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APRIL, 1894.



AND
OFFICIAL
RECORD

GAZETTE

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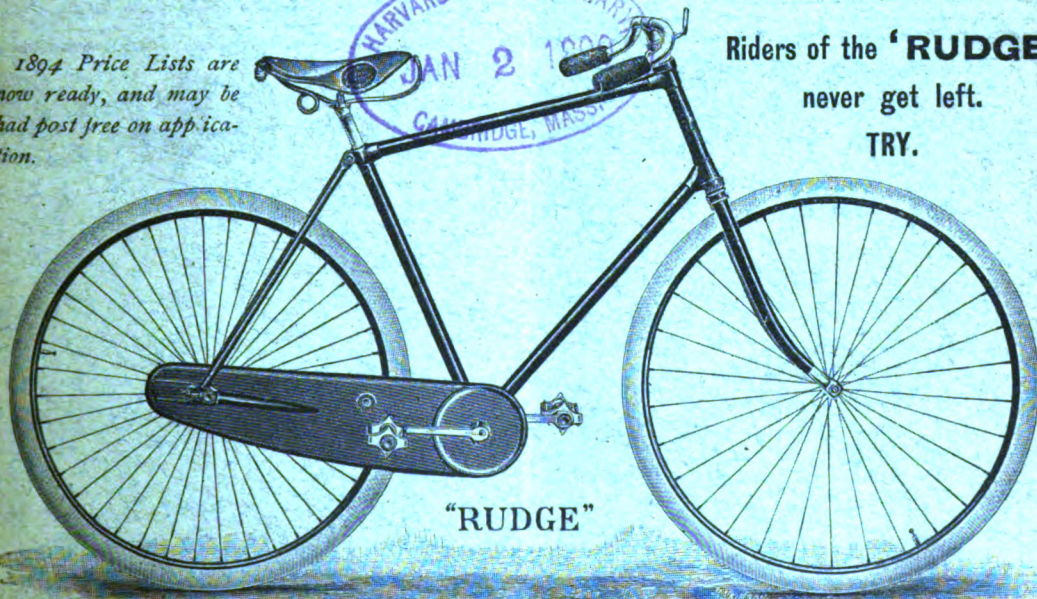
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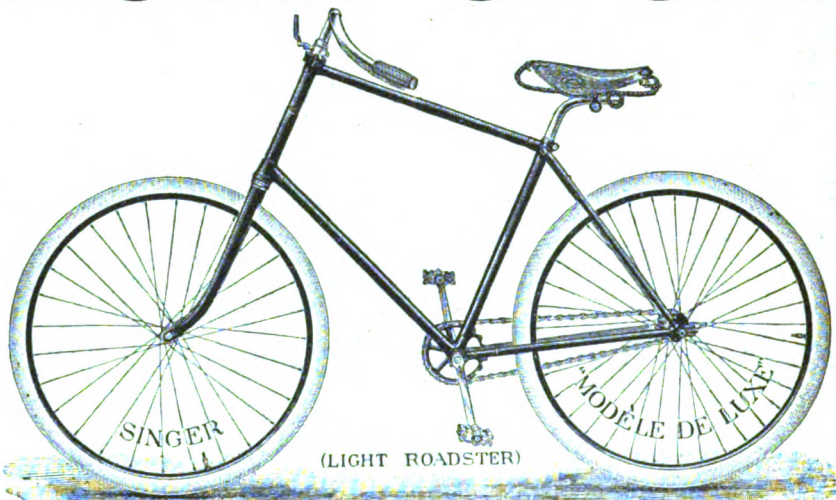
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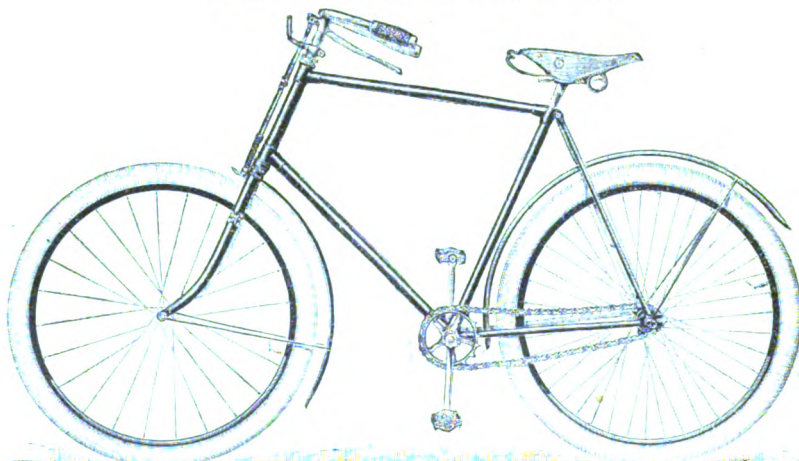
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Tourists! write for full Specification and judge for yourselves. SATISFACTION GUARANTEED.

THE SPARKBROOK MANUFACTURING COMPANY, LTD., COVENTRY, ENGLAND.

THE MONTHLY GAZETTE

[FOUNDED 1878.]

INCORPORATED 1887.]

And * Official * Record.

