



32101 064077645

WAR NUMBER

THE FEBRUARY.

DEARSON'S

1900



AQUARIUS

0901

This book is lent for 7 days

2862

Original from

PEARSON'S MAGAZINE

CONTENTS FOR FEBRUARY, 1900

(All rights reserved.)

	PAGE
THE LAST ELEVEN AT MAIWAND. From the Painting by Frank Feller	Frontispiece
THE CYCLE IN WAR. Illustrated with Photographs	Herbert Hamilton 99
STORIES OF OTHER WORLDS	George Griffith 106
No. II.—THE WORLD OF THE WAR GOD. Illustrated by Stanley L. Wood.	
BATHING IN ELECTRIC LIGHT. Illustrated with Photographs	Herbert C. Fyfe 120
HISTORIC MYSTERIES	Allen Upward 124
No. II.—A SECRET OF THE TOWER OF LONDON. Illustrated by H. Piffard.	
THE PASSING OF THE WESTERN DESPERADO	W. Bob Holland 136
Illustrated by Stanley L. Wood and with Photographs.	
NIGHT-ROAD ROMANCES. Second Series	Halliwell Sutcliffe 142
No. II.—WHAT WAS HID IN THE CASKET. Illustrated by Powell Chase.	
NATURE'S NEXT MOVES	Barry Pain 151
No. II.—THE GRADUATED WATCH DOG. Illustrated by Hy. Mayer.	
THE ART OF GESTURE. Illustrated with Photographs	Turner Morton 155
THE NUN OF MORET. Illustrated by W. T. Smith	William le Queux 160
A BRITISH ARMY CORPS AT THE FRONT	Major Arthur Griffiths 166
Illustrated with Photographs and Diagrams.	
WITH THE RED CROSS ON THE BATTLE FIELD	Marcus Tindal 173
THE TRACTION-ENGINE BRIGADE. Illustrated with Photographs	J. M. Woodward 183
THE ART OF THE AGE. Illustrated	186

The front cover is from a picture by Abbey Altson, R.B.A.

Yearly Subscriptions, \$1.00, in advance. Single Copies, Ten Cents

NOTE.—Subscribers failing to receive PEARSON'S by the 20th of each month will confer a favor by sending a postal card to the New York office. The omission will be supplied and investigation made through the post-office department.

Back Numbers can always be obtained through Newsdealers, or direct from the Publisher

While not holding himself responsible for MSS. and drawings sent on approval, the editor will at all times be ready to consider such contributions, and where stamps are enclosed, every effort will be made to secure their safe return in case of rejection. All MSS. should be typewritten, or in very clear handwriting.

Issued Monthly by

THE PEARSON PUBLISHING CO., 43-45 East 19th Street, New York



THE NAME "COLGATE & CO."

on toilet and shaving soaps, perfumes,
sachets, toilet waters and dental
powder

corresponds to the "STERLING" mark on silver

Established 1806.

THE CYCLE IN WAR

By HERBERT HAMILTON.



Shooting while riding.

THE bicycle has now won for itself a recognised place in the armies of the world; it is proving of great value in the South African campaign.

As silent as a bare-footed runner, swifter than a galloping horse, and more stealthy and enduring—leaving only a track so indefinite that it is well-nigh impossible to tell which way he has passed—the armed cyclist, although lacking all the pomp and majesty of the horse-soldier, is in many circumstances more dangerous.

In Great Britain, France, Germany, and Austria, and in the United States, the military authorities have long ago convinced them-

selves that the bicycle is more than a pleasure toy, and that there are very real possibilities of usefulness before it in war.

