowded seats of the diligence, or else at the mercy of the driver of his own carriage, and the unreliable horses that must be got in due time to the next stage on the route. The cyclist need think of no one but himself; he is the perfection of selfishness, the real Ruskin on tour. He can loaf by the wayside whenever he chooses, until he has all the loveliness of the lane by heart. And, as he rides on, there is absolutely nothing to shut out the prospect, no fellow-passengers to dispute it with him, no carriage-top to obscure it, no silly driver to intrude inane remarks.

"In Hyde Park and the Bois de Boulogne cycling is a pretty game, as shepherding was in the gardens of Versailles. They only cycle in earnest who journey forth in quest of adventures by the roadside, like Borrow in his tinker's cart, like Stevenson with his donkey. When you consider how few besides these two men have been the tramps in our century's literature, you will begin to understand that it is a question of temperament, and that the cyclists who tour must ever remain in the minority. Stop when you get tired; travel by rail when it is too hard work. There is no glory to be got from hard work in cycling. You might as well amuse yourself."

The last few sentences contain excellent advice, which, unfortunately, cannot always be followed, for in cycling, as

in other things, the unexpected does happen—if not always, sometimes—and then it is occasionally necessary to rough it. Therefore the tourist must also be a philosopher.

Now that the ladies have taken so very enthusiastically to cycling, touring is no longer confined to the bachelor or emancipated Benedict, and, indeed, the sight of “mixed” parties, and even of groups consisting solely of ladies, whose baggage clearly shows them to be bent on more than a morning’s constitutional or a day’s run, is too common to create remark by the man in the street.

In a volume of this size it has been found impossible to go very deeply into all the branches of this now favourite method of spending a holiday, but it is hoped that sufficient essentials have been dealt with, that no reader need take the road without some knowledge of what he or she is undertaking, and how to prepare himself or herself for the journey.

CHAPTER II.

HISTORICAL.

THE history of cycle touring is on parallel lines with that of the cycle itself, for, from the earliest bone-shaker period, the great feature of the cycle was the new means of locomotion it provided. Mr. Mayall’s celebrated ride to Brighton on a bone-shaker was really equivalent to quite a lengthy tour in these days. So early as July, 1870, a rider started on a tour from Aberdeen to London, and, though he did not quite accomplish his task, he covered considerably over five hundred miles in nine days. In August of the same year

two Londoners took a five days' "tour" in riding to Bath and back; of what this meant in those days of unrubbered wheels we may get some idea when we read that on the first day they left home at 5.55 a.m., and reached Hungerford (sixty-four miles) at 9.40 p.m. In September of 1871, three members of the Amateur Bicycle Club (which is still in existence) rode from Amesbury (after visiting Stonehenge) to Marlborough, and then on to town, doing something over the century in a day.

The same club held what was probably the first club tour in the autumn of the same year; the route was Putney, Oxford, Gloucester, Ross, Monmouth, Chepstow, Abergavenny, Brecon, Carmarthen, Lampeter, Aberayon, Devil's Bridge, Aberystwith, Dolgelly, Bala, Festiniog, Carnarvon, Bangor, Conway, Abergelle, Chester, Llanrwst, Shrewsbury, Worcester, Oxford, London,—a really splendidly planned seventeen days' tour. "During the tour no great day's performance was done; yet a long distance was traversed, and the party had time to visit objects of interest as well as to enjoy the lovely scenery." In the next year, Mr. Charles Wheaton, of the Surrey, rode from London to Newcastle in three days, and the Surrey also carried out a club tour; two members of the Pickwick rode from London to Land's End in fifty-eight hours (including stops). It will be seen that these early tourists had a great idea of pace; and, indeed, the chroniclers of those days mix up races and tours without distinction.

A very celebrated tour, which was much boomed at the time, was the ride from London to John o' Groat's, in June, 1873, by four riders of Sparrow's machines, one of whom was actually mounted on a 52-inch wheel. They accomplished the distance in fifteen days, after many adventures and much bad weather; the avowed object

of the journey was "to put a bicycle to a really practical use, and demonstrate that it was possible for a man to go on one of these machines from one end of the United Kingdom to the other without its needing repair or breaking down on the road, despite the obstacles and difficulties met with on the journey." The comment of the *Daily Telegraph* on the trip struck the true note of the joys of cycle touring in saying, "You command the most varied scenes, from town to country, from country back to town, you skim along freely, easily, quickly. You are not dependent upon coach, rail, or steamer. No horrid nightmare haunts you in bed of early trains to be caught, hurried breakfasts to be eaten, and possible mishaps in waking and in starting. You are a self-contained man, with all your resources under your own control."

It is said that the first tour undertaken on rubber tyres was one by Mr. H. N. Custance (a great racing man) and Dr. King, who rode from London to Aberdeen and back, Dr. King finishing by riding from Norwich to London in a day, but it is probable that others had been made previously.

By the year 1874 touring had become quite a common form of amusement, and we may say that in this year cycling became really well established, and emerged from its probation period. At all events, in December of that year a very excellent handbook to the sport and pastime appeared, in the preface of which appears: "During the last three years the bicycle movement has rapidly advanced in public favour. . . . In the face of these facts it must appear strange that there should not be in existence a single book of reference or guidance on this subject, . . . and we hope the sketches of tours at home and abroad will be found useful to those who may have the good fortune to enjoy from time to time a few days' holiday."

Bicycles steadily improved in detail, and riders increased in number, and soon a bicycle newspaper was started, the *Bicycling News*. This paper devoted a great deal of space to accounts of tours, which were read with avidity, and preserved with care, in those ante-road-book days.

The Cyclists' Touring Club, under the name of the Bicycle Touring Club, was founded in 1878, and thenceforth the histories of touring and of the Touring Club lie very close together.

The visit of an American party, under Mr. Weston, in the year 1880, was an occasion for the display of international courtesies in the way of receptions and banquets by the now big club, and in the same year the League of American Wheelmen was established in the States, and since then touring clubs have been formed on similar lines to the British body in almost every cycleable country. The French Touring Club at the close of last year numbered over sixty thousand members, and the League of American wheelmen over a hundred thousand.

The craze for cycling, which has arisen in "society" within the last three years, can hardly be said to have affected the particular phase of the pastime to which this volume is devoted, except perhaps in the indirect way that the middle classes have followed the fashionables, and, having once become "bikists," have by a species of evolution gone on to be cyclists, and in some cases have even ventured upon touring. For the essence of a society man or woman is conventionality, which in the true cycling tourist is entirely wanting.

CHAPTER III.

THE CYCLE.

No doubt the average novice will make his ordinary everyday mount do duty as his touring instrument, and in this he will be well advised, for to start on a cycling tour astride a new machine would be almost as foolish as to begin a walking tour in new boots. There may, however, be some who have ridden sufficiently long to have arrived at the stage of purchasing new cycles, and in so doing may wish to have them especially equipped for touring, in that they expect to use them chiefly for that or a similar purpose.

Tricycles.—Before entering into the details of a touring bicycle it may be as well to remind our readers that there are such things as tricycles yet to be had, and that for many of the riders who have recently taken up the pastime, the cycle with three wheels is by no means to be pooh-poohed. It is true that it is at present the fashion to *bi-cycle*, but fashion is never very reasonable, and many of the elderly and somewhat stout ladies and gentlemen, whose steering now seems to be anything but instinctive, would be much better suited in both comfort and appearance by a good *tri-cycle*. More especially is this the case when the rider is not likely to venture on very bad lanes, where room for a three-tracker is not easily findable, or in a very hilly country, where much walking and pushing have to be done, for in these two respects, and the slight difficulty of storage, alone does a tricycle give place to its narrower sister. In some respects it distinctly scores over the bicycle. The ability to stop it at will without dismounting, and its greater

capacity for luggage-carrying are two important points with the tourist.

Tandem Tricycle.—If there is something to be said for the single tricycle, much more may be said for the tandem tricycle, which, except in one particular type, is almost obsolete. Fortunately and naturally that type (the Olympia) (Fig. 1) is one that combines so many advantages that the absence of the other types need not be regretted. In this the lady sits in front, and yet is not troubled with (or entrusted with, as the cynic would say) the steering or brake apparatus, which are both under the control of the rear-rider. For a couple of unequal strength who wish to average their combined forces for a pleasure tour, in which ordinarily good roads are expected and no racing pace desired, no better machine could be needed. Before leaving the matter of tricycles it may be said that a person who is accustomed to a bicycle will not be able to steer a tricycle on the first mounting as well as the person who has never tried either mount, and in this point lies much of the present prejudice against tricycles.

The Touring Bicycle.—Now for the points of a touring bicycle. In the first place it must be reliable, and for this reason a "first-grade" machine will be found best. In the second place, inasmuch as perfection cannot be guaranteed, it should be simple and readily repaired in case of accident; this disposes of most "fads," which usually are full of intricate mechanism, apt to go wrong at the most unfortunate moment. In the third place, it should have ample brake power, which can be applied without stint and without fear of damaging any such vital part as the tyre; it is absurd that the tourist should expend any of his force in back-peddalling down slopes. In the fourth place, it should be so fitted as to keep the rider as clean as possible, for a wet and dirty pair of

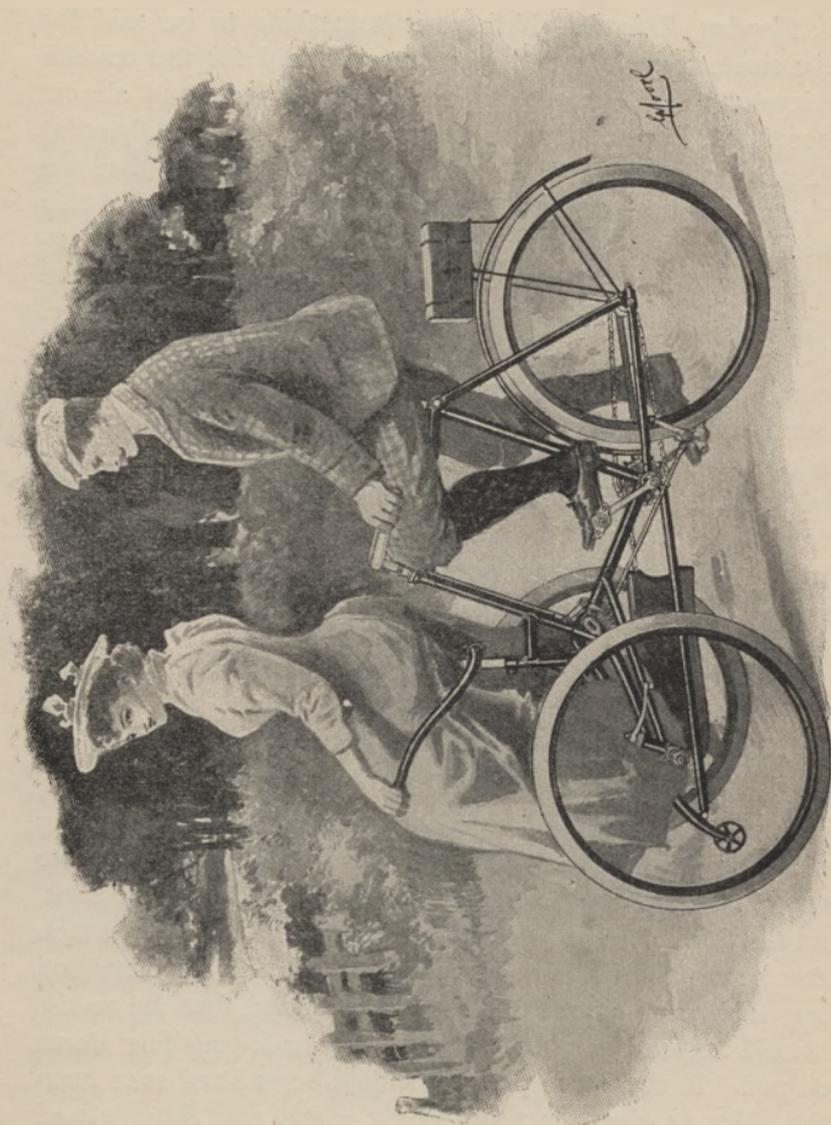


FIG. 1.—The Olympia Tandem.

shoes and stockings are very disagreeable to a tourist, even if he have dry substitutes in his pack. Fifthly, it should be so designed as to give the rider as little trouble as possible, not only in the matter of propelling, which goes without saying, but in the matter of cleaning, oiling, adjusting, etc.

The illustration given (Fig. 2) is that of a typical first grade roadster, "the Rover." This has been selected out of the many, as it was the first of the present almost universal type of safety, and also because the makers are sufficiently unselfish to forego the discount offered by a large tyre company, and allow their purchasers freedom of choice in the matter of tyres.

Gears.—Many of the older generation of cyclists think that the old tall "ordinary" bicycle carried out most of the above requirements more thoroughly than the present safety, and some few of them still ride a modified form of their old mount in the Crypto Front Driver, of which, from personal experience, we can speak most favourably as a comfortable machine for an easy-going tour, which will require less attention in its mechanism and keep its rider much cleaner than the stereotyped form of bicycle. Within the last few months there has been much talk of substituting bevel or other gears for the chain (the bugbear of the safety rider), but these are as yet too untried for further mention to be made of them in these pages. The question as to how high the gearing should be is in a great measure an individual one, but as a general rule the touring cycle should be geared comparatively low, for in a straightaway tour a headwind is often encountered for a whole day, and under these circumstances riding with a high gear is excessively laborious. Sometimes, too, a forced march has to be taken, and at the end of a long day's ride the effort of pushing a high gear is felt very differently from a trial trip around a square. Again,

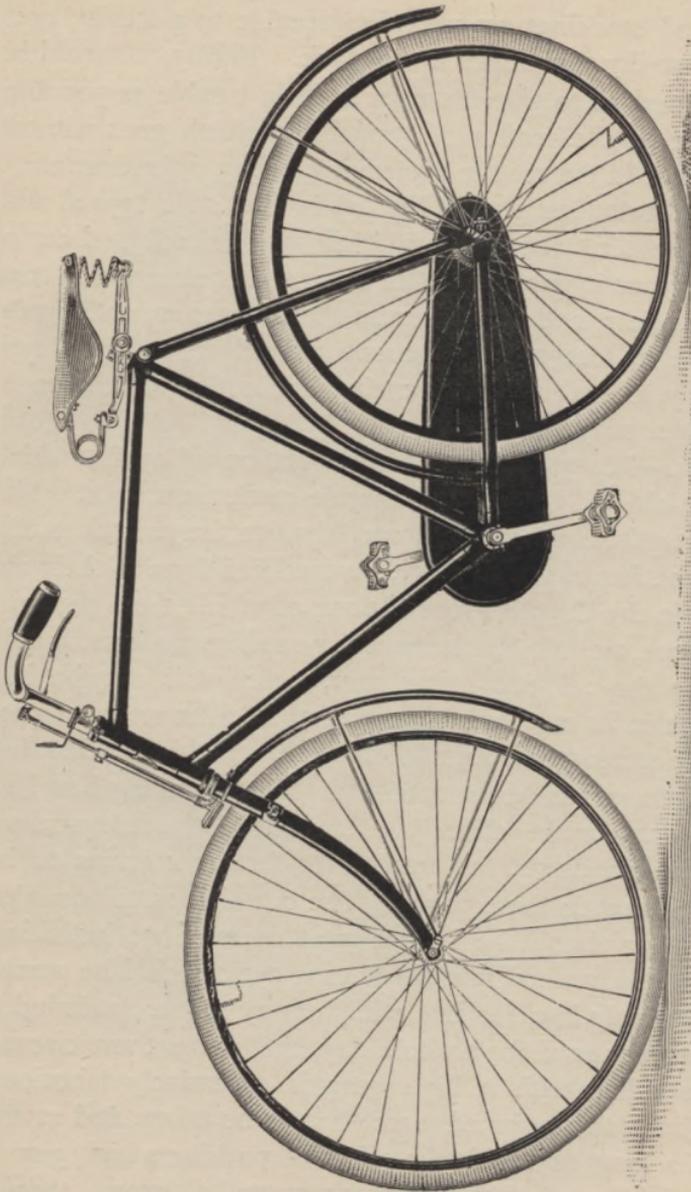


FIG. 2.—Imperial Rover Roadster (Rover Cycle Co., Coventry).

the dead weight of baggage attached to the machine points to moderation in this respect, and there are very few tourists who would be as well served by a gear exceeding 63 inches as by one somewhat under that figure. A two-speed gear would seem to be especially suited for the tourist, if it could be absolutely relied on not to get out of order, but the larger makers have hitherto rather neglected this form of mechanism.

Reliability.—To return to the five main points mentioned in the penultimate paragraph, and take them in the order there mentioned. Besides being of "first-grade" quality, and by a good maker, which does not of necessity mean one in a large way of business, although many of the big firms are now turning out excellent machines, the touring cycle should not be a featherweight, though, of course, its actual weight depends to a great extent on that of its rider, and also on his expertness in riding and the quality of roads to be traversed. Very rough roads or very rough and jerky riding will soon pull an inordinately light machine to pieces, even if it be of the best material. For the man of average weight (say eleven stone), who does not wish to be limited to the best of main roads, or to be delayed by a break-down in his machine, it would be well not to have a machine under 32 lbs. weight. Light semi-racing tyres are a false economy in weight for the tourist, to whom the loss of pace of fifty yards in a mile is of absolutely no account as compared with a roadside halt for repairs.

Simplicity.—Speaking of repairs brings us to the second point, and that is the avoidance of complications in a touring bicycle and its parts. The fewer parts there are in any machine to get out of order the better, and this, of course, is a most important point to the tourist. The stereotyped form of safety is in itself now exceedingly

simple, but many of the "improvements" introduced by ingenious inventors can be dispensed with by the tourist,



FIG. 3.—Tubeless tyre (Tubeless Tyre Co., Birmingham).

whose main object is to avoid delays. More particularly is this the case in the matter of tyres; and in this respect the tubeless type (Fig. 3) will be found very satisfactory, as it is detached without any effort at all, and is repaired in an instant almost. Furthermore, there are no wires

liable to breakage, and no inner tube to be "nipped" in replacing the tyre. There are now several anti-puncture or puncture-healing mixtures sold for insertion in inner tubes, which, however, are not always satisfactory—and, indeed, in some cases are positively harmful to the rubber. There are also some excellent self-sealing inner tubes, but most of these are open to the objection that a pin-hole puncture, sufficiently large to cause a perceptible leakage in a day's riding, is so "sealed" when deflated that it is almost impossible to locate it. Within the past few weeks unpuncturable tyres, depending entirely on some treatment of the fabric, have been largely advertised, and are now upon their trial.

