

THE MONTHLY

No. 3. VOL. XIII.

MARCH, 1894.



FOUNDED 5TH AUG. 1878

AND
OFFICIAL
RECORD

GAZETTE

H. SWAIN, ST.

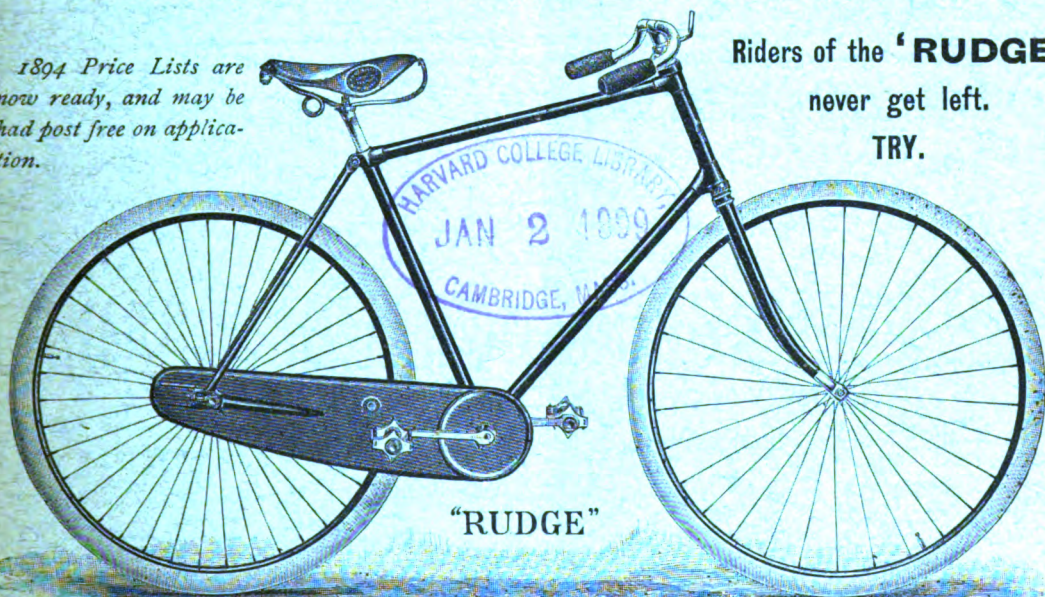
Published under Official Authority, on the 1st of each month, at the Chief Offices of the Cyclists' Touring Club, 139 & 140, Fleet Street, London, E.C.

(All Communications relating to Advertisements in this *Gazette* should be addressed to T. B. BROWNE, 163, Queen Victoria Street, London, E.C.).

THE MACHINE FOR ALL CLASSES OF RIDERS—RACING MEN AND TOURISTS—IS **THE “RUDGE.”**

1894 Price Lists are now ready, and may be had post free on application.

Riders of the ‘RUDGE’
never get left.
TRY.



“RUDGE”


No. 1 ROAD RACER, WITH CARTER'S GEAR CASE.

The above is an illustration of the famous “RUDGE” ROAD RACER, upon which so many splendid performances have been achieved during the past season. It has, in fact, proved itself to be

THE RECORD MACHINE OF THE YEAR.

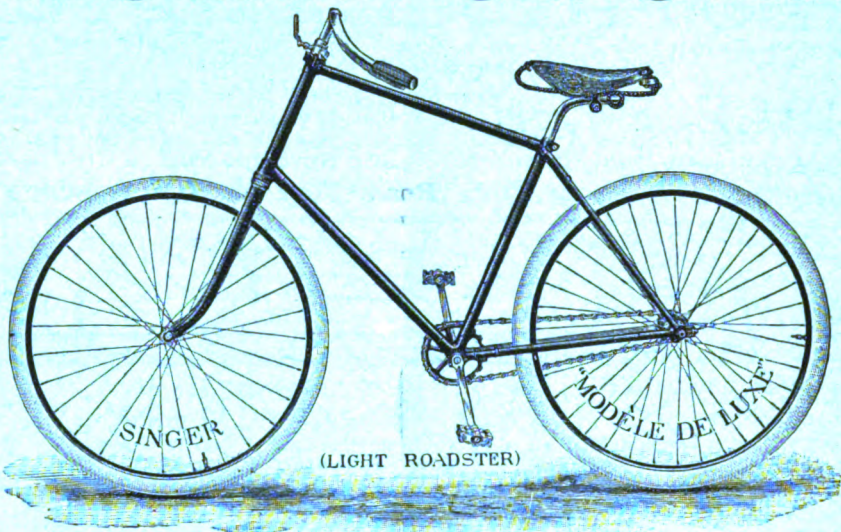
“RUDGE” CYCLE CO. LTD., COVENTRY.

London Depot—23, HOLBORN VIADUCT, E.C.

To Advertisers.  This Magazine has incomparably the largest and most *bond fide* circulation of any wheel paper in the world.

SINGER CYCLES.

Weight
without
Saddle
and
Pedals,
27lb.



Weight
without
Saddle
and
Pedals,
27lb.

LISTS NOW READY, FREE.

SINGER & CO., Coventry.

TOURISTS SHOULD READ THIS.

Having been a Member of the C.T.C. for an UNINTERRUPTED PERIOD OF 14 YEARS, and having taken an active interest in Cycling as a rider during the last 17 years, our Manager is in a position to know and is PREPARED TO MEET THE WANTS OF TOURISTS.

THE "SPARKBROOK GRAND" ROADSTER

WHY?

Will be found superior to anything yet produced for the Tourist.

1. Because the Handle-bar is nicely curved without being "dropped," which latter is absurd, causing a stooping position, adding weight and losing rigidity.
2. The Tread is narrow with room for a gear case and straight back stays, but we have specially avoided making the bracket ball-races narrow, thus ensuring a rigid bearing.
3. The Chain Wheels are not unduly small as in some roadsters. (*Vide* Mr. C. W. Brown's remarks on this point).
4. The Ball Hubs are absolutely dustproof, and are our own make. We guarantee the quality of material and workmanship in them to be the very best.
5. The Seat Pillar is made in accordance with the views advocated by the Editor of the *Cyclist*, Mr. Sturmev, which enables the rider to place his saddle well forward if required.
6. The Brake and Guards can be at once detached, if desired, leaving no trace of them when removed.
7. The Weight is perfect for a full roadster, not exceeding 34lb. "all on."

SEND FOR ILLUSTRATED PRICE LIST TO

The Sparkbrook Manufacturing Co. Ltd., Coventry, England.



THE



MONTHLY

GAZETTE

[FOUNDED 1878.]

[INCORPORATED 1887.]

And + Official + Record.

No. 3. Vol. XIII. [NEW SERIES.]

MARCH, 1894.

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

The Editor will be glad to hear from Members or others competent and willing to contribute Original Articles on Mechanical or other subjects connected with Cycling and having relation to the general objects of the C.T.C. MSS. (Tours excepted) will be paid for, and those not accepted will if possible be returned, but no responsibility will be taken for any loss of MSS.

THE ANNUAL GENERAL MEETING.

The Annual General Meeting of the Club will be held at the Queen's Hotel, Leeds, on Friday, 16th of March, 1894, at 7.30 p.m., when every member, whether lady or gentleman, is invited to attend. Admission will be procurable upon production of the current year's membership ticket. The Agenda will be found upon page 83.

Immediately following upon the Annual General Meeting, a Special General Meeting will be held at the same place for the purpose of considering certain suggested alterations in the Articles of Association, full particulars of which will also be found on page 83.

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Editorial.

The warning it is usual to give to the novice—the expert requires no such advice—"not to overdo the thing" at the first national holiday of the year is doubly needed this Easter, if only from the fact that it falls so early. They will be well advised who make as much use as possible of the few opportunities the elements may afford them for getting into form in the interval; who do not neglect at starting to provide themselves with a supply of warm surplus clothing; and who do not hesitate to resort to the rail should the task they have mapped out for themselves prove—through adverse weather or other causes—to be

beyond their strength. Members of the C.T.C., whether novice or expert, will not, of course, dream of going away unprovided with the new Handbook, and—in case they be touring anywhere between Kent and Cornwall—the new Road Book also. And if it happen, as surely it must, that some will be riding in districts from which information for Vol. II. and its successors is still required, we trust that the *esprit de corps* which in theory at any rate animates each subscriber will tempt them to offer to collect and send to the Editor the details needed. A list of the routes still undescribed will be sent to any who may volunteer to assist. That the tourist will be none the worse for having some definite object in view, the following extract from a letter from one of our Welsh Chief Consuls proves:—

"I am sorry I have not yet completed the whole of the routes in my district. There is only one left, about ten miles; but I am thirty miles away from it or I would have completed it. I made two attempts, and each time was compelled to return through the wet. You will be surprised when I tell you that every route I sent in was traversed on foot, but I am at present in ill health, and am forbidden to cycle. I spent two weeks out of my holidays doing nothing else. Of course, I had to travel many miles

on roads not required. But I can say I never enjoyed myself so much, as I think the definite object I had in view added to the pleasure. The weather was fine and the scenery beautiful."

Again, if any of the hotel or other appointments of which members make personal experience prove unsatisfactory, they should recollect that their duty to the Club and their fellow members is not discharged until they you have laid the facts before the Chief Consul for his consideration.

If they be of a literary or artistic bent they should recollect that the readers of the *Gazette* will be delighted to retrace in imagination their footsteps, and a recital of their experiences is therefore expected.

One other word: Easter will often afford the best opportunity of the whole year for securing a fresh recruit. Before, therefore, members start upon their trip they should remember that an application form is sent them in the current *Gazette*, and it devolves upon them to see that good use is made of it.

♦ ♦ ♦

THE CLUB COUNCIL in the last *Gazette* will have revealed to the careful reader the fact that it has been decided to alter somewhat the character of the brown cloth which some two seasons ago was introduced as an alternative uniform. The material in question was of a totally different stamp to the West of England grey—the time-honoured check which, when obtained first hand, and with the Club trade-mark thereon, has never been beaten for appearance or durability. The rough Scotch tweed favoured by a majority of the Uniform Committee when the brown cloth was introduced has not however in practice worn as well nor proved as popular as was anticipated, and as a consequence it has been decided to employ a brown West of England cloth much after the nature of the grey itself. The new substance will, it is believed, win for itself as excellent a reputation as its forerunner (the grey check) still retains, and having said this it remains but to add that the official factor has commenced to receive supplies from the mills, and is in a position to execute orders from official tailors and members without delay. The new cloth is of a higher intrinsic value than the brown used last year, but the price will remain the same. A new edition of the catalogue, with fresh illustrations and samples of materials embodied, is leaving the press, and will be sent to any member on receipt of a penny stamp.

♦ ♦ ♦

THE GENERAL MEETINGS of the Club have not of late been provocative of much excitement, and this being so, it is perhaps hardly to be wondered at that large attendances have been the exception rather than the rule. The meeting called for the Queen's Hotel, Leeds, on Friday, the 16th inst., at 7.30 p.m., will, however, provide at least one interesting topic, to wit, the question as to whether or not the Club shall enter into some arrangement whereby cycle manufacturers, or—better still—their agents, will undertake to supply machines to members of the C.T.C. at considerably reduced prices. It is an open secret that the largest corporation dealing in the

distribution, as distinguished from the manufacture, of cycles is offering special terms to *any* Club the members of which will place an order for a certain number of machines, and, as it is out of all reason to suppose that it is anxious to trade at a loss, it would seem probable that "extra special" terms might be obtained from these or other parties for the membership of a club 15,000 to 20,000 strong—always provided that the idea commend itself to the Club at the General Meeting. The corporation referred to is not the only firm voluntarily offering to allow large discounts off many of the recognised leading makes, as a reference to an advertisement in the current issue will prove. We express no opinion upon the principle underlying the suggested scheme, but having drawn attention to the fact that its consideration forms one of the items in the agenda would beg for a bumper attendance at Leeds on the evening of Friday the 16th instant.

♦ ♦ ♦

THE LIVERPOOL CASE. Those of our readers who may have perused the correspondence in our contemporary *Wheeling*, re "The C.T.C. Gazette and the Cycling Press," will be aware that we are under a promise to deal further with the case of "Cain v. Goodman," to which extended reference was made in the December *Gazette*. It is indispensable that this undertaking should be even yet fulfilled, if only that the misrepresentation of the views held by our barrister friend and ourselves, which has been indulged in in certain quarters, should be removed, but it unfortunately happens that a recurrence—with complications—of the attack of influenza which rendered us *hors de combat* through the greater part of December, confined us to our room during the last ten days of the month just ended, and as a consequence the current *Gazette* has been produced under great disadvantages. Members will please accept this explanation, and an apology for this an unavoidable intrusion.

Prospective Tours.

Any member who is desirous of securing a companion for a journey is invited to insert under this heading a short detailed account of his requirements, gratis. It is advisable to enumerate the counties, or leading centres, through which the Tour is to extend, and to state whether the rider is a Bicyclist or a Tricyclist. Communications should be addressed to the Editor, and in case they are to be re-directed, must be enclosed in a second franked envelope, or they will not be forwarded.

Wanted, young steady companion for Easter tour, going moderate speed; duration and route immaterial. South coast preferred. Moderate expenses.—Address, Surbiton, c/o the Editor.

Answers to Correspondents.

No. 1385.—We hesitate to make known your remedy for thirst, seeing that salt is always regarded as a thirst creator.

No. 1480.—Your friend is mistaken. A cycle is a carriage within the meaning of the Highway Acts: it is entitled to the same privileges as all other carriages, and if a tax were imposed upon it its status would not be improved one iota. A cyclist riding at night, provided with a light, and colliding with a vehicle unprovided with one, will not necessarily be able to recover damages from the driver of the latter, but the fact that the second vehicle carried no light will, although it was under no statutory obligation to show one, usually be held to be *prima facie* evidence of neglect to take reasonable precautions to avoid a collision.

Official Notices.

THE ANNUAL GENERAL MEETING.

The Annual General Meeting of the Club will—in accordance with the notice contained in the last *Gazette*—be held at the "Queen's" Hotel, Leeds, on Friday, the 16th of March instant, at 7.30 p.m.

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

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

The following is the

AGENDA.

- 1.—To adopt as a true record the minutes of the Annual General Meeting, held at Newcastle-on-Tyne, on 20th October last.
- 2.—To adopt the Annual Report of the Council to the Membership.
- 3.—To adopt the Statement of Accounts and Balance Sheet for the year ending 31st December last.

Notice of Motion by GEO. THOMPSON (Birmingham), Chief Consul, Warwickshire:—

- 4.—"That it is desirable that arrangements should be made at once whereby members of the C.T.C. may purchase their machines on more advantageous terms than those offered to non-members; and that the Council is hereby requested to consider the matter, and if practicable to take the necessary steps for attaining this object at the earliest date possible."

SPECIAL GENERAL MEETING.

Immediately following upon the Annual General Meeting above referred to, a Special General Meeting will be held at the same place, for the purpose of considering the following proposition:—

By the Council:—

"That the following Article, to be known as No. 8A, be added to the Articles of Association:—The Council shall have power to elect as Honorary Life Members (at such times and in such manner as they may determine) by a postal vote, in which not less than four-fifths of those voting shall record their assent, any members of the Club who have in the opinion of the Council rendered long and efficient or special service to the Club, either on its Council or otherwise. Such Honorary Life Members shall enjoy all the rights and privileges of ordinary members, but shall not be liable to contribute to the funds of the Club, except in so far as is provided in the seventh paragraph of the Memorandum of Association."

MEMBERSHIP TICKETS.