Exhaustive experiments have been carried out by the British Volunteers for many years past, with a view to determining the war-uses of the cycle. The first cycle corps, formed in '87—now known as the 26th Middlesex (Cyclist) V.R.C.—is the crack cyclist corps of the world. At Volunteer manoeuvres it has covered itself with glory on many occasions; while it is the model on which all the cycling companies in European armies have been patterned. Displays illustrating the possibilities of cyclists as mounted infantry and for ambulance work, as well as for hauling a Maxim gun, have been given by members of the corps, under Sergeant Rule, during the last three Royal Military Tournaments in London. Since the founding of the "Cyclist Corps," as the 26th Middlesex is called, the British War Office has permitted every volunteer regiment to equip a certain number of cyclists, who now exceed 4000 men in all.

Being volunteers, they cannot, of course,—unless special Acts of Parliament are passed—take an official part in the South African War. However, cyclists are already bearing



One of the bicycles recently dispatched to South Africa by the British War Office.

a large share in the operations, being employed alike by the British and Boer Army for conveying dispatches. It is not generally known that the War Office dispatched to South Africa in the middle of November a big batch of bicycles, specially equipped and enamelled in khaki. Several British officers have their machines with them at the front.

The roads in South Africa, although limited, are by no means to be despised from the cyclist's point of view, and before the war broke out, the Ladysmith Cycling Club was in a flourishing condition, while in the Transvaal, the Johannesburg Wanderers Club was famed for the number of

record-breaking riders among its members. It was at the time of the Jameson Raid, when a

dispatch rider passed in safety through the Boer lines with messages from the Outlanders to Dr. Jameson, that the Boer military authorities first began to realise the invaluable services which cyclists might perform in war time. General Joubert's forces now contain several well-known local prize-winners who have already proved their value. On more than one occasion Colonel Baden-Powell has employed cyclists at Mafeking.

The cycle promises to be of most use in the present war in carrying dispatch-riders and skirmishers. A cycling dispatch-rider can take messages from seventy to a hundred miles in a day—a distance which would mean death from exhaustion to any horse. Cycling skirmishers, bending low in their

saddles, can flit silently and almost invisibly round the enemy and return with reports of their movements, and of the nature of the country, before any horseman could have got fairly under weigh.

They can be used as outposts, or as advance or rear guards, to a force on the march. They can perform valuable work as convoys to cavalry, guns, or rapidly moving columns of supply. As raiders, they can make sudden, silent dashes into the enemy's country, deliver swift, unexpected blows, and be away to attack elsewhere, to blow up bridges, destroy telegraph wires, railways, and all forms of communication, before pursuit can be attempted.



Sergeant Rule will pick up a wounded man, while riding—



— lift him on to the handle-bars, and take him safely out of danger.

bending low in their



A soldier, who has lost his cycle, riding on the handle-bars of his comrade's machine, and covering the retreat.



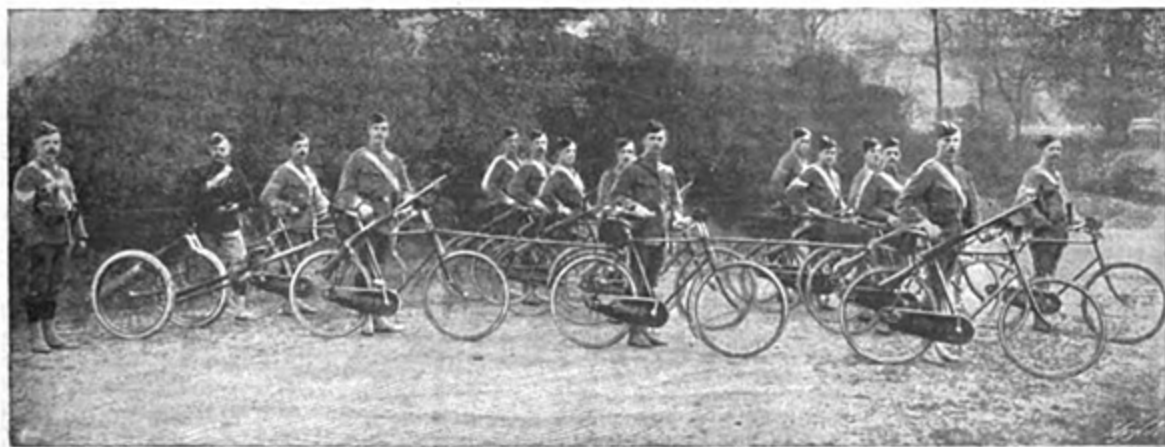
Cycling ambulance corps at work.