Brakes.—Of course, the simplest brake is the ordinary plunger acting directly on the front-wheel tyre, but in this matter we must sacrifice simplicity to efficiency, for the constant application even of the best form of plunger-brake—the rubber or bristle brush—will in time affect the tyre cover. The ideal break should be applied to the periphery of the driving-wheel to obtain the best effect. To avoid touching the tyre, we are obliged to resort to the rim, and

then the difficulty arises as to what is to be done if the wheel gets slightly out of truth. This has been met by some of the more recently introduced rim-brakes; but for absolute reliability on the stiffest and longest declines, there is little doubt that the band-brake (Fig. 4) acting upon a drum on the driving-wheel hub has pride of place, but great care has

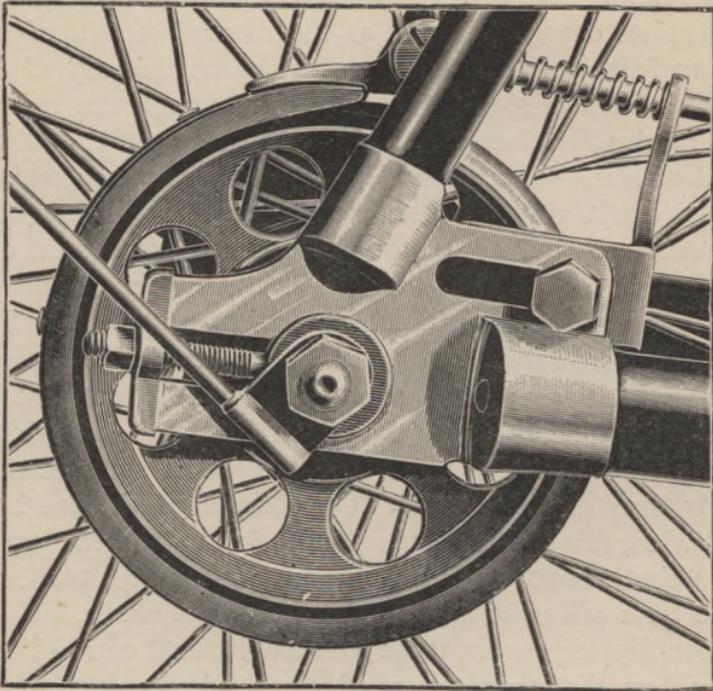


FIG. 4.—The band-brake (Sparkbrook Co., Coventry).

to be taken that the same is well fitted; band-brakes have suffered in the past from carelessness in this respect. Both mud and oil must be kept off the drum. The best form of pneumatic brake, and one which really affects a roadster-tyre very little, and is itself impossible to puncture (the

usual fault of pneumatic brakes), is the "Centric," fitted by a Bristol firm. There is at present a fashion in brakes applied by back pedalling and acting inside the front chain wheel, but naturally their mechanism is somewhat intricate, and also at times the brake may be applied when not wanted. Most of these have the advantage of "free" pedals during coasting. The position, however, is not such a complete change and rest as the forward stretch of the legs to foot-rests on the front forks, when the grip of the front wheel also steadies the steering, though the novice feels much safer when coasting with his feet on the pedals.

Cleanliness.—The standard pattern of mud-guards, which, on the tourist's machine, should certainly be of metal, are fully an inch and a half too narrow, and, as a rule, are fitted rather too close to the tyre, so that when very heavy clay is encountered the wheels are apt to "clag up." For the same reason the forks should have plenty of clearance. To the front wheel mud-guard one of the pliant leather squares reaching almost to the ground, and of a good width, should be attached, as it is the front wheel splashes that chiefly dirty the rider's feet. On clean days, if there is a head wind, this can be fastened up behind the metal guard by an elastic band, or detached and placed in the tool-bag. Some tyres are more apt to throw mud than others, and of the non-slipping covers, those with longitudinal corrugations throw less dirt than those of the basket-work pattern. They also suffer less from the application of a tyre brake.

Saving of Trouble.—There is no doubt that a cycle which may have to encounter hours of continuous rain and mud should have its chain as completely protected as possible, and in this respect no form of protection comes near the original *un-detachable* gear-case. Many of the detachable type admit a considerable quantity of mud and grit, and

then the result is worse than in the case of a naked chain. The new fashion of "disc-adjusting" hubs is one which saves considerable trouble in the matter of oiling, etc. The tourist will be well advised to have as little as possible of his cycle nickel-plated, for appearances are of no account to him, and it is an immense advantage at the end of a dirty day's ride to be able to stable the machine covered with the mud with an easy mind that it will take no harm. The handle-bar and cranks are wiped in a moment, and these parts are all that need be left unenamelled of those which are exposed to the public gaze.

Accessories.—The most important adjunct to the tourist is the saddle, and if the rider is not already suited by some favourite of his own (it is well never to part with a comfortable saddle), there are several on the market now which afford a most luxurious seat. Of the pneumatic type there is the "Henson," on which the rider really *sits*. This has absolutely no peak; but many riders find that a peak gives them more grip of the machine, and for them there is the luxurious "Esmond" (Fig. 5)—a leather, peaked saddle, which has both a forward and a side-to-side rocking motion. In practice the former motion is absolutely imperceptible, though, no doubt, it comes into action as the position of the body is changed for hill-climbing, etc. The other motion is very perceptible at first, as the saddle dips with each downward motion of the thigh, but after a mile or two this also becomes imperceptible. The advantage of the saddle is that it avoids saddle-soreness by yielding to the pressure

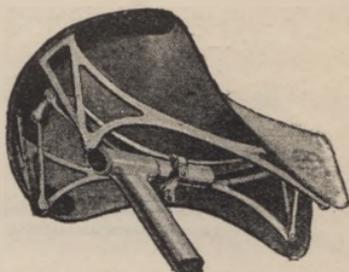


FIG. 5.—The Esmond saddle (patented). (10, Eastcheap, E.C.)



instead of setting up friction ; it really becomes part of the rider's seat.

Lamps.—Few *bona fide* tourists will care to carry lamps, as the object of touring is to see the country, which can scarcely be done in the dark. For those who do, however, the most suitable lamp is one which does not concentrate a bright light on a small patch of the road, as most of the first rate lamps do, but rather throws a good general light embracing turnings, guide-posts and inn sign-boards. On this principle the "Fire-ball" is made ; and to make it the ideal tourist's lamp it should be made to burn paraffin, so that a refill could be obtained at any cottage or inn by the roadside. The maker, however, does not see his way to doing this, and we admit that it is very difficult to get a clean smokeless paraffin cycle lamp.

Pumps—The tourist is apt to cumber the places usually chosen for the pump with his baggage, but recently one or two ingenious contrivances have been brought out which are worthy of note.

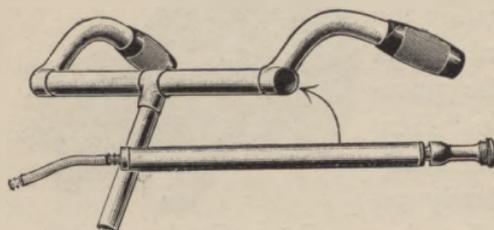


FIG. 6.—Handle-bar pump (out). (Singer & Co., Coventry.)

The first (Figs. 6 and 7) is the system of cranking the handle-bar so as to leave the centre portion a straight tube, in which the pump can be snugly screwed.

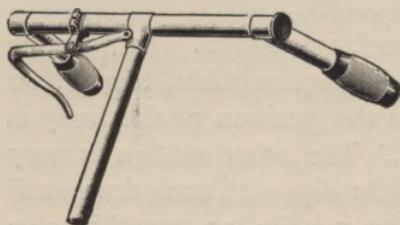


FIG. 7.—Handle-bar pump (in). (Singer & Co., Coventry.)

The other is to make the diagonal tube from crank-bracket to saddle-pillar the pump itself, fitting a piston at the upper end, and a detachable rubber connection at the bottom sufficiently long to reach the valve of either wheel.

CHAPTER IV.

COMPANY TOURING.

THIS may be subdivided into (1) club tours, (2) conducted tours, and (3) small parties.

Club Tours.—With club tours it is hardly necessary to deal in these pages. It may be taken for granted that no club undertakes such enterprises without numbering in its ranks several experienced travellers, who will initiate the younger members into their requirements for this form of travelling. As a general rule, these trips are only for three or four days at holiday times, and savour considerably of extended club runs. The chief points sought after by the organizers are good roads and good feeding—the æsthetic side being somewhat neglected. Some of the larger and wealthier clubs have extended their corporate wanderings beyond this little island, and occasionally the cycling part of the programme gets rather swamped by a multitude of banquets and receptions.

In the hands of an amateur “Cook” or “Gaze” such tours can be carried out at a very small expense to each member, hotels and steamship companies often giving favourable terms for a number. The daily distance must be moderate, as the stopping-places have to be fixed in advance, and allowance made for adverse weather; the touring strength, too, is that of the weakest member. Punctures and fractures seem to abound on these excursions, and really, the pleasures of club-touring are found not so much on the road as at the stopping-places, and in the friendships formed by two or three days’ companionship, which might never have come about at a series of club runs. To carry out a large club tour successfully is no light task, but

there always seems to be a man able and willing to undertake such duties with no reward beyond the careless "Awfully good of you, old chap, to take all this trouble" from the more grateful of his comrades.

Conducted Tours.—Within the last two years the big tourist agencies have realized that there is an opening for the conducted tour on the road as well as by rail and steamer; Messrs. Cook, Gaze, Sewell and Crowther, and Dr. Lunn, all issue programmes for conducted cycle tours in France, Holland, and Belgium; Normandy and Brittany are the favourite grounds of the personally conducted tours. The popularity these tours have attained is very considerable, and no doubt it is due in a large measure to the diffidence most Britons feel when they are on foreign soil, with a very small command of the language.

Most of the above firms now issue tickets, which allow of independent riding over certain specified routes, and including hotel coupons for bed, breakfast, and dinner. These will probably be found useful by poor linguists. The total cost comes to about ten shillings a day, making a small allowance for a slight lunch, and reckoning the railway and steamer as from and to London. Messrs. Cook have more especially catered for the independent tourist in their 1898 programme.

Small Parties.—Perhaps the commonest method of touring and the most enjoyable by the average rider is comprehended in the above title. Two is generally considered the correct touring number, but unless the two are a honeymoon, or Darby and Joan or David and Jonathan couple, three or four is probably the better number. This allows for some little change of company, always desirable, for, unless a couple know one another sufficiently well to travel together in silence, they are apt to bore one another at times, and

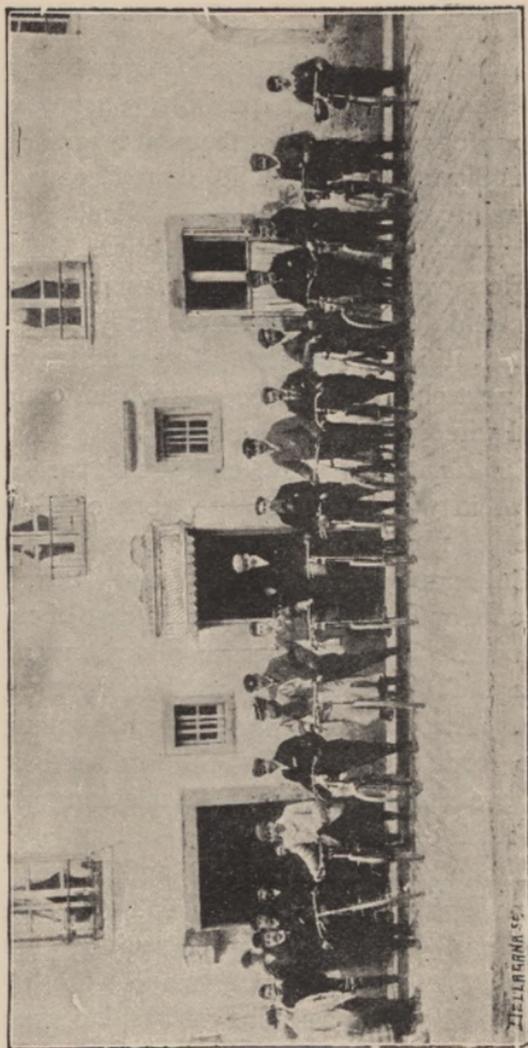


FIG. 8.—One of Cook's conducted parties (T. Cook & Sons, Ludgate Circus).

at other times to squabble over some question of politics, mechanics, or even as to the correct route. Again, in the event of a break-down of one of the party, the whole tour is wrecked if there are only two.

For some reasons four is an excellent company, as then three changes of couples are possible, but care must be taken that one couple does not form a league against the other, such as Slows *v.* Scorchers, Dears *v.* Cheaps, Sightseers *v.* Pushers-on, etc. ; three avoids this difficulty, as a two to one majority must be given in to at once. In extremely remote districts even such a limited number as three is not always certain of accommodation, and, indeed, for the wilder districts it is the opinion of the writer, as will be seen in the next chapter, that one, which of course covers husband and wife, is the best number.

Economy in Baggage.—These compound parties are able to economize in weight of baggage very considerably, for one member can carry the road-book, another the maps and C. T. C. handbook, a third the phrase book, if the tour is a foreign one, or the spare nuts, etc., in case of repairs. Of course, care must be taken not to allow any member to carry off any of the essentials with him in the case of a break-down. Also, personal baggage can be much reduced in this case, for it is then worth while to send on a small Gladstone, containing clean flannels, stockings, etc., to be met every fourth day or so.

It will be found a convenient plan, and in foreign touring almost a necessity, to institute a common fund and a treasurer thereof, who will pay everything, and on the exhaustion of the common purse make a fresh "call" all round. Hotel bills, tips, rail fares, show-place fees, carriage on luggage, etc., should all be paid out of this fund, and the method will be found economical as well as convenient.

CHAPTER V.

SOLITARY TOURING.

LORD ROSEBERY, in a speech on cycling, is reported to have made the very true remark that, whatever might be said of the pastime, at all events it created a set of hardy explorers who would always be useful to the country. How true this is the cycling tourist knows, for how often is he thrown on his own resources to ascertain his present position and future direction, and in that way his powers of observation of landmarks, the contour of the country, and the direction of streams become developed ; and, again, in the case of a smash, he has to contrive in some way to make his mount rideable or, at all events, wheelable, all which things tend to give the self-reliance, keenness of sight, and quickness of decision which make the explorer. If this is true of cycling in general, much more so is it of solitary touring on a cycle.

Its Advantages.—In really wild scenery a man will see more of Nature's beauties, drink them in more keenly, acclimatize himself more readily to his surroundings, and in consequence probably get greater benefit from his holiday than in company with another, however sympathetic that other may be ; in tame, humdrum, and merely pretty surroundings the advantage of being alone is not so noticeable. Again, a solitary wayfarer will obtain more information and more interesting converse with the natives by the roadside or the chance fellow-guests at an hotel than a party or even a couple would.

Plans are more readily changed ; and how often does the route mapped out readily enough at home turn out

not to be the easiest or most interesting, and how awkward it is if the wind will persistently blow from that point of the compass towards which "Harris" has set his mind on travelling. Again, how pleasant it is to take a holiday from a holiday, and instead of sticking rigorously to the road day after day, to take a good ramble over the mountains, or a steamer trip by loch or sea. It is quite true that two or three can do these things as readily as one, but it is not always possible to get them to agree to do so.

The Requisites of a Solitary.—Of course, the solitary tourist must be full of resources in himself, otherwise he will find his own company a bore. In the first place, he must be really fond of the beauties of nature, and not merely apt at gushing and rhapsodizing about them; he must have the bump of locality, and be able to find his way about, or, in lieu of this, he must be good-natured, and able to enjoy a laugh at his own quandaries and misfortunes; he must know his own physical powers well, and take care not to overtax them, for, as a matter of practical experience, it will be found that the solitary one will cover a greater average daily mileage than a party, and, indeed, it requires a good deal of self-restraint to keep one's self from pushing on too rapidly. Lastly, he should be sociably inclined, which at first may seem somewhat paradoxical, but is not so in reality, for much of the pleasure of solitary touring will be found in the free and open converse which can only be had between intimate friends and absolute strangers.

Its Disadvantages.—If, however, a spell of bad weather sets in when the tourist is in some empty, desolate tourists' hotel, with a German waiter, a manager for the "season," and no garrulous native, then, indeed, his lot is hard to bear. Again, his pack must of necessity be heavy, for he alone

has to carry his maps, guides, tools, etc. Added to this, there is the yet more serious question of accident; should the machine break on a bad descent, his wheel skid on wet ice on a mountain pass and hurl him down the mountain side, or any other disagreeable and probably unlikely *contretemps* arise, his case is a bad one. Even yet the "road hog" is not an entirely obsolete animal, and many a tourist coach-driver is full of jealousy at loss of fares, and is none too careful in meeting a strange cyclist, and in some cases even deliberately drives him down. In these cases a companion is a useful nurse or witness, as the case may be.

CHAPTER VI.

TWO METHODS OF TOURING.

Straightaway.—The usual method of touring is to change the sleeping-place every night and make some progress forward during the day. Like most other things, it has its advantages and its disadvantages. Amongst the first we shall not include the mere getting over the ground, for that is not, or should not be, the object of a tour; but if there is a tail-wind full advantage is taken of it: on the other hand, of course, if the wind is adverse, the whole day is somewhat of a grind. By changing the halting-place nightly a better idea is gained of several places in a holiday; but, on the other hand, not one of them can really be well mastered in a single night's halt. A complete circuit of or a direct diagonal through a tourist district can thus be made; but it is open to question whether in this way such a tourist-ground as a lake district can be thoroughly

comprehended. For some purposes, such as a coast tour or a cathedral and castle trip, it answers admirably.

Centres.—Another plan not so commonly followed is to make a certain town or inn the headquarters, and visit various objects of interest from it from day to day, always returning to the evening meal. This has the advantage of dividing the effect of the wind (providing it doesn't change during the day); it also dispenses with the necessity of carrying luggage always on the machine, and, no doubt, it is more economical in the matter of hotel bills, and more especially tips to servants. In this manner the luxury of a complete change of garments may be enjoyed every evening. The drawback to it is that it takes away somewhat the sense of absolute freedom, which to many forms the great charm of cycle touring; however much one likes such a place one cannot stay there, for one has to get back to that baggage and *table d'hôte* at headquarters.

Perhaps the eternal compromise is the best in most circumstances—to go on from day to day till one hits on some splendid centre for day trips, stay a day or two and luxuriate in the freedom from baggage on those excursions, and then pack and off until such another centre is reached. By the way, there often occur comparatively uninteresting stretches of road between two separate points on a tour, and most tourists seem to make the mistake of thinking that it is *infra dig.* to take the train over any portion of the route, and in this way often make martyrs of themselves by spending a whole day in somewhat profitless mile-covering, when an hour's railway journey in the morning would have brought them into a more interesting district wherein to spend the day. This may be economy of money, but it is not an economy of time, which, with the bulk of tourists, is the most important point in their precious holiday.

CHAPTER VII.

BAGGAGE.

What to take.—The question of how much luggage to carry is not only one of the most important confronting the tourist, but is also one on which there are so many different opinions that it seems almost impossible to lay down any satisfactory rules on the matter. To a great extent the amount would seem to be regulated by the length of tour; and yet many experienced tourists will leave home for a month's wheeling with as little baggage as other men of equal experience will take for a week-end trip. The most experienced tourist the writer ever numbered amongst his acquaintance would start for anywhere with a tooth-brush, pocket-comb, and a map. On one occasion he supplemented this Spartan outfit with a "pocket night-shirt" of small dimensions and almost diaphanous material. Another friend always carries a complete change from top to toe, including even a spare coat—of alpaca, it is true. The writer has tried almost every possible combination without coming to any definite decision. He has been exceedingly uncomfortable even with thirteen pounds of spare clothing during a very wet week's riding, and has been very comfortable in the Highlands during a fine June with a spare flannel shirt, cashmere stockings, a few handkerchiefs, and a pocket dressing-case, the whole kit going comfortably into the smallest "multum" made, $6 \times 4 \times 4$ inches. Consequently it has been thought well to collect the opinions of a few experienced tourists, and let the reader make his own selection from the various lists.

