

THE CAPTAIN

A MAGAZINE
FOR BOYS & "OLD BOYS".



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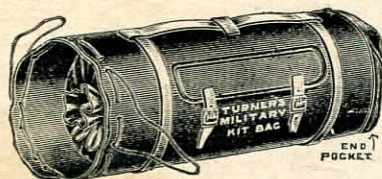
GEORGE NEWNES. LIMITED, 7 to 12, SOUTHAMPTON STREET, STRAND.



MORE ABOUT TOURING EQUIPMENT.

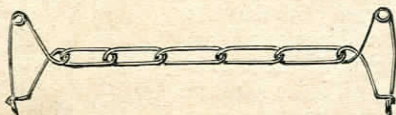
I DEALT last month with the subject of touring equipment, concluding with a passing reference to the matter of clothing. Let me repeat the plea for all-wool clothing, and for garments that fit easily, without perceptible pressure anywhere.

It is essential that the clothing should be warm enough, without being too hot. In order



TURNER'S MILITARY KIT BAG.

to assure this end, it is necessary in variable weather to have some means of varying the clothing too. Boys can carry a waistcoat to be worn on chill evenings, or at other times of need, and girls can similarly provide themselves with a light coat to be put over the blouse when required. Turner's military kit-bag is just the thing in which to carry spare garments rolled up. It is made in blue or brown tweed, lined with waterproof, and straps neatly into a roll. An invention which provides one with a sort of partial equivalent to a waistcoat is marketed by the firm of John Piggott, of Cheapside and Milk Street, London. It is called the "Tidee"



chain, and consists of a few neat links of metal uniting two safety-pins, one being fastened to each end. These are to be pinned to the insides of the facings of the coat, rather low down. The chain will then restrain the coat from flapping in the wind, will keep the garment

in better shape than otherwise, and will do not a little to protect the chest from cold. Only one of the safety-pins need be undone in order to loosen the coat, so that in warm weather, or when there is but little wind, the chain can hang inside one of the facings, and quite out of sight. Not that its appearance is in any way against it, for when in use it looks as neat as a watch-guard.

Messrs. Piggott have all kinds of cycling materials in stock, as well as suits ready made up, and the prices will suit all purses. Other firms catering upon similar lines are Messrs. Benetfink & Co., of Cheapside, and Messrs. Gamage, of Holborn. An illustration is given of a girl's lined waterproof cape with golf straps. The poncho pattern of waterproof is the one I prefer for riders of either sex. On girls it looks, perhaps, a little less stylish than the other, but it is unmatched as a means of keeping out the wet, which is, after all, the main thing, and has the advantage of being a trifle cheaper. The poncho, I may say for the benefit of those who do not know, is the cape that has no opening down the front, but simply a hole for the head, with a couple of buttons to close the neck at the throat. The word is provincial Spanish, a habit of this design having been largely in vogue in South America. A cycling waterproof of some description is essential for comfortable touring, and any of the firms mentioned can show an enormous variety of sizes and patterns.

In the matter of head-gear, usage has narrowed us down to a choice between the straw hat and the cloth cap. For all-round work the latter is perhaps the better, although the former is very suitable for the hottest days



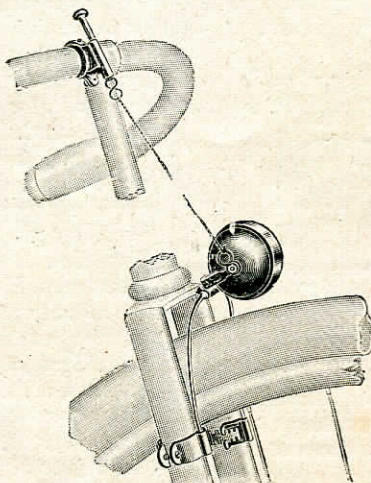
PIGGOTT'S TOURING JACKET.