True, the horse-soldier is superior in strength to the cyclist. He can go where no cyclist can follow awheel. The cyclist has no *shock of action*, to use a military phrase, and a thorn on his path may put him out of play. But these drawbacks will not withhold the soldier cyclist from occupying a most important part in an army's organisation. And the chances of a bicycle being damaged in action are smaller than in the case of a horse.

As scouts, military cyclists have many opportunities of displaying their powers of speed and endurance; and their use in this direction was clearly proved at the cycling manoeuvres which took place at Alder-

shot, when a corps of about thirty riders were sent out to scour the district within a radius of twenty miles, with a view to discovering the quantity of supplies available for an imaginary invading army.

Each of the four companies comprising the corps took different routes, sections of each scouring different roads. As must always be the case when a cycling corps is on the march, the pace was regulated to the powers of the weakest rider. It speaks well for the capabilities of every man in this particular company that in eleven hours no fewer than 400 miles of road were traversed, and 150 towns and villages were visited. Reports, which would have been invaluable in time of



Bringing a Maxim into action, drawn by three cyclists whose machines are connected by a light rod with the gun-carriage.

Photos by R. W. Thomas, Cheaptide.



A motor cycle, with Maxim gun attached. Cyclists in rear carrying ammunition.

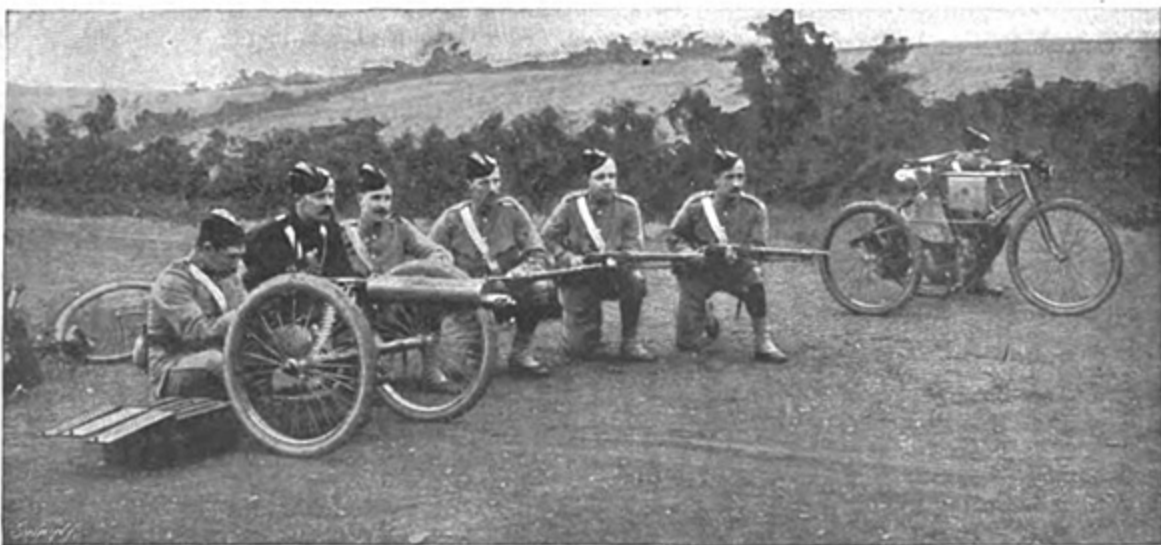
war, were brought in, giving details of the number of cattle seen, and of the farms, butchers' and grocers' shops that might be called upon to yield supplies.