Light Marching Order.—First, the advocate of little says—

“For a tour not exceeding one week, I take : A flannel night-shirt ; two needles, and cotton, and pocket scissors ; three handkerchiefs ; three collars (flannel or linen, as case may be) ; shaving requisites ; pocket-comb ; tooth-brush ; extra shoelaces ; waterproof cape. Weight, $2\frac{1}{4}$ lbs. Carrier, 1lb. Total weight, $3\frac{1}{4}$ lbs.”

Instead of the night-shirt, we would advise another flannel day-shirt, to be donned after the riding is done for the day, and to be used as a night-shirt. On this matter of night-gear the following is a quaint and original idea :—

“Instead of a night-shirt, I carry a suit of pyjamas made of the finest navy-blue serge, weighing about a pound. I have them made of decent cut, so that if ever my riding clothes require drying I can appear in public in the mean time respectably clad without having to borrow.

“The serge is very comfortable for sleeping in, and I have found my dark suits very convenient on a sea voyage.”

Heavy Marching Order.—A contrast to the above is the following advice of a seasoned traveller :—

“If out for more than one night, I take the following : 1, flannel pyjamas ; 2, flannel shirt ; 3, flannel pants ; 4, thin knickers ; 5, tennis blazer ; 6, light shoes ; 7, stockings, one pair ; 8, handkerchiefs ; 9, tooth-brush ; 10, nail-brush and sponge ;—whole in case, weight 7 lbs. Khaki cloth cape on handle-bar.

“Sometimes I send the case by train, but rarely part with it, as I like a change of clothes after a day’s work. If you are riding a race, and you are going to win by a foot or two, every ounce tells, but when riding five or six hours a day, at a leisurely pace of say sixty miles per day, I never could tell the difference in toil of three or four pounds extra luggage. In order to avoid weight, I know one fool who never carries spanners or pump.

“It seems to me that it is not the weight that slows you down, but the friction of the bundle on the handle-bar, so I carry my burden behind the saddle. The whole lot goes in a case $10\frac{1}{2} \times 8 \times 6$ inches.”

A very useful addition to the baggage, if the rider is fond of an *al-fresco* swim from the roadside, is a pair of Turkish towel gloves, which act as a towel without taking up so much room, and also come in useful for rubbing down after a warm day's ride.

The Happy Medium.—The following seems to about hit the happy mean, but it would require a very expert packer to get all into a cylindrical bag of the size mentioned, and another inch in diameter would necessitate less ramming home:—

“After trying everywhere in Manchester in vain for anything at all ‘fanciable,’ I went to the local saddler, and he built exactly what I wanted. Simply a cylinder of saddle pig-skin, very thin, with a stiff round of thicker leather at the bottom, and another ditto, with a deep rim— $2\frac{1}{2}$ inches—for the top, like the lid of a coffee canister, held on by a small strap on each side. Its total length is 15 inches, which can be increased to 17 inches, if necessary, by letting the lid only overlap $\frac{1}{2}$ inch, and its diameter is $4\frac{3}{4}$ inches; it is fixed to the handle-bar by two straps long enough to go round it and take a turn round the handle-bar as well. The advantage of this shape is that you can pack it so closely, *e.g.* I begin by putting in six handkerchiefs and a pair of socks, and *ramming tight with my fist*; then two net jerseys and a silk cricket-shirt, which packs very close, and is never creased when it comes out; then the *pièce de resistance*, a pair of grey flannel trousers, rolled tightly—very—round a core consisting of tooth-brush (in a bag), comb, and razor; then, in the couple of inches of depth still left, I put a cake of soap, a wee Bible, and a midget repair outfit; my Mossberg wrench slides in on one side, and a wire pin-hole spanner on the other, the shaving-brush fills an odd corner, and the packing is complete. Weight, including straps, 4 lbs. 9 ozs.

“The silk shirt and one of the jerseys I wear for dinner and perhaps a game of billiards in the evening; the same shirt and the other jersey at night, and the shirt can be rough-washed and dried within an hour.

“The trousers take up, I am sure, less room than an extra pair of stockings and of linings for knickerbockers, and give the advantage of getting out of your knickers for the evening. During the day, of course, I wear wool from head to foot; but

at night, when one is not taking exercise, the silk shirt is lighter ; it also looks better, packs more easily, and is washed more quickly.

"The bag, which a well-known Manchester firm offered to make for 12s., was made by the local man for 7s. 6d., and when packed tightly has the advantage of looking extremely natty on the handle-bar. It can be taken off without falling open and letting everything drop out ; or it can be opened, to get at tools, maps, etc., without taking off the machine—the things one wants on the way being at the top. Last year, during a fortnight when I never knew during the day where I should be at night, I found that I used everything I carried, bar the repair outfit, and never wanted anything I had not got with me—except two or three ties, which I bought on the way. My riding things were washed on Saturday nights, and ready to wear by Monday ; and the others whenever necessary, as they took no time, virtually, to dry."

Messrs. Cook advise those joining their conducted tours to take the following modest equipment :—

"A poncho in case, strapped on the handle-bar. For the cycling tour of a week the valise should contain : 1, extra pair of stockings ; 2, flannelette night-shirt ; 3, brush, comb, tooth-brush and powder, soap in tin or celluloid box ; 4, light waterproof leggings."

For a Lady.—A lady tourist advises the following (it may be remarked that she is single, and has to carry her own luggage ; what a married lady would like her husband to take for her we have no space for) :—

"A lady tourist would find the following luggage ample : When I am going to sleep two or three nights from home, I take comb, tooth-brush, soap, tooth-soap, small end of loofah, pair of shoes, and curling-pins, together with a "light-weight" *robe de nuit*, a silk vest, a silk blouse, an extra pair of stockings, and a cycling mackintosh cape. The whole rolls into a hold-all 12 inches long and about 18 inches in circumference, or, better still, on a carrier over the back wheel, leaving the handle-bar free for a basket for maps, road-book, chocolate, biscuits, a few handkerchiefs, and a case with scissors, etc. For a longer tour I should carry no more, but send what was required to one of my halts."

Another lady says—

“For short tours I can manage to get all I want into an ordinary knapsack (waterproof), with special straps, fastened on the *inside* of the handle-bar. That is—small brush and comb, night-gear, thin silk blouse, made without bones, to roll up tightly, handkerchiefs, soap, sponge, etc., thin stockings, and a mackintosh cape inside.

“For the longest tour I have yet done I made two panniers of strong jean, which I fastened on each side under the saddle. I have since heard that similar things are on sale in London. I still kept my knapsack on the handle-bar, which was useful to contain maps, books, and anything I might want *en route*. My luggage consisted of that mentioned before, and, in addition, thin shoes, fur necklet, duplicates of stockings, etc., and a few odds and ends for smartening up my blouses in the evening. I sent a fresh dress, linen, etc., on to a place which I should not reach for ten days; as, after covering five hundred miles, and riding for that time, my things looked *rather* weather-beaten. In going long distances, I find it is better to consider suitability before appearance. A drab or dust-coloured garment may not be smart, but it does not show dust and dirt.”

How to take it.—The second question of how to carry the baggage when it has been decided upon is almost as difficult as the first. To some extent, of course, it depends upon the amount. If the kit is very small, or very tightly compressed, as in the third case above mentioned, there can be nothing better than the bag suggested. Another method, leaving the handle-bar free for a mackintosh cape, maps, etc., which should be readily accessible, is by means of a square stiff canvas bag carried



FIG. 9.—Dunlop carrier (J. Griffiths & Co., 111, Queen Victoria Street, E.C.).

on a wire or iron platform fastened rigidly in front of the steering head (Fig. 9). Recently, and probably in

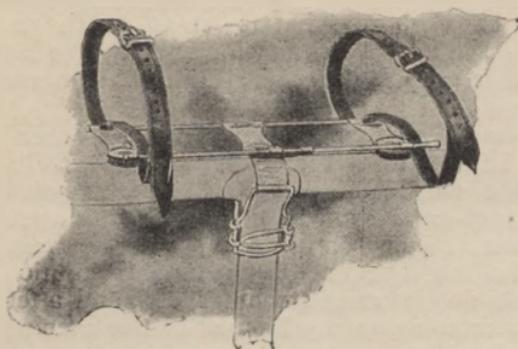


FIG. 10.—Small handle-bar carrier (J. Griffiths & Co., 111, Queen Victoria Street, E.C.).

consequence of the ladies having taken to touring, a fashion has arisen of having a bag strapped to a little platform over the driving-wheel's mud-guard (Figs. 11 and 12): the appliance known as "Turner's"

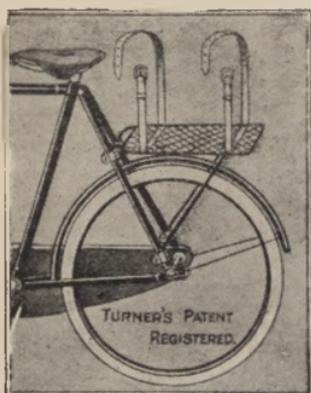


FIG. 11.—The Turner bar carrier (H. G. Turner, Elmden Grove, Manchester).



FIG. 12.—Turner's valise (H. G. Turner, Elmden Grove, Manchester).

seems to carry out this plan in the best way. Ladies who ride drop-framed machines are limited to the above methods of carrying their luggage, but there is another method open to the riders of diamond-framed machines, and that is the "frame-bag," which fits in the vacant space in the frame.

This has been a very common method of carrying, but it is open to the great objection that, unless made very narrow, it catches the knees of any but a bandy-legged rider.

A very good plan is to divide the whole baggage into two parcels. In packing take care to put the things that are not absolutely necessary in the bag which is most intimately bound to the machine, and the others, including the shirt, tooth-brush, etc., in a parcel or bag which can be easily detached; in this way it will often be found, in fine weather, that the latter parcel only is wanted.

The Rail or Post Bag.—Of course, if a more or less rigid programme is to be carried out, the rider need encumber himself with very little if he will send on by rail a small bag to his various stopping places, say two in the week. An excellent plan for those with extensive stores of shirts, etc., is to send several parcels to various inns on the route by parcels post, and to despatch the soiled garments home by post. As a matter of practice, however, it will be found quite practicable to get stockings, flannel shirts and handkerchiefs “run through” by the chambermaid or “her agent” during the night, and the rider who carries his whole kit with him has an easiness of mind as to where or when he will stop that is worth a great deal of glory as represented by a starched collar.

CHAPTER VIII.

MAPS.

WITHIN recent years wonderful improvements have been made in cycles, but not more so than in the matter of map production. Fifteen years ago it was a matter of difficulty

to get a decent map, other than the somewhat cumbersome one-inch ordnance, the usual alternative being a county map printed from plates made at the end of the last century. Nowadays excellent maps in many respects can be obtained at any railway bookstall or stationer's, though it must be admitted that some terribly old fossils are often exposed for sale at country stationers under smart new covers. There is yet, however, room for a map prepared for cyclists pure and simple, and no doubt in the course of a few years the Cyclists' Touring Club will follow up its excellent series of road-books by a similarly accurate set of maps. It is true that many of the maps mentioned in this chapter are called cyclists' maps, but they have not been prepared *by* cyclists, but only *for* cyclists. We will confine our remarks to the only three publishers whose series are sufficiently accurate and extensive to merit remark.

Bartholomew's.—Messrs. J. Bartholomew & Son, of Edinburgh, are probably the largest publishers of maps suitable for tourists' use, and their maps often appear under other names (on the cover; the engraver's name is always on the map itself), such as W. H. Smith & Son, Walker, etc.; guide-book users will know them well as the regular companions of Messrs. Baddeley & Ward's excellent "Thorough" series. The usual scale sold for riders is that of quarter-inch (four miles to the inch), but a new series on the scale of half-inch is now in course of production, which is much superior in other ways besides the scale; the various heights are carefully coloured on the contour system, thus avoiding the confusion of shading; main county roads are coloured yellow—they are called "cycling roads," but many uncoloured roads are quite as rideable—the printing is exceedingly clear, and as a rule the maps are pretty well up to date.

Gall & Inglis.—Another good Edinburgh firm publish a

series of shaded half-inch maps, and they make a speciality of several "strip" maps (Fig. 13) on this scale of various much-frequented roads, such as the Great North Road, Holyhead Road, etc., which enable the straightaway rider to make one map suffice. The method of folding is so arranged that the map can be opened at any place like a book, and so avoid exposure to the wind, which plays such havoc with paper maps. Another speciality of this firm is the "Safety" map on a tenth-of-an-inch scale, which colours the principal roads according to their quality, and marks the very bad hills.



FIG. 13.—Strip map (Gall & Inglis).

Phillip's.—This Fleet Street firm have recently produced a special map for cyclists on the third-of-an-inch scale (Fig. 14) which embraces several special points. It marks the principal roads in red, and gives the distances between the various towns in red figures; it purports to mark the various hills with arrows showing their degree of danger; the heights are frequently given in figures to preserve the clearness of printing. The illustration given does not show all these points, owing to its being printed in black and white.

Lastly, the maps can be had printed directly on to pegamoid, a material which is almost untearable, and is absolutely impervious to damp; the printing directly on to this material gives the map greater durability than a cloth-mounted map, and the bulk is less than half: this material would be ideal for the purpose if it were not for the rather strong smell, which passes off somewhat with exposure.

Mounting.—And here let the tourist be warned against paper maps (except perhaps in the "strip" form); it is very false economy indeed to pay a shilling for a paper map if it can be had in more durable guise for double that sum.



FIG. 14.—Phillip's map.

The Ideal Map.—If it were possible to get a map containing the best points of the above-named productions, it would be printed on peganoid (rendered inodorous), have the contour colourings of Bartholomew (except that one colour alone should be used instead of two, as now), the distances and arrow-marked hills of Phillip, and some such colouring of roads, according to their quality, as adopted in Messrs. Gall & Inglis's Safety Map.

CHAPTER IX.

ROAD-BOOKS.

THE early cyclist had no road-book to guide him of more recent date than the Ogilvie and Paterson of the coaching days, which were little more than tables of distances, with side references to gentlemen's seats, etc.; hills and surface were absolutely ignored. Many of the modern cheap road-books are merely reprints of these standard works, but there are some noteworthy exceptions.

The C.T.C. Volumes.—In the first place, the C.T.C. have just completed a great work in their four volumes of the "British Road-Book," covering Great Britain, the Irish volume being expected during the present year; and indeed it is a most comprehensive, and, for the most part, accurate work. Some twelve years have been devoted to its compilation; the routes have all been supplied by reliable local riders, checked and re-checked by others, and finally brought into regularity by professional editors. Except very occasionally in the Scotch volume, no reference whatever is made to objects of interest or natural scenery, but the fullest information as to hills, surface, and turnings is given. The greatest drawback to the work is its excessive size and weight, the largest volume exceeding one pound; but it is probable that soon it may be possible to buy the work in smaller sections. At present, the only practical way for most tourists is to make notes before starting, or to cut the book up and take the pages likely to be wanted.

Besides an elaborate index, there is an index map provided for each volume, which gives all the routes mentioned therein and their number in the book, so that,

as a rule, the index will not be required. Hills are marked by arrows, and the general plan of the work will be seen by the reduced page facing this.

The price of the volumes is 5s. each, except Vol. II., which includes Wales as well as mid-England, and costs 7s. 6d. Non-members of the club have to pay very much more, but members can get the four volumes already published for the sum of £1.

Another Book.—Mr. Grube, of 12A, Paternoster Row, is now the publisher of "Howard's Roads of England and Wales" (5s.), which for long was the standard road-book. It still is a most excellent guide for most main roads, but being printed from plates, has some errors stereotyped. These errors are not, however, numerous, and as the volume is considerably less in size and weight than Vol. II. of the C.T.C. work, many will choose it for use.

Smaller Works.—There are several small shilling works published of varying merit, the best of these being Mr. Grube's "Cyclists' Road-book," which is very compact, and gives the principal trunk roads in some detail. Short notes are given as to the character of the surface and gradients, and appendices are added giving the mileage of several cross roads. For straightaway journeys, such as London to Edinburgh, Holyhead, Land's End, etc., this book will be found perhaps sufficient.

A book of an entirely different character is Spurrier's "Route Book," published by Messrs. Iliffe & Son. This book is on the "centre" principle, which is not very convenient for the "straightaway" man, but is admirable for the "no-fixed-plan" tourist, as he at once sees the various possible routes, and finds admirable hints and notes on the surface, scenery, and sights which may influence him. Rough sketch maps are given, in which an endeavour is

CORRYGTON, EASTBOURNE EASTON'S HALL.

ROUTE 86. LONDON TO EASTBOURNE.

NOTE.—The best route is via East Orbridge, Route 85. See also Route 71.

Miles from Eastbourne	Place on the Road.	Mileage from West End of Hill	General description of the Road.
68	London (Victoria Hill) (1000 ft. low)	0	Proceed by London and Hastings direct road to right opposite Trinity Ch. Long steady rise, easy gradient to Keston Mark; good cross-roads.
69	Westerham (1000 ft. low)	1	Very slight rise on over cross-roads, continuing uphill for ½ m.; thence short fall followed by a stiff rise, and level to southern extremity of West Hill.
70	Westerham (1000 ft. low)	2	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.
71	Westerham (1000 ft. low)	3	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.
72	Westerham (1000 ft. low)	4	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.
73	Westerham (1000 ft. low)	5	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.
74	Westerham (1000 ft. low)	6	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.
75	Westerham (1000 ft. low)	7	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.
76	Westerham (1000 ft. low)	8	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.
77	Westerham (1000 ft. low)	9	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.
78	Westerham (1000 ft. low)	10	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.
79	Westerham (1000 ft. low)	11	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.
80	Westerham (1000 ft. low)	12	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.
81	Westerham (1000 ft. low)	13	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.
82	Westerham (1000 ft. low)	14	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.
83	Westerham (1000 ft. low)	15	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.
84	Westerham (1000 ft. low)	16	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.
85	Westerham (1000 ft. low)	17	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.
86	Westerham (1000 ft. low)	18	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.
87	Westerham (1000 ft. low)	19	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.
88	Westerham (1000 ft. low)	20	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.
89	Westerham (1000 ft. low)	21	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.
90	Westerham (1000 ft. low)	22	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.
91	Westerham (1000 ft. low)	23	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.
92	Westerham (1000 ft. low)	24	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.
93	Westerham (1000 ft. low)	25	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.
94	Westerham (1000 ft. low)	26	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.
95	Westerham (1000 ft. low)	27	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.
96	Westerham (1000 ft. low)	28	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.
97	Westerham (1000 ft. low)	29	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.
98	Westerham (1000 ft. low)	30	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.
99	Westerham (1000 ft. low)	31	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.
100	Westerham (1000 ft. low)	32	Good downhill run and level to d.p. at cross-roads, where keep straight on at West Hill, following boundary/dance of Holwood Park, to Leaves Green. Excellent surface.

LONDON TO EASTBOURNE—continued.

Miles from Eastbourne	Place on the Road.	Mileage from West End of Hill	General description of the Road.
86	Down	1	another long rise and fall; thence up and down, chiefly level. Keep straight forward to Keston Mark.
87	Down	2	another long rise and fall; thence up and down, chiefly level. Keep straight forward to Keston Mark.
88	Down	3	another long rise and fall; thence up and down, chiefly level. Keep straight forward to Keston Mark.
89	Down	4	another long rise and fall; thence up and down, chiefly level. Keep straight forward to Keston Mark.
90	Down	5	another long rise and fall; thence up and down, chiefly level. Keep straight forward to Keston Mark.
91	Down	6	another long rise and fall; thence up and down, chiefly level. Keep straight forward to Keston Mark.
92	Down	7	another long rise and fall; thence up and down, chiefly level. Keep straight forward to Keston Mark.
93	Down	8	another long rise and fall; thence up and down, chiefly level. Keep straight forward to Keston Mark.
94	Down	9	another long rise and fall; thence up and down, chiefly level. Keep straight forward to Keston Mark.
95	Down	10	another long rise and fall; thence up and down, chiefly level. Keep straight forward to Keston Mark.
96	Down	11	another long rise and fall; thence up and down, chiefly level. Keep straight forward to Keston Mark.
97	Down	12	another long rise and fall; thence up and down, chiefly level. Keep straight forward to Keston Mark.
98	Down	13	another long rise and fall; thence up and down, chiefly level. Keep straight forward to Keston Mark.
99	Down	14	another long rise and fall; thence up and down, chiefly level. Keep straight forward to Keston Mark.
100	Down	15	another long rise and fall; thence up and down, chiefly level. Keep straight forward to Keston Mark.