A GIRL'S LINED CAPE WITH GOLF STRAPS: MADE BY MESSRS. GAMAGE.

away and lost whilst coasting. Girls often go wrong in the matter of head-gear. Big hats with flapping brims should not be worn, as they impede the vision and annoy the rider. Whatever the fashion of the hour may be as regards ordinary wear, the cyclist should have nothing to do with either hats or toques adorned with the sort of trimming that will blow about. Simplicity and neatness are here the main secrets of comfort. If a cloth cap or a straw sailor hat are judged unsuitable, a Tam-o'-Shanter, of a colour to harmonise with the rest of the attire, will often be found becoming. As for shoes, they must, of course, be shoes, and not boots of any description whatever. They should be made very low at the ankle, so as not to cut the ankle bones, and, needless to say, they must be a perfect fit. For myself, I prefer shoes with rubber soles and canvas tops, and Messrs. Manfield & Sons make me an excellent pair in seven days from receipt of a post-card. But it is only a minority of riders who feel quite at home on rubber. The pedal, of course, has to be of rubber too, and many riders prefer rat-traps, which would quickly destroy a rubber sole. The grip that a rubber pedal and a rubber shoe have one upon the other, however, when both are made with transverse ribs, as mine are, is very secure, and I have never slipped the pedal since I adopted this system. For a leather shoe, one of the neatest things I know is Norris's "Pedes-Cyclo" shoe. It is light, durable, and extremely simple to

of summer. The cloth of the cap should either be very thin and porous, or, if not, the lining should be cut away in order to secure better ventilation. It is easy to carry a spare one in the kit, to provide against the emergency of a thorough wetting, or in case one's first one should be carried



"NEW DEPARTURE" BELL, BY MESSRS. BROWN BROS.

fasten and undo. The prices range from 6s. 11d. up to 12s. 6d. a pair, and the firm guarantee a fit if an old shoe is sent to them at 55, Bishopsgate Street Within.

Hardly less important than the personal equipment is that of the machine itself. No one would be wise in starting out on a machine just delivered from the shop. It should be thoroughly tried first in order to give any hidden defect a chance of showing itself. All adjustments should be seen to be right, and all nuts screwed firmly home. However old the machine it should be given a thorough external cleaning, and it is as well to add to the bright parts some protective film, so that a passing shower will not rust them. Vaseline is the best known material for this purpose.

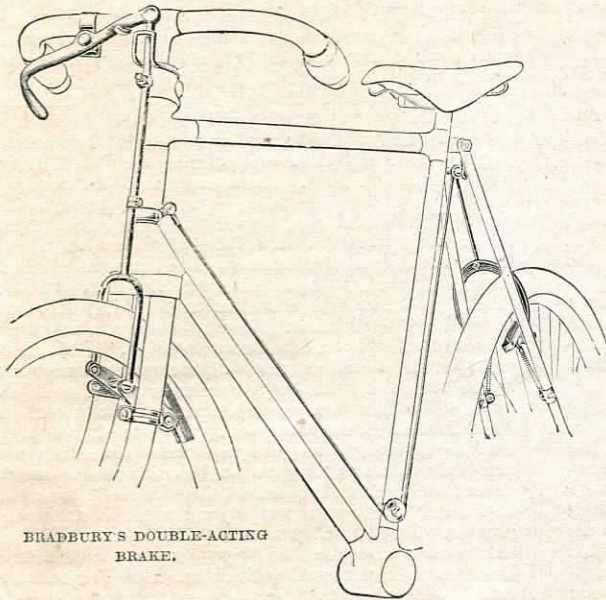
But there are others that are nicer to handle, and the effects of whose application are more enduring. Of these a comparatively recent arrival is W. P. McCoy's "Anti-Rustine." It is an excellent preventive of rust, and one application will last quite a long time if the parts covered be not much handled. I should recommend anyone who fears the rust demon—and which of us does not?—to experiment with a 6d. tin. The principal address of the maker is Phoenix Place, Mount Pleasant, London, W.C., but in all probability a good dealer in accessories will be able to furnish it.

Just a word, in conclusion, about the break and bell,

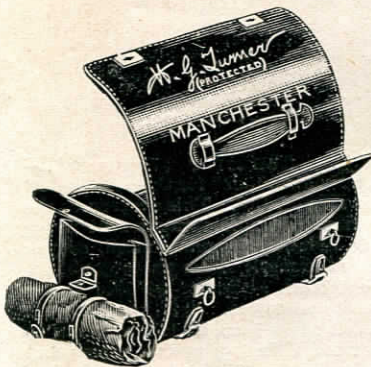
which may have to play important parts in any journey. There is a class of bells which can be made to ring continuously that are much in favour with some riders. In the case of those that have to be wound up by clockwork there is a danger of letting them run down, so that, perhaps, when most wanted they are virtually not there. I give illustrations of two that require no winding, being worked simply by contact with your running wheels.