No. 4. Vol. XIII. [NEW SERIES.]

APRIL, 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.

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Editorial.

A month or two since we discharged the pleasing duty of proving up to the hilt our contention that the privilege of free entry accorded to members of the C.T.C. who when *bond-fide* on tour entered France at Calais, Dieppe, and Havre was a real and substantial concession—the "father of cycling journalism" notwithstanding. We have now still greater pleasure in making public the result of our appeal to the French Government that the privilege be extended to Boulogne, Cherbourg, and St. Malo.

PARIS, 14th March, 1894.

To the
Secretary Cyclists' Touring Club,
140 Fleet Street, London, E.C.

Sir,—You having written to the Minister of Finances with a view that the facilities accorded to the members

of the Cyclists' Touring Club entering into France by the ports of Calais, Dieppe, and Havre shall be equally applicable to Boulogne, Cherbourg, and St. Malo, I have the honour to inform you that I have issued instructions to the Custom House in compliance with your request. In consequence any member of the Cyclists' Touring Club entering either of the six ports named, for a temporary visit to France, will import his cycle free of duty provided he be furnished with his ticket of membership in the Club for the current year. But this privilege will be immediately withdrawn in case of abuse. I have sent to the Custom Houses of Boulogne, Cherbourg, St. Malo, Calais, Dieppe, and Havre the specimen tickets for 1894 enclosed in your letter.

Your obedient servant,
The Councillor of State,
Director-Général
G. PALLAIN.

It will be observed that the privilege of free entry will be withdrawn if it be subjected to any abuse, and this being so we appeal to the *esprit de corps* of the membership to see that the rights of our Gallic neighbours are religiously upheld.

* * *

The Bill promoted by the C.T.C., "UNIVERSAL and to which extended reference is LIGHTS." made in the reports of the Council and General Meetings, has been introduced into the House of Commons by Mr. R. G. Webster, one of the members for St. Pancras (East). The Bill itself is a very great improvement upon its predecessor, which was included in the "massacre of the innocents" last session, but as it may be slightly

modified in some of its details it would be premature to make public the full text at present. For the moment, therefore, we will content ourselves with saying that the second reading has been set down for Tuesday, the 1st of May, prior to which date we hope to place in the hands of each member a copy of the pamphlet upon the Universal Lights Question brought up to date, and made ready for presentation by him to his representative in Parliament.

♦ ♦ ♦

A reference to the report of the last RIGHTS, Council Meeting will reveal the fact PRIVILEGES, that the C.T.C. has just issued AND for general distribution throughout LIABILITIES. England and Wales a placard setting out the rights, privileges, and liabilities of cyclists and other road users. The law upon this subject is popularly and tersely stated, and the publicity thus given to the matter should result in the removal of much of the friction which has been painfully apparent in the past. All headquarters, quarters, consuls, and official repairers have been supplied with a copy of the placard, and we shall be pleased to send a copy to any member who will undertake to see that it is suitably displayed. A similar placard will presently be procurable applicable to Scotland, and to it the same remarks apply.

♦ ♦ ♦

Those of our readers who take more THE BRITISH than passing interest in the progress ROAD BOOK. made with the greatest of the undertakings of the Club will learn by the report of the last Council Meeting that separate editors have been appointed for the Scottish and Irish sections. Meantime, Mr. F. W. Cook is fully absorbed in the work pertaining to the remaining volumes of the British book. A revised schedule of the routes still required in Vol. II. will be sent by this gentleman to any one willing to help forward the work, and we appeal for the co-operation of the membership accordingly.

♦ ♦ ♦

Vol. I. of the Continental Road THE FRENCH Book being now out of print, and a ROAD BOOK. new edition not making its appearance until 1895, we shall be glad to receive the refusal of any unsoiled copies of the first issue at half-price. By this means it is hoped the wants of intending tourists will be fully met.

♦ ♦ ♦

The 1894 edition of the Handbook THE NEW left the press well in advance of HANDBOOK. Easter, by which date all orders had been executed. The current year's issue is generally admitted to be replete with information likely to be of use to the practical rider, and the encomiums passed upon it by the cycling and general press are marked by absolute unanimity. The shape the book in the main assumes is that of previous years, but many minor improvements, which include a chapter upon the care of machines and a waterproof cloth for the binding, have been added. All those who have not yet ordered copies are requested to do so without delay.

Official Notices.

THE REPRESENTATION.

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

LANCASHIRE. | SURREY.

THE GROUPED COUNTIES OF IRELAND.

Any two members are entitled to nominate candidates upon the forms obtainable gratis of the Secretary.

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.*)—Fenny Stratford, Great Marlow, Newport Pagnell, Stony Stratford, Wendover, and Winslow.

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

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

SOMERSET.—(*Chief Consul, Tudor Llewellyn, The Nutgrove, Chew Magna.*)—Clevedon, Langport, Wells, and Yeovil.

STAFFORD.—(*Chief Consul, Mr. J. Bradney, Stone House, Shifnal.*)—Bilston, Burslem, Cannock, Cheadle, Cradley Heath, Leek, Newcastle, Rugeley, Stone, Tamworth, and Uttoxeter.