LONDON TO EASTBOURNE. (Continued.)
 Proceed at its Easbourne to London via Keston Mark (Route 85) as far as fork at 1 m. beyond Duddleswell Gate, and as next fork a mile on, to right the narrow road to left, by Royal Oak Inn, having the village of Crockham Hill on right, and at Kent Hatch at top of hill turn to right. (Forward to Linsfield and Croydon.) At 11 m. further, at cross-roads, turn to right on short steep hill to city, and keep straight forward by main road. On reaching Keston common bear to right at d.p. by road skirting Holwood Park on right hand, and just beyond Keston Mark turn to left, and keep straight forward through Bromley, thence on Route 81.

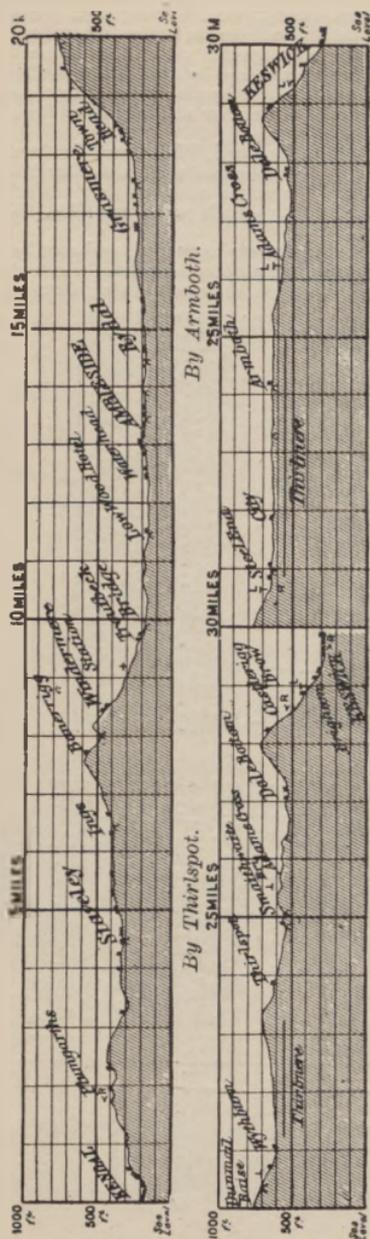
THE BRITISH ROAD BOOK.

The C.T.C. Road Book consists of a minute and detailed description of all the main as well as the important subsidiary routes throughout the Kingdom. It has been compiled from reports furnished by members who have an intimate knowledge of the direction, surface, and gradients of the roads treated of, and its value to WHEELMEN, PEDESTRIANS, COACHMEN, and other travellers by road cannot well be over-estimated. The reception it has met with at the hands of the Press and the general public is universally flattering, and no member should fail to invest in a copy.

Volumes I. to IV. inclusive cover the whole of England, Wales, and Scotland, and the areas they respectively deal with are plainly indicated upon the Key Map which will be found in the pocket of this book. The prices at which they are sold to members are as follows:—Vols. I., III., and IV., 5/- each post free; Vol. II., 7/6 post free.

A greatly reduced fac simile specimen route is hereto appended, and members are requested to note that the various Chief Consuls included in the area of which the book treats will not now supply manuscript information of the roads in their districts.

ROUTE 186. KENDAL TO KESWICK.



Sigs: < Road Fork, forward journey. > ditto reverse. † Cross Roads, † Road Junction, † Bridge, † indicates a sharp turn. The directions R (right) and L (left) for the forward journey are above the Road Line those of the reverse, below.

FIG. 15.—(Gall & Inglis, Edinburgh.)

made by symbols to distinguish good roads from bad; this work has reached its 25th thousand, and is indeed wonderful value for a shilling.

A Novel Book.—

Perhaps the most ingenious and generally useful road-books are the "Contour Road-books," published by Messrs. Gall and Inglis, but, unfortunately, at present they are only available for Scotland and the north of England, that for the south-east of England being promised during the summer of 1898. The sectional plans show at a glance the type of road to be encountered, and on the opposite page are given notes on the surface, sights, distances, etc. The books are a model of compactness, the Scottish volume only weighing 8 oz. in the thick

paper (2s.) edition, or in the Bible paper edition half that weight, in spite of a considerable addition of matter. Sectional maps on a small scale are also added, and, indeed, the 3s. 6d. edition, bound in morocco, with gilt edges, rounded corners, Bible paper, etc., is far and away the best all-round road-book yet produced for actual use on the road. Fig. 15 is a specimen of the sectional plans.

On the opposite page appears the itinerary and various qualities of surface, villages where inns are to be found, etc.

Ireland. — The distressful country is always somewhat behind, and until the C.T.C. road-book makes its appearance, there is but one road-book that has reached our notice, and that is Mr. Meccredy's excellent but tiny little book in two volumes (1s. each): Vol. I. deals with the south, and Vol. II. with the north of the island. The routes are given in very small compass, but there are some

excellent suggested tours and hints on the best way to see the various districts. In this latter respect we know of no road-book of any country which surpasses it, though Messrs.

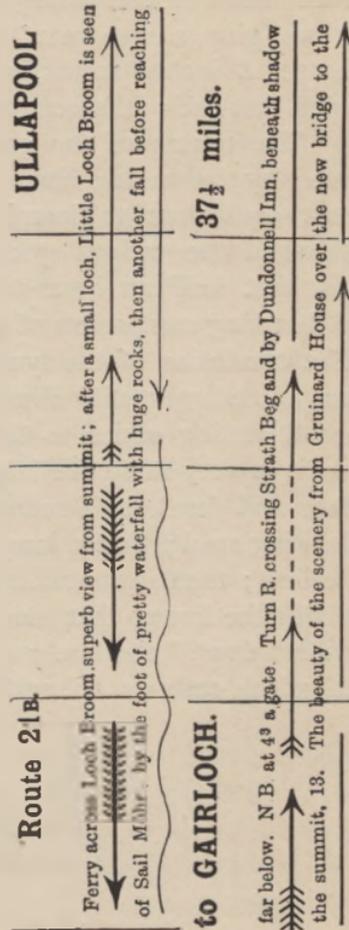


FIG. 16.—Brayshaw's Road Book.

Phillip have a very useful book by Mr. G. R. Brayshay, which does much the same for Scotland.

Another Clever Book.—This latter book has such a very novel method of combining the useful with the picturesque that we give a specimen line. The book when open measures 8 inches across, and the road description is so worded that each mile occupies the space of one inch (Fig. 16). The nature of the gradient and surface is also indicated by the waving line. At first it would seem to be almost equivalent to learning a new language to get to understand the various symbols, but in practice we have found that half an hour makes one quite at home with this charming companion of the road.

The translation of the symbols is, that the first two miles is an exceedingly stiff climb, then follows rather a stiff descent, getting easier to the beginning of the fifth mile, when it is very steep for half a mile, then easier, but loose surface and level to Dundonnell; then two miles of firm undulating road; then a long gradual ascent to the summit (13 miles); then a gradual descent. We have been obliged to divide the line so that the reader must read from "seen" to "far below;" the line reads straight across in the book itself, which costs 3s. 6d. and includes some good maps.

CHAPTER X.

ON THE ROAD.

Clothes.—In these days it is almost superfluous to give any hints on the garments suitable for the cycling tourist; suffice it to say that they should be all wool throughout, no

linen linings being permissible, as they are apt to cause chills. Golf cap or soft deerstalker hat, Norfolk jacket or lounge coat of a loosish texture, knickerbockers of a closer material, for homespun, which is admirable for coats, does not stand the hard wear of the saddle well, flannel shirt or Jaeger combination fitted to carry detachable cashmere collars, stockings somewhat thinner than those ordinarily used for walking in, low shoes with a stoutish sole—the usual cycling shoe is not adapted for touring purposes. The knickerbockers should not be very baggy, and are better without box-cloth “continuations,” which somewhat stop the circulation; they should be so shaped as to fit above the hip without braces. When riding, the top button can be undone. A hip-pocket is useful for the purse, and the pockets of the coat should be capacious enough to carry maps and road-books without risk of dropping out; in the interior breast-pocket it is well to carry a pocket-book, with cards, C.T.C. ticket, post-cards, stamps, needle, thread, worsted, small memorandum book or diary, pencil, and luggage labels, to attach to machine for railway journeys. A few bars of chocolate take up little room, and may come in useful in case of a forced march; a few raisins also are capital sustainers against hunger, and also keep off thirst to some extent.

Living.—The tourist's motto in almost everything should be simplicity, and more particularly in the matters of food and drink. In this country the best plan for most riders is to take a hearty breakfast, avoiding strong coffee, as being usually productive of thirst, a leisurely start, a simple lunch—many hard riders take little beyond bread, milk, and fruit, during the day—an early cup of afternoon tea, and a moderate dinner or supper when the riding is over for the day. To make a hearty mid-day meal in this country usually

means a long delay before it is forthcoming, and there ought certainly to be a rest of an hour before taking the road again, altogether making a two to three hours' cessation. This may occasionally come in conveniently where the halt is made in a place where there is a good deal to be seen, but as a general rule the lighter meal and shorter halt is to be preferred. Most riders feel fittest between the hours of five and seven, and it is at this time alone that the fast work of the day (if any) should be done. The day's destination should be reached at least half an hour before the evening meal is taken, not only for the sake of the wash and brush-up, but because it is better that there should be an interval between the exercise and the meal for the system to recover itself. This is clearly shown by nature herself, as the meal will be much more enjoyable after a rest.

Waterproofs.—The ordinary mackintosh cape or coat used



FIG. 17.—Pneumatic cape (Accessories Co.,
154, Sherlock Street, Birmingham).

by the cyclist is a very unhealthy garment, as it prevents the natural perspiration of the body escaping. Many experienced riders prefer getting wet externally, and never carry them. This, however, means resort to bed or the landlord's clothes, unless a complete change is carried, and nowadays very light covert coats and leg-gings can be had which are not only quite waterproof, but come in useful as wraps on chilly evenings, ferry or steamer crossings, etc. The only drawback to them is that

they are somewhat more bulky than the rubber garments, and they are more expensive; on the other hand, they will outlast many mackintoshes, which are very easily torn, and in the poorer qualities utterly spoiled, if wrapped up when damp. There has recently been brought out a mackintosh cape with a tube inserted in its edge capable of being inflated; the object of this is to prevent the formation of a pool of water in the "lap" formed by the ordinary type of cape; the illustration will show how this is effected.

Of ordinary mackintoshes those "sun-dried" are the best, as they are not injured by being wrapped up wet and muddy.

Thirst.—Cycling as an exercise produces a good deal of perspiration, and consequently in many cases considerable thirst. In fact, a "touring thirst" used to be a very common expression, and a very unpleasant companion it is. Prevention is better than cure, and besides the avoidance of strong coffee (*cum* chicory) so often provided at hotels, highly seasoned and salt foods should, of course, be avoided. Whatever we may do, however, thirst often attacks the tourist, and if so, the last thing he must do is to drink. If he is in a well-watered country, a gargle from a roadside stream will do more good than the swallowing of a quart, and the immersion of the hands in a pool is also a considerable relief. Some people carry a pebble in the mouth, but this is somewhat dangerous, and a raisin, as suggested above, is a better lozenge. What to drink depends a great deal on the individual himself; but we have found soda and milk and *good* ginger ale (such as the Irish brands) perhaps the best of the thousand and one drinks of the day.

CHAPTER XI.

HOTELS, ETC.

Generally.—The revival of road-travel has had, of course, a beneficial effect upon the owners of roadside inns and hotels, who had almost ceased to be licensed victuallers in the proper sense of the term, and had become little more than liquor sellers. Hotels in provincial towns have also found that during the summer season there is another class of customers besides the commercial travellers and the market-day diners. Unfortunately, the revival has come a little too late, for many of the country inns and some of the town hotels have passed into the hands of the brewery companies, and the “tied house” system is equally bad for the public in the matter of inns and tyres. For in place of the landlord owner or long-established tenant, who took a personal interest in the comfort and well-being of his guests, we often find the manager, who is a mere servant, liable to a fortnight’s notice, and whose main object is to get through so many barrels of beer, gallons of whisky, dozens of aerated water and cigars, all of a quality not the best, and supplied from the brewery headquarters, and of which, of course, no complaint can be made by the landlord (?).

In the larger towns and watering-places another very different style of hotel has arisen, and that is the gigantic barrack, with a cast-iron manager, automaton book-keepers and servants, pretentious *table d’hôte* meals of many and indifferent courses, very satisfactory on the *menu*, but otherwise in the eating; vast reception rooms and tiny bedrooms; and where a guest never becomes anything more than a mere number. The cyclist, who has various little wants of

his own, is particularly out of place in these company-owned *caravanserais*. What the cycling tourist wants is a plain simple hostelry, thoroughly honest in all that it offers in food, in service, in cleanliness, and in civility. Why should we be offered tinned tongues, colonial meat, American ham, Danish butter and Norman eggs in a country town? It is not always economy that leads to this state of affairs, but often a shirking of trouble. The old style of landlady, who cured her own tongues and ham, made her own pickles and preserves, and looked after her own poultry-yard, is all but obsolete.

Landladies.—There are many ladies nowadays who are thinking of establishing "cyclists' rests," and if they will but do it in a conscientious manner, they may be sure of success if they are at all wise in their selection of a "pitch." It is of little moment whether the house has a license or not, though if the latter is the case, an off-license should be in the neighbourhood. Others than cyclists would find out a "good house," and there is a good and pleasant livelihood for a really practical, managing, business-like woman—lady, if the title is preferred—in this line of business. There is no need, and indeed it is not desirable, for the landlady to be hail-fellow-well-met with her customers, but she must be accessible, willing to meet the idiosyncrasies of her customers, and not above her business. If she understands pigs, poultry, bees, and even dairy farming, she may save another profit, but if not, let her make ventures in these respects cautiously, and rather depend on the *best* food to be had from her neighbours; a penny in the pound on her meat or bacon, or two eggs less for a shilling will make little difference to her compared to the great question as to whether her customer is pleased or the contrary. Similarly, let her not be stingy with cream, and think milk as good; there may be no

verbal complaint, but these little things count in the traveller's estimation. Ladies have this fault of trying to save in little things, and forgetting the main point of their business, viz. to give a good article at a fair price. There is no class of people who know better than the buyers and users of cycles, that a good article is worth its price. Many of our business women ride cycles, and know what their fellow-riders want; let some of them bring their capacities to bear on this particular business, which is essentially a woman's, for the benefit of themselves and their fellow riders.

The Cyclists' Touring Club.—In the matter of hotels, as in other ways, the C.T.C. has done a great deal for the benefit of the tourist. When the club was founded, the cyclist had not yet made sure of his footing in the land, and in many cases the hotel-keeper did not want this mud-stained traveller in his house at all, and in other cases he regarded him as a fair object for fleecing. The C.T.C. therefore set to work, and by appointing one particular house in each town as its headquarters, it practically gave that inn the monopoly of the cycling trade, and was enabled to contract with it for a reasonable tariff. At first this tariff was rigid and universal, but as different classes of riders joined the club, different tastes and purses had to be consulted, and now the club makes arrangements with hotels of various grades, at which its members get a substantial discount from their bills.

Coffee-taverns, etc.—The C.T.C. has also recognized the coffee-tavern, and has published a separate list of this useful class of house, adding also farm-houses and boarding-houses. In this case no particular monetary benefit is asked for the club membership. Recommended houses are asked to give their tariff, and this is published. The first list of this kind

was issued during the last summer, and was somewhat meagre; but the new edition will be very much more comprehensive. The farm-house lodging is very popular now with our city workers, and this extension of it to "one night" travellers is good for both tourist, who thus sees more of the habits and ways of his country cousin and farmer, who regards the profit as all found, and has not to keep a whole family alive on the snatchings of a three months' season, as the seaside harpy tries to do.

Châlets.—A novel idea in the way of houses of call for cyclists emanates from Bristol. Tiny little wooden chalets for the provision of light refreshments are to be erected by the wayside on the principal main roads. As at present planned, these little houses are to have no sleeping accommodation, but possibly this may be added afterwards. Presumably these buildings will be portable, and only erected on land taken by the year, so that, if found desirable, a change can be made. Sufficient ground should be taken to afford a wild garden, with seats and hammocks, and even a good tent to act as an overflow house on busy days. The furniture of such a place could be of the simplest and cheapest, partaking of the nature of folding camp-furniture; and, indeed, the total cost of building, furniture, crockery, and kitchen necessaries need not amount to more than £100. Any farmer with an eye to business would accept a nominal rent, as he would get market price for much of his dairy produce without the trouble of taking it to market in what is the busiest season both for him and the cyclist caterer.

CHAPTER XII.

CYCLE CAMPING.

ONE step nearer to savagery is from the chalet or wigwam to the tent; and at first it would seem impossible that a cyclist on tour could combine his method of progress with the life of a gypsy. But there are two methods by which this is practicable. The first is by a considerable party clubbing together and having the camp and its equipment forwarded from pitch to pitch by rail or cart. Years ago, an Irish party actually carried this out, moving their own camp daily; but they had a multicycle, which was capable of much in the way of traction. The better plan would seem to be to make one pitch last for several days, exploring the country by cycle during the day, and, when it was exhausted, moving on to another centre. The economy of camping out is very great, two shillings being the average cost of provisions per head per day; but this sum would be exceeded if a professed cook were taken, though a party of ten would find half-a-crown cover their daily expenses, and the bi-weekly move might add another two or three shillings a head to the total cost if a railway were tolerably handy. An old soldier would be an admirable man to employ on such an expedition, and the whole party would be enabled to ramble off every day, leaving the care of the camp and the preparation of the evening meal to him.

The second and simpler method of cycle camping is for the single rider or couple, and is of a much simpler character. A very old tourist, Mr. T. H. Holding, has devised a most wonderfully compact kit, which can be carried readily on a safety bicycle, and does not weigh

more than fourteen pounds in all. The kit consists of a tent (6 ft. \times 6 ft. \times 5½ ft.), waterproof ground-sheet, cashmere bedding, pneumatic pillows, spirit stove, saucepan, of which the lid is a frying-pan, tea and coffee tins, drinking-cups, and a canvas bucket. The tent-poles, being jointed, are carried on the saddle-stays of the cycle. The inventor has tested the apparatus in the wilds of Connemara, and reports it to be practicable. Mr. Holding purposes to publish a little book on his contrivance, and further



FIG. 18.—The tent pitched (by permission of "Travel").

information must be sought for there. The tent is not waterproofed, being thereby rendered more portable, but will stand a considerable amount of Irish rain, which is as wetting as most to be met with, though no doubt care must be taken not to touch the under side of the material. A few years ago a Glasgow firm announced a pneumatic tent for cyclists, in which, instead of poles, pneumatic tubes were inserted in the material; as these were inflated the tent

gradually rose from the ground—presumably the canvas was pegged down all round. The fact that this was withdrawn from the market speaks against the practicability of the idea, and in a high wind it would probably prove rather an unsteady house. Nevertheless, the idea was very ingenious, and it is possible that some use may be made of it in some similar way hereafter.