PIGGOTT'S "TIDEE" CHAIN, FOR KEEPING THE COAT FROM FLAPPING IN THE WIND.

BRADBURY'S DOUBLE-ACTING
BRAKE.

One is the "New Departure" tyre bell by Messrs. Brown Bros., of Great Eastern Street, E.C. It is set in action by pressing the little button at the top of the handle-bar. The other is the rim bell of Messrs. Joseph Lucas & Co., of Birmingham. Here the bell is not depressed, but is pulled up from its resting position beneath



one side of the rim by the trigger arrangement shown. Either of these may be recommended as an excellent form of continuous bell for such as have leanings in that direction.

As regards brakes, the latest introduced by

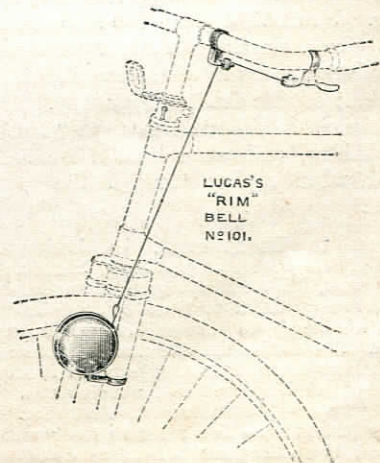
Messrs. Bradbury & Co., of Oldham, is a very good thing. It is so designed that a single motion of the brake lever brings on two rim brakes—a combination of brake power which I have always advocated, and which I regard as indispensable to all riders using free wheels. This dual brake can be so arranged that both pairs of shoes come into action simultaneously, or that the pressure from one pair takes effect slightly in advance of that from the other. In the

latter case it should be the rear pair that act first, but the adjustment should be very fine, so that the front shoes go on almost immediately after the rear ones.

Happy the cyclist, equipped in the way that I have described, who leaves all thought of his every-day life behind him, and who sets off "with a heart for any fate." The road—the long road, that is for a space to be his home—may have in prospect for him some of the keenest joys of life. What is there finer than the happy-go-lucky freedom of the road?

ANSWERS TO CORRESPONDENTS.

"Cricket Bat" (RUSSELL SQUARE).—The new game Ping-Pong will certainly not spoil you in any way for cycling—what can have made you think it might? But remember that the one is a game for quite different conditions from those that make the other attractive. Fine fun as it is, and fine sport, too, when properly played, Ping-Pong should still never tempt a man to devote fine sunny afternoons to it. Your other question is answered by the mention of Cook's Athletic Company, of Barbican Court, London, E.C. Gertrude G. (Epsom).—Of course I like to hear from girls. Write as often as you like, if you have always questions that you think I could help you in answering. Your brother is wrong in thinking Sandow's Grip dumb-bells would be of no use to you. A girl not only wants to have a strong body and strong limbs, but is all the better for having strong hands as well. True, you will hardly cycle any better in consequence, but wait till you have to remove an awkward tyre all by yourself, as every girl should be able to do. The Skeleton.—No, I won't name your school, but you ought not to trouble about your nickname. I value the memory of some of mine very much. Besides, you may not always be so excessively fat, and cycling is a fine thing to get one into more



LUCAS'S RIM BELL.

reasonable condition. Your choice of a Bradbury full roadster is a thoroughly sound one. Don't work too hard at first, but rely rather upon constant gentle exercise. There is no need whatever to starve yourself. The latest methods of treatment allow of fairly liberal diet, provided the right things are eaten. You don't want a lot of starchy stuff like bread and potatoes, as many fellows do, but rather such things as greens and salads (without the dressing). There is great virtue in active habits, and I predict that an average of even so little as ten miles a day, ridden briskly, but not in your case ridden *hard*, will do you a world of good. Let me know. "Hopeful" (NORTH SHIELDS).—(1) You cannot go wrong with any of the firms you mention; but I should add to their number the names of Swift, Sunbeam, Centaur, Bradbury, Raleigh, Royal Enfield. The Dunlop tyres will be right, but insist upon full roadsters. (2) An excellent choice would be Jaeger wool. See what is said above concerning shoes. The plan suggested is a good one, but don't leave out of reckoning the fact that in October the evenings are rapidly shortening. H. V. T. (CRANLEIGH).—(1) You only set it to fire when you leave the machine standing. After all, there is nothing simpler or better than a good lock and chain. There are plenty of good ones imported from America. The chain must not be flimsy, but hard and substantial. Even so it can, of course, be filed through; but the habits of the cycle thief lead him to choose well-frequented inns, and such like places, as his lurking grounds. He usually has plenty of choice in the way of quarry, and he will not run the risks attendant upon laborious operations on a chain, while unprotected bicycles are at hand. (2) The very best way is to get a good map and explore for