The new certificates of membership have in all cases been despatched to those who renewed prior to the 1st of February, and the remainder (applying to renewals received up to the 28th February) will, we hope, be despatched in good time for the annual general meeting. In the contingency of any miscarriage having arisen with the certificates of those who made the needful payment before the 1st February, we shall be glad to receive immediate notification, when the matter shall at once have attention.

THE BRITISH HANDBOOK.

The new edition of the Handbook will, we hope, be ready on the 20th inst. It will be largely based upon the plan of last year's issue, but a specimen page is embodied herein to convey an idea of the contents of the tabular portion—the portion really indispensable to every touring cyclist.

Those of our members who have not placed their orders are requested to do so as speedily as possible to avoid disappointment at Easter. The price of the book will be 1s. as hitherto. An order form is enclosed herein.

England.

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HAMPSHIRE

CHIEF CONSUL: E. C. DUCHESNE,

Boys' High School, Westbourne Road,
Bournemouth.

Town.	Hotel & Street.	Consul.	Place for Repairs.
Aldershot	C.T. Aldershot Institute (one large bedroom)	J. E. Lawes Elms road	† p J. E. Lawes, Elms road (C.S.)
Alresford	H. Q. Swan (D.R.) Q. Horse and Groom (D.R.) C.T. West street (B.)	A. Hall West street	† p F. Smith, West street (C.S.)
Alton	H. Q. Swan (D.R.) Q. Crown (D.R.)	E. Dyer Hill House	† p Debenham, Market street (C.S.)
Andover	H. Q. White Hart Bridge street Q. George, High street T.H. Commercial, High street C.T. Gurley's, High street	W. J. Randall High street	† p Randall, High street (C.S.) + p Povey, High street (C.S.)
Basingstoke	Q. Feathers', Wote street. T.H. Commercial, High street	F. Watson 50, Wote street	† p Watson, Wote street (C.S.)
Beaulieu	H. Q. Montague Arms	(See Hythe)	(See Hythe)
Bishop's Waltham	H. Q. Crown (D.C.)	T. G. Shenton Roman Villa, Twyford	H. Richards, High street (C.S.)
Blackwater	H. Q. White Hart	Dr. G. N. Dunn Eversley	Mealing, Yorktown Edwards, Eversley
Boscombe	T.H. Boscombe	(See Bournemouth)	† p Cycle Supply Co., Royal Arcade
Botley	H. Q. Dolphin (D.C.)	W. E. Pope, School House	
Bournemouth, East	H. Q. Albany, Old Christ- church road (Temperance) (D.R.) C.T. Wilberforce, near East Railway Station (B.)	(See Bournemouth) West	† p Field, Lansdowne road (C.S.) + p Surplice, Old Christchurch road (C.S.)

(†) H. Q. Q. T. H. C. T. (B.) (D.C.) (D.R.) † p (C.S.) etc.—See preface, page 4.

In addition to the foregoing, the book will contain a specially-drawn and valuable map; lists of officers; rules and regulations; hotel arrangements, and the special tariffs in England, Wales, Scotland, Ireland; instructions to Consuls; uniform and general information; hints as to touring and repairing machines; a list of the Chief Consular Divisions, with the addresses of the officers set over them; railway rates; calendar; sunrises and sunsets; the phases of the moon; as well as a complete diary and riding record, etc., etc., etc.

THE REPRESENTATION.

Vacancies in the Representation still exist in the following counties:—

LANCASHIRE.

SURREY.

The following nomination has been received:—

MASON, THOMAS, 26, Pretoria Avenue, Walthamstow, Essex, cycle agent; Beaumont C.C., etc. Proposed by A. Slade, 24, The Grove, Clapham Road, S.W., and seconded by Dr. F. Powell, Hillbank, Redhill, Surrey.

CHIEF CONSULAR VACANCIES.

A vacancy for a Chief Consul exists in the following counties:

CARDIGAN.

AYR.

ARGYLL.

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

The following nomination has been received:—

COUNTY OF CARDIGAN.

ROWLAND, WILLIAM J., 9, Pier Street, Aberystwith, cycle agent, sub-captain of the Aberystwith Cycling Club. Proposed by H. Bonsall, Cwm, Aberystwith, and seconded by R. Williams, St. David's College, Lampeter.

CONSULAR VACANCIES.

The undermentioned vacancies have been notified to us by the Chief Consuls set over the various counties referred to, and members willing to act are requested to communicate with the Chief Consul of the county concerned, or with the Secretary.

BUCKS (*Chief Consul, Rev. E. B. Cooper, M.A., Grammar School, Amersham, Bucks.*).—Buckingham, East Burnham, Fenny Stratford, Great Marlow, Great Missenden, Prince's Risborough, Stony Stratford, Waddesdon, Wendover, and Winslow.

LANCASHIRE (*Chief Consul, J. T. Lightwood, Hope House, Lytham.*).—Ashton-under-Lyne, Burnley, Carnforth, Colne, and Southport.

NORTHANTS (*Chief Consul, Rev. E. B. Cooper, M.A., Grammar School, Amersham, Bucks.*).—Brackley, Daventry, and Irthlingborough.

RUTLAND (*Chief Consul, Rev. E. B. Cooper, M.A., Grammar School, Amersham, Bucks.*).—Oakham and Uppingham.

YORKSHIRE (West Riding) (*Chief Consul, E. M. Poole, Dewsbury.*).—Cleckheaton, Dentsdale, Ilkley, Otley, Normanton, Ossett, Pateley Bridge, Snaith, and Tadcaster.

THE CONTINENTAL HANDBOOK.

A complete list of the alterations and additions to the above work (the latest edition of which was published in 1891) will be procurable on and after the 20th inst. by all those who have already purchased copies of the book itself. A stamped envelope addressed to the Secretary will ensure receipt of the list in question.

CONTINENTAL AND FOREIGN TOURING.

Members requiring information as to the Continent, and general hints as to the successful prosecution of a foreign tour, will do well to communicate, in the first instance, with the Chief Consul of the Foreign (General) Division (Mr. S. A. Stead, 30, St. George's Avenue, Holloway, London), when,

in case the hints furnished require to be supplemented by local contributions, the Chief Consul of the country it is proposed to explore will gladly complete the needed details.

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

I. France.

II. Germany and Austria-Hungary.

III. Belgium, Denmark, Holland, Italy, Norway, Russia, Servia, Spain, Sweden, Switzerland, and Turkey.

The price of the three volumes is 10s. the set, or 3s. 6d. each (postage 3d. per volume extra).

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

HINTS TO THOSE WHO INTEND TOURING ON THE CONTINENT.

1.—As our hotels on the Continent are only recommended, it is useless to expect a reduction in the prices on showing a C.T.C. ticket.

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

3.—It is no part of a Chief Consul's duty to furnish information which is contained in the books published by the Club.

4.—I have a stock of Continental maps, new and second-hand, also of guides (Baedeker's, Murray's, etc.), books of Travel Talk and Dictionaries in French, German, Italian, and Spanish; also a few copies of Baedeker's Conversation Dictionary in English, French, German, and Italian, quite new, at 1s. each (published at 3s.).

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

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

S. A. STRAD,

Chief Consul Foreign General Division.
30, St. George's Avenue, Holloway, London.

TAILORS' LIST.

The following alterations should be made herein:—

LONDON.—W. J. Pile's address is now 22, Philpot Lane, E.C.
MIDDLESBROUGH.—Erase W. Sherwin.

THE BRITISH ROAD BOOK.

List of additional amendments to be made in the Schedules of Routes sent out as supplements to the *Gazette* for April and July, 1893.

(See also p. 112 of May, p. 144 of June, p. 168 of July, p. 191 of August, p. 248 of October, p. 276 of November, p. 312 of December, 1893, p. 2 of January, and p. 54 of February, 1894, "Gazettes.")

VOL. II. (APRIL SUPPLEMENT).

ANGLESEA AND CARNARVON.—

" delete Map or Sketch Plan No. 2 (Carnarvon).

VOL. III. (JULY SUPPLEMENT).

CUMBERLAND.—

" delete Route No. 3 (Penrith to Melmerby)

" " " 4 (Melmerby to Alston).

" " " 15 (Penrith to Patterdale).

" delete Map or Sketch Plan No. 2 (Carlisle).

" " " 4 (Longtown).

THE EDITOR'S ALBUM.

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

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

Messrs. H. G. Allington, Tunbridge Wells; G. H. Evans, Tenbury; S. Maber, Ross; H. Maxwell, Montrose; G. P. Monk, Bolton; S. Oxford, Market Harboro'; and J. B. Uhle, Brooklyn, N.Y.

The Council.

The usual monthly meeting was held at the "Angel" Hotel, Bath, on Saturday, 10th February, 1894, at 1 p.m.

PRESENT:—

C.C. H. CROYDON ROBERTS, London (Chairman).
R.C. E. W. BURKE, Ireland.
C.C. TUDOR-LLEWELLYN, Chew Magna.
C.C. J. W. LLOYD, Newport, Mon.
C.C. F. W. MARILLIER, Swindon.
R.C. G. E. STANLEY, Devon.

E. R. SHIPTON, Secretary.

27.—"That Col. William Stoddart, of 11, Shakespeare Road, Bedford, be appointed Chief Consul of the County of Bedford."

28.—"That Mr. G. E. Stanley, of Ivedon, Honiton, be appointed Representative Councillor of the County of Devon."

29.—"That Mr. Arthur E. Paulsen, of 85, De Grey Street, Beverley Road, Hull, be appointed Chief Consul of the East Riding of York, the Council feeling that it would be a subject of regret if the Club were to lose the services of Mr. W. H. Pearson (the second candidate) in the capacity of Representative Councillor."

30.—"That Mr. W. R. McTaggart, of 118, Patrick Street, Cork, be appointed Chief Consul of the County of Cork."

31.—"That Mr. S. H. Robinson Baker, of the Bank of Ireland, Charleville, County Cork, be appointed Chief Consul of the County of Kerry."

32.—"That Mr. H. J. Litton Cary, of Kildare, be asked to accept the Chief Consulship of Westmeath, and that in the event of his acceptance, he be appointed accordingly."
[Mr. Cary has consented to act.—Ed.]

33.—"That Mr. J. L. Denson, of 21, Upper Northgate, Chester, be appointed Representative Councillor of the County of Chester."

34.—"That Dr. W. Oscar Jennings, of 88, Avenue Kleber, Paris, be appointed Representative Councillor of the Grouped Foreign Countries."

35.—"That the Statement of Accounts and Balance Sheet for the year ending 31st December, 1893, be adopted."

36.—"That the Report of the Council to the Membership as amended be adopted and published in the *Gazette* in the usual manner."

REPORTS OF COMMITTEES.

RIGHTS AND PRIVILEGES.

(i) The Chairman reported that the chief subject for consideration since the last meeting of the Council had been the Universal Lights Question, as to which much correspondence with Members of Parliament and others had taken place. The Committee would in all probability have to employ Counsel to draft a Bill covering the ground, but a definite decision had not yet been arrived at. Hearing that the Scottish County Councils had been approached by the Government with a view to learning what amendments were considered desirable in the Local Government (Scotland) Act, the Committee had addressed a letter to the Chairman and Vice-Chairman of each County Council in Scotland, urging upon him the desirableness of reporting in favour of the introduction of a clause which should render the carrying of lights compulsory.

The Chairman further stated that he had been unable to obtain a complete specimen of the new danger board properly backed up, but that he was promised the same within a few days.

The result of the action of the Committee where the charges for the carriage of cycles in Ireland is concerned has already been reported.

The CHAIRMAN declared that Mr. W. Kendall Burnett, M.A., J.P., Aberdeen, had been duly re-elected Chairman of the Club for the ensuing year; that Mr. H. Croydon Roberts, F.S.I., F.R.H.S., London, had been re-elected Vice-chairman; that Mr. W. E. Gurney, Bradford, had been re-elected Honorary Treasurer; and that Mr. W. B. Tanner, London, had been re-elected Honorary Consulting Solicitor.

Comments upon the Agenda were received from the following absent Councillors:—Messrs. W. Kendall Burnett, Aberdeen; W. Cosens, Sussex; W. H. Pearson, Yorkshire; and J. F. Symes, Grouped Foreign Countries.

The next Council Meeting will be held at Leeds, on Saturday, the 17th March, 1894.

Annual Report

OF THE

COUNCIL TO THE MEMBERSHIP FOR THE YEAR
ENDING 31st DECEMBER, 1893.

LADIES AND GENTLEMEN,

(1) We have the pleasure of submitting our Annual Report for the year just ended.

(2) Following precedent we beg first to deal with the membership strength for the past season:—

The renewals for 1893 numbered	...	12946
To which must be added the candidates for—		
January	...	150
February	...	267
March	...	441
April	...	453
May	...	593
June	...	567
July	...	487
August	...	341
September	...	197
October	...	84
November	...	34
December	...	7
		3621

And the Life Members

Giving a grand total for the year ending December 31st
last of ... 16592

This number represents a decrease from the corresponding period of the previous year of 729, as opposed to a decrease of 1963 in 1892—of 1147 in 1891—and of 934 in 1890.

(3) During the year just ended ten meetings of the Council have been held as follows:—

	London	With an attendance of	15
January.	Crews	"	11
March.	London (Special)	"	13
	(Ordinary)	"	17
April.	Oxford	"	7
May.	Derby	"	8
June.	Edinburgh	"	13
July.	(No quorum)	"	—
August.	Harrogate	"	6
September.	(No quorum)	"	—
October.	Newcastle	"	6
November.	(No quorum)	"	—
December.	Birmingham	"	11

Showing an attendance of ... 107
Or an average of 10 7/10 per meeting, as against 11 8/13 for 1892.

(4) The individual attendances of the various Councillors were as follows:—

REPRESENTATIVE COUNCILLORS.

	Attend- ances.	Highest possible.
Bashall, W., Middlesex	3	13
Bashall, H. St. J. H., Surrey	2	13
Burke, E. W., Grouped Counties of Ireland	4	13
Burton, Captain C., Hampshire	0	13
Constable, J., Yorkshire	0	13
Cook, R., Essex	2	13
Cosens, W., Sussex	4	13
Cox, T., Worcester	2	13
Decamp, P. G. A., Grouped Foreign Countries	0	10
Derrington, J. P., Warwick	3	13
Dickenson, W., Lancashire	1	13
Dodds, F. L., Yorkshire	1	13
Dove, P. E., Middlesex	2	13
Dutton, H. B., Cheshire	1	13
Graves, H., Grouped Counties of Ireland	3	13
Grimes, H. W., Gloucestershire	0	10
Hay, A., Grouped Counties of Scotland	1	13
Heard, S., Wales	0	13
Herbert, J. H., Staffordshire	2	13
Heslop, J. I. S., Durham	2	13
Ingall, G. D., Middlesex	3	13
Jennings, O. W., Grouped Foreign Countries	0	13
Luckraft, E., Devonshire	0	10
Matthew, J. S., Grouped Counties of Scotland	3	13
McClelland, Rev. R. G., Grouped Counties of England	1	13
Molloy, I., Dublin	0	9
Munslow, C. W., Surrey	1	13
Ord, W. E., Lancashire	2	13
Pearson, W. H., Yorkshire	0	13
Phelps, W. S., Surrey	1	13
Rennie, R. G., Lanarkshire	2	13
Staples, H. C., Kent	0	13
Sturmev, J. J. H., Grouped Counties of England	3	13
Symes, J. F., Grouped Foreign Countries	4	13

Turner, D. F. D., Edinburghshire ...	...	1	13
Warner, F. H., Grouped Counties of England ...	...	2	13
Watson, G., Northumberland ...	...	2	13
West, H. C., Lancashire ...	...	2	13
White, J., Kent ...	...	4	13
Wickham, R. H., Gloucestershire ...	...	0	9
Williams, L. J., Middlesex ...	...	2	13

It will be observed that of the Representative Councillors who held office last year Messrs. P. G. A. Decamp (Grouped Foreign Countries), H. B. Dutton (Cheshire), H. W. Grimes (Gloucestershire), E. Luckraft (Devonshire), I. Molloy (Dublin), C. W. Munslow (Surrey), R. H. Wickham (Gloucestershire) would have been disqualified for serving during the current year (had they sought re-election), in consequence of their not having attended the minimum number of Council Meetings (2), while Messrs. C. Burton (Hampshire), J. Constable (Yorkshire), W. Dickinson (Lancashire), F. L. Dodds (Yorkshire), A. Hay (Grouped Counties of Scotland), S. Heard (Wales), O. W. Jennings (Grouped Foreign Countries), R. G. McClelland (Grouped Counties of England), W. H. Pearson (Yorkshire), W. S. Phelps (Surrey), and H. C. Staples (Kent) would also have been disqualified were it not for the fact that they have shown to the Council good reasons for being exempted from the provisions of the rule.