The great drawbacks to these tiny tents is that they leave the cycles unprotected; and there is scope for the ingenious



FIG. 19.—The tent packed (by permission of "Travel").

to plan a method whereby the cycles shall be protected, and at the same time form the side walls to the tent. This, of course, would imprison the machine as long as the tent is pitched; but in this class of encampment, which is meant merely for a night's shelter, this is of little consequence. In fact, if a return was contemplated to the same ground after a day's circular run, the kit might be buried or otherwise secreted until the return.

CHAPTER XIII.

THE CYCLISTS' TOURING CLUB.

A TREATISE on cycle-touring would be very incomplete without some notice of this gigantic and far-reaching institution, which has done so much for tourists in this and many other countries; for, though nearly every civilized country has its own touring club, they are but imitators of our own Bicycle Touring Club, which was formed so long ago as 1878.

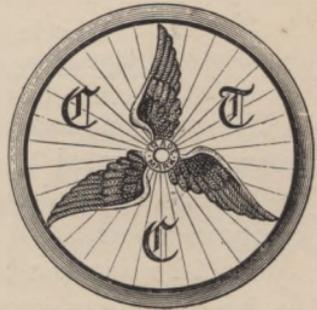


FIG. 20.—Badge of the Cyclists' Touring Club.

Its History.—The credit of the idea of the formation of the C.T.C. is due entirely to Mr. T. H.

Holding, who, as far back as June, 1876, wrote to the *Bicycling News* a letter, of which the following is an extract:—

“The question is, could a central bicycle tourist club be formed, which would facilitate the association of companionable men, who at the same time want to take the same run, and who would be glad of each other's society? I think it may be done, on the principle of the Alpine clubs.”

It was not, however, until two years later that Mr. Holding was able to devote enough time to the scheme to actually summon a meeting. By this time, however, the idea had met the eyes of Mr. S. J. A. Cotterell, an enthusiastic young medical student, who worked like a horse in the matter of correspondence.

Those were the days of big bicycle meets, and the most

important meet in the north of England was that held at Harrogate. It was here, on the August Bank Holiday of 1878, that Messrs. Holding and Cotterell first met in person, and, after going through a mass of letters from enthusiastic correspondents on the great scheme, they affixed the following notice on a door of the Assembly Rooms:—

“NOTICE.

Bicycle Touring Club Meeting
In the Committee Room, at 4 p.m.”

The meeting drew together a considerable number of riders, who agreed to found the club. Mr. Cotterell was made secretary, and, by the end of the day, the club had eighty members.

The following is a copy of the earliest prospectus issued by the energetic secretary:—

“BICYCLE TOURING CLUB.

“That great corporation known as the *Bicycling World*, now nearly ten years of age, and numbering its thousands, has at last provided two national institutions—one for racing (*Bicycle Union*), the other for touring (*Bicycle Touring Club*). The former has been before us some little time, but the latter, almost a stranger, calls for a few remarks as to its objects, which may be summed up as follows:—

- “1. The provision of companions.
- “2. The association of its members.
- “3. The entering into agreements with hotel proprietors for fixed and moderate charges.
- “4. The appointment of ‘*Consuls*,’ or gentlemen to whom, whilst on tour, one may apply for all local information as to roads, hotels, places of interest, etc., and thus find a friend in every town, or nearly so, boasting of an amateur bicycle club.

“Arrangements have been made to admit non-clubmen, on references from two officers of an amateur athletic or bicycle club.

“A list of those intending to take tours will be published monthly during the season.

“To all amateur bicyclists who delight in bicycle tours, we say, after having formed this club for their benefit only, send in your subscription, which is only 2s. 6d. (lasting till April, 1880), which cannot be considered immoderate, and increase our numbers from hundreds to thousands.”

In 1879 it was found necessary to appoint a paid secretary, and by the end of its first two years of existence the club numbered over 2600 members, and was considered a marvellous success.

In the year 1881 the *Circular*, or club magazine, became the *Gazette*, was greatly enlarged, and placed under the (honorary) editorship of Mr. E. R. Shipton, who already had worked prodigiously for the club as Chief Consul of the South-west District, and still continued to do so. In 1880 Mr. Shipton was appointed paid secretary, as well as editor of the *Gazette*; the headquarters were removed from Bradford to 140, Fleet Street, London, at the top of the *Sportsman* buildings, where they remained until the recent removal to the comfortable suite at 47, Victoria Street.

At this period the club went more into trading than it had hitherto done, for the first object of its promoters was, undoubtedly, to establish a sociable club; now everything was sacrificed to utility. The old dark-green uniform was changed for the tiny grey check, made especially for the club, and the name became the Cyclists' Touring Club. By April, 1884, the club contained over 11,000 members, a number which, in spite of two increases of subscription, with one flat period, when it almost appeared to many of even the more enthusiastic members as if the C.T.C. had done its work and had its day, has gradually grown, until the present year will probably see 50,000 members enrolled under its banner. The present-day member of the C.T.C. (which is now incorporated under the Companies Act) finds

everything prepared and cut out for him. His hotel is chosen, splendid road-books are given him (for a consideration), local advisers and repairers provided; his very clothes have been devised with the greatest care for detail. The outsider has benefited also from all this, and, where the C.T.C. led, the general public has followed.

Subscription, etc.—The subscription to the club is now 5s. per annum, and there is an entrance fee of 1s. For this every member gets monthly a copy of the very interesting and “trade free” *Gazette*, full of valuable information for the tourist. For the sake of getting full benefit from his membership, the member will have to lay out another 1s. 6d. in the purchase of the “Handbook,” which gives, in a tabulated form for each town and village, the tariff and discount of each hotel under contract with the club, the name of a “consul,” an honorary official, who will supply local information, a reliable repairer, and a good deal of other valuable information. The coffee-taverns and farmhouses are given in a supplementary volume, sold at sixpence. The road-books published by the club have been mentioned elsewhere, and the following is an extract from the prospectus of the club, which does not go beyond the limits of veracity:—

Its claims.—

“The member has the satisfaction of knowing that he is aiding, by his alliance therewith, a body which is ever on the alert to promote the best interests of cyclists, and which has already been instrumental in

- “(a) Reducing by 50 per cent. the charges formerly in force for the transit of cycles by passenger train, as well as in some cases securing special concessions in the way of reduced rates for both machine and rider;
- “(b) Removing all unreasonable restrictions upon the use of the public parks by wheelmen;
- “(c) Abolishing at one stroke the conflicting and anomalous

- county and borough bye-laws, and substituting therefor a statute law declaring cycles to be carriages within the meaning of the Highway Acts, and entitled to all the privileges and benefits applicable to other carriages ;
- “(d) Upholding and improving the status of the wheelman by condemning furious riding, road-racing, and every other practice likely to bring the cyclist into disrepute with other users of the roads and the community at large ;
- “(e) Supplying, erecting, and maintaining warning notices on dangerous hills (Figs. 21, 22) ;
- “(f) Compiling the only reliable road-book yet placed upon the market ;
- “(g) Watching and opposing all measures restrictive of cycling introduced into Parliament or by local authorities ;
- “(h) Agitating in favour of and introducing into Parliament a measure compelling all vehicles to carry lights at night, and—pending its passing into law—co-operating with County Councils in dealing with the matter by means of bye-laws in their own particular districts ;
- “(i) Inducing hotel proprietors and other public caterers to study the special requirements of the wheelman, and to deal with him in a generous spirit ;
- “(j) Revolutionizing and perfecting the dress of the cyclist, and providing an ideal outfit for the use of each sex ;
- “(k) Securing free entry for the machines of members *bonâ-fide* on tour in Belgium, France, Italy, Switzerland, and other Continental countries ;
- “(l) Publishing and circulating with good effect tens of thousands of popular and technical pamphlets upon the only rational and economical system of road maintenance ; and, in short, in rendering yeoman's service to the art and pastime of cycling.”

Application forms can be had from the Secretary, 47, Victoria Street, Westminster, S.W., and each candidate for membership must be introduced by a member, or, if he does not know a member personally, the Secretary will give him the name and address of some local honorary official

of the club, who will, if satisfied of his "respectability and position" (but it should be noted that the club is open to all amateurs irrespective of their *social* position), obtain him the needful introduction. It may be remarked that the subscription expires on the 31st of December of each year, and that, therefore, it is best to join the club at the beginning of the year. Election takes some little time, and, if a tour is undertaken in a hurry, the laggard may find that he cannot be elected a full member before the time of his departure. It is true he can obtain a "provisional ticket," but this will cost him another shilling.



FIG. 21.



FIG. 22.

C.T.C. Danger and Caution Boards.

CHAPTER XIV.

FOREIGN TOURING.

As this volume is chiefly intended as a manual for beginners in the pastime of touring, it is not proposed to say much under this head, as the novice would hardly venture on his first tour into a foreign country unless it was under the

leadership of a more experienced companion or of a tourist agent.

Normandy.—Nevertheless, the hotels and roads in Normandy have acquired such a good name among English riders that many are tempted across the Channel before they have much acquaintance with our own much more beautiful, but not so perfect, highways. For this reason we give a few general hints, which may be found useful; and for people who like good living, good roads, little trouble about finding the way, and interesting towns, but rather deadly dull country, owing to *la petite culture*, there could be no better touring-ground than Normandy, which is now so readily and cheaply reached that it is not more remote than the north of England. Caen is probably the best place to land at, the country between Cherbourg and it not presenting much of interest except Bayeux, with its cathedral and tapestry, which is easily reached from Caen.

Hints for Normandy.—1. As to duty, see below. The tourist does not pay the cycle-tax, but must have a metal label attached to his machine bearing his name and address. These labels can be had engraved from the C.T.C. or T.C.F. (Touring Club de France) by members for about 2s.

2. If the rider can read French, the little road-books of the T.C.F. are a good deal handier (and cheaper) than the French road-book of the C.T.C., which is, however, an excellent book. They also contain small scale maps. Halfpenny itinerary cards are sold by the T.C.F. of many main routes, which are excellent.

3. Soap must be taken for bedroom use. Baths are not visible, but can be had by inquiry. The sanitary arrangements are bad, but are improving under the crusade of the T.C.F. The bedrooms are apt to be fusty, so it is as well to see the room at once and open the windows.

4. Live as the French do. Very simple early breakfast. Halt for lunch 11—12, and do the sights till 3 or so. Ride till 6, and dine 6.30—7. Adjourn to *café* afterwards, there being usually no sitting-room other than a state *salon*. It is the custom to write letters, etc., at the *café*. Tea is difficult to obtain, as is milk after 10 a.m.

5. The rule of the road is the reverse to that in England.

6. The main roads are elaborately supplied with kilometre stones and direction-posts, and the central house in each village has direction-boards affixed. 8 kil. = 5 miles.

7. The language is not a necessity. If a phrase-book is too bulky, a few pages from the Continental Bradshaw are useful.

8. The best hotel charges amount to about 10 fr. a day—*i.e.* *café*, 1 fr.; *dejeuner*, 2½ fr.; dinner, 3 fr.; room, 2½ fr.; attendance (sometimes), 1 fr. This includes wine, cider, and seltzer. Tips are not expected, but the English tourists are rapidly doing away with this custom of the country. There is less fear of damp beds than in England.

9. The main roads (*routes nationales*) are excellent almost invariably, and most of the byroads, though some are paved. All towns and villages are paved, and usually very badly. The dogs are better behaved than they used to be.

10. Cycles are passenger's luggage on the railways, and cost one penny any distance—a registration fee. Luggage can be sent by rail, as in England.

11. Certainly join the Touring Club de France (subscription, 6 fr.; London representative, Mr. C. F. Just, 17, Victoria Street, S.W., who will send application form and prospectus on application *by post*, as will also the Tourist Editor of *Cycling*, Rosebery Avenue, E.C.). The club has hotel arrangements to be found in the *Annuaire* (another franc), and also appoints repairers and consuls, as

the English C.T.C. does. The small road-books cost from 1 fr. to 1½ fr. There is no entrance fee, and a metal badge is included in the subscription.

Duty.—The C.T.C. have recently made arrangements whereby its members can enter almost any European country without having to deposit the duty, which is pretty heavy, and was not always very easily recovered. These arrangements vary from time to time, and with the different countries, and a member will always be able to get full particulars from headquarters. In France the mere production of the C.T.C. ticket or T.C.F. badge, and sometimes even a return ticket, is sufficient to pass the machine at the custom-house.

Federation.—From time to time attempts have been made to establish a system of reciprocal membership between the various national touring clubs, and last autumn a congress was held to discuss the matter, but there has been very little practical outcome of it as yet. The desirability of such an arrangement is apparent, for the local club can make much better and more comprehensive arrangements as to hotels, can command more information for road-books and maps, and stands better with the imperial and local authorities than a foreign body. The difficulty lies in the very practical fact that many foreigners join the local touring club, and the latter is naturally rather loth to lose at a swoop a few thousand members and their subscriptions without gaining much. For example, the T.C. de France have some thousands of English and American members, and very few of their French members would ever wish to tour in England or America. Similarly the C.T.C. has a large American membership, whereas the English “wheel-man” in America is a *rara avis* indeed.

The Present State.—As matters are now the tourist

planning a foreign trip should certainly join the C.T.C., which gives him excellent road-books in his own language, and will pass him at the customs. He should also join the touring club of the visited country for the sake of the hotel and consular arrangements. As the subscriptions do not average more than six or seven shillings, the outlay is not excessive.

CHAPTER XV.

TOURING-GROUNDS AND SEASONS.

Modern Geography.—In these days the geography of many people, after the smattering of physical features learned at school has been duly forgotten, is the geography of the railway time-table and its accompanying outline map, on which there is no mark save that denoting the railway line. Two years ago the writer would have stoutly contested the truth of such a remark made by any one else, but during those two years he has had to deal with some hundreds of inquirers on the matter of touring districts and routes, and he has come to the somewhat sad conclusion that the great majority of our countrymen have but the vaguest ideas as to the physical features of their own country. During the past year a correspondent planned himself out a trip from Birmingham to South Wales, with the express purpose of avoiding hills, and his proposition included a mountain road over the Brecon beacons. On another occasion he met a cyclist—an American, it is true—whose sole guide to the Lakes was a ten-miles-to-the-inch railway map, whereon his

route was marked correctly enough as it happened. He inquired why he had to take two sides of a triangle to get to his destination, but was quite satisfied when told that the third lay over the opposite mountain some three thousand feet high. His map ignored mountains entirely, and would have done the same with roads, except that in the district in question coaches still take the place of trains here and there.

This must be the excuse for a few hints on what every school-boy and girl should know, and probably does, but is apt to forget.

Rudimentary Hints.—Most inexperienced tourists will require an easy route for their first journey of any length, and, roughly speaking, the eastern side of the country is the easiest, as a general rule (though there are exceptions, Kent and Suffolk being both rather hilly), and also the driest; on the other hand, of course, the scenery is likewise tamer and duller. The Midlands, taking Derby as the northern extremity of this district, also generally afford tolerably easy travelling, and also exceedingly lovely scenery in those places where the manufacturers have not yet blackened all around them.

There is a very mistaken idea amongst southrons that Scotland is an exceedingly arduous country. This, of course, is true to some extent of the Highlands, but the country south of Edinburgh and Glasgow affords probably longer stretches of easily graded and well-made roads than any part of England, with the exception of the Great North Road district. For this we have to thank the Scotch method of road administration, for the system of giving one skilled engineer a considerable length of main road to keep in order has long been in vogue in Scotland, whereas in England it practically only came into being with

the County Councils in 1888. The improvement in the surface of our roads since we adopted the Scotch method has been enormous, and equivalent to the advance in the construction of the cycle in the same period. Unfortunately, the same cannot be said as to the gradients, which in Scotland have been carefully planned, but in England, as a rule, have been almost disregarded in the planning of the roads, which in many cases still follow the straight line laid down by the Romans, or the padded trail of the pack-horse or mule. Besides the questions of surface and gradient, there is also the matter of weather, which is so uncertain in our islands. As has been already said, the east is much drier than the west, and in Scotland this is markedly so; in the extreme north, where the distance from coast to coast is only fifty miles, a drought will often be prevailing on the one side while real soft weather is the rule on the other. In such a case the remedy is obvious.

Seasons.—While touching on the matter of weather it may be as well to remind cyclists that August, the most popular of holiday months, is often one of the wettest of the summer months, though perhaps in this respect the latter half of July runs it close. September has a good reputation, but in the last two seasons has somewhat lost its name. May and June are undoubtedly the best touring months for those who can arrange to take their holidays so early, the country being at its freshest, the days at their longest, the weather at its fairest, the hotels ready but least crowded, and in the fashionable districts least expensive. The cyclist who is fortunate enough to be able to take a month's holiday at this season in the Highlands of Scotland, the north or west of Ireland, Wales, the Lake District, or the West Country, is indeed to be envied. He is in no way hampered—nay, rather benefited—by the fact that all the

coaches and steamers are not yet running, that "the people" are not yet at "the castle," or "the lodge," or that the hotel's season has not yet so far advanced as to necessitate the importation of the German waiter. If he should yet be able to snatch another week's freedom in early October, when the weather is usually calm and settled, and the autumn tints at their best, he will have seen the country at the two most attractive seasons in the year.



APPENDIX.

SUGGESTED TOURS.

N.B.—In the majority of the following tours no attempt has been made to divide them into hard and fast day's journeys, but the most desirable stopping places are italicised.

I.—SUSSEX, KENT, SURREY, AND HAMPSHIRE.

(Londoners would naturally join this route at Godstone Green ; those from the Eastern Counties at Ightham (from Gravesend).)

Horsham.—Leaving by the Crawley Road, at fork at Ruffey keep to right, passing through the beautiful woodlands of St. Leonard's Forest, slightly uphill and good surface to Pease Pottage on the Brighton road ; here turn left ; easy downhill run to level crossing at Crawley Station ; keep straight forward to Povey Cross, where turn to right ; capital road and level to entrance to Redhill ; slight descent into town, bearing to right to Town Hall, where turn to right, passing station and under a dangerously narrow bridge ; slight ascent, and then undulating road, passing Godstone Green and Westerham, to Riverhead and on to *Ightham* : good surface throughout. In village turn to right up a hill ; at top, at fork, keep to right along narrowish lane with some ups and downs to "The Moated House ;" on leaving, keep straight along winding road to Hildenborough, where main road is joined ; turn to right, and keep straight forward to Tunbridge and Southborough (very pretty), to *Tunbridge Wells*.

Slight rise on leaving, and then level to Pembury and on to direction-post at $7\frac{1}{2}$ miles, where keep left; level to Gondhurst Station, then stiff rise to Gondhurst (very finely situated); passing church, keep along winding road to Cranbrook: easy running. Turn right at church; good road to Tenterden. Here road turns to right at entrance to village, but it is well worth riding along the village street and back, a very pretty place; easy running for some distance through a beautifully wooded and most picturesque country; very pretty tile-roofed farmsteads are seen amongst charming surroundings. A short, steep and rough drop to the marshes, where the road is level; slight and easy rise to Wittersham; on joining main road keep right, with easy run down to Rye. Here turn right, and then bear left, passing station, and along level road to foot of short sharp rise to *Winchelsea*. Beautiful village, with interesting church in the centre. On leaving, turn to right at about $\frac{1}{2}$ mile, then straight forward to Ore, with easy descent to *Hastings*.