yourself. Most guide-books are concerned solely with the beaten track, but, if you decide to travel "on your own," you can unfold a larger field and still have the main roads to hurry home by should you require them. There is a sense of freedom about this sort of touring which nothing else can give. I always like to sketch my main idea before starting out, and then to elaborate the details from day to day. R. A. A. (OSWALDTWISTLE).—I am sorry that it is impossible to send answers through the post. You would probably strike Cheshire ground as soon as possible, and then work westward to Chester, whence the coast road is very interesting. Am glad you are a member of the club. H. W. (BRISTOL).—You are mistaken in thinking that the oil will rot the leather. It may, however, so soften it as to render it unduly liable to wear. Treatment with benzoline will get most of the grease away, but do not use the spirit anywhere near a fire or light. I don't like band-brakes, on account of the uncertain behaviour of which you speak. In spite of the larger surface of application they are less powerful than rim-brakes, since they go on in positions so much nearer the centre of the wheel than in the latter case. Moreover, the strain set up among the spokes is greater. Jessie (CARLISLE).—(1) Monmouth is an excellent centre for the Wye country, and either Breckon or Crickhowel for the Usk. This Usk scenery is far too little known. Yes; at Abergavenny there is the best accommodation, and you can easily visit Raglan and the other places from there. (2) There have been various gloves specially designed for the purpose, but they were none of them comfortable, except when the fingers were bent in the shape they take when grasping a handle grip. I am glad your sister benefited.

H. P.

"THE CAPTAIN" CAMERA CORNER.

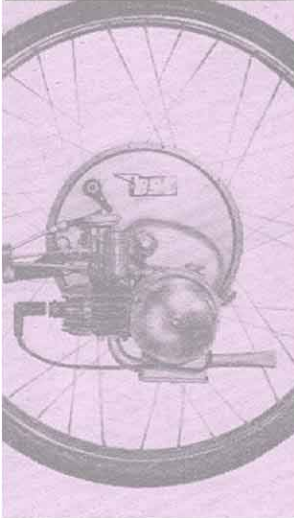
IN future all correspondence relating to photographic matters will be dealt with under the above heading. We shall be pleased to help those of our readers who are already amateur photographers, and to advise those who are desirous of taking up the pursuit of this fascinating hobby. All communications should be addressed to "The Photographic Editor," and a stamped, addressed envelope enclosed when replies through the post are required.

"What to Photograph in London."—A thoughtful little leaflet, published by Messrs. Sanders & Crowhurst, 71, Shaftesbury Avenue, London, W., should be very useful to those of our photographic readers who may be visiting London during their holidays. It contains six tours, each representing a day's work, so arranged as to take in an itinerary the principal places of interest in the metropolis. It can be obtained upon application, with stamp for postage. Ignotus (TAUNTON).—You refer to the "wet-plate" process, in which the positive is taken direct on to a sheet of ferrotype. You can obtain both plates and developer from Jonathan Fallowfield, Charing Cross

Road, London, W.C. Thunderer (VALPARAISO).—(1) You can obtain a "view-finder" for the "Brownie" camera for 1s. from Kodak, Ltd. This overcomes the difficulty you mention. (2) Photographs sent in for competition may be mounted or unmounted, as you please. We consider the merit of the photograph, not the quality of the mount, although we like to see photographs *tastefully* mounted. "Natalian."—It would take too much space here to tell you how to make gelatino-chloride and ferro-prussiate papers, and they are both so cheap that it is far better, and less trouble, to buy than to make them. P. O. P. (HARROW).—(1) For a good all-round hand camera, capable of doing all classes of work, you would do well to purchase one of Benetfink's "Lightning" cameras, with a rack-focussing attachment. (2) Judging from the prints you send, I should say the negatives were a little over-exposed. To reduce, soak them in water until thoroughly wetted, and place in a weak solution of hypo, to which has been added a few drops of ferricyanide solution: Potassium ferricyanide, one part; water, nine parts. Reduction takes place almost immediately, and the negative should be removed and washed before it is apparently sufficient.

THE PHOTOGRAPHIC EDITOR.

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