HONORARY TREASURER.

The Honorary Treasurer has attended four meetings of the Council.

CHIEF CONSULS.

The attendances of the Chief Consuls have been as follows:—

	Attend- ances.	Highest possible.
Balfour, J. R., Beith	1
Bartram, G., Sunderland	1
Bradney, J., Shifnal	1
Burnett, W. Kendall, Aberdeen	1
Butterfield, A., Grantham	4
Carey, M. C., Maryborough	1
Cooper, Rev. E. B., Amersham	2
Evans, W. E., Nottingham	1
Haswell, F. W., Shifnal	1
Huie, H. P., Kelso	1
Irving, Rev. J.	1
Jones, E. L. R., Welshpool	1
Kent, A. F. S., Oxford	2
Lennox, J., Dumfries	1
Lightwood, J. T., Lytham	2
Lloyd, J. W., Newport	3
Marillier, F. W., Swindon	1
Martin, A., Dumfries	1
Oliver, C. E., Derby	1
Oliver, W. G. M., Edinburgh	1
Powell, Dr. F., Redhill	2
Ranken, Rev. C. E., Malvern	3
Roberts, H. Croydon, London	5
Stainthorpe, T. B., Redcar	1
Steward, J. F., Glasgow	1
Stead, S. A., London	1
Thompson, G., Moseley	1
White, J., Dublin	2
Williamson, J. A., Tynemouth	2

While Count A. Acquaviva d'Aragona, Guilianova; J. Alexander, Edinburgh; Baron A. de Baroncelli, Paris; C. H. Bingham, Utrecht; H. Bonsall, Cwm; W. Bowles, Castle Martyr; A. W. Brery, Douglas, I. of M.; L. Brown, Brentwood; H. Browne, Parsonstown; G. T. Bruce, Inverness; E. Bruel, Geneva; D. Caldwell, Ayr; H. J. L. Cary, Kildare; T. Charles, Swansea; G. Chipp, Huntingdon; R. Clarke, Kelsall; W. Croom, Strabane; J. T. Curtin, Oranmore; C. H. Donaldson, Jersey; L. C. Ducrocq, Wokingham; R. W. Elgee, Wexford; G. H. Evans, Sheerness; W. S. Forrest, Barcelona; J. Forrester, Falkirk; L. B. Gydenskog, Christiania; J. W. Harbinson, Drogheda; Rev. C. F. Harrison, Haverfordwest; J. Horne, Leith; O. R. Hughes, Carnarvon; E. W. Kelly, Waterford; A. Lee, Brampton; J. W. Mayfield, Hull; R. Y. Maxtone, Campbelltown; T. C. McDonogh, Galway; R. McGahey, Belfast; Rev. C. W. McDowell, Ennistown; R. Rugg Monk, Plymouth; Rev. W. R. Moore, Carrick-on-Shannon; Dr. F. Morley, Portsmouth; P. B. J. Nyst, Liege; J. H. Naylor, Golden Ball; G. S. Perry, Rathdowney; E. M. Poole, Dewsbury; H. Powell, Llandrindod; C. Rattray, Dingwall; R. A. G. Reid, Dorchester; T. Rhodes, Rathfarnham; C. Robbins, Gloucester; A. Sandison, Wick; G. F. C. Searle, Cambridge; R. H. Shaw, Coldstream; E. Staal, Copenhagen; W. H. Stephenson, Walton; R. Stumpff, Trieste; O. E. Taylor, Chorlton-cum-Hardy; J. N. Thomas, Penryn; D. W. E. Thomas, Brecon; D. Tidmarsh, Limerick; C. A. Treuter, Leipzig; W. C. Trimble, Enniskillen; Tudor Llewellyn, Chew Magna; S. E. Waldegrave, Taunton; and F. W. Weston, Boston, Mass. (some of whom have not been long appointed) have not attended any meeting.

(5) The statement of accounts for the year ending 31st December accompanies the present report.

(6) The arrangement whereby the Uniform Department was transferred to a wholesale factor has, upon the whole, proved satisfactory, though the sales of all kinds of Uniform have decreased. With a view, however, to meeting the wishes of those members who prefer to

use a specified dress, the brown cloth, which was introduced as an alternative Uniform some two years since, has been somewhat altered in character and very considerably improved.

The poll of the Club taken upon the Subscription Question soon after the presentation of our last report resulted in a very considerable majority for an increase of 1s., and the alteration comes into effect on the 1st January, 1894.

(7) As regards the British Road Book, the revision of the first edition of Vol. I. has long been completed, and an Appendix of additional routes has been embodied in the second edition and placed at the disposal of those members who purchased copies of the first. The sales of the Road Book are upon the whole satisfactory, and, in consequence, the attention of the Editor has been concentrated upon the production of the subsequent Volumes. With a view to expediting the work, arrangements were some time since completed whereby the Assistant-Editor discharges his duties at the Chief Office instead of at his own home. To aid in the collecting of the required information there have been issued during the year two printed schedules containing lists of the routes still required. These schedules were accompanied by an appeal to the membership, which appeal has been followed up by personal application by letter to all subscribers resident in counties which are still in a backward condition. Put briefly, the condition of things that applies at the present moment is: the greater part of the information required for Vol. II. has already been contributed, and much of it has been re-drafted by the Editor and submitted to the original contributors for verification. In some counties, however, more information is still needed, and we have thought it desirable in order to avail ourselves of the offer of a neighbouring Chief Consul to travel over the ground and compile the descriptions which are necessary. In spite, however, of the fact that no stone has been left unturned to accomplish the end we have in view, we regret to say that it will be impossible to produce the second volume until the beginning of next year. As regards the third and subsequent volumes, the progress made is less satisfactory, and although we see no way by which the production of the third volume (dealing with what remains of England) can be accelerated, we have, after the fullest consideration, come to the conclusion that the interests of the Club will be best studied by appointing separate Editors to the Scottish and Irish Sections. We would again draw the attention of the membership to the great benefit that would accrue from their investing in the work as far as it is now present procurable; those who have not yet purchased Vol. I. might with advantage send in their orders, while those who have this Volume but who have not purchased the Appendix, might similarly supply themselves.

(8) As regards the work of the Rights and Privileges Committee, we regret to have to report the fact that the great amount of time and trouble devoted to the Universal Lights Bill introduced into the House of Commons at the commencement of last Session, has been practically wasted. Steps, however, are being taken whereby a new and improved Bill will be introduced at the first opportunity. Meantime, a pamphlet dealing with the Universal Lights Question from the standpoint of the various County Councils has been published and largely circulated.

Careful consideration has by this Committee been given to the many proposals which have at times been brought forward, having in view their object the placing of restrictions upon cyclists.

The matter of Railway Charges has also received considerable attention at our hands, and in response to a Memorial addressed by us to the Railway Clearing House Committees of both Great Britain and Ireland considerable reductions have been made in the charges lately current. We have further decided to obtain the opinion of Sir Richard Webster, Q.C., M.P., upon the legality of the charges at present made for the conveyance of cycles by passenger train when accompanied by the owner.

At the commencement of last year negotiations were entered into with the French Government, the result of which was that machines, the property of members of the C.T.C. *bona-fide* on tour, are admitted free at the majority of the French ports—Calais included. Arrangements were at the same time made whereby temporary membership of the French Touring Club was granted to members of the C.T.C. upon payment of a nominal fee.

The providing of a further stock of Danger Boards has not been lost sight of, and the new pattern will be ready for distribution early in the New Year.

The interests of the membership and of cyclists at large have in many other ways been studied and safeguarded during the past year.

(9) The support accorded to the Roads Improvement Association by the C.T.C. has been nominally continued, but we regret to say that, owing to the impracticable attitude maintained by the N.C.U., no real progress can be recorded.

(10) The improvement of the *Gazette* has, we venture to hope, continued throughout the past year, indeed a consensus of opinion testifies to its increasing popularity among the membership.

(11) The benefits of membership are not, we fear, as widely known to the new generation of cyclists as was the case in years gone by, but with a view to remedying as far as possible this state of things we have, at the request of a General Meeting, simplified considerably the conditions upon which admission is procurable, and have endeavoured to popularise the Club more fully. We feel, however, that this is a matter which to a great extent lies in the keeping of each individual member, and for his co-operation we accordingly appeal.

On behalf of the Council,

W. KENDALL BURNETT,
Chairman.

Cyclists' Touring Club.

STATEMENT OF ACCOUNTS AND BALANCE SHEET for the Year ended 31st December, 1893.

W. B. GURNEY, Honorary Treasurer, Bradford.

We hereby certify that we have audited the accounts of the Club for the above period, and that the following Balance Sheet and Accounts are correct.

W. WESTCOTT & Co.,

Chartered Accountants, 99, Gresham Street, E.C.

27th January, 1894.

Dr.		BALANCE SHEET 31st DECEMBER, 1893.				Cr.	
1892. 31ST DEC. £ s. d.		£ s. d.	1893. 31ST DEC. £ s. d.		1892. 31ST DEC. £ s. d.		1893. 31ST DEC. £ s. d.
	To Sundry Creditors, viz. :—				553 12 3	By Cash at Banker's and on hand	458 11 2
460 7 6	Subscriptions paid in advance	535 12 6				„ Investments in Consols, viz. :—	
28 0 3	Badges, &c., not delivered	19 6 0			1933 19 9	Reserve Fund (part of)	1392 6 6
377 11 3	Sundry Persons	131 11 2			124 14 3	Life Members' Fund (part of)	124 14 3
22 10 7	Tailors' Accounts paid in advance	0 0 0			0 0 0	Depositors' Fund (part of)	953 9 9
1 9 4	Advertisements paid in advance	0 0 0			84 10 9	By Sundry Debtors	2470 10 6
			686 9 8			Less Reserve for Doubtful Debts	22 2 6
	To Deposits on Signs, viz. :—				13 18 8	By Dividends owing on Consols	219 6 1
693 0 0	Hotel Keepers	760 4 0			798 3 11	„ Stocks (including British Road Books)	15 16 0
217 7 0	Repairers	225 15 0			22 9 9	„ Foreign C.C.'s Accounts	832 10 6
43 2 9	Tailors	44 2 9				Less Reserve for Doubtful Debts	43 12 5
		1030 1 9			76 9 0	By Furniture and Fittings, cost	8 11 3
0 0 0	Councillors' Badges	3 10 0	1033 11 9			Less Depreciation to date	237 4 11
	To Balance of Assets over Liabilities, consisting of :—				416 5 0	By Hotel and Repairers' Signs, cost	56 9 0
86 18 5	Capital Account	64 8 6				Less Depreciation to date	590 0 0
2976 3 0	Reserve Fund Account	3157 4 0			995 7 3	By British Road Book Account	414 12 4
131 5 0	Life Members' Fund Account	131 5 0	3352 17 6		18 4 6	„ Expenditure chargeable to 1894	522 19 0
							23 13 1
£5037 15 1			£5072 18 11		£5037 15 1		£5072 18 11

Dr.		CAPITAL ACCOUNT.				Cr.	
1892. 31ST DEC. £ s. d.		£ s. d.	1893. 31ST DEC. £ s. d.		1892. 31ST DEC. £ s. d.		1893. 31ST DEC. £ s. d.
	To Loss on the year 1893	22 9 11				By Balance on 1st January, 1893	86 18 5
	„ Balance carried forward	64 8 6					
		£86 18 5					£86 18 5

Dr.		RESERVE FUND ACCOUNT.				Cr.	
1892. 31ST DEC. £ s. d.		£ s. d.	1893. 31ST DEC. £ s. d.		1892. 31ST DEC. £ s. d.		1893. 31ST DEC. £ s. d.
	To Balance carried forward, viz. :—				2764 10 0	By Balance on 1st January, 1893	2976 3 0
1933 19 9	Invested in Consols in names of Trustees	1392 6 6			211 13 0	„ Entrance Fees received during the year	181 1 0
1042 3 3	Uninvested	1764 17 6	3157 4 0				
£2976 3 0			£3157 4 0		£2976 3 0		£3157 4 0

* On May 30th, 1893, £541 13s. 3d. of the amount invested in Consols on the above Account was transferred to the Depositors' Fund Account.

Dr.

LIFE MEMBERSHIP FUND ACCOUNT.

Cr.

1892. 31ST DEC. £ s. d.		1893. 31ST DEC. £ s. d.	1892. 31ST DEC. £ s. d.		1893. 31ST DEC. £ s. d.
124 14 3	To Balance carried forward, viz.—		131 5 0	By Balance on 1st January, 1893	131 5 0
6 10 9	Invested in Consols in names of Trustees	124 14 3			
	Uninvested	6 10 9			
		131 5 0			
£131 5 0		£131 5 0		£131 5 0	£131 5 0

Dr.

DEPOSITORS' FUND ACCOUNT.

Cr.

1892. 31ST DEC. £ s. d.		1893. 31ST DEC. £ s. d.	1892. 31ST DEC. £ s. d.		1893. 31ST DEC. £ s. d.
	To Balance carried forward, viz.—			By Deposits on Hotel and Repairers' Signs, and on Tailors' Certificates	1030 1 9
	Cash invested in Consols in names of Trustees	411 16 6			
	Amount transferred from General Reserve Invest- ment in Consols	541 13 3			
	Total amount invested	953 9 9			
	Uninvested	76 12 0			
		1030 1 9			
		£1030 1 9			£1030 1 9

Dr.

REVENUE ACCOUNT.

Cr.