Here keep along sea-front towards Bexhill; at entrance to it turn right, keeping straight on to Ninfield and Borham Street, where turn left to ruins of Hurstmonceaux Castle (2 miles), then on to Horsebridge and *Lewes*: easy running and good surface throughout. Keep straight through Lewes along capital road to *Brighton*, where keep straight forward to centre of town, and then along the sea-front to Shoreham, where there are two routes, one by Worthing, the other by Sompting, with its Saxon church: for the latter cross bridge at Old Shoreham, and keep straight on; easy running to Offington Corner. Keep to left after passing the Corner along good but undulating road to Arundel; opposite the Norfolk Arms turn left along Tarrant Street, then undulating and pretty road to *Chichester*, the latter portion level. Passing the Cross and Cathedral, keep forward along capital road, passing through Emsworth and Havant to Cosham; turn left and then right, and on to Fareham and Titchfield. From Chichester beautiful views of the old harbours and estuaries are obtained.

At Titchfield turn right, uphill and roughish at first, then undulating, passing Basildon Bridge (very pretty). To avoid the streets of Southampton, at top of next hill keep to right, then straight on to Northiam Station, where turn right and then left, winding road through northern suburbs of Southampton to Shirley and Totton. Instead of going by Lyndhurst Road Station, turn right by the more picturesque road by Cadnam, where turn left, and then left again, entering the

woodlands of the New Forest and straight on to *Lyndhurst*. Leave Lyndhurst by Emery Down, where keep right along the beautiful road, passing Boldrewood Lodge entrance; at main road turn to left to Picket Post, where turn right to Ringwood—all good surface; turn right in town, cross the Avon and on to Wimborne Minster, and at entrance to Corfe Mullen turn left along cross-country road, undulating midst heather and pine—generally good surface; join main road, and turn right at Lytchett Minster, and on to Wareham; keep straight through town; good road to Corfe Castle—fine ruins most beautifully situated: then straight forward—not quite such good surface—to *Swanage*.

Return to Wareham and Lytchett Minster, where follow main road to Poole; turn left along High Street to *Bournemouth*, at the Gardens bear left, up easy rise, and forward through Boscombe to *Christchurch* (splendid Priory Church); turn left, good and pretty road passing Holmsley Station to Lyndhurst (a good centre for exploring the Forest on cycle and foot). On leaving, take first turning after passing post-office, keep straight forward to Bramshaw, Landford, and Whiteparish to *Salisbury*—good surface and easy gradients. Leave Salisbury by the Andover Road, now having most capital surface, but a trifle hilly at first—nothing difficult, however. At Luscomb Corner (8 miles) keep left. At Andover keep straight forward, passing Whitchurch and Basingstoke—good surface, undulating. At 5 miles beyond Basingstoke, at direction-post, turn right to Odiham, and some 4 miles further, at cross-roads, turn right through Crondal to Farnham; here, on joining main road, turn left, then to right along Downing Street, and bear right and then right again up short hill; straight forward to *Frensham*—good surface but hilly; keep on through village, passing to left of Frensham Pond to Churt—level good road. At Churt turn right, and rise gradually and generally by easy slopes amidst most beautiful scenery to Hindhead. Thence to London through *Guildford* and Ripley by the popular Portsmouth Road.

II.—NEW FOREST AND NEIGHBOURHOOD.

(FROM LYNDHURST AS A CENTRE.)

CHRISTCHURCH ROAD.—Inquire before starting for Knightwood Oak ($2\frac{1}{2}$ miles); Holmsley Station ($6\frac{1}{2}$); Winton Post

(8½); Hinton Admiral Church (10½); Christchurch (Priory and Castle ruins) (14); Iford Bridge (15½); Boscombe (18); Bournemouth (numerous amusements, famous pine woods, cliffs, and beach) (19). Return to Christchurch (24); Somerford Grange (25½); turn right: Newtown (28); Milton (30); Lymington (36) (fine views may be obtained here of the Solent, Alum, and Totland Bays, and the Needles), Batramsley Cross (38½); Brockenhurst (40½); Lyndhurst (44).

SECOND DAY.—Minestead (2½); Rufus Stone (3½); Cadnam (5); turn left: Brook (6); Bramshaw (8); Landford (10); Brickworth House (13½); Alderbury (16½); Salisbury (cathedral, museums, etc.) (20); Boderham (23); Downton Wick (25½); Fordingbridge (30); Ringwood (36); turn left: Picket Post (39); Boldre Wood (43); Lyndhurst (46½).

THIRD DAY.—Totto 1 (6); Redbridge (7); Millbrook (8); Southampton (10); proceed through Avenue and Common to Bassett (13); Chandler's Ford (15½); Otterbourne (19); Saint Cross (21½); Winchester (cathedral, museum, maze on St. Catharine's Hill, etc.) (22); leave by West Hill, passing college to Hursley (26½); bear to right: Ampfield (28½); Romsey (abbey, Broadland's Park, and statue of Lord Palmerston in square) (33); Over (36); Coppithorne Hill (38); Cadnam (40); Lyndhurst (43½).

These routes embrace the chief roads and best scenery in the New Forest, and are only moderately hilly, the worst portion being between Southampton and Winchester. Lord Leighton's fresco in Lyndhurst Church should not be missed.

III.—AN ISLE OF WIGHT ROUND.

(This can be readily combined with the preceding tour.)

West Cowes.—(Head-quarters, Royal Yacht Squadron.) Cross by Ferry from W. to E. Cowes, past Osborne Park Gates to Whippingham (church); through Wooton Bridge and Quarr (remains of abbey ½ mile to left) to Ryde (8 miles); Nettlesome (sea view 1 mile to left), St. Helens, Bembridge (golf links), Brading (church, stocks, bull-ring, Roman villa), over downs (fine views) to Arreton (old Manor House and church) (21); Blackwater, Godshill (old church), Shanklin (chine); stiff hill up and down to *Ventnor* (36); through Undercliff (fine scenery) to St. Catherine's (lighthouse), Blackgang, Chale,

Chillerton (Sheat Manor House), Carisbrooke (castle, Roman villa, church) (50); Calbourne (scene of "The Silence of Dean Maitland"), Shalfleet (church), Yarmouth (old borough) (60); over bridge to *Totland Bay*, Alum Bay (Needles, fort), *Freshwater* (Lord Tennyson's Farringford House), Shalcombe, Mottistone (Druidic stone 1 mile on Down to left), Shorwell (76), Newport, W. Cowes (86).

N.B.—Lymington and Yarmouth, Southampton and Cowes, Portsmouth and Ryde, are connected by frequent steamers.

IV.—A ROUNDABOUT TOUR OF DEVON AND CORNWALL.

Exeter.—Dawlish, Torquay, Paignton, Dartmouth—good road, hilly from Dawlish to *Torquay*, steep up and down to *Dartmouth* (church, castle) (38). Take steamer up Dart for *Totnes*—good road through Avonwick, Yealmpton to *Plymouth* (24); ferry over Torre-point (St. Germain 2 miles out of the way, but worth seeing): fine spin from Liskeard to Lostwithiel. St. Austell: road more hilly into *Truro* (52); Helstone, on to the Lizard (17); good road over the downs there and back (22); Penzance (13); rough hilly road to *Land's End* (20 miles there and back).

Penzance to Camborne, Bodmin; road hilly *via* Wadebridge to *Camelford* (55) (North Cornwall coast roads hardly fit for cycling, but *New Quay*, Tintagel, Boscastle, grand coast scenery); Launceston (13): very hilly town; Tavistock (13): fair moor road; *Two Bridges* (8): road good, very steep hill up from Merivale Bridge. *Two Bridges*, good head-quarters for seeing Dartmoor, Prince Town (2), Post Bridge (13), Wistmans Wood, Merivale Avenue, Dennabridge Pound, Classywell Pool,—all in reach. *Two Bridges*, Dartmeet, Holm Chase: road good to Dartmeet, steep hill down, very steep afterwards, dangerous and unrideable through the Chase, but scenery lovely. Nice road after that into *Ashburton* (12); good to Bovey Tracey, then very rough, narrow lanes: but take train to *Moreton Hampstead*.

Beautiful ride up to *Okehampton* (13) (fine old ruined castle); Bideford (20): for five miles good road, with beautiful hobby drive to *Clovelly*, 20 miles there and back (Clovelly village is a flight of steps!). Bideford to Barnstaple (10); *Ilfracombe*

(11): new road good, well engineered, but with many sharp turns. Ilfracombe to Lynton and *Lynmouth* (18)—some of the steepest hills in England, quite unrideable and very dangerous to descend. Dunster (20). Very hilly country, getting into Somerset for the fine Exmoor scenery, then down by *Tiverton* to *Exeter* (42). Pleasant road, much of it downhill. Total distance, 452 miles.

V.—PENZANCE TO LONDON.

(This is not the easiest route, but takes in the fine but hilly North Devon coast.)

FIRST DAY.—Leave Penzance by main road. Left at fork with signpost. Under railway in Hayle, left and back under railway. Right over level crossing Camborne (13 miles). Left leaving Camborne. Scorrier (6). Left at Scorrier and left again after railway. Thence straight, main road, signposts plentiful. Left at fork beyond Fraddon. Thence clear. Mitchell (10½). St. Columb (7). Wadebridge (8).

Surface.—Splendidly smooth and hard: could not be improved.

Gradients.—Several long climbs, but excellent going to Camborne. Long down and up. Undulating, nothing difficult. Stiff climb beyond St. Columb. Thence easy. Total distance, 44½ miles.

SECOND DAY.—Left after bridge. Straight to Camelford (11 miles). Turn right. At 2½ miles beyond keep left, and 2 miles further left again. Then very winding, bending right and rejoining main road. Clear to Stratton, very winding entering town. Stratton (17½). Sharp left at main street, and straight to Kilkhampton. Signposts show to Bideford (22).

Surface.—Excellent to Camelford, then very rough for short time, improving again. Then neglected and stony, parts grass-grown, and flints abundant. Improving greatly towards Stratton. Thence moderate, bumpy towards Bideford.

Gradients.—Easy; steep fall to Camelford. Long steep climb, thence easy, with some good downhill. Continues undulating easily. Sharp short climb after Stratton, then long and tedious uphill and stiff up and down, easier towards Kilkhampton. Sharp undulations beyond, and very stiff gradients

towards Bideford. Main street should be walked. Total distance, 51 miles.

THIRD DAY.—Cross river, then sharp left. Keep straight at fork. Barnstaple (9). Left at square in Barnstaple and straight, avoiding High Street. Clear to Ilfracombe (11½). Leave Ilfracombe as entered. Combmartin (5½). Road branches left. Very winding, but unmistakable. Right from Combmartin. Left at cross-roads by railway. Paracombe (7). Left at fork entering Lynton (4½).

Surface.—Changeable, but chiefly good to Barnstaple. Thence loose, and heavy if wet. Improving slightly to Combmartin. Fair beyond. Very rough on hills. Good and hard into Lynton.

Gradients.—Easy to Barnstaple. Very steep climb beyond, then a slight but continuous rise for about 5 miles. 2½ miles' fall to Ilfracombe, very trying, continual sharp bends conceal approaching traffic. Very steep gradients to Combmartin. "Danger" hill into town should be walked. 4 miles' climb from Combmartin. Fall to Paracombe utterly unrideable after danger-board. Similar climb from village. Next "danger" hill ends in nasty bend to right. Total distance, 37½ miles.

FOURTH DAY.—Leave by same road. Left after Cottage Hotel. Cross East Lyn, clear to Porlock. Left in village, then right. Minehead (19 miles). Right in Minehead at Church. With telegraph to Williton (8). Here left, then right with main road. Clear to Bridgwater (18). Here left, High Street, and left again, Monmouth Street, signpost to Glastonbury (14½). Left in Glastonbury, then right up High Street, and right again at end, left entering Shepton Mallet (9).

Surface.—Very cut-up to Porlock, then good to Minehead. Good beyond, becoming very bumpy, improving again towards Bridgwater. Middle of roads about here is far better than sides. Excellent to Glastonbury, continuing very good to Frome.

Gradients.—2½ miles' walk to Countisbury. Easy to near Porlock. Steep rough fall, and then Porlock. Hill very dangerous. Easy to Minehead. Moderate gradients beyond, but trying. Nothing difficult to Bridgwater. Very easy, with a few sharp rises beyond Glastonbury. Total distance, undulating to S. Mallett, 68½.

FIFTH AND SIXTH DAYS.—Immediately right, winding to Frome (11½). Right at Market Place, cross river. Right after

$3\frac{1}{2}$ miles. Signposts plentiful to Trowbridge (9). Left at Trowbridge Town Hall. Thence several turnings, but signposts clear. Devizes (10). Left at Market Place, Devizes; pass green, and cross canal. Right at Beckhampton with London Road. Right entering Marlborough ($14\frac{1}{2}$). Immediately left. Straight in *Newbury* ($18\frac{1}{2}$) (a good stopping place), avoiding High Street on right. Reading (17). Right in Reading, cross river, then left between trees, London Road. Right at Cemetery. Clear to Virginia Water. Here bend right, joining Exeter road. Egham (20). Left after Egham, cross river. Right from Staines, under railway. Left at Hampton Bridge. Clear to Kingston ($11\frac{1}{2}$). London (12).

Surface.—Good to Frome. Middle of road good to Devizes. Bath road from Beckhampton very good, occasionally loose and sandy. Still good after Reading, but somewhat loose, improving to Egham. Thence rough and bumpy.

Gradients.—Undulating and level to Devizes. Perfectly level to Beckhampton. Undulating to Marlborough. Stiff 1 mile climb beyond Level, through Savernake Forest. Monotonously level between Newbury and Reading. Undulating easily to Wokingham. Sharp rise through Ascot. Rise and fall to Egham. Level to Kingston. Total distance, 124 miles.

VI.—THE TOUR OF DEVON AND CORNWALL.

EXETER to Starcross, nice going. Dawlish (lovely scenery), steep hill into Teignmouth (17 miles), through the town and over Shaldon Bridge (toll), then a stiff ascent. The road now runs along the cliffs and sea to *Torquay* (24), Paignton (nice road and scenery) to Brixham (33); gradual descent to Kingswear, then cross over the Dart to Dartmouth, where take steamer up the Dart to *Totnes*. Ivybridge (51); good run to *Plymouth* (62 miles).

Through Devonport to Tor Point Ferry. Cross and continue to Sheriok, Liskeard (80), Lostwithiel, St. Austell. Nice run to *Truro* ($113\frac{1}{2}$) (cathedral).

Falmouth ($125\frac{1}{2}$). Downhill into Helston, turn to left, and fairly good road to the Lizard, St. Michael's Mount in the Bay, *Penzance* (164).

At the cross-roads turn to left, and straight on to Land's End (173), back to Sennen, St. Just, downhill to Carnyothe,

St. Ives (190 $\frac{1}{2}$). Only parts of this road are rideable, but it takes in some of the finest West-country scenery. *Camborne* (201).

Redruth (hilly, but road of good surface) to *Truro* (213). St. Michaels, St. Columb Major, downhill into Wadebridge. Good road to *Camelford* (247). Tintagel (King Arthur's Castle).

Boscastle (lovely scenery at the two last places), Bude (273), *Clovelly* (289).

Stiff ascent, and then some downhill to Bideford, Barnstaple, Muddiford. Nasty turn in hill to *Ilfracombe* (318); descent wanting caution into Combe Martin; very dangerous hill into Lynton; *Lynmouth*, Porlock Hill (V. D. H.), quite unrideable; Minehead (353), Bampton, Tiverton (384 $\frac{1}{2}$). Good run to *Exeter* (398 $\frac{1}{4}$).

VII.—MALVERN, CENTRAL WALES, THE WYE, BATH, CHELTENHAM, AND STRATFORD-ON-AVON.

Malvern.—Steep climb, Wych; Jubilee Drive; British Camp; right, Ridgeway and Park (to avoid V. D. H.); right main road: Ledbury (8 miles); right, through town, left: Stoke Edith, Withington, Hereford (24); left at Old House, straight: Bridge Sollars, Willersley, right, Eardisley, *Kington* (41); hilly, straight uphill, cross-roads left; New Radnor (48); left, long climb: Forest Inn; long descent: *Penybont*; similar climbs and descents straight to Rhayadar (67); keep right of Wye to Llangurig (76); left, climb to Plinlimmon (85); rough descent, Dyffern Castell; right, Pont Erydd, then fair descent to *Aberystwith* (101). Follow coast, left, to Llanrhystyd, Aberaeron; follow river to *Lampeter* (132); hilly, straight: Pumsant, Llanwrda, Llandovery (148); left, follow main road by railway; hilly: Llangammarch, Llanfanfechan, *Builth Wells* (168). Follow railway and river: Llyswen; steep climb, Dderw Hill (V. D. H.); descent, right, Broynllys; straight, Brecon (189). Follow Usk, main road, undulating; Bwlch, hilly; Crickhowell, *Abergavenny* (209). Straight through town, at fork left, fair, undulating: Llanvair Kilgidin, left, Raglan (219); right, to Usk (224). Return out of town by railway, to Gwernesney, then right and right, hilly, straight: Chepstow (238); steep hill (D. H.); St. Arvan's; steep hill (D. H.), rough, Wyndcliff; long descent:

Tintern Abbey (243); undulating along river: Bigsweir Bridge, *Monmouth* (253). Bear right, gradual climb; descent (D. H.), *Whitchurch*; turn right down lane, across ferry to *Symond's Yat* (258); return same way: *Whitchurch*, right, *Ross* (267); straight, fork right, main road: *Newent*; follow railway right to *Gloucester* (284).

Take *Stroud* road out of city, then straight, good roads, undulating: *Whitminster*; *Berkley Road Station*, *Stone*; at fork go left, and avoid *Thornbury Hill*; hilly: *Alveston*, *Filton*, *Horfield*, *Bristol* (318). At terminus of trams go left at fork, bearing left to *Brislington*; main road, straight: *Keynsham*, over river: *Bath* (331). From the post-office keep straight: *Walcot*; hill requires care, straight, then follow railway: *Pickwick*, straight, *Chippenham* (343½); bear left, then straight: *Malmesbury*; straight through town, undulating: *Cirencester* (367); gradual climb, left, then right, follow stream to *Colesborne*; left to *Cowley* (D. H.), *Charlton Kings*, fair roads, *Cheltenham* (382).

Straight through town, good roads: *Coomb Hill*, right, to *Tewkesbury* (391); bear right at fork in town, straight: *Ashchurch*; follow line, undulating: *Sedgeberrow*, *Evesham* (403). At bridge right, then right to *Broadway* (410); sharp left to *Willersley* and *Weston-sub-edge*, left to *Bretforton*, right to *Cow Honeybourne*, then left, undulating, straight: *Bidford*; right, sharp descent: *Stratford-on-Avon* (428); centre of town right, then left, straight good road: *Warwick* (436). At the castle, bear left to *Guy's Cliff* and *Kenilworth* (441); hilly: turn left over railway, hilly to *Leamington* (445½). At station, right: *Warwick*, sharp descent, *Longbridge*, *Stratford* (455½); stiff hill up and down: *Alcester* (463); right and left over railway, hilly, left: *New Inn*; sharp right, undulating: *Feckenham*, *Droitwich* (477); sharp left, straight good road to *Worcester* (484). At *City Cross*, right, at fork left, follow main road: *Powick*, *Newland*, *Malvern Link*; stiff climb: *Malvern* (492).