Major Charles E. Liles, commandant of the British Cyclist Corps, with his battalion of cycling soldiers, carries out many experiments. Every kind of machine is tested to prove which give the best results, and different varieties of rapid firing guns are mounted on tandems, double tricycles, safeties, or motor cycles, with the object of discovering the best method of distributing their weight.

Military cyclists have so far had few opportunities of proving their worth in actual warfare, although several war correspondents

used bicycles with success during the recent Soudan campaigns. Before war in South Africa broke out, no British military cyclists had seen active service, nor have the cyclists in the French and German armies yet been called upon to ride to battle. Of the experiences of the United States Signal Corps I shall have something to say later.

Just as the cavalry soldier is trained to carry a wounded man before him on the saddle, so the cyclist is trained to ride his machine with another soldier seated on the handle-bars, or standing on the step behind. So expert have some of the riders become, that whilst one man works his cycle, another, seated facing him on the handle-bars, rests a rifle on his



Cyclist corps, with Maxim, holding a road.

Photos by Wildman & Co., Woking.

shoulder, and fires a round in this precarious position. Many of the men are expert trick-riders, and look upon tent-pegging, lemon-cutting, cleaving the Turk's head, and other feats which are difficult to the cavalry man, as child's play. One of their most showy tricks is to ride, with firmly-tied wrists and ankles, as though making a daring escape from captivity.

For many years past the French authorities have been studying the use of the bicycle, and it is to Major Gérard, of the French Army, more than to any other, that the excellence which has been attained by the French cyclists is due. It was at his suggestion that a regular battalion of cyclists was first formed, and under his direction the men practised the exercises and feats usually performed by cavalry or mounted infantry.

Major Gérard is the inventor of the well-known folding cycle which bears his name, and of which many varieties are now in existence. His cycle weighs 32lb., and may be folded in forty seconds. It is carried on the back, leaving the soldier with his arms and hands free to assist him in surmounting obstacles, or handling his carbine. It is not, however, the ideal soldier's machine. One disadvantage is that in riding the weight of the rider is directly over the hind axle, which causes tyres to burst, and bearings to wear out, when ridden for any distance.

A detachable bicycle called the "Tripartite" is a particularly ingenious contrivance invented by the well-known British expert on all military matters, Major Baden-Powell.

On loosening the head clasp of this new appliance, which may be done without the use of a spanner, the handle-bars can be drawn out, and the steering post and front wheel withdrawn from below. The bicycle is thus disconnected into three parts, which can be clipped together flatly one upon another. In fifteen seconds a soldier can dismount, fold his machine, sling it over one shoulder, and be on the march.

A folding bicycle, which ante-dates the Gérard patent by a year, and which claims several advantages, has been in great demand in the United States Army for the last three or four years, although, so far, no particular pattern of machine is in general use. This is the Ryan folding bicycle, noteworthy for its strength, and for the fact that the rider can fold it instantly, and hang it on his shoulder, without having to buckle straps or fasten hooks. Having dismounted to reconnoitre, there is no delay in remounting; the cyclist has merely to swing the front wheel into position, when the two halves



Boer dispatch-riders.

of the machine lock firmly, and he is mounted and away in a moment.

It is probable that the United States Government will eventually authorise some experiments in connection with a special type of machine for army use. If any particular pattern is authorised, it will be painted green—a colour which is not easily distinguishable at a distance—and there will be no nickel plating to reflect the sunlight.

In the future, no doubt, acting on the experience gained in South Africa, cycles

will be especially adapted to war purposes in many ways now unknown. It might be a great advantage, for instance, if the cycle would float—a feat of which it is not capable at present, but which it might easily master if its tubes were larger. It is calculated that its displacement would support about 20 lb. weight.

Military cycles, by the way, would never, as a rule, need lamps, which serve only to blind the rider, and to betray his presence. As to the best tyres for soldiers' cycles, this great problem, around which a fierce war has ever raged, must be left to the future; but, in the meanwhile, the French have gone far to solve it by employing on their Gérard machines a cellular, pneumatic tyre, which has two air-tubes, so that when one is punctured the other may be blown out,—but the war cycle of the future will doubtless be fitted with some form of cushion tyre and spring system.