1892. 31ST DEC. £ s. d.		1893. 31ST DEC. £ s. d.	1892. 31ST DEC. £ s. d.		1893. 31ST DEC. £ s. d.
308 15 0	To Cost of Gazette (less Advertisements) ...	312 18 10	1632 5 0	By Members' Subscriptions, &c.—	
294 12 1	To Expenses of Management, viz.—		549 2 6	Renewals	1618 5 0
1379 17 6	Office Stationery and Printing	288 1 7	71 16 0	New Subscriptions	452 12 6
156 0 0	Salaries	1147 5 2		Fines	69 7 0
77 7 5	Rent and Gas	133 10 0			2140 4 6
38 19 1	Carriage	54 7 7	2233 3 6	By Dividends on Consols, &c.	63 18 8
72 10 3	Travelling Expenses	36 10 9	55 14 8	Discounts	16 4 8
412 13 10	Sundries and Petty Cash	65 6 0	52 13 1	" Provisional Tickets	24 2 6
	Postages (General and Editorial)	300 3 4	26 12 6	" Royalties	62 14 3
6 19 6	Reports of Meetings	5 11 0	4 19 10	By Gross Profits, viz.—	
5 6 6	Legal Expenses	9 13 9		Uniform Account (to 10th Mar., 1893). Badges (less £9 11s. 8d. loss on old stock returned by Foreign C.C.'s) ...	2 12 4
26 5 0	Audit Fee and Accountants' Charges	26 5 0	342 18 4	Stationery	29 17 7
	Bank Charges	0 5 4	111 9 2	Continental Road Book	17 19 1
2 17 8	Fire Insurance	2 12 6		By Donation refunded	0 0 0
4 4 0	Advertisements	5 0 0		" Reserve Account (Foreign C.C.'s) amount written back therefrom	21 7 7
13 19 0	Telegraphic Address	1 1 0		" Loss for the year	22 9 11
1 1 0	Rent of Rooms and Expenses of Meetings	4 12 6	15 0 0		
2 12 6	Finance Committee's Ex- penses	14 12 6	40 16 7		
34 19 5	Hotel Tariffs Committee's Expenses	0 0 0			
10 9 9	Renewal Fees on Badge Patents	14 15 6			
16 6 0	Subscription & Postal Rates Secretary's Guarantee	6 5 0			
1 1 0					
6 5 0					
		2115 18 6			
2873 1 6	To Erecting and Repairing Danger Boards	4 12 7			
8 13 5	" Sundry Donations	0 0 0			
7 7 0	" Depreciation, viz.—				
20 0 0	Office Furniture	20 0 0			
50 0 0	Hotel Signs	50 0 0			
		70 0 0			
£2959 1 11		£2503 9 11	£2959 1 11		£2503 9 11

Dr. "GAZETTE" ACCOUNT. Cr.

1892.	1893.	1892.	1893.
£ s. d.	£ s. d.	£ s. d.	£ s. d.
820 0 1 To Printing	752 6 6	1057 14 4 By Advertisements (less allowance)	933 1 10
411 0 9 " Postage	392 19 11	6 10 6 " Sales of <i>Gazettes</i>	7 10 6
1 0 6 " Commission on Advertisements	0 0 0	308 15 0 " Loss	312 18 10
140 18 6 " Contributions	103 4 9		
<u>£1372 19 10</u>	<u>£1253 11 2</u>	<u>£1372 19 10</u>	<u>£1253 11 2</u>

Dr. BADGES ACCOUNT. Cr.

1892.	1893.	1892.	1893.
£ s. d.	£ s. d.	£ s. d.	£ s. d.
51 18 8 To Stock on hand 1st January	46 10 4	388 5 6 By Sales	313 19 8
271 8 0 " Purchases	234 17 8	46 10 4 " Stock on hand 31st December	44 14 9
111 9 2 " Profit	86 18 1		
	Less loss on Melting old-pattern Badges		
	9 11 8		
	77 6 5		
<u>£434 15 10</u>	<u>£358 14 5</u>	<u>£434 15 10</u>	<u>£358 14 5</u>

Dr. STATIONERY FOR SALE ACCOUNT. Cr.

1892.	1893.	1892.	1893.
£ s. d.	£ s. d.	£ s. d.	£ s. d.
76 3 6 To Stock on hand 1st January	25 10 8	48 14 9 By Sales	39 3 6
19 13 6 " Purchases	20 10 0	25 10 8 " Stock on hand 31st December	37 9 7
28 8 5 " Profit	24 12 5		
<u>£74 5 5</u>	<u>£76 13 1</u>	<u>£74 5 5</u>	<u>£76 13 1</u>

Dr. UNIFORM ACCOUNT. Cr.

1892.	1893.	1892.	1893.
£ s. d.	£ s. d.	£ s. d.	£ s. d.
457 5 10 To Stock on hand 1st January	455 3 0	548 6 1 By Sales to Members to 10th March, 1893 ...	41 19 0
1046 11 0 " Purchases to 10th March, 1893	87 19 7	1443 6 1 " do. to Manufacturers and Tailors, do.	503 15 11
342 18 4 " Profit	2 12 4		
		1091 12 2	
		455 3 0	
<u>£2446 15 2</u>	<u>£545 14 11</u>	<u>£2446 15 2</u>	<u>£545 14 11</u>

NOTE.—The Uniform Department was transferred to a Wholesale Agent on 10th March, 1893, after which date the Club is entitled to a Royalty, for which see Revenue Account.

Dr. HANDBOOK ACCOUNT. Cr.

1892.	1893.	1892.	1893.
£ s. d.	£ s. d.	£ s. d.	£ s. d.
91 11 8 To Stock on hand 1st January	71 18 8	215 1 0 By Sales	224 16 6
198 16 6 " Purchases	197 4 0	17 12 0 " Advertisements	12 0 4
20 3 6 " Profit	29 17 7	71 18 8 " Stock of Continental Handbooks on hand 31st December	62 3 5
<u>£304 11 8</u>	<u>£299 0 3</u>	<u>£304 11 8</u>	<u>£299 0 3</u>

Dr.		CONTINENTAL ROAD BOOK ACCOUNT.		Cr.	
1892.		1893.		1892.	
£ s. d.		£ s. d.		£ s. d.	
81 10 5	To Stock on hand 1st January	69 14 9		41 16 0	By Sales
5 0 0	" Purchases	4 14 0		69 14 9	" Stock on hand 31st December
25 0 4	" Profit	17 19 1			
<u>£111 10 9</u>		<u>£92 7 10</u>		<u>£111 10 9</u>	

Dr.		OFFICE STATIONERY, &c., ACCOUNT.		Cr.	
1892.		1893.		1892.	
£ s. d.		£ s. d.		£ s. d.	
53 11 6	To Stock on hand 1st January	53 11 6		4 5 0	By Sales
298 17 1	" Purchases	291 10 1		53 11 6	" Stock on hand 31st December
				294 12 1	" Balance carried to Revenue Account
<u>£352 8 7</u>		<u>£345 1 7</u>		<u>£352 8 7</u>	

Dr.		BRITISH ROAD BOOK ACCOUNT.		Cr.	
1892.		1893.		1892.	
		£ s. d.			
	To Balance 1st January, 1893, including				
	expenditure to that date on 2nd Edition				
	Vol. I. (not then ready for sale).....	995 7 3			
	" Stock on hand 1st January, 1893.....	75 15 0			
	" Further Expenditure to 31st				
	December, 1893, viz.—				
	Salary and Expenses of				
	Assistant Editor.....	125 14 6			
	Printing and Binding Books,				
	Mounting Maps, &c.	48 3 2			
	Editor — on account of				
	Vol. II.....	50 0 0			
	Rent of Office (9 months)..<	22 10 0			
		<u>246 7 8</u>			
		<u>£1317 9 11</u>			

NOTE.—All Profits on sales of the British Road Book have been allowed to operate in reduction of the Expenditure, and have not been carried to Revenue Account.

Multum in Parvo.

••• Owing to pressure upon our space arising from advertisements, the Balance Sheet, and matter relating to the Annual General Meeting, several illustrated and other articles already set into type are unavoidably crowded out.—Ed.

THE FINCHLEY C.C.—Mr. C. W. Brown (2, Oak Villas, Friern Park, N.), the new hon. sec. of this club, is anxious to have it made known that ladies are eligible for membership therein.

MADRAS.—It is contended that cyclists here will shortly have to take out a licence upon the ground that their machines do not come within the category of "Vehicles without springs"—the only class of carriage exempt from the tax.

A COURAGEOUS RESOLVE.—Mr. J. T. Lightwood, the Chief Consul for Lancashire, has resigned the presidency of the Lytham C.C. upon the ground that he does not approve of road racing. We wish there were more presidents of Mr. Lightwood's way of thinking.

BOWDON.—The Bowdon Cycling Club is in such a flourishing condition that it has resolved to "launch" out in a fresh direction, and a pleasure skiff has accordingly been purchased and placed on the Dee at Chester for the use of its members on their week-end runs.

LONDON TO SCOTLAND.—A Glasgow member is anxious to know what is generally considered the most picturesque route from London to Scotland, and what are the principal places of interest on the road. Any hints addressed to him care of the Editor will be cordially welcomed.

ANOTHER "SPEEDOGRAPH."—In order to calculate the greatest speed that a cyclist can attain, the Belgian general, Le Boulengé, has invented an apparatus called "La Vélographe." Its use and advantages are explained in a little book, published at 3f., in cloth, by the *Cycliste Belge Illustré*, 30, Rue du Pélican, Brussels.

THE OLYMPIA TANDEM.—No. 6933 writes:—"The guard on the front wheels of an 'Olympia' can be made by forming by means of thin copper wire tied from spoke to spoke a kind of spider's web. I have driven an 'Olympia' 3900 miles by cyclometer. At first the lady's dress, though made by my C.T.C. tailor, was continually catching in the spokes and breaking them short off at the hub. I had the idea of using some thin copper wire to avoid the damage to dress and spokes, and ever since I fitted my contrivance not a spoke has been broken, even with a cross wind blowing when on the Hog's Back."

REGRETTED DEPARTURES.—There have just passed away in Ireland two of the land marks of cycling. The first is Mr. Richard Johnson, M.A. (T.C.D.), F.R.A.S., of Dublin, the first and for many years the only Chief Consul the C.T.C. possessed in the Emerald Isle. Mr. Johnson was a successful "coach," and a gentleman of considerable scientific attainments. The other is Mr. William Blood, J.P., of Ennis, the inventor of the "Dublin" tricycle once manufactured by the well-known firm of Singer & Co., of Coventry. Mr. Blood was for long a staunch supporter of the C.T.C., but with advancing years he ceased to take a practical interest in cycling matters.

PLYMOUTH.—Whatever may be the case in other parts of the country, the tricycle still seems to hold its own in South Devon, for the S.D.T.C. keeps up and has in fact of late actually increased its strength.

NEWCASTLE-ON-TYNE.—Visiting members will be glad to note that the Metropole Hotel and the Grand Hotel, Barras Bridge, on the main road north, have been placed under contract as headquarters. These hotels rank among the best houses in Newcastle.

WHO CAN OBLIGE?—Mr. W. King-Wilkinson, jun., of Middlewood, Clitheroe—for long an R.C. of Lancashire—is anxious to possess one copy each of the "C.T.C. Handbook" for 1879 and 1881, and three copies of that for 1890; also a copy of the List of Candidates for January, February, and March, 1880. He will willingly pay a reasonable figure for them if necessary.

A NEW DEPARTURE.—Mr. J. C. Matthew, who for so many years has taken a leading part in everything affecting cycling in Dundee, and who has long been one of the R.C.'s of the Grouped Counties of Scotland, has now removed to Glasgow. He has entered the trade with Mr. A. Black, another Dundonian, and the two in unison will push the "Scottish" pneumatic tyre—a double-tubed tyre of the wired-on variety.

HULL.—The new Handbook of the Hull C.C. just received bears witness to the increasing prosperity of that body. A series of tours for the Easter, Whit-tide, and August Bank Holidays has been arranged, and when we add that Kenilworth, Stratford-on-Avon, and the Midlands generally, the West Yorkshire Dales, and the Lake District are included in the programme it will be seen that the members of the Hull C.C. are to be envied.

NEW MAPS.—We have received at the hands of the well-known geographers, Messrs. Bartholomew & Co., of Edinburgh, specimens of their folding pocket maps of Sheffield and environs, and Warwickshire County. They are executed with the accuracy for which this well-known house is celebrated, but they are even more notable than former issues of this character in that, in addition to the map, which is on the scale of four miles to the inch, they contain enlarged plans of Sheffield, and of Leamington and Warwick respectively. They may be obtained of any stationer, or at Messrs. Smith & Son's bookstalls; price 1s. each, mounted on cloth.

"AS ITHERS SEE US."—When a bicycle collides with an omnibus there is not the slightest doubt as to which will get the worst of the encounter. The football match at Swinton on the 14th October last caused a great gathering of omnibuses, cabs, trams, and other vehicles in the main thoroughfare, and a cyclist who attempted to steer his way through the pack came to grief. A vigorous jump saved the man, but three horses danced on the machine, and a wheel of the 'bus passed over it. The cyclist sued the owner of the 'bus for damages at the Manchester County Court yesterday, alleging that the driver in racing another 'bus got his vehicle on the wrong side of the road, and so was responsible for the accident. The defendant contended that the mishap arose through the cyclist turning his machine too sharply, but the Deputy Judge awarded the plaintiff damages to the amount of £24 16s. His Honour remarked that he had no sympathy with cyclists who rode through streets which were crowded with vehicular traffic, but they were entitled to use the roads, and must be protected from other people's negligence.—*Manchester Examiner*.

Correspondence.

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

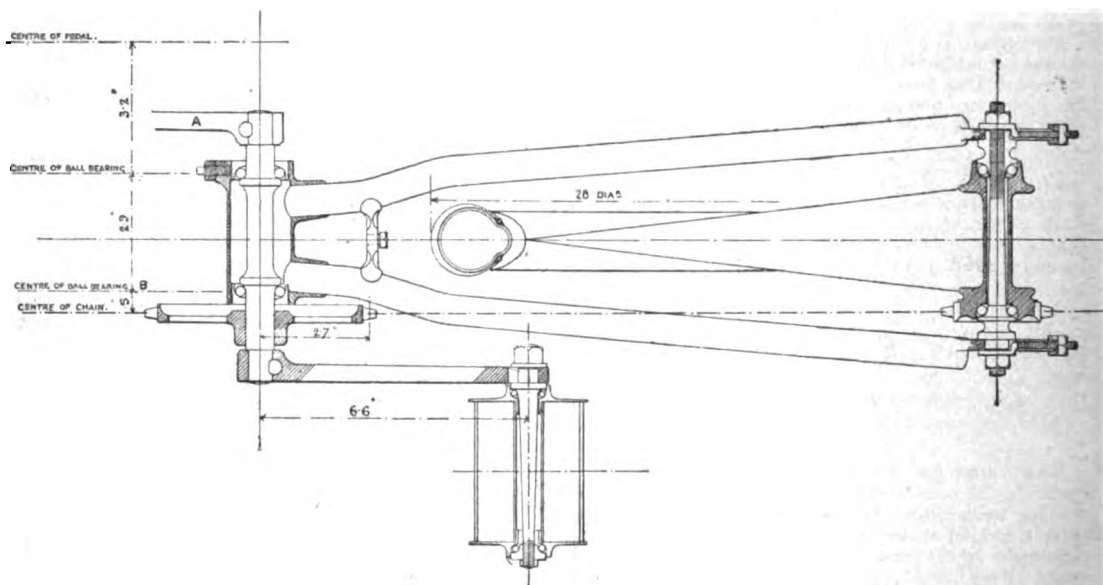
"Ignore all selfish ends and interests of thine own—
He lives for little good who lives for self alone."

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

Re "NOTES ON THE SHOWS."

Sir,—I have read Mr. Brown's notes on the National Show with much interest, and quite agree with his criticism on the design of crank brackets in which the chain pull is outside the ball races; it appears to be the fault of almost every machine he noticed.

I have endeavoured to calculate the pressure on the ball races in a crank bracket of this design, and for this purpose I took my machine (an 1893 "Humber Light Roadster") to pieces and made a careful drawing, to scale, of all the parts in connection with the crank bracket.



Section of Crank bracket &c.

The pressure on the ball races will be greatest when the crank A, the one on the opposite side to the chain wheel, is subjected to the full thrust of the rider. The greatest thrust that is ever put on the pedal may, I think, be taken as the weight of the rider, say 140lb. Then the pull on the chain due to this thrust is $\frac{140 \times 6.6}{2.7} = 340\text{lb.}$, and the pressure on the ball race B, nearest the chain wheel, will be $\frac{340 \times 3.4}{2.9} = 398\text{lb.}$ Again, the greatest thrust on the pedal takes place when the crank is about half-way between its vertical and horizontal positions: then the 140lb. thrust on the pedal resolved into its horizontal component is $140 \times .7 = 98\text{lb.}$, the forward thrust on the pedal A. (The vertical component of the 140lb. may be neglected.)

The pressure on the ball race B due to this forward thrust of 98lb. will be $\frac{98 \times 3.2}{2.9} = 108\text{lb.}$, and this pressure is in the same direction as that produced by the pull of the chain, therefore the total pressure on the ball race B is $398 + 108 = 506\text{lb.}$

If the ball race B had been on the same line as the pull of the chain, the pressure on it would have been only 432lb. under the same conditions of loading, and it will be seen from the drawing that by dishing the chain wheel a little, this could easily have been arranged.

Newcastle-on-Tyne.

No. 1350.

Sir,—In your January issue we notice an article "Notes on the National Show," by C. W. Brown. Although we have no hesitation in saying that the remarks of your Mr. Brown really represent his *opinion* without bias; still, in the present instance, we feel bound to take exception to some of his remarks as being contrary to fact. Referring to Mr. Brown's remarks re "The Pilot Safety Tandem, Model F," for a lady and gentleman—far from being "fearfully and unnecessarily complicated," the frame is really a truly scientific and simple one, and the absence of short struts and brazed joints is very marked. As the machine has a looped frame in front for the lady, so as to allow her plenty of room, the front curved strut is naturally on the principle

of an inverted arch, which, of course, requires support on its "haunches" to properly transmit the strain brought upon it. This is accomplished by one extra strut only, with the result that, although the machine only weighs 51lb. with brake and mudguards and connected steering and front chain-case, it is amply strong enough for almost any weight of riders, and by having a looped frame in front, the range of adjustment for the lady's saddle is so great that the machine may be ridden by a tall lady or a little girl with equal comfort, a result obtained, we believe, with no other tandem safety at the present time. We take it that Mr. Brown's mistake as to the number of struts arose from the front frame lug which carries the front chain wheel bracket. This casting weighs less than 1lb., and its lightness is due to its being ribbed out in three places, instead of being cast solid

in the centre, which gives somewhat the appearance of three struts, but such is not the case, the lug carrying the bottom and top-front frame of the machine, and the front chain wheel bracket being all one piece, properly designed for the work it has to do, instead of being built up of little odds and ends of tube, as is so often to be found in some descriptions of cycles.

If any of your readers care to go further into the matter and will write to us, we shall be happy to send them an illustration of the frame, and they can then judge for themselves.

We think Mr. Brown is also "out" in his ideas as to bottom brackets. He says: "I might perhaps say the majority (of makers) are reverting to the old method of construction, in which the adjusting cone screws on the axle itself instead of the bearing being tightened by means of a collar screwing into the barrel of the bracket—a device in every way preferable."

Now in adopting the old form of bracket, although more expensive to make than the other, the "majority of makers" are quite right, and this type of bracket is practically and mechanically far preferable to the form of bracket advocated by Mr. Brown; the greatest point in its favour being that it allows the employment of the widest bearing with the narrowest bracket, whereas Mr. Brown's bracket is just the opposite, and gives the narrowest bearing with the widest tread—besides which the cones are never true to each other on the spindle, as it is mechanically impossible to guarantee the truth of position of a screwed collar tightened by closing the barrel of the bracket round it; whereas in the old method, so much despised by Mr. Brown, the cone being fixed on the spindle by end-pressure, it always truly squares itself on the threads of the screw, and is always truly in the same relative position with the rest of the bearing. In fact, cheapness of construction is the only thing about Mr. Brown's bearing to recommend it; but cheapness is not everything in a cycle, truth of alignment is far more important, especially in the bearings. We should much like to go still further into this bearing question, as all principles of mechanics are on the side of the "old method" bearing, as well as advantages in use, but we fear that this letter is already too long, and trust that you will pardon our trespassing on your space so far. The mechanics of cycle construction are most interesting, but unfortunately they are, even at the present time, but little understood.

PILOT CYCLE CO.

(C. J. Reynolds, Manager.)

Mr. Brown comments upon the foregoing letters as follows:—

Sir,—With reference to the letter from the Pilot Cycle Co. appearing in this issue, it is of course only "business" for the company to defend the "Pilot" frame, but I still think that were the struts made of "odds and ends" there would be too many brazed joints, and I say nothing about the use of castings, beyond this, that of two evils I should choose the least. I do not like the method adopted for the adjustment of the front saddle of the model F frame, for here we have a horizontal arm projecting from the diagonal of the frame and carrying the L pin at its extremity. Of course, as the Pilot Co. say, my objection to the frame is only my opinion, but this is what I was requested to give in my article, and some fifteen years of constant cycling should qualify me to express one. The question, however, may be a matter of taste, and to some the "Pilot" frame may commend itself.

With regard to the brackets I maintain that the old pattern with the cone adjustment is in no way to be compared with the "Humber" type, especially when the latter is fitted with an inner sleeve, which can easily be done. When the cone screws on the axle the lock nuts tend to tighten it in adjusting, and even if it be held firmly to prevent any tendency to turn the nut pushes it against the thread, and

this often results in the bearing being tighter than was intended. This movement has to be allowed for when the adjustment is made. When the cone is held by a pin passing through the crank it soon develops a certain amount of play upon the thread on the axle, and is no longer true. Again, the circumference of the circle by which dust can enter is at least three times that of the "Humber" pattern, which is a great drawback. A properly constructed "Humber" bracket allows of the ball-races being quite as wide apart as the cone bracket, as witness the "Whitworth" and "Rudge" machines. Absolute adjustment can be quickly obtained on such a bracket as the "Whitworth," for here the collar can be turned until the bearing is just tight enough and then be locked by the fixing screw, which action has positively no tendency to alter the position of the collar. Some firms may not care to trouble about such little details as convenience of adjustment, but the average rider is not sufficiently patient to guess and guess again as to the exact amount of allowance necessary on the cone bracket. No doubt the old form of bracket could be made to adjust without shifting the cone by means of a split shoulder on the latter, tapering towards the crank and threaded inside and out. On this split sleeve a ring or nut could screw and so tighten it to the axle. Even with this arrangement the cone would have to be held while the nut was screwed up, and the bracket would be no more dust proof than the pattern now in use. There is, I think, no doubt that the "Humber" pattern is the best form of bracket yet introduced. The cone bracket is cheaper, notwithstanding the Pilot Co.'s assertion to the contrary. This I have verified by many inquiries, and it is amply proved by the fact that it is almost always found on cheap and second-grade safeties, even when the said safeties are manufactured by makers who adopt the "Humber" type of bracket on their first quality machines.

I have been somewhat amused at the carpings of one or two contemporaries respecting my articles, and I must thank those members who have kindly written in my defence. At the same time I would point out that it is a hopeless task to oppose the editorial (bought and paid for) opinions of the average cycling journal, which has to support the trade interests in order to maintain the advertisements on which it exists. When a paper prints only 5000 copies a week the value of its advertisements—to the proprietors—is great. In all cases like this something must be done to uphold the trade for the time being, but in one or two instances at least the weakness of the cause may be found in the fact that no arguments were advanced—simply a would-be ridicule of my name. Such abuse is not worthy of serious consideration, and clearly stamps the class of men who pen it and the papers in which it is allowed to appear.

C. W. BROWN.

HOW TO ENLARGE AND STRENGTHEN THE CLUB.

Sir,—It is with great diffidence I rush into print, but the letter of "Another Critic" so rouses my feelings that I feel justified in replying. Allowing the Club has weak points, and that ten per cent. do not get any benefits from touring, which latter statement I much question, though they may not visit the Continent, I ask what right is there that the Executive should study the pockets of members in the manner "Critic" suggests. Would any firm of cycle dealers in the country support manufacturers who made a practice of reducing prices to C.T.C. members? How would it be possible for them to hold an agency for a make which might at any time be supplied by the maker at a reduced price because of membership?

Could "Critic" say where this would end, every so-called member being able to procure one or more for a friend, thus leaving the dealer absolutely without a livelihood?

Furthermore, I deny that C.T.C. members, or any others, have now to pay fabulous prices for machines, when quality

and expenses of manufacture have to be taken into account. The competition of the present day prevents any or little over value being asked for cycles, that is, to people who have their wits about them.

In my opinion the Executive know too well their duties to attempt anything on the lines "Critic" suggests, and they also consider that the advantages already possessed by members (with necessary improvements), hotel benefits, distinctive clothing, monthly *Gazette*, handbook, etc., and the opportunity of contributing to a splendid organisation and supporting the grandest sport of the present day, are a full equivalent for the absurdly low subscription asked. I fear "Critic" is one of those who desire, whenever possible, to obtain thirty shillings change for a sovereign.

No. 5304.

Sir,—I was greatly interested by a letter written by Mr. George Craig in the *Gazette* of last December. I have been waiting to see if any of the members would take up his suggestion of forming a club of members of the C.T.C. residing in the same town or district, for the purpose of taking runs together. But as that part of his letter seems to have been overlooked, I am compelled to take up the cudgels myself.

Now what I should suggest is that all members of the C.T.C. in a town—for example, let us say Edinburgh—should meet together, and at that meeting should draw up a list of runs to be carried out on certain days. Now, in this way the members would become acquainted with each other, and it would pave the way for greater things, such as annual dinners and dances.

May I ask Mr. Craig if—as it is his suggestion—he will, through the *Gazette*, call a meeting of the Edinburgh members of the C.T.C., and then they could discuss the matter in a practical manner.

H. R. HART, No. 11,072.

Edinburgh.

Sir,—The letter in the February number of the *Gazette* from "Another Critic" seems to me very practical and up to date, and if his proposal is considered as he requests by the Executive, I have no doubt that it would prove useful to a large proportion of the present membership, and also help to "enlarge and strengthen the Club" in the way of inducing others to join us. I will leave the question of *how* this is to be worked until I see a fair prospect of its being worked at all.

Where, in my opinion, we should look for aid on this question (how to enlarge the Club) is on the social side rather than on the monetary side. How many cycling clubs are there which offer any monetary advantage to members? Are not most clubs formed and supported by the members for the social advantages which they offer? so that if a fellow wants to get a new mount he has not to go all alone, but has the experience of many, if not all, of his club mates, or, if he purposes a tour, he can fall back upon his club to find a companion, &c., &c. In the C.T.C., however, if this can be done at all it must be done through the *Gazette*, taking some two or three months, and then the cyclist gets the experience of some one who is about half or twice his weight as to the purchase of a machine, and arranges to go for a tour with some one whom he has never seen or heard of before, when in his own town there are hundreds, and perhaps even in his own street a few, of his own clubmen.

To enlarge and strengthen the Club, let the local C.C.s—in our large cycling centres at least, if not everywhere—have a list of all the members in their district. Let them then call all the members together, form committee, &c., for the year, and, in fact, make an ordinary cycling club of the local members of the C.T.C., the members not being called upon to support (by payment) the local sub-club unless a majority of them (residing in the district) shall vote an *extra* subscription desirable—that subscription having of course

nothing to do with headquarters. The hotel headquarters of the C.T.C. in each district would, I should say, be only too glad to put a room at the service of the local C.C. for meetings, &c., free of charge, so no expense *need* be incurred locally by forming these local clubs; and it would not surely be a very heavy strain on the headquarters to set them going.

Trusting that something of the sort will be done this season,
C.T.C. 3594.

Sir,—Referring to the letters of "F. A. W." and "Another Critic" in your January and February issues respectively, I quite agree that C.T.C. members ought to be put upon better terms when purchasing their mounts than outsiders, and it seems rather strange that we should not have made our terms ere this.

An arrangement whereby C.T.C.-ites should be enabled to buy all standard makes of machine at fixed reasonable prices from the accredited agents of the makers would, I think, meet the case. I would not, however, be a party to any arrangement for one maker to supply the machines to the exclusion of others, nor for any maker to supply them direct to purchasers, unless and until the impossibility of effecting our purpose by any other means has been definitely and absolutely proved. I believe the principle of "live and let live" to be a sound one in all matters of business, *a fortiori* it ought not to be violated in connection with what is to most of us a recreation merely, and not a means of livelihood.

All we want is to protect ourselves from extortion by being able to purchase a reliable machine at a fair price which shall also allow both maker and agent a fair profit.

I ought, perhaps, to mention that I am a touring rider exclusively, and have no interest in any cycle agent or manufacturer.

G. H. EVANS.

Tenbury.

Sir,—Referring to the very able letter in this month's *Gazette* from "Another Critic" under the above heading, permit me to say that I endorse every word of it. The Club has now a splendid opportunity of not only recovering its strength, but of attaining a position and importance it never before had, and this without any cost whatever. It seems to me simply marvellous that a member of a Club consisting of 17,000 members has to pay precisely the same price for a machine as an outsider would have to do, and, I think, if the Executive does not make an arrangement very soon whereby members can obtain special rates, the place occupied by the C.T.C. will be taken by some other club that will.

I hope, Sir, something may be done before the membership has fallen so low that the Club exerts no influence whatever, and that makers and agents can afford to scoff at any proposal coming from so emasculated a body.

W. P. CHAPMAN.

75, Harcourt Street, Dublin, 15th February, 1894.

[Many other members write to express the hope that some such arrangement as is advocated by "Another Critic" may be adopted by the Club.—ED.]

THE PALMER TYRE.

Sir,—In the December number of the *Gazette* No. 3364 condemns self-closure tyres, naming especially the Silvertown Closure Tyre. In the January number we had letters on both sides of the question. I should like to know whether the remarks of No. 3364 and of No. 7622 apply in any way to the "Palmer" Tyre, which seems to be well spoken of, but which is also a single-tube tyre and claims to be self-closing? As a leading firm of cycle manufacturers makes a speciality of this tyre it would no doubt interest many members of the Club to have further information about it.

I thoroughly endorse the remarks of F. A. W. that it would be very useful, especially to isolated members of the Club,

who ponder over these matters, and are often puzzled with reference to contradictory opinions, if we could from time to time have "official pronouncement" upon matters of this kind.

No. 7412.

[The "Palmer" Tyre—in as far as it is a self-closure tyre—is a totally different article to the Silvertown. Its tread is lined with rubber so moulded that when in use it is under considerable compression, and hence a puncture is to a certain extent self-healing. Apart from this the Palmer is constructed upon a system which in itself provides greater resilience, and consequently greater speed, than any other tyre with which we are acquainted. All the same, however, until its durability, and ease and permanence of repair in the hands of the average rider have been more fully demonstrated, we are of opinion that many will prefer to sacrifice its extra speed for the certainty of result known to be obtainable in the Dunlop and other double-tubed tyres where repairs are made under the cover proper.—Ed.]

"THE GREAT NORTH ROAD."

Sir,—In reply to Mr. Duignan, I suspect the original road to the North was through Ware, and was very probably called the Great North Road; but when the diversion from Alconbury Hill through Welwyn and Barnet was adopted for the mails, as being a much easier road, though nearly four miles longer, the latter would very likely be called then the "Great" North Road, and the other the "Old," to distinguish it.

"Paterson's Roads" (1808 edition) says in the Preface: "The Ware and Huntingdon Roads are measured from Shoreditch Church; but the milestones are numbered from this standard no farther northward than Alconbury Hill, where it joins the Great North Road, as measured from Hicks's Hall. The Barnet Road, and all the roads in the north and north-west of the kingdom, are measured from the place where Hicks's Hall formerly stood (West Smithfield)." Again on page 249:—"Alconbury Hill: Here you join the Great North Road, as measured through Barnet, and the mile-stones are numbered agreeably to that admeasurement."

There is a station on the Bletchley and Cambridge branch of the L. & N. W. Railway on the Old North Road called by that name. I believe this is one of the early railways, but I do not know if that station is an old one or comparatively recent. I think from the above that there can be no doubt about the nomenclature of the respective roads for the last ninety years, and that Mr. Duignan's memory is at fault.

No. 689 (1894).

P.S.—The bad grammar in the first quotation from Paterson is his, not mine.

ON THE GREAT NORTH ROAD—A PLEA FOR SUDBURY.

Sir,—Cyclists, in common with the rest of mankind, are liable to have their vision, whether that of the eye or that of the mind, distorted by surrounding circumstances. As I read Mr. Duignan's Notes in the February *Gazette*, I wondered what poor Sudbury had done to merit the cutting-up it was given, until it flashed across me that the cause lay in the writer having lost his way on leaving Ashbourne. He complains of the inability to get directed to Sudbury, etc., but I expect Mr. D. must have met some of those whose character is summed up in the couplet—

"Derbyshire born, Derbyshire bred,
Strong i' the arm, weak i' the head,"

and had he given a little time for reflection, he would have got the necessary direction, for, strange to say, Sudbury does possess an inn (another blow to Sir Wilfrid!), and at the Vernon Arms it is that the Petty Sessions are held. Had Mr. D. only kept his left eye open, he would have seen the

old posting house just after passing the Hall, and a "refresher," with a chat to the host, Mr. Sherwin, might have calmed the troubled spirit, and the Hall would have seemed something less than "ugly," the village stocks might have come in for a word of mention, and the village itself might have been called pretty, or at any rate interesting; for, strange to say, Sudbury is considered anything but commonplace by those who live in the surrounding villages.

Mr. D. seems puzzled to account for the situation of the "Newhaven" Inn, and wonders "where the custom comes from." I believe the chief customers are those who, either on business or pleasure, drive through that district in considerable numbers, while Newhaven Cattle Fair is known for miles round, and the crowd at that time is certainly surprising at a place so far from a railway. A similar case is to be found in the large horse show held annually at Hoor (not Hore) Cross, when, in spite of the village being six miles from any railway station, a crowd assembles that would not disgrace many a town show.

No. 373 (not a Sudbury member).

THE IDEAL SADDLE.

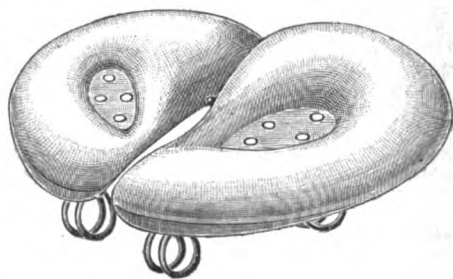
Sir,—Mr. Henson, captain of the Guy's Hospital Cycle Club, has shown me a saddle adapted to the anatomy of the parts pressed upon when a man is riding a cycle.

The tuberosities of the ischium rest on air cushions. The points of the vertebrae (or thigh bones) and the extent of the perineum are protected from injury by being suspended by air cushions, as they should be.

This form of pneumatic saddle is far ahead of any other, and unlike the others, because—although it does not support the front of the vertebrae and the perineum by pads of air, which often become hard and oppressive—still the parts are left absolutely free from jar or pressure. They are not touched at all by the saddle.

I write these few lines in hope that you may publish them in the *Gazette* if Mr. Henson himself does not address you. He is diffident about his invention, which is very valuable.

GILBERT ELLIOT.



[We have been able to obtain from the inventor an illustration of the saddle referred to, and it is embodied herein. When we have an opportunity afforded us of putting it to the test we will report the result.—Ed.]

* * We are again in receipt (in our secretarial capacity) of many letters from members testifying to the value they set upon their connection with the Club, and to the tangible nature of the benefits it has brought in its train. Some eulogise the hotel arrangements, others the *Gazette*, others the good work accomplished by the Club in the way of reduced railway charges, the removal or amelioration of customs restrictions, etc., etc., but lack of space prevents our giving extracts. To each and all we would say, the best evidence of the faith that is in you will be forthcoming in your determination to get all your friends and neighbours who cycle for business or for pleasure to become members of the C.T.C.

The Club Uniform.

SPECIAL AND IMPORTANT NOTICE.

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

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

Members and Official Tailors are requested to note that the New Brown Cloth will not be obtainable until after the 1st March.

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

LIST OF OFFICIAL TAILORS HOLDING APPOINTMENTS.

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

ABERDEEN—K. Maclean & Son, 17, Bridge Street.
 ACCRINGTON—J. W. Foster, 25, Blackburn Road.
 Ayr—Curtie, Rae & Co., Ailsa Buildings.
 BALE (Switzerland)—V. Settelen.
 BANBURY—W. Walton, 62, High Street.
 BARNLEY—
 BARNSTAPLE—J. N. Brewer, Cross Street.
 BATH—*Gould & Son, 23, Milson Street, and 1 & 2, George Street.
 BEDFORD—J. Beagley, 5, High Street.
 BELFAST—J. Stringer, 47, Donegal Place.
 BERLIN (Germany)—W. Köpkel, W. 8, Mohrenstrasse 50.
 BERNWICK-ON-TWEED—Faxon & Purves.
 BIRMINGHAM—*Husband Bros., 21, Paradise Street.
 BLACKBURN—Tomlinson & Co., 17, Aspsden's Buildings.
 BOLTON—J. Boyd & Co., 21, Fold Street.
 BOURNEMOUTH—W. Rogers & Son, 1, Albany Terrace.
 BRADFORD—Macvean Bros., 17, Darley Street.
 BRIDGNORTH—W. Jones & Co., Waterloo House.
 BRIGHTON—R. Needham & Son, Castle Sq., Old Steine, and Palace Place.
 " F. Willard & Son, 2, Western Road.
 BRISTOL—Randall & Walls, 50, Park Street.
 " *B. Thomas & Co., 54, Park Street.
 BURNLEY—J. Leedam, 5, Red Lion Street.
 BURTON-ON-TRENT—W. Brown, 184 and 185, Station Street.
 BURY—J. Burrow, Silver Street.
 CAMBORNE—J. Vivian & Brother.
 CAMBRIDGE—J. Gillings, 14, Alexandra Street.
 CANNOCK—C. H. Cope.
 CANTERBURY—J. G. Jackman, 6, Parade.
 CARDIFF—E. J. Baker, 33, Queen Street.
 CARLISLE—Clark & Son, 35, Bank Street.
 CHATHAM—J. W. Taylor, 197, High Street.
 CHELMSFORD—J. P. Green.
 CHELTENHAM—C. S. King & Son, 35, Winchcomb Street.
 CHESTER—J. T. Davis, The Cross.
 CHICHESTER—W. Long & Son, Southgate.
 CLARENCE—G. Fraser & Son.
 CORK—J. Drew, 34, Princes Street.
 COVENTRY—H. Riley, King's Head Buildings.
 CREWE—Vickers & Son, High Street.
 DARLINGTON—W. G. Wallis, 4, North Gate.
 DERBY—*Gamble & Cunningham, 54, Sadler Gate.
 DEVIZES—Parsons Bros., 3, St. John Street.
 DONCASTER—G. Goldthorpe & Son, St. George Gate.
 DORCHESTER—H. Bascombe, High West Street.
 DOUGLAS (Isle of Man)—J. Hale, 6, Athol Street.
 DUBLIN—*J. Callaghan & Co., 15 & 16, Dame Street.
 " *Pitt Bros., Ltd., 76, South Great George's Street.
 DUDLEY—W. R. Kneale, 251, Castle Street.
 DUNDEE—T. Ocher & Henry, 63, Reform Street.
 EASTBOURNE—
 EDINBURGH—*Gulland & Kennedy, 55, North Hanover Street.
 ELY—H. Kempton & Co., High Street.
 EXETER—*J. & G. Ross, 227, High Street.
 FAVERHAM—F. C. Jackman, Market Street.
 FALMOUTH—W. Gooding, 34, Market Street.
 FOLKESTONE—W. Ward, 38, Guildhall Street.
 FROME—Swaine & Son.
 GLASGOW—R. W. Forsyth, 13, 17, Renfield Street.
 GLOUCESTER—Wareing & Son, 32, Westgate Street.
 GREAT GRIMSBY—C. H. Thompson, 112, Cleethorpe Road.
 GUILDFORD—J. Levy & Co., Bank House.
 HALIFAX—W. H. Graydon & Son, Northgate and Crossley Streets.
 HANLEY—T. R. Gilman.
 HERFORD—C. W. Wits.
 HULL—C. H. Capes & Son, 20, Savile Street.
 ILFRACOMBE—R. Jewell, 123, High Street.
 INVERNESS—H. Fraser, 23, Bridge Street.

IPSWICH—W. Damant, 13, Butter Market.
 JERSEY—E. P. Falle, 10, Beresford Street.
 KIDDERMINSTER—Thos. Bennett, 6, Oxford Street.
 LEAMINGTON—T. Claxton, 106, The Parade.
 LEDBURY—C. Wits.
 LEEDS—L. W. Rowland, 36, Albion Street.
 LEICESTER—*F. Brett, Peterboro' House, Granby Street.
 LEOMINSTER—C. M. Binyon, 1, Corn Square.
 LIMERICK—Cannock & Co., Limited.
 LINCOLN—J. W. Martin, 2, Silver Street.
 LIVERPOOL—*G. E. Young & Co., 49, Dale Street.
 LLANELL—Davies & Parry, Compton House.
 LONDON—H. Brinkman, 253, Oxford Street, W.
 " Clare & Son, 102, Fenchurch Street, E.C.
 " T. H. Holding, 7, Maddox Street, W.
 " W. J. Pile, 22, Philpot Lane, E.C.
 " The West End Clothiers Co., 37, Ludgate Hill, E.C.
 " FOR LADIES ONLY.—John T. W. Goodman, 47, Albemarle Street, Piccadilly, W.
 (Mr. Goodman, although not the holder of an official appointment as gentlemen's tailor, is yet prepared to cater in the best West End style for those members who are willing to pay the following prices:—Lounge jacket—Brown cloth, 48/-; Grey cloth, 50/-; Norfolk jacket—Brown cloth, 53/-; Grey cloth, 55/6; Breeches or Knickerbockers—Brown cloth, 18/6; Grey cloth, 19/6; Trousers—Brown cloth, 21/-; Grey cloth, 22/-; Waistcoat—Brown or Grey cloth, 15/6.)
 MAIDENHEAD—R. Whitaker & Sons, 12, Queen Street.
 MANCHESTER—*Meggitt & Co., 22, Cross Street.
 MARLBOROUGH—J. Russell & Sons, High Street.
 MULHOUSE (Alsace)—H. Dussere.
 NEWBURY—A. Smith, 88, Northbrook Street.
 NEWCASTLE-ON-TYNE—W. Caldwell & Co., 43, Grainger Street.
 " J. Turnbull, 43, Pilgrim Street.
 NEWPORT (Isle of Wight)—G. B. Purkis, 51, High Street
 " (Mon.)—Wildings, Limited, Bon Marche.
 " (Salop)—H. Harper, Market Place.
 NEWTON ABBOT—C. Pope, 42, Courtenay Street.
 NORTHAMPTON—Blacklee Bros., Gold Street.
 NORTH SHIELDS—*D. Hill & Co., Howard and Union Streets.
 NORWICH—Downes Bros., 29, London Street.
 NOTTINGHAM—W. Gabbatt, 20, Market Street.
 OXFORD—Arthur Shepherd, 6, Corn Market Street.
 PARIS—J. Drouart, 9, Rue de l'Echelle.
 PERTH—W. Byars, 88, High Street.
 PLYMOUTH—L. Sanson, 17, George Street.
 PORTADOWN—*W. Paul & Son, 46, High Street.
 PORTSMOUTH—See Southsea.
 PRESTON—W. Elton, 11, Lune Street.
 RAMSGATE—G. Wellden, 40, High Street.
 READING—E. P. Silver, 17, King Street.
 REDRUTH—J. Evans, Tower House.
 RETFORD—C. J. Merryweather, Bridge Gate.
 RHYL—Hughes & Son, 56, High Street.
 SCARBOROUGH—J. Etches & Son, Huntriss Row.
 SHEFFIELD—R. R. Neill & Co., 12, Change Alley.
 SHREWSBURY—W. F. Watkins, 6, Pride Hill.
 SOUTHAMPTON—J. H. Gilham, 29, Hanover Buildings.
 SOUTHPORT—*E. Trounson, 213, Lord Street.
 SOUTHSEA AND PORTSMOUTH—*Chase & Tighe, 82, Palmerston Road, Southsea.
 " John Maltby, Commercial Road, Landport.
 SOUTH SHIELDS—Mackey & Co., 23, King Street.
 STIRLING—Jas. Robertson & Sons, 16, Murray Place.
 ST. LEONARDS—*H. Angliss, 44, London Road.
 STOWMARKET—F. Ward, Ipswich Street.
 STRATFORD-ON-AVOON—S. Williams, 25, Bridge Street.
 SUNDERLAND—*J. Gillies & Son, 56, Fawcett Street.
 SWANSEA—H. Thomas & Son, 9, Heathfield Street.
 SWINDON—R. L. Mugford, 13, High Street.
 TAUNTON—Josiah Lewis, 11, North Street.
 TORQUAY—Montgomery & Dolbar, 49, Fleet Street.
 TRALEE—B. Smith & Co., 4, Denny Street.
 TROWBRIDGE—W. Beaven.
 TUNBRIDGE WELLS—J. Pickett & Son, 25, Grosvenor Road.
 " *E. C. Jenkinson, 28, Mount Pleasant.
 UTRECHT (Holland)—J. de Gooijer, Jr., 304, Kromme Nieuwe Gracht.
 UXBRIDGE—Carrick & Coles, Waterloo House.
 VIENNA—F. Kadlicz, Rotherthumstrasse 31.
 WALSALL—Barrett & Forrester, Park Street.
 WARMINGHAM—Foreman & Son, 21, Market Place.
 WATFORD—*J. P. Taylor, 95, High Street.
 WELLS (Somerset).
 WESTON-SUPER-MARE—*Tytherleigh & Son, Church Road, and 20, Regent Street.
 WIGAN—Coop & Co., 23, Walgate.
 WINCHESTER—F. W. Flight, 90, High Street.
 WINYOR—R. Whitaker & Sons, Peasod Street.
 WOLVERHAMPTON—H. B. Burslem, 19, Darlington Street.
 WORCESTER—H. Parsons, 82, High Street.
 YEovil—J. A. Milborne, 21, Prince's Street and Church Street.
 YORK—W. R. Beckwith & Son, 30, Colliergate.
 ZURICH—A. Whittlinger, Bahnhofstrasse.
 " T. A. Harrison, Anglo-American.

List of Candidates, March, 1894.

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

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

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

ARTICLE 8.—Any member of not less than two years' standing may become a Life Member upon payment of such sum as a composition for all future annual subscriptions and upon such application and notice as a General Meeting shall from time to time determine, but the Council may in special cases dispense with the necessity for two years' standing. In every respect except the payment of annual subscription, a Life Member shall stand upon the same footing as an ordinary member. All moneys received from Life Members shall be dealt with and applied in such manner and form as a General Meeting shall from time to time determine.

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

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

BERKSHIRE.

Duckworth, W. S.
Jones, H. W., M.A.
King, C.
Lusber, A.
Pike, H. L.
Bradfield College, Reading
Leighton Park School, Reading
St. Leonard's road, Windsor
Midgham House, Reading
St. Clair, Reading

CAMBRIDGESHIRE.

Diver, E. B.
Ealand, A. F.
Pitoe, A. R. (C.U.B.C.)
Walden, H., B.A. (C.U.B.C.)
24, Sidney street, Cambridge
St. John's College, Cambridge
Christ's College, Cambridge
" " "

CHESHIRE.

Bodé, A.
Coulborn, W. E. R.
Galloway, N.
Galloway, J.
Gornall, W.
Martin, R. W.
Price, W. G. (Chester C.C.)
Thomas, E. H.
Railway Station Hotel, Congleton
South Bank, Alderley Edge
Normanby, Altrincham
" " "
Walden Superior, near Warrington
22, Osborne road, Altrincham
Frodsham street, Chester
Industrial School, Chester

CORNWALL.

Collier, S. C. P.
Gaul, Rev. C. E., M.A.
Nasmyth, W. J. (T.C.I.C.C.)
Wadham House, Liskeard
Leedstown, Hayle
80, Lemon street, Truro

CUMBERLAND.

Elliot, W.
Higbet, J., M.D.
Main street, Cockermouth
Portland square, Workington

DERBYSHIRE.

Jones, O. Lee
Schreiber, H. H.
38, Otter street, Strutt's Park, Derby
Repton, near Burton-on-Trent

DEVONSHIRE.

Cooper, W. F.
Crocker, E.
Griffin, J. (Plymouth C.C.)
Harris, J. A. (Plymouth C.C.)
Holmes, A. B.
Lake, J. H.
McCormack, A. (Plymouth C.C.)
Powell, C. H.
Robins, J. W.
Tucker, H. (Plymouth C.C.)
Templeman, N. G. (Plymouth C.C.)
2, St. Alban's terrace, Castle road, Torquay
Stafford Lodge, Torquay
Princess Place chambers, Plymouth
5, Argam villas, Stoke, Devonport
15, Wellington street, Stoke, Devonport
St. Germans House, Pennsylvania, Exeter
197, Union street, Plymouth
90, Durnford street, Stonehouse, Plymouth
6, Princes street, Ope, Devonport
Belvedere, Mannamead, Plymouth
23, Park street, Stoke, Devonport

DORSETSHIRE.

Kaye, A.
Milton Lodge, Gillingham

DURHAM.

Cook, D.
Cowley, W.
Millward, S.
Oliver, J. (Bloomfield C.C.)
Wilson, Miss A. E.
11, Clyde terrace, Spennymoor
Beaumont terrace, Spennymoor
124, Weardale street, Mount pleasant, Spennymoor
Askew Arms, Askew road, Gateshead
Primrose terrace, Fence Houses

ESSEX.

Bauly, H. C.
Clark, W. G.
Coleman, A.
Thomson, J. M., F.I.C.
Tiltman, W.
Wentworth House, Wanstead
69, Lawrence road, East Ham
102, Liverpool road, Canning Town
1, Oxford villas, Waltham Abbey
4, Victoria terrace, Leytonstone road

GLOUCESTERSHIRE.

Buck, R. S.
Comley, A. C. (Broadmead C.C.)
Ebsworth, G. C., B.A.
Ehlers, E. H.
Ehlers, R.
Hatt, F. L.
Jones, Mrs. W. H.
54, Cotham hill, Bristol
65, Somerville road, Bristol
111, Redland road, Bristol
Layton, Cotham Grove, Bristol
" " "
25, Triangle, Clifton
Sandhurst School, Gloucester

Medland, J. H.
Pitchford, W.
Penney, L. P.
Playne, H. C.
Roberts, Lieut.-Col. A. S.
Tratman, A. S.
Taylor, H. C.
Weir, P., B.A.

R.A. College, Cirencester
54, Cotham hill, Cotham, Bristol
Sinclair, Pittville circus, Cheltenham
Springfield, Minchinhampton
19, Priory street, Cheltenham
21, St. John's road, Clifton
7, Sunningdale, Alma road, Clifton
4, Melville road, Bristol

HAMPSHIRE.

Barker, Rev. A. L.
Loe, H. J.
Oliver, Miss A. E.
Tracy, W. G.

Hartley Wintney, Winchfield
Market street, Alton
Hursthorne Tarrant, near Andover
Hathorne, Lawn road, Southampton

HEREFORDSHIRE.

Davis, R. C.
Miles, H. E.
Rayner, T.
Spencer, W. J. (Walford Wheelers B.C.)

Homend street, Ledbury
Dunfield, Kington
Newbury Park, Ledbury
Goodrich Court, Ross

HERTFORDSHIRE.

Brookes, T. E.
Goslett, W. B.
Goslett, M. G.
Hawkins, C., M.A.
Wickham, D. (Ware C.C.)

Locksley, Hitchin
Marlborough House, St. Albans
Haileybury College, Hertford
Baldock street, Ware

KENT.

Barr, P. S. St. J.
Cole, W. H.
Gask, G. E.
Herbert, C. E.
Horton, Mrs. H. C. E.
Lee, H. H.
Lee, F. W.
Martin, F. W. (Canterbury C.C.)

Holy Trinity Vicarage, Gravesend
Beethoven, Copers Cope road, Beckenham
Lynwood, Plaistow lane, Bromley
105, Church lane, Old Charlton
8, Bradstone avenue, Folkestone
8, Manor park, Lee
Highfield, St. Thomas' Hill, " "
Canterbury
4, Waterloo road, New Brompton
East Cliff, Ramsgate
4, Westfield villas, Southborough
Ormonde House, Belvedere

LANCASHIRE.

Ashton, A. R.
Audley, J.
Cooke, H. J.
Cox, J. A. (Barrow Amateur C.C.)
Duckworth, F. E., B.A.
Edleston, W. E.
Farrand, E.
Hardie, J. H.
Hardman, G. W.
Hardwick, T. (Broughton Rangers C.C.)

25, Slade grove, Longsight, Manchester
Broadfield, Moss lane, Aintree
Aughton Springs, Aughton, near Ormskirk
Fisher's Buildings, Barrow
Rossall School, Fleetwood
Corrie Lodge, Crumpsall, Manchester
23, Lilley street, Queen's road, Manchester
210, Stockport road, Levenshulme
Waterside, Waterhead, Oldham
178, Bury New road, Manchester

Haslewood, J. R.
Holt, P. H., jun.
Horn, J.
Hunter, E.
Hutchings, W.
Hutton, C. W. C.
Levesley, W.
McNab, J. H.
Nicklin, P. H. S.
Price, J. A.
Richardson, G.
Sargent, E. W.
Sargent, Mrs. E. W.
Sergeant, Miss E.
Swift, J. (St. Helens C.C.)
Waddington, H. (Nomads C.C.)
Woodburn, E. J.
Woodward, A. F.

3, Avenham terrace, Preston
Crofton, Aigburth, Liverpool
64, Mulgrave street, Liverpool
3, Willow bank, Moss lane East, Manchester
Warwick street, Hulme
City Treasurer's Office, Liverpool
17, Eccles New road, Salford
12, Winckley square, Preston
1, Bixteth street, Liverpool
27, Gladstone road, Garston
56, Barton street, Moss lane East, Manchester
88, Bedford road, Bootle
Sandown, Farnby Point, Farnby
College street, St. Helens
High Lea, Cope Bank, Halliwell
132, Granby street, Liverpool
37, Bentley road, Princes Park, Liverpool

LEICESTERSHIRE.

Dale, A.
Dalrymple, J. McF.
King, C. R.
Neighbour, G.
Spiers, F.

128, Belgrave gate, Leicester
11, St. James road, Leicester
34, Nelson street, Leicester
102, Evington road, Leicester
4, Beaumont road, Leicester

LINCOLNSHIRE.

Baines, W. A.
Blackwood, W. B.
Brook, A. K.
Fullalove, W. A. (Onward C.C.)
Plastow, J. (Grimsby C.C.)

126, Church street, Gainsborough
Leadenham, Lincoln
The Minster yard, Lincoln
9, Albert terrace, Gainsborough
Fish Docks, Grimsby

MIDDLESEX.

Butler, J.
Clabault, A.
Cory, J. L.
Day, E. B.
Davies, M. H. W., B.A., (Mansfield House Ramblers C.C.)
Evans, E. G.
Farrer, M.
Genter, N.
Greener, A.
Hollis, R.
Houlton, R. J.
Housiaux, M.
Hublard, A. E.
Kempson, E. H., M.A.
Lovett, E. J.
Maistre, C. D. le

33, St. Andrew's road, Stoke Newington, N.
Renfrew villa, South Ealing, W.
23, Torrington square, W.C.
125, Green lanes, Stoke Newington, N.
Saracen's
Head Hotel, Snow Hill, E.C.
32, High street, Hampstead, N.W.
95, Elgin crescent, Notting Hill, W.
29, Margaretta terrace, Oakley street, Chelsea, S.W.
West street, Harrow
521, Holloway road, N.
664, Harrow road, Queen's Park, W.
43, Oakford road, Kentish Town, N.W.
61, St. Paul's road, Mile End, E.
The Moat, Harrow
20, Marlborough street, Paddington, W.
City and Guilds of London Institute, S. Kensington, S.W.

Margesson, Lieut. W. H. D., R.N. H.M.S. "Egeria," c/o Postmaster General, London, E.C.
Navarra, N.
Newport, J.
Newport, V. F.
Nisbett, J. F. (City of London C.C.)
Pettit, W.
Petch, A. H.
Roberts, H. Prescott, M.D.
Rozelaar, H.
Sansom, A. E., M.D.
Sansom, W. B., L.D.S.
Smith, L. Woodd
Swinbourn, A., jun.
Tappin, F.
Tooth, S., M.A., A.M.I.C.E.
Tufton, Hon. S. P.
Webb, P. C.
Winch, C. R. K.
Wingate, P. B.
Young, H. S., M.A., M.D.

Audley Villa, Sydney road, Staines
90, Fordwych road, Brondesbury, N.W.
Haven Green, Ealing, W.
52, Petherton road, Canonbury, N.
84, Harley street, W.
34, Bruton street, W.
Branch Hill Lodge, Hampstead Heath, N.W.
Mayville, Stratford road, Twickenham
8, Colchester street, Picnic, S.W.
25, Paul's wharf, Upper Thames street, E.C.
2, Chesterfield gardens, May Fair, W.
39, Crouch Hall road, Crouch End, N.
24, Bloomfield road, Bow, E.
16, Cheyne row, Chelsea, S.W.
16, Queen Anne's gardens, Bedford Park, W.

MONMOUTHSHIRE.

Smith, S. G. 159, Chepstow road, Maindee, Newport

NORFOLK.

Corder, E. (Norfolk and Norwich C.C.) 31, London street, Norwich
Pink, T. H. (Downham Market C.C.) Bridge road terrace, Downham Market

NORTHAMPTONSHIRE.

Ratlift, M. E. The Brewery, Brackley

NORTHUMBERLAND.

Ames, L. E. Linden, Morpeth
Dixon, W. Dodds Arms, Elswick road, Newcastle-on-Tyne
Lamph, Rev. J. J. St. Mary's Cathedral, Newcastle-on-Tyne
Metcalfe, A. 76, Maple street, Newcastle-on-Tyne
Philpotts, W. A. Stamfordham, Newcastle-on-Tyne
Robson, W. (Eldon C.C.) 13, Framlington place, Newcastle-on-Tyne
Stroud, H., M.A., D.Sc. 25, Claremont place, Newcastle-on-Tyne

NOTTINGHAMSHIRE.

Cooper, H. South Bank, Magdala road, Nottingham
Cutts, W. H. (Addison C.C.) 80, Addison street, Nottingham
Darby, J. (Trent Valley C.C.) 30, Market street, Nottingham
Ebrworth, Mrs. A. F. The Vicarage, East Retford
Harris, E. Endowed School, Wilford
King, A. E. Station Drive, Mansfield
Redfern, H. W. 13, Corporation oaks, Nottingham
Robinson, F. A. The Park, Mansfield

OXFORDSHIRE.

Fletcher, P. M.A. 6, Regent street, Oxford
Harris, H. (Witney C.C.) Church Green, Witney
Marcon, Rev. C. A., M.A. Marcon Hall, Oxford
Salter, G. S. 45, St. Aldates street, Oxford
Ravenor, H. T. Witney

SHROPSHIRE.

Pryce, T. H. Herbert villas, Oswestry

SOMERSETSHIRE.

Hamson, H. T. (Taunton B.C.) Express Office, Taunton
Thompson, E. Rock Hill, Frome

STAFFORDSHIRE.

Edwards, J. C. (Wolverhampton T.C.) 5, Merridale grove, Wolverhampton
 Edwards, W. H. (Wolverhampton T.C.) Parkdale, Wolverhampton
 Jennings, A. T. 67, Lichfield road, Stafford
 Nanley, A. The Oaklands, Harborne
 Mayo, A. H. 10, Robert road, Handsworth
 Palmer, S. (Wolverhampton Road Club) Jounuall fold, Wolverhampton
 Smith, Mrs. T. E. 5, Crawford street, Wolverhampton

SUFFOLK.

Hallewell, Major H. L. Southwold House, Southwold

SURREY.

Leavis, E. 306, Brixton road, S.W.
 Blagden, J. W. (C. U. Bi.C.) 18, Herne hill, S.E.
 Campbell, C. F. Royal Normal College, Upper Norwood, S.E.
 Charlesworth, A. A. Tandridge Hall, Oxted
 Davies, T. E. St. Anne's grove, Chertsey
 Day, W. L. M. Stoneleigh, Godalming
 Dove, F. W. The Abbey, Chertsey
 Duncum, H. C. Wood Lodge, Streatham, S.W.
 France, A. C. 51, St. James's road, W. Croydon
 Garnham, H. J. Primrose Villa, King street, Eastworth, Chertsey
 Handford, F. T. London street, Chertsey
 Harrington, W. H. 4, South cottages, York road, Weybridge
 Jago, C. Guildford street, Chertsey
 Jones, A. W. Norman Villa, Eastworth, Chertsey
 Klumpp, A. 20, Effra road, Brixton, S.W.
 Klumpp, E. G. "The Grotto, Weybridge
 Light, J. "The Grotto, Weybridge
 Nordenmann, G. H. 2, Thornton road, Canterbury road, W. Croydon
 Penny, P. C. Railway Station, Haslemere
 Seelig, H. H., Ph.D. 5, Clifton villas, Norbiton
 Shanks, R. Mead lane, Chertsey
 Simpson, R., M.A. 222, High road, Balham, S.W.
 Slade, H. 24, The Grove, Clapham road, S.W.
 Welch, C. (Chertsey C.C.) Queen's road, Weybridge
 Wynne, A. A. W. (C.U.Bi.C) Elmfield, Ashstead

SUSSEX.

Anthony, A. E., A.M.I.C.E. 35, East street, Brighton
 Baker, C. E. Old Bank, Worthing
 Ball, L. H. Down Lodge, Fairlight, near Hastings
 Cox, R. J. Hope Villa, Hassock's Gate
 Haines, A. 24, Hampton place, Brighton
 Johnson, S. 87, Church road, Brighton
 Madgwick, C. B. 34, Cliffe High street, Lewes
 Nobes, H. (Seaford College C.C.) Seaford College
 Vivian, H. A. (Brighton B.C.) 4, Eastern quadrant, Brighton

WARWICKSHIRE.

Crampton, T. W. 6, Rocky lane, Nechells, Birmingham
 French, Lieut. C. 2, Newbold terrace East, Leamington
 Gray, H. Alveston House, Dunchurch road, Rugby
 Hallam, F. E. 237, Moseley road, Birmingham
 Hewett, W. R. (L. & S. W. C.C.) 21, Russell street, Leamington
 Kain, C. 30, Spring road, Edgbaston, Birmingham
 Lodwidge, A. W. (Centaur C.C.) 130, Golden Hillock road, Small Heath
 Morris, K. A. 3, Market place, Rugby
 Sherwood, W. Eastbourne House, Sutton Coldfield
 Williams, A. J. The School House, Stratford-on-Avon

WESTMORELAND.

Bell, W. (K. S. C.C.) Eden House, Kirkby Stephen
 Gibson, T. H., M.B., J.P. Kirkby Stephen

WILTSHIRE.

Bowden, H. (Swindon Amateur B.C.) 14, Station road, New Swindon
 Chappell, J. L. (S.A.B.C.) 7, Bridge street, New Swindon
 Locke, Rev. J. G. The Rectory, Devizes

WORCESTERSHIRE.

Cope, A. (Sparkbrook C.C.) 51, Cox street, Balsall Heath
 Cradgington, S. Royal Oak, Dudley road, Lye
 Price, J. H. (Stanley C.C.) Wintersloe, Wake Green road, Moseley
 Rogers, T. I. Summer Hill, Albert road, Stechford

YORKSHIRE.

Bachelor, Miss E. J. Victoria Hospital, Park street, Hull
 Butcher J. B. (Hull C.C.) 37, Wenlock street, Hull
 Casley, W. J. B. C. E. (Redcar and Coatham C.C.) St. Vincent terrace, Coatham, Redcar

Drake, H. 241, Queen's road, Halifax
 Eccles, W. H. (Victoria C.C.) 52, Middleton street, Hull
 Foulston, G. R. The Weir, Hessle, near Hull
 Geldard, T. 18, Salisbury street, Skipton
 Hansell, C. M. (Sheffield Brunswick C.C.) 21, Montgomery road, Sharrow, Sheffield
 Killick, Capt. G. L. B. Great Smeaton Rectory, Northallerton
 Killick, Mrs. G. L. B. "258, Dewsbury road, Leeds
 Lawson, E. B. 27, Albany street, Hull
 Locking, T. L. Victoria Hospital
 Murdoch, Miss M.C., L.R.C.P. and S. Park street, Hull

Rawson, J. W. 6, Bryon street, Hanson lane, Halifax
 Sutcliffe, F. 2, Willow terrace, West Vale, Greetland
 Walker, J. H. The Laurels, Liversedge
 Welton, W. E. (Hull C.C.) Prospect street, Hull
 Wilkinson, L. 339, Shoreham street, Sheffield
 Wilson, R. (Batley C.C.) Melville House, Batley
 Yates, T. W. 68, Monkgate, York

CARNARVONSHIRE.

Hughes, W. J. 14, Bridge street, Carnarvon
 Owen, C. R. 25, High street, Carnarvon
 Pughe, E. J. 10, Thomas street, Twthill, Carnarvon

ABERDEENSHIRE.

Darling, J. (Aberdeen Safety B.C.) 74, Beechgrove terrace, Aberdeen
 Rennie, J., B.Sc. 46, Brighton place, Aberdeen

ARGYLLSHIRE.

Hunter, J., M.B., &c. Corram, Lochgilthead

AYRSHIRE.

Kennedy, F. D. C. Shaw Dyroch House, Maybole

EDINBURGHSHIRE.

Bonar, T., M.D. 4, Mardale crescent, Edinburgh
 Bonar, Mrs. T. " " " " " "
 Brownlee, R. (Bellevue C.C.) 2, West Stanhope place, Edinburgh
 Cowan, A. A. 50, Albany street, Edinburgh

FIFESHIRE.

Baird, D. R. 1, Whitson bank, Leven
 McKenzie, R. G. Beverley House, East Newport
 Young, J. T. (Newport C.C.) Seemills, Newport

FORFARSHIRE.

Ferrier, J. G. 15, Millgate, Arbroath
 Lindsay, W. R. 1, Lorne terrace, Maryfield, Dundee
 Thomson, G. Arbroath Guide, Arbroath

INVERNESS-SHIRE.

Cran, W. J. Kirkton, Bunchrew

LANARKSHIRE.

Keith, J. 83, West Graham street, Garnethill, Glasgow
 Knox, W. T. (Glasgow Merchants C.C.) 16, York street, Glasgow
 Macindoe, A. 32, Westbourne gardens, Kelvininside, Glasgow
 Swann, G. J., jun. 15, St. Vincent place, Glasgow
 Renmuth, M. 21, St. Vincent place, Glasgow

LINLITHGOWSHIRE.

Henderson, M. W., C.A. Nether Parkley, Linlithgow
 Henderson, L. A. " " " "
 Henderson, C. B. " " " "

PERTHSHIRE.

Wightman, T. S. 17, Bridge lane, Perth

RENFREWSHIRE.

Miller, A. G. (Ferenze C.C.) Millerston, Eaglesham road, Busby

WIGTOWNSHIRE.

Mitchell, Rev. A. F. The Manse, Kirkcowan

ANTRIM.

Black, R. 10, Kinnaird street, Belfast
 Curragh, J., F.C.S. 13, Magdala street, Belfast
 Kelly, J. (Civil Service C.C.) 3, Cranston place, Antrim road, Belfast
 Marley, J. 56, Eia street, Belfast
 McBride, Rev. F. St. Peter's Presbytery, Belfast
 Nelson, Rev. A. Whitehouse, near Belfast
 Ogle, W. R. 8, Rosewood street, Crumlin road, Belfast
 Quinn, Rev. E. St. Peter's Presbytery, Belfast
 Reid, W. 78, Alfred terrace, Mountpottinger, Belfast
 Simms, J. (Civil Service C.C.) 36, Thordale avenue, Belfast

CARLOW.	
Quilton, E. T., M.A.	Straw Hall, Carlow
CORK.	
O'Regan, J.	9, North Main street, Cork
DONEGAL.	
Rankin, Rev. R. B.,	All Saints' Rectory, Newtowncunningham
DOWN.	
McCaffery, W. J.	22, Portallo street, Woodstock road, near Belfast
DUBLIN.	
Tyndall, J. P.	4, Trafalgar terrace, Monkstown
LONDONDERRY.	
Ballintine, J. (Londonderry C.C.)	Clarendon street, Londonderry
Bell, R. (Londonderry C.C.)	8, Grove place, Londonderry
Clarke, C. (Londonderry C.C.)	Eglinton, Londonderry
Maxwell, F. (Londonderry C.C.)	Londonderry
WEXFORD.	
Wallis, Miss F. S.,	Arthurstown, via Waterford
UNITED STATES OF AMERICA.	
Erving, W. G.	Prospect avenue, Hartford, Conn.
Hooper, L. L.	Watertown, Conn.
Shaw, G. R.	113, Newbury street, Boston, Mass.
Waterman, C. D.	92, Griswold street, Detroit, Mich.
FOREIGN GENERAL.	
Alexeef, M. (M.A.B.C.)	Maison Alexeef, Polianka, Moscow
Bakounine, N.	Kislowka, nr. Tchernef 32, Moscow

Flewett, J. C., M.A.	3, Park street, Calcutta
Kruger, F. (M.A.B.C.)	Tverskoj, Boulevard maison Poliakoff, Moscow
Michelson, E.	Gorochowaja 44, log 21, St. Petersburg
Smith, W. Stanley- (M.A.B.C.)	Petropavlofsky Str. b. No. 4, Poljanko, Moscow
Stember, A. (M.A.B.C.)	Smithbridge, Moscow
Stahlberg, F. (Riga Velocipede Club)	19, Scheunenstrasse, Riga
Troiaud, Dr. D.	rue Richelieu, Odessa
Wegner, J.	Nowy Swet 60, Warsaw
Wegner, H.	Kasnatscheiskaja 5, log 4, St. Petersburg
Zahn, R.	Rue de Ribos, maison Sanz, Odessa
Zorn, F.	Richelieu st. 17, Odessa
GERMANY.	
Arendt, G. G.	42, Französische strasse, Berlin
Brands, P. (M.V.C.)	Porte Jeune 3, Mulhouse
Duval, C. (Sturmvoegel B.C.)	Neue Börse, Leipzig
Fett, N.	Gleinwitz
Hilfiger, V.	Rue de Riedesheim, Mulhouse
Kern, W.	St. Martin 30, Hotel 3, Deutschen Hause, Posen
Vater, A. (Frankfurt B.C.)	Karlsruhe
BELGIUM.	
Boesinghe, Baron A. de Tde (B.W.C.)	Rue du Vieux Sac 24, Bruges
SWITZERLAND.	
Petignat, E. (P.V.C.)	Porrentruy
SPAIN.	
Basterra, A.	Santa Maria 18, Bilbao
ITALY.	
Biffi, C.	Piazzo Castello 22, Milan
Gorla, O.	12, Via Dante, Milan
Molli, G. (Milan V.C.)	48, Corso Magenta, Milan
Pasta, G. (Milan V.C.)	28, Via le Venezia, Milan
Rossi, F. (Milan V.C.)	48, Corso Magenta, Milan

A FACT.—Newly appointed excise officer who is endeavouring to get some useful information from the village innkeeper's wife. "Then there's your vicar. He has a scattered parish, so I suppose he keeps a conveyance?" Mrs. A.: "Oh, yes." *Excise Officer*: "Does he drive a dog-cart?" Mrs. A.: "No." E. O.: "A pony-trap?" Mrs. A.: "No." E. O.: "A four-wheeled conveyance, then." Mrs. A.: "No." E. O.: "Well, what is it. Not a donkey-cart, eh?" Mrs. A.: "Certainly not; he rides a bicycle!"

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"TO ALL WHOM IT MAY CONCERN."—The paragraph under this head in our last issue will have proved "caviare to the general" reader, but we were compelled to insert it in self-preservation. And now to explain:—Within a day or two of the opening of the New Year, we received from Messrs. J. Lloyd Courts & Co., of Little Park Street, Coventry, a communication asking us whether we had ever been given an opportunity of testing one of their "Court Royal" cycles, and in the event of our not having had such an opportunity would we undertake to make trial of an ordinary roadster and return it within a week? To this we replied that we had never seen (we might have added that we had never heard of) the make of machine in question, and that, although we were willing to test and impartially report upon any mount they might send us, we could not undertake to do so within a week or within any other stipulated period, particularly in mid-winter. Thereupon we received a further letter, saying they would gladly await our convenience, and would put a machine in hand, and deliver by the first week in February. There, for the time being, the correspondence ended, but on the 31st of January we were advised of the despatch of the mount. Immediately following the receipt of this advice, however, we were the recipients of many letters from members who stated that they had received from Messrs. Lloyd Courts and Co., of Coventry, a catalogue of the "Court Royal" cycles, accompanied by a letter, wherein they said that they had "supplied" us with a machine, and offering to allow

50 per cent. discount to members of the C.T.C. This being thus, they, the members, would like to know how we liked our new investment, and whether or not we could recommend it. Now we are always willing to oblige a member or a firm of manufacturers, but it was a little too much to expect that we could devote half of each day in the renewal season to making reply to queries such as these, and hence we inserted the paragraph above referred to. No sooner, however, had the February *Gazette* appeared than we were besieged by letters from members who desired to know whether or not it applied to the "Court Royal" cycles. while Messrs. Lloyd Courts & Co. wrote us alleging that many members who had placed orders with them had now written to countermand the same "in consequence of having received some communication from headquarters." A brief explanation of the minor part we had played in this little comedy was the only thing it was then possible to make to either party, but we now desire to say that since the publication of the February *Gazette* we have received and have briefly and cursorily examined and tried the "Court Royal" safety, and our opinion of it—formed under the circumstances we have set out in detail—is that upon the terms offered by Messrs. Lloyd Courts & Co.—50 per cent. off the list price—it is not bad value for the money. We do not pretend to say, for we do not think it, that it is the equal of the best machines of the best makers, but it seems a sound, strong, and serviceable mount. Whether or not this belief in its merits would be verified upon extended trial we cannot of course say, and it must rest with the purchaser to determine. It is, however, only fair to Messrs. Lloyd Courts & Co. to add that in a letter just received they claim to have "received no less than eighteen testimonials from C.T.C. members during the last few weeks." In concluding our remarks we would express our regret that the communication made by the firm in question to some at least of our members was—unintentionally, doubtless—so worded as to lead them to suppose that we had personally invested in their manufactures, instead of having merely consented to test and report upon a specimen they lent us for a week or two upon their own initiative.

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LYME REGIS, January 14th, 1894.

GENTLEMEN,—The Bands you have just sent me are

EYE OPENERS.

Please send me further order as below, cheque enclosed.

Yours faithfully,

H. RANDALL, JUNR.

COPY OF TESTIMONIAL.

VIENNA, December 5th, 1893.

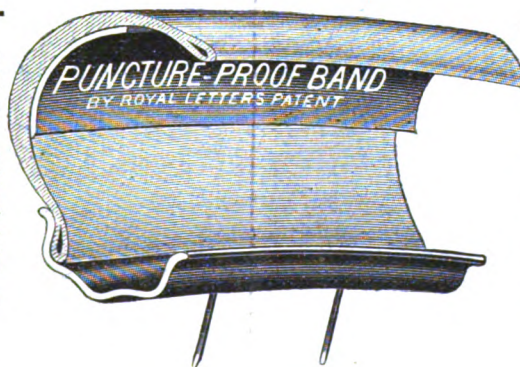
DEAR SIR,—Having purchased at your stand at the Stanley Show six of your Puncture-Proof Bands, I fitted, after my return to this city, three machines with them, and had them tested very severely by some of my customers and by myself.

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(Signed) JOHN C. KIRSCH.



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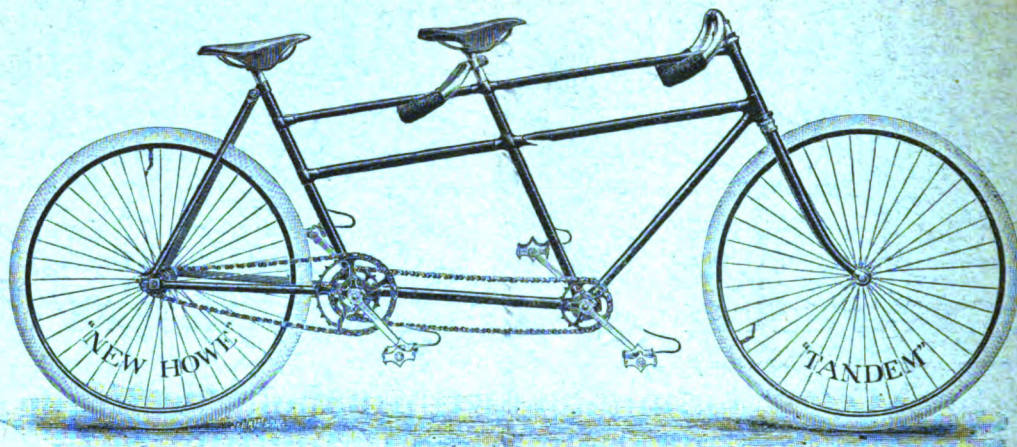
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