Roads throughout fair or good, excepting among the Welsh mountains, where they become rough, and are very lonely.

VIII.—A NORTH WALES TOUR.

Rhyl, our starting point, is a lively watering place at the mouth of the Clwyd on the north coast, but the country round is very flat, which is rather a disadvantage as compared with other Welsh watering-places. We turn south to Rhuddlan, with its massive old castle. It is worth while going on to St. Asaph from here to inspect the cathedral. We turn left from here to Abergele and Colwyn Bay, both great summer resorts, then on to Llandrillo-yn-Rhos, and over the Little Orme to *Llandudno*. The breezy ride round the Great Orme should be taken, for the sea views are superb. Conway (39 miles) is our next halting-place. The castle (admission 3*d.*) and Plas Mawr (ad. 6*d.*), a fine old Elizabethan house, should be seen. Either bank of the Conway can be taken up to *Bettws* (55). The one along the left bank through Trefriw is the shorter. If possible, a day or two should be spent in this charming place. The detour to the Fairy Glen, and the old Pandy Mill, with the Conway and Machno Falls, should not be missed. We next make for Capel Curig, seeing the "Miners' Bridge" and the Swallow Falls on the way.

We are now on the threshold of some of the wildest scenery in the Principality. Following the *Llugwy*, we reach the gloomy Llyn Ogwen. The machine should be left at the cottage here, while a short climb is taken up to Llyn Idwal, surrounded by the savage peaks of the Glyders, Y Tryfan and Y Garn. We then coast down Nant *Francon*—the Glencoe of North Wales—and passing Bethesda, with its slate quarries, reach Bangor (76). *Beaumaris* and its castle are reached by way of the Menai Suspension Bridge. The return may be made by steamer. It is a pleasant spin along the Menai Straits to Carnarvon. The castle should be seen (ad. 4*d.*). As far as *Llanberis* (100) the road is monotonous, and on the up grade. Here is the favourite route up Snowdon. Passing Llyn Padarn and Llyn Peris, with Wolbadarn Castle between them, we commence the ascent of the far-famed pass. The greater part is rideable, but the head of the pass is very steep. At the *Penygwrid* Hotel (106½) (a capital centre for mountaineering; the Glyders, Snowdon, and Moel Siabod being within easy distance) we turn right, and have a long coast down to the shores of Llyn Gwynant, then level past Llyn-y-dinas, and a

slight fall into *Beddgelert*. This is a delightful spot. By all means see Gelert's grave.

There is a very dangerous hill near Pont Aberglaslyn, which should be walked down. The view up this pine-clad gorge from the bridge is very fine. An easy spin follows along the flat alluvial tract of Traeth-Mawr to Tremadoc Cynicht, with its pointed peak dominating the scene across the valley. The five miles to *Criccieth* (127) are rather hilly. See the castle. There is one very bad hill near Abererch on the way to *Pwllheli* (137). From here ride to Aberdaron by way of Sarn. The road is a good one, but there is a precipitous drop into Aberdaron, with a correspondingly sharp rise out of it. Three miles further leave machine at the last cottage, and walk on to Braich-y-Pwll, the Land's End of North Wales. Bardsey Island, separated from the mainland by a veritable maelström, is close to, and on a clear day Wicklow and St. David's Head are visible. Return to Sarn (163), *Penybont Arms* and go on to Nevin, from thence to *Criccieth* by way of Four Crosses. Reaching Portmadoc, we cross the embankment, and ride up Traeth Bach to Tan-y-bwlch and Maentwrog.

Two miles further, a detour should be made up a lovely glen to the two falls, Rhaiadr Du and the Raven Fall. Leave the machine at the cottage at the entrance to the glen. Our route is now south to Harlech, with its famous castle, and on to *Barmouth*. About half way, at Llanbedr, a pleasant detour is that up to Llyn-cwm-Bychan.

From Barmouth (233) ride up the exquisite Mawddach estuary to *Dolgelly* (243), and then along its southern shores under Cader Idris, past the pleasant little Arthog, and on by a fine coast road to *Towyn* (265), a rising watering-place. There are two routes from here to Machynlleth, one through the "Happy Valley," the other through Aberdovey and along the Dovey estuary. Taking the latter, we reach Machynlleth (279½) in 14½ miles. Still going south, we pass the entrance to the pretty Llyfnant glen on the left, and a somewhat hilly but good surfaced road brings us to *Aberystwith* (297½). There is a very dangerous hill into the town. By all means, while here, ride to the famous Devil's Bridge and see the fine falls. The best route for the outward journey is the direct route (11½) by the south side of and high above the Rheidol Valley. Return by Pont Erwyd (15). Two miles from the village, when over the "Bwlch," there is a capital run down for several miles, followed by a level stretch into Aberystwith (324).

IX.—A MIDLAND TOUR.

LEAVE Buxton by Ashwood Dale to Taddington (up Topley Pike $\frac{3}{4}$ mile; Miller's Dale $\frac{1}{2}$ mile on left); down Taddington Hill (2 miles requiring care) to *Bakewell* (Haddon Hall); Rowsley (Chatsworth 2 miles on left); Matlock, Belper (30)—except Topley Pike, all slightly on down grade, said to be prettiest main road in England—Derby, Loughborough, Leicester (66); Lutterworth (Wyclif relics), Rugby (school) (87); Dunchurch, Coventry (passing Whitley Abbey) (101); Kenilworth (castle), past Guy's Cliff to *Warwick* (castle), *Stratford* (Shakespeare memorial, etc.) (119); hilly road to Broadway, long hill up and down (Cleeve Cloud) to *Cheltenham* (149); Gloucester (cathedral)—Stratford to Gloucester very sticky in wet weather (158); Tewkesbury (abbey), *Worcester* (cathedral) (184); Kidderminster, Bridgenorth (two stiff climbs and pretty, slightly downhill run). *Wellington* (long slope up through Madeley, followed by equal run down into Wellington) (225); Hodnet, *Whitchurch* (247); through pretty lanes to Ellesmere (castle, mere), through Chirk to *Llangollen* (Valle Crucis Abbey, etc.) (275); Wrexham, *Chester* (Eaton Hall, rows, cathedral, etc.) (298); through Delamere Forest, pretty road to Northwich, past Tabley Park and Hall to Knutsford (323); Macclesfield, very long uphill (6), followed by rather shorter downhill needing care to Buxton (346).

X.—NORTH-WEST ENGLAND.

FROM Liverpool north through Walton-on-the-Hill, Aintree, and Aughton, then sharp rise and descent into Ormskirk (church with two towers): moderate road, part paved, to Burscough, then good through Rufford, Hoole, and Longton to Preston (31 miles); keep straight along Strand Road and through Ashton, and join main north road at Fulwood; turn left to Broughton, and through Garstang to *Lancaster* (castle and park) (22); then by Carnforth, Beetham (see Fairy Steps), Milnthorpe, calling at Levens Park, and on to Kendal (22). Roads so far undulating with fairly good surface.

From Kendal hilly, good surface to *Windermere* (8); alongside the lake to Ambleside and to *Grasmere*, steep pull up

Dunmail Raise, then fine run down to *Keswick* (D. H. into) (22); turn right by hilly, moderate, road along Bassenthwaite to Bothel (12); where turn right: very good to *Carlisle* (cathedral, castle) (18); going east, the way is undulating: fair surface to Brampton (10); then rises, and becomes moorland by Slagford to Alston (19); continues upwards for a few miles and then descends, road improving, past High Force (a grand waterfall) to Middleton (22); and *Barnard Castle* (11); proceed by Staindrop for view of Raby Castle to Winston, turn left and follow river Tees to Darlington (16); an excellent road: go south to Scotch Corner (8); and on to *Richmond* (castle and quaint old church) (5); up Swaledale to Downholme and Leyburn (visit "Shawl") (11). Then up Wensley Dale *viâ* Wensley (2); West Witton (2); and *Aysgarth* (see waterfalls) (4); hilly from Leyburn: moderate to Bainbridge (visit Semmerwater) (5); and Hawes (4); then by Hardraw Fall up rough road to Moorcock Inn (4); grand wild road to *Sedbergh* (10); then splendid run down Lune Valley to Kirkby Lonsdale (see view from churchyard) (11); continue down valley to Thurland Castle, and through Black Burton to *Ingleton* (see waterfalls) (11); and to Clapham (explore caves and climb Ingleborough) (5); along hilly road past Epping and Flowing Well to *Settle* (7); indifferent to Malham (visit Gordale Scar and Malham Cove) (5); then moderate to Gargrave (6); turn north by switchback road to Kettlewell (13); sharp rise and poor moorland road down Coverdale for some miles, improving as you approach Middleham (fine echo at castle) (16); good surface, mainly descending, through East Witton and Jervaulx Abbey to Masham (10); by Hockfall to Fountains Abbey and to *Ripon* (15); fairly rising to *Harrogate* (famous mineral spa) (11). Take Leeds road out to Poole (9); then fine run up Wharfedale by Otley (2); *Ilkley* (6); Addingham, *Bolton Bridge* (abbey, woods, and "strid") (6); to Skipton (castle) (6); hilly to Gisburne (park and surprise view) (10); to Sawley Abbey (D. H. into) (3); and to Clitheroe (castle) (4); then to Whalley (abbey, stone coffins, old church, etc.: home of the "Lancashire Witches") (4); moderate road through Padiham to Burnley (8); along beautiful valley to Todmorden (9); Mythomroyd (6); to Halifax (6). Good to Ripponden, stiff climb over Blackstone Edge, the backbone of England to Rochdale (17). Rough and uninteresting to Manchester. Prefer to train this.

Now beautiful Cheshire is entered. Leaving Manchester by Stretford Road to Altrincham (9); a splendid road to Knutsford

(8); thence to Holmes Chapel (7); variable fair surface to Middleinch (4); good to Nantwich (10); past Combermere Abbey to *Whitchurch* (12); thence to Ellesmere: a lovely spot (10); to Oswestry (7); turn north, fine surface through Chirk (5); up charming valley to *Llangollen* (8); undulating through Ruabon (6); to Wrexham (6). Then a splendid run to *Chester* (12); and through the Wirral Peninsula to Birkenhead (16); and cross river to Liverpool.

XI.—A YORKSHIRE DALES TOUR.

LEAVE York by Holgate Lane, bear right in Holgate; level, but bumpy to Green Hammerton, where turn sharp left; 3 miles beyond turn sharp right along Great North Road, and after $\frac{1}{2}$ mile left to Knaresborough (castle, dripping well) (18). Fair surface down High Street, sharp left at foot: bumpy and mostly uphill to *Harrogate* (3). Turn right in the town: hilly to Ripley (5) (or Knaresborough to Ripley direct, 5 miles). Leave Ripley by right-hand road: good to *Ripon* (8). Down Park Street, and at 3 miles turn left at finger-post to Studley Royal for Fountains Abbey (admission to park and abbey 1s., care of machine 2d.). Back to main road: good surface, stiff descent to River Skell and long ascent. 4 miles short of Pateley Bridge finger-post points to Brimham Rocks: worth seeing, but that lane is *vile*; then very hilly to Pateley Bridge (11). Down the steep street and past the station, then steep ascent for about 4 miles: lonely road with many patches of loose stones. At 7 miles from Pateley, take left at fork to Barden Bridge (there is a particularly steep, rough hill with sharp turns) (12). Cross bridge and turn left by Barden Tower. At a memorial cross, through gate on left, and down to Strid House, where leave machine and walk *up*-stream to the famous Strid: very pretty footpaths, but rocky for cycling shoes. Up to the road again and past Bolton Abbey to the Devonshire Arms (4 miles from Barden), where turn right: good road. About $2\frac{1}{2}$ miles from Devonshire Arms, turn sharp left opposite a white stone direction-post: up and down, then long descent to *Skipton*, 6 miles from Devonshire Arms.

Leave Skipton by Water Street: excellent road to Gargrave, entering which, turn right and soon after left (small white stone at this fork), through park to Airton, where turn right at finger-post: up and down road to Malham (11). The Cove is to left,

Gardale Scar to right. Leave machine. At foot of a hill on way to Scar is a gate on right, from which is a footpath to Gennet's Foss waterfall. When Scar comes into view, make straight for it beside the brook. From Malham return to Airton, where at finger-post turn right to Hellifield, right again, and after passing under railway turn left: good road to *Settle* (13)—was told that direct over moors, Malham to Settle—6 miles—is extremely steep and rough.

Leaving Settle, bear left to Giggleswick, $1\frac{1}{2}$ mile's climb followed by grand run down: excellent road, through *Clapham* (Ingleborough Cave), and 4 miles beyond, right to *Ingleton* (waterfalls, caves, etc.) (12). Leave by Hawes Road: long uphill, then delightfully switchback and smooth to Weathercote Cave (underground waterfall, 75 feet) (4). Small finger-post at gate. There is a long climb to Newby Head and shockingly rough descent, and the road from Junction to Hawes— $5\frac{1}{2}$ miles—is very bad, stony and full of sharp pitches, so that it is best to rail from Ribbleshead to *Hawes*. Turn left near church, and cross bridge, left again, and up short rough hill on right to Hardrow Scaur. The row of houses constitutes Simonstone. Key for Scaur at last house. Fine waterfall, 100 feet, with dry path behind falling water. Descend hill again and turn left, hilly to Askrigg (6); hilly to Carperby End, where turn right downhill to Aysgarth Falls. Cross the bridge (falls both above and below). Short stiff climb to Palmer Flatt Hotel, where turn left: long downhill, dangerous, but only requires care. One more climb, then downhill to Wensley (some say that it is better to keep left hand—northern—side of the dale). Cross bridge uphill to *Leyburn* (12).

Uphill through Bellerby, beyond which turn right into *direct* road for Richmond ($7\frac{1}{2}$): very hilly. Better way to turn left at Halfpenny House and by Downholme and Marske to Richmond (10). Direction on wall in Richmond "To Barnard Castle by Kirby Hill," but that way is *very* hilly; better to go through the town, then left to Gilling, $\frac{1}{4}$ mile beyond which left to *Barnard Castle*: good but up-and-down road. $\frac{1}{2}$ mile beyond Greta Bridge right at fork, and a mile further right over bridge. In Barnard Castle (15), turn left at octagonal Market Hall, down the steep street, and sharp right opposite a pillar post-box. Over bridge by castle, sharp right and right at next fork; hilly through Lartington, Cotherstone, Ronaldkirk, and Mickleton, and after passing under railway bridge right to Middleton-in-Teesdale ($10\frac{1}{2}$). Down main street past fountain; good but

rising road to High Force, one of the finest waterfalls in England. Gate on left opposite hotel ($4\frac{1}{2}$).

N.B.—The above is rather a rough trip, but it includes some of the finest scenery in the West Riding.

XII.—LINCOLNSHIRE.

STARTING from *Peterborough*—a place which can be reached by express conveniently by many Londoners (cathedral),—we first make our way to *Crowland* ($8\frac{1}{2}$ miles), passing through *Eye en route*. There are the remains of an old abbey, with a modern church built inside. Observe also the curious old bridge. We then proceed over the level fen road to *Spalding* ($9\frac{1}{2}$), surrounded by the river *Welland*, and a famous wool market. The church has a handsome spire and beautiful porch. By a similar road we proceed to *Boston* (16), with its famous *Stump*, built in imitation of *Antwerp Cathedral*, and generally considered the loftiest and most elegant structure of the kind in England. It is visible for miles across country. Flat, winding road to *Wainfleet* ($16\frac{3}{4}$), a village of no interest on the way to *Skegness* (6). The chief attractions are, of course, the sands and the bracing atmosphere, but there is an old church, as there is also at *Burgh* (5), which we pass through on our way to *Orby* (2), for *Alford*, 10 miles on.

We have now left the fen country, and are getting on to the *Wolds*, the last mile or two into *Alford* being quite hilly, with a few more stones about than we have found on the fen road, but of good surface on the whole, and the scenery, of course, improves with the hills. We are now close to *Sutton-on-Sea* (7), a rising watering-place, and to *Mablethorpe* (5 miles further), a similar one, but both with very limited accommodation. The first part of the road from *Mablethorpe* is rather winding, and should be done by daylight. As we near *Louth* (16), we get on to the *Wolds* again, and might imagine ourselves in *Cornwall*. The town has a fine church, with a beautiful octagonal spire nearly 300 feet high. A rather hilly start, resembling the hillier parts of *Surrey*, for *Ludford* (10), a village on the way to *Market Rasen* (8). Neither of these places is interesting, but the roads are good, and the scenery such as one does not associate with *Lincolnshire*. After *Ludford* is a sharp hill requiring care in descent. We may now make our way

across country to *Lincoln* (15½) (the cathedral, one of the finest interiors as well as one of the largest in England. The castle is close by). We may also look at the Jews' Houses on Steep Hill as we descend into the town. They are said to date from the Conquest. From the level of the cathedral we have a fine view of the country to the south. We now proceed to *Newark* (17), over a good undulating road not very interesting. Newark has one of the famous Lincolnshire churches, built by Henry VI., and the ruins of a castle in which King John expired. Opposite is the Ossington Coffee Tavern, one of the largest in England. On Bacon Hill, near by there was fought one of the actions in the Great Rebellion. Southwell (the cathedral, a foundation of Paulinus in the seventh century, and the most ancient edifice, after Canterbury Cathedral, in England) (7¼). To the south of the minster are ruins of the Archbishop's Palace. We are now in Nottinghamshire, and can rely on the roads being good everywhere. From Southwell we pass through pretty country to *Nottingham* (13) (castle and museum). Good road to *Grantham* (24), with its famous spire, 246 feet high. But before arriving there, we may profitably turn off to the right after leaving Bingham, 10 miles from Nottingham, for Belvoir, with its famous castle, in the midst of most romantic scenery, and 7 miles from Grantham. We shall thus avoid the stretch from Bottesford to Grantham, which is in Lincolnshire, and not in good condition. From Grantham there are frequent 2-hour expresses to London.

XIII.—THE LAND OF BURNS.

THE tourist may start from *Dumfries*, which is the chief market town, and with which the Scottish poet, Burns, was so long associated; the chief objects of interest are the old bridge, built in 1283, Dumfries Castle, Greyfriars Monastery, where Robert the Bruce slew the Red Comyn, and Lincluden Abbey.

FIRST DAY.—Dumfries to Gretna Green, famed for the celebration of runaway marriages; Gretna Green to Ecclefechan, where Thomas Carlyle was born and buried; Ecclefechan to Moffat, a favourite summer resort; Moffat to Dumfries. The roads are excellent, and the sylvan scenery is magnificent. Distance, 78 miles.

SECOND DAY.—Dumfries to Dalbeattie, *via* coast. The tourist passes Sweetheart Abbey, the finest ruins in this part of the country. A full view of the Solway is obtained on this road. Dalbeattie to Kirkcudbright, passing *en route* Dundrenan Abbey, a fine Gothic edifice, built in 1142. Kirkcudbright to Gatehouse. Roads good, but hilly. Distance, $67\frac{1}{2}$ miles.

THIRD DAY.—Gatehouse to Portpatrick. The scenes of a number of Sir Walter Scott's novels are laid in this country. Portpatrick to Stranraer, now the principal communication between Scotland and Ireland. Roads for most part are good. Distance, 60 miles.

FOURTH DAY.—Stranraer to Ayr, pass the birthplace of Burns, two miles from Ayr. Scenery is very fine, while the surface is good. Distance, 51 miles.