The chief use of bicycles in the United States Army is in connection with the Signal Corps, every member of which, before the Spanish-American War broke out, was a cyclist; however, new men were enlisted during the war, and probably this is not true now. The bicycle was not used in Cuba, owing to the absence of roads, although

a few sharp-shooters on the coast were mounted, and the Spanish had a corps of sharp-shooting cyclists stationed at Manila.

The Signal Corps cyclists are capable of performing invaluable work in laying telegraph wires, and in repairing any breaks in the lines of communication. When a wire gives way, or is cut, and it is necessary that repairs shall be made instantly, a bicyclist

can reach the point of breakdown, on good roads, with far more rapidity than could a horseman.

A special bicycle has been designed for wire-laying. The wires are carried on a reel, which is operated from the front wheel. This reel contains about a third of a mile of wire, and the rider can proceed at full speed and drop the wire upon the road behind him. It can be wound up again in the same way. The rider carries behind the saddle the necessary tele-



Folding cycle, invented by Major Gérard, of the French Army.

phonic and Morse apparatus, so that the wire can be used either for telegraphic or telephonic communication.

In the National Guard of the United States Army a number of cycling ambulances are now in use. Hospital Corps of cycles can accompany cavalry and artillery, and are, of course, far more economical than horse ambulances, and are always ready for instant service. The cycling ambulance consists of

two tandem machines, side by side, connected by a light frame-work, upon which is placed a stretcher. Over the machines a canvas top may be erected to protect the patients from heat, cold, or rain. Although two tandems are used, only two men are required to work the ambulance, and they can carry a patient with ease, on an ordinary road, at a speed of ten miles an hour, and with the minimum of jolting.

As a map-maker, the military cyclist can perform invaluable work, and can easily prepare a sketch and report of about twenty-five miles of road in a day.

On emergencies, cyclists could form a novel means of transport for collecting supplies from the country round, or for rapidly bringing up ammunition and supplies from the rear to a force marching forward without sufficient transport.

An enthusiastic advocate of military cycling has suggested that cooks should be mounted. They could remain behind to clear up after their column had started from the camp, could pass it on the march, and could arrive at the new camping-ground in time to be well prepared for the arrival of the main force!

It is undoubtedly a mistake to suppose that military cyclists can only ride on roads. Large tracts of open plain could be crossed by a cycle company, if not with much comfort, at least at twice the speed which would be possible afoot; and often cross-country riding would be possible to trained military cyclists which might seem impossible from the ordinary pleasure-seeker's point of view.

When pursued by cavalry, the cycling corps is well able to take care of itself. Probably it can out-distance the enemy with little trouble, but if a stand is determined upon, the cycles, grounded and scattered at intervals over the ground, will afford an entanglement through which no cavalry could charge without falling into hopeless



Lieutenant Regan, of the United States Regular Army, with folding bicycle.

confusion. A grounded cycle forms a steady and convenient rest for the rifle if desired.

As to the best weapon with which military cyclists should be armed, the cavalry carbine would seem to hold advantages over the rifle, although it is with the latter weapon that the British Volunteer cyclists prefer to be armed. The French cyclists are armed with the carbine; the Austrian cyclists, during recent manœuvres, were armed only with the pistol. The carbine has but a slightly smaller muzzle velocity than the long rifle, and about the same accuracy; it weighs about 2lb. less, and is shorter, and easier to clean.

The sword is universally condemned for military cyclists. If attached to the cycle, it would probably be left behind when an attack was made at close quarters; if worn on the belt, it would dangle among the spokes, and would probably inflict more injury to its owner than to the enemy.

Although American cyclists are armed with the rifle or carbine, the pistol is considered the effective weapon whilst the cyclist is mounted. The soldiers are practised in drawing and firing their pistols when travelling at all speeds. The dispatch-riders in the Transvaal are usually armed only with a revolver.