YORKSHIRE (East Riding).—(*Chief Consul, A. E. Paulsen, 85, De Grey Street, Hull.*)—Beverley, Filey or Hummanby, Market Weighton, Pocklington, Hornsea, Cave District, and Withernsea.

TAILORS' LIST.

The following alterations should be made herein:—

MAIDSTONE.—*Insert* H. Taylor, 25, Gabriel's Hill.
MIDDLESBROUGH.—*Insert* J. Newhouse & Co., Albert Road.
WESTON-SUPER-MARE.—*Erase* 20, Regent Street, from Messrs. Tytherleigh & Son's addresses.

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 countries, or leading centres, through which the Tour is to extend, and to state whether the rider is a Bicyclist or a Tricyclist. Communications should be addressed to the Editor, and in case they are to be re-directed, must be enclosed in a second franked envelope, or they will not be forwarded.

Wanted, a Companion for one of the following Tours: pace perfectly moderate; pleasure and sight-seeing only; starting on or before the middle of June, and being away three weeks; expenses moderate. Either starting from Luxembourg, Trèves, Coblenz, Cologne, Conco, Nymegen, Utrecht, Amsterdam, Hague, Rotterdam, Brussels by train; or, starting from Brussels, Waterloo, Namur, Dinant, Rochfort, St. Hubert, Bastogne, Cirton, Luxembourg, La Roche, Spa, Maestricht, Liège, Hotton, Namur. The routes are not arbitrary. Box 94, Post Office, Bristol.

Wanted, a Companion. Advertiser, living at Hampstead generally starts for seaside Saturday morning, and returns Sunday evening.—No. 6988, c/o the Editor.

Wanted, a Companion to ride either half or all day on Sundays: age, thirty-three; rides safety; moderate speed.—GOODWIN, 41, Liverpool Road, Stoke-on-Trent.

The Council.

The usual monthly meeting was held at the "Victoria" Hotel, Leeds, on Saturday, 17th March, at 10 a.m.

PRESENT:—

R.C. H. STURMEY, Grouped Counties of England (Chairman).
H.T. W. B. GURNEY, Bradford.
R.C. J. I. S. HESLOP, Durham.
C.C. E. M. POOLE, Dewsbury.
C.C. T. W. STAINTHORPE, Redcar.
R.C. J. F. SYMES, Grouped Foreign Countries.
R.C. G. WATSON, Northumberland.

E. R. SHIPTON, Secretary.

- 43—"That the resignation of Mr. H. Cope West, of Birkenhead, as Representative Councillor of the County of Lancaster, be accepted with regret."
- 44—"That the resignation of Mr. H. Bonsall, of Aberystwith, as Chief Consul of the County of Cardigan, be accepted with regret."
- 45—"That the resignation of Mr. R. Y. Maxtone, of Campbelltown, as Chief Consul of the County of Argyll, be accepted with regret."
- 46—"That Mr. William J. Rowland, of 9, Pier Street, Aberystwith, be appointed Chief Consul of the County of Cardigan."
- 47—"That the action of the Secretary in provisionally appointing the Rev. J. Irving, M.A., of Innellan, as Chief Consul of the County of Argyll, be approved."
- 48—"That the Report of the Scottish Map and Road Book Committee as submitted to this meeting be adopted, but that the Committee be asked to consider the advisability of incorporating in the agreement with the Editor the suggestions made by the Chairman of the Finance Committee."
- 51—"That inasmuch as the response to the personal appeal made to those members of the Club resident in Counties which are in a backward condition, where Vol. II. of the Road Book is concerned, has been productive of meagre results, and it is indispensable that the information in question should be obtained not later than the 30th June next, the Map and Road Book Committee be authorised to expend a sum not exceeding £50 in payment of the travelling and other expenses of members who may be commissioned by them to ride over, and report upon, the roads at present undescribed."

REPORTS OF COMMITTEES.

FINANCE.

- (a) The Chairman notified that there was nothing special to report.

MAP AND ROAD BOOK (ENGLAND AND WALES).

- (b) The Chairman reported that another meeting of the Committee had been held, when the first subject for consideration was Vol. I. of the Continental Road Book. This volume is now practically out of print, only four copies being at the date of the meeting unsold. It will be recollected that Mr. W. G. Waller Goodworth, of 72, Queen's Road, Finsbury Park, London, N., was some time since appointed by the Council to undertake *con amore* the revision of the volume in question. At the last meeting of the Committee Mr. Goodworth's methods were very carefully considered in detail, and it was generally agreed that the plan upon which he is working will result in the production of a greatly superior book to the one compiled under obvious disadvantages many years since. With a view, however, to still further adding to the value of the new edition, the Committee resolved that a key map upon the plan of the one embodied in Volume I. of the British Road Book should be hereafter added. As it appeared that Mr. Goodworth will not complete the revision he has undertaken until the end of 1894, and that, as a consequence, the new edition cannot be made available until Easter, 1895, it was decided to appeal through the *Gazette* to those members who have no further need for the copies of Volume I. purchased by them, and to repurchase the said copies at, say, half-price, so that the wants of members during the current season may be met.

As it appeared that the