The Dumfriesshire roads vie with those of Bedfordshire for the first place in the kingdom.

XIV.—A HIGHLAND TOUR (SOUTH).

LEAVING Glasgow by the Paisley Road, Renfrew ($6\frac{1}{4}$ miles), cross the Clyde by the chain ferry. A lumpy road is that through Clydebank, but the "British Rhine" is an ample recompense. Just short of Dumbarton turn north over a good level road to Balloch, then along the beautiful shores of Loch Lomond to Tarbet ($35\frac{3}{8}$). At Ardlui we leave the fairest of Scottish lochs behind, and it is a fairly easy ascent, but somewhat stony up Glen Falloch to Crianlarich ($52\frac{1}{4}$) (hotel comfortable). In the evening a 4-mile spin to Loch Dochart and see the "wee" castle on the island—a refuge of the Bruce. Total, $56\frac{3}{8}$ miles.

SECOND DAY.—Route as far as South Ballachulish, by Tyndrum (soft surface) ($4\frac{3}{4}$); Bridge of Orchy, Inveroran ($14\frac{1}{4}$); Ba Bridge, Kingshouse Inn ($23\frac{1}{4}$); and down Glencoe in the evening. Between Inveroran and Kingshouse the road attains an altitude of 1400 feet, consequently there is a stiff climb and with a very rough surface. Walk down most of Glencoe to see the scenery better. From Clachaig (the scene of the massacre) the road improves greatly. (Ballachulish Hotel.) Total, $39\frac{1}{4}$ miles.

THIRD DAY.—Ferry across Loch Leven, and ride along an easy and excellent road to Fort William ($12\frac{1}{2}$). A couple of hours

are pleasantly spent here, then cross the Lochy to Banavie ($15\frac{3}{4}$), Ben Nevis being in full view across the valley, showing his giant bulk to perfection. The road has a very fair surface along the Caledonian Canal to Gairloch, with a steep descent down to the locks, then an undulating road to Spean Bridge ($25\frac{3}{8}$) and Loch Laggan, the route taken giving an easy ascent up to near Moy, then level along the loch. At Roy Bridge you have a glimpse of the "Parallel Roads," and near Gairloch a fine view of Loch Lochy (this is not seen from the direct road from Fort William to Spean Bridge). Total, $47\frac{3}{4}$.

FOURTH DAY.—The road to Laggan Bridge is good and pretty level, but 1 mile short of the bridge turn south by Drumgask, over a rough and somewhat hilly road to Dalwhinnie (15); walk to the head of Loch Ericht, the most desolate loch in Scotland. From Dalwhinnie to Blair Athol ($38\frac{1}{2}$), there is not an inn for the $23\frac{1}{2}$ miles, but after a gradual and easy ascent for 6 miles over the watershed, there is a good run down all the way to Blair: surface stony to the Bruar Falls. Cross Bridge of Garry in the far-famed Pass of Killiecrankie and reach the hotel on Loch Tummel for the night by a hilly but good-surfaced road. The "Queen's View" of Loch Tummel should not be missed. Total, 50 miles.

FIFTH DAY.—To Tummel Bridge (4), and on to Kinloch Rannoch (11): undulating, but one dangerous hill at Duna-lastair, with bad turn. Returning to Tummel Bridge (18), there is a tremendous climb of 3 miles over between Schiehallion and the Farragon group of hills, then a good run down to Coshieville (26), and Fortingall (29). After tea here one can make a mile's detour to the entrance to Glen Lyon—the longest in Scotland. There is a steep drop to Fearnan (33), on Loch Tay, afterwards an easy rise and pleasant run along the loch to Killin, the last 6 miles being downhill. Finish at the bridge of Lochay Hotel (45).

SIXTH DAY.—Up to Lix Toll, then good run down Glen Ogle to Lochearnhead ($7\frac{3}{8}$). There is a slight rise to Kingshouse, where you can make a 4 miles' detour to Balquhidder on Loch Voil and Rob Roy's grave. It is a good run down Strathye and along Loch Lubnaig to within a mile of Callander, whence to the Trossachs Hotel for night (33), having a stroll through the Trossachs to Loch Katrine in the evening.

SEVENTH DAY.—Back to Callander ($8\frac{1}{4}$), and on to Dovne (fine old castle) (16): a capital and gently undulating road. After passing Dunblane (cathedral) ($19\frac{3}{4}$), the road drops to

Bridge of Allan and Stirling (25 $\frac{1}{4}$). (Abbey Craig, Cambuskenneth Abbey, the castle, etc.) Total touring distance, 297 $\frac{1}{4}$ miles.

A capital extension of the above, but involving some very rough travelling, especially after Gareloch, can be had by turning off at Spean Bridge along Loch Lochy to *Invergarry*; then by Loch Garry and Tomdoun, Clunie to *Shiel House Inn*; along Loch Duich (south side the better, but involving ferry to Dornie), Balmacarra: a very hilly bit to *Strome Ferry*, then good to Auchnasheen; *Kinlochewe*; along Loch Marce to *Gareloch*, and up the coast by Poolewe, Gruinard, and Dundonell, and across Loch Broom to *Ullapool*, whence the road by Inchnadamff, etc., to Cape Wrath is very poor, but the scenery fine; or from Ullapool to Garve and Inverness; from Inverness the main south road, after Carrbridge and Kingussie, runs over the Grampians (inn at Dalwhinnie on the summit), but the climb going south is not so bad as on the reverse journey; Blair Athol, Pitlochry; Dunkeld to Perth is excellent road, and so it continues by Kinross to Edinburgh, but this last stage is very dull after the other; from Inverness to John O'Groats the surface is, as a rule, good, but some of the hills (notably Berriedale) are very steep. The road on the western side of the Caledonian Canal, along Loch Ness, is better than that on the eastern, which is very hilly from Foyers to Fort Augustus. The roads about Aberdeen are very good, as a rule, and it is an easy ride up the Dee Valley to Bræmar, but the only outlet is by Spital of Glenshee, which is a stiff mountain pass. Aberdeen by Inverurie and Huntley, Elgin, Forres, and Nairn to Inverness presents no difficulty.

XV.—IRELAND (CONNEMARA AND DONEGAL).

STARTING from Dublin by train, leaving the Broadstone Station, as it is not worth while to ride across Ireland, there being nothing of interest to see, you arrive at Galway in about 5 hours. A couple of hours should be spent here visiting the town, including the Claddagh. Leaving Galway the surface of the road to Moycullen is bad, improving as we reach Oughterard (18 $\frac{1}{2}$ miles). If the weather is fine a boat should be taken across Lough Corrib to Cong, and the ruins of an abbey there visited.

You can engage a boat there, and then ride from that and join the Clifden Road at Maam Cross. Hotels at Oughterard very poor. Leaving there the road improves, and you soon get into the midst of the mountains. This part of the road is very exposed, and is awful if there is a head wind. If there should be one, it is advisable to take lunch, as there is no place to get food until Recess (18), where there is an hotel. Leave the Clifden road; turning to the right, reach Lough Inagh (6½): situated in the midst of wild scenery. The road ascends until Kylemore Castle comes in sight; you then reach *Renvyle* (20). A day or two could be spent here at Mrs. Blake's Hotel, a curious old place situated on the shores of the Atlantic, with excellent bathing.

Leenane (18) is next passed, the surface being excellent from Renvyle, getting fine views of the sea, road mostly downhill. A boat should be hired here for a row down Killery Harbour. Fair hotel at Leenane. Road passes through some wild scenery, but gradually gets more cultivated as you near *Westport* (20), the last five miles being very bad surface. Market day here an interesting sight. Achill Island should be visited from here. Railway now open for those who don't care to cycle there (road fair, but just avoids the coast).

Leaving Westport by a long ascent, though good surface, you arrive at Castlebar (14): uninteresting, except for its gaol and poor house. Leaving here through plainer scenery, undulating road to Ballina (23). Road ascends through miles of bog land; passing large workhouse at Dromore West (the stage from Westport to Ballina might be trained), you ride through more wooded country, and arrive at *Sligo* (37): good business town. Lough Gill, which is likened to a small Killarney, should be visited. From here the coast road can be taken to Bundoran (a good watering-place), and Ballyshannon, or by a good road through some fine scenery, to *Enniskillen* (45): a nice town, situated between the Lough Erne. Steamer should be taken to Belleek (bicycles taken on board): pretty sail down the Lough (road on west shore good). Arriving at Belleek, visit the Pottery. You leave Belleek through the demesne, and get on to a very bad road to Ballyshannon (8): uninteresting place, except for some falls. The road continues bad and ascending for a few miles, then gets more level until we reach Donegal (14): a very poor town; three or four hotels, none very good; interesting old castle here.

Leaving Donegal, the road ascends to Mount Charles: bad

surface, but improves nearer to Killybegs (hotels) (17½). Fine views across Donegal Bay on a clear day. The road continues along shores of Donegal Bay, through some very wild scenery, with splendid views to *Carrick* (10). Excellent hotel; and a night should be spent here. The cliffs of Slieve League should on no account be missed; they are the highest in the British Isles; and "One Man Pass" may also be crossed (foot expeditions). Country very poor and wild. Leaving Carrick, we ascend along good mountain road to Glengesh Police Barracks, where there is a very fine view. After leaving barracks there is a *very dangerous* hill down, with several nasty bends; the surface at the bottom of the hill improves, and continues along the valley to Ardara. Visit Irish Industries Depôt, and see homespuns. Fairly level road to Glenties (hotel) (21). Fine mountain scenery. Railway here now. Road rises for a short way, and then gradually descends for miles along a splendid surface, with fine views to Doochray Bridge. The road ascends, heavy surface, to Dungloe (hotel) (20): a very wild, bleak spot. Hilly road through very poor country to *Gweedore* (13) (good hotel). Grand views of mountains. Good fishing here. Road heavy (sandy and soft). You next pass through Falcorrhagh, where there are some good views seawards; road is undulating to *Dunfanaghy* (17): poor village, but prettily situated. Several hotels and golf links. Fine cliffs at Horn Head and grand views. Leaving Dunfanaghy, you enter a more fertile and cultivated country, passing through Barnes Gap, with several long inclines and declines, until you reach Letterkenny (22): good country town. Continue through rich cultivated country, you next arrive at Lifford and Strabane (18).

The roads in Connemara are better than Donegal, but the scenery in the latter is finer. But again the people in Connemara are nicer.

The hotels are not as good as those found in the English touring centres, and there is often only one in the district.

From Dunfanaghy it is a fair road to *Rosapenna* (good bungalow hotel), and through Milford to Rathmullen. Ferry across Lough Swilly, and good road to *Londonderry*; thence fair road but uninteresting to Limavaddy and Coleraine; excellent to *Portrush* (splendid sea and golf); good by Dunluce Castle to *Giant's Causeway*; then poorer by Sheep Island (rope bridge), to Ballycastle; thence by the Antrim coast road, which is very good for the most part, but terribly exposed, to

Larne, Cushendall, where the road first touches the coast, being the best stopping-place.

Ireland is really an excellent touring country, being practically a foreign country without the disadvantage of a foreign tongue. The hotels are the weakest point, but they are improving. The roads are not nearly so bad as often described.

XVI—IRELAND (Co. KERRY).

EVERY Saturday the Great South-Western Railway issue return tickets (14 days) from Dublin to Killarney for 20s. : return bicycle ticket, 1s. 6d. *Killarney* (see Muckcross, lakes, etc.). Poor road for the most part to Tralee (22 miles); Castle-gregory—long climb up Connor's Pass (1300 feet, splendid view), *Dingle* (31); Castlemaine, Killorglen, *Coragh Lake* (42); Glenbeigh, Valentia Ferry, *Knightsbourn*, Portmagar Ferry, over the mountains to Watervill (25); easy pass to Caherdaniel, Sneem, *Parknasilla* (25); along River Kenmore to *Kenmore* (15); gentle ascent to the tunnel, then descent, with fine views, to *Glengariff* (19); Pass of Kilmaneigh (gradual), *Inchigeela* (31); Macroon, and so to Cork.

Roads in Kerry (except on the Dingle Promontory, where they are bumpy) are fair, and gradients easy, as a rule. At Dingle and Tralee the hotel accommodation is not very good, but at the other places named there are now good houses, some being owned by the Southern Counties Company.

XVII.—A TRIP ROUND NORMANDY.

RIDE to Newhaven in evening, cross to Dieppe by night boat (fare, second-class return, 22s. ; machine, 8s.), arriving about 5 a.m.

FIRST DAY.—Spend in Dieppe and neighbourhood. (Hôtel So'eil d'Or : very good.) Casino; old castle (now barracks); churches, St. Remy and St. Jacques; Arques (old castle). Good bathing.

SECOND DAY.—St. Aubin (4 miles); Longueville (6 $\frac{1}{4}$); Auffay (4 $\frac{3}{4}$); Cleres (9 $\frac{1}{2}$); Malaunay (7); Maromme (3 $\frac{1}{2}$); Rouen (4). (Hôtel du Dauphin et de l'Espagne in Place de la République : fair.) Surface rather bad for first ten miles, then excellent.

Stiffish climb out of Dieppe, then long run down, afterwards undulating. Scenery interesting all the way.

Cleres — quaint old town. Rouen — cathedral; tomb of Richard I.; Tour Jeanne d'Arc; churches, St. Ouen, St. Maclou, St. Patrice; old streets; Epicerie and Grosse Horloge; Palais de Justice; museum and library; towers of two old castles; statue of Joan of Arc at the spot where she was burnt (1431). Tramway service superb.

THIRD DAY.—Couronne (8); Bourg-Archard (12); Pont-Audemer (11); Cormeilles (12). (Hôtel de Rouen: very good indeed.) Surface excellent. Level to Couronne, then a big climb with corresponding drop; level till within three miles of Pont-Audemer, then downhill into town. Afterwards undulating.

Scenery round Pont-Audemer grand. Pont-Audemer—old dwellings, customs, and caps; streets old as the hills.

FOURTH DAY.—Lisieux (15); Carrefour St. Jean (14); Caen (15). (Hôtel de France: excellent.) Roads very good indeed; three miles rise to commence, undulating, big drop into Lisieux. Scenery charming. Two miles up from Lisieux, three miles level, three miles down, then rest level. Scenery mediocre.

Lisieux—very quaint; cathedral. Caen—Cathedral St. Etienne, Abbaye aux Hommes, Abbaye aux Dames; churches, St. Jean, St. Sauvier, St. Pierre; remains of castle; remains of Bishop Otto's Palace; old walls; Hôtel des Monnaies; Hôtel de Ville.

FIFTH DAY.—Creully (12); Bayeux (8); Forest of Cérissy (9); St. Lo (14); St. Gilles (4); Marigny (about 2 miles on right off main road) (4). (Hôtel du Lion Vert: typical country inn—plain, but very comfortable.) Fairly hilly, surface good. Scenery rather uninteresting to Bayeux, afterwards very fine indeed. Grand run of six miles through Forest of Cérissy, long downhill into St. Lo; stiff climb out of town, then level.

Bayeux—cathedral; famous tapestry in museum; old church St. Loup; porcelain factory. St. Lo—cathedral; Hôtel de Ville; old Maison Vieu; Roman tower. Interesting town.

SIXTH DAY.—La Fosse (7); Coutances (8½); Quettreville (6¼); Bréhal (6); Granville (6¼); by coast road to St. Jean le Thomas (6); Avranches (8). (Hôtel Bonneau, at foot of hill into town: highly recommended.) Surface generally very good, but only fair in places between Granville and destination. Very hilly to Coutances. Long climb out of town, then undulating; stiff drop into Granville, ditto into St. Jean le

Thomas ; thence undulating, with a long climb into Avranches. Scenery very good indeed, especially along coast and round Avranches.

Coutances — cathedral (grand view from top tower) ; old aqueduct ; quaint street architecture ; church, St. Nicolas. Granville—fine situation ; good bathing ; citadel ; casino ; lighthouse.

SEVENTH DAY.—Spend in and around Avranches. Excursion to Mont St. Michael. Roads very good, undulating all through. Pontaubault ($8\frac{1}{2}$) ; Pontorsen ($4\frac{1}{2}$) ; across causeway to Mont St. Michael (4) ; and back same way to Avranches (17).

Avranches—great English resort ; situation perfect ; old castle ; Jardin des Plantes (grand view from here) ; trip out to Mont St. Michael should not be missed.

EIGHTH DAY.—La Chappelle Urée (11) ; Juvigny ($7\frac{1}{2}$) ; Mortain (5) ; Barenton ($7\frac{1}{2}$) ; Rouelle (5) ; Domfront (6) ; Juvigny-sous-Andaine (7) ; Bagnoles (4) ; Couteme (3). (Hôtel Mariel : accommodation only fair.) Surface grand. Very hilly to Domfront, easier afterwards. Scenery amply repays any hard work.

Mortain—old monastery ; cascades in valley of River Canle. Domfront—very old ; remains of walls and castle. Bagnoles—charming situation in midst of big pine forest ; an English Matlock ; springs ; casino ; theatre ; expensive.

NINTH DAY.—Couptrain (7) ; Prez-en-Pail (5) ; Saint Venis (9) ; Alençon (8) ; Neufchatel (8) ; Mamers (5) ; Chemilli (3) ; Belleme (7). (Hôtel de la Boule d'Or : unpretentious, though decidedly good and cheap.) Surface beyond reproach. Rather hilly. Big hill just after leaving Alençon, then downhill for 8 miles through magnificent forest of D'Ecouvre. Stiff climb into Belleme. Beautiful views throughout.

Alençon—once noted for lace ; cathedral ; two towers of castle, with Hôtel de Ville annexed ; museum. Mamers—old and quaint, well worth a stop.

TENTH DAY —Nogent-le-Rotrou ($13\frac{1}{2}$) ; Montlandon (13) ; Champrond (3) ; Courville (9) ; Chartres ($12\frac{1}{2}$). (Hôtel de France : recommended.) Roads very fine. Fairly hilly to Champrond, then downgrade all way to Courville, remainder level. Interesting scenery to Champrond, afterwards flat. Nogent-le-Rotrou—remains of old castle ; Sully's tomb ; Chateau Villebon. Chartres—cathedral (interior, stained glass and carving magnificent) ; Maison du Medicin ; remnants of walls ; Hôtel de Ville.

ELEVENTH DAY.—Le Peage (11); Boule (6); Dreux (6); St. Remy ($5\frac{1}{2}$); Noancourt (3); Thomer (10); Evreux ($9\frac{1}{2}$). (Hôtel du Mouton: very comfortable.) Loose in dry weather. Comparatively level all the way, with a long downhill into Evreux. Scenery uninteresting, too much like the Fen district.

Dreux—the Marie; Chapel Royal. Evreux—quaint town; old houses; cathedral; Tour de l'Horloge.

TWELFTH DAY.—Gragny (3); Heudreville (7); Louviers (5); Point de l'Arche (7); Igoville ($1\frac{1}{2}$); Port St. Ouen ($3\frac{1}{2}$); Rouen ($7\frac{1}{2}$); Maromme ($3\frac{1}{2}$); Totes (14); Dieppe (18). Loose if dry weather, mostly undulating. Uphill to Gragny, ditto 5 miles past Louviers; straight drop into Point de l'Arche; big climb at Igoville (bear to right), and Maromme (bear to left), also about 3 miles from Dieppe, finishing up with a steepish, though straight drop into town. Scenery charming to Rouen, afterwards somewhat uninteresting.

Louviers—Notre Dame, a fine old church.

Rouen—see *Second Day*. Dieppe—see *First Day*.

Cross by night boat.



THE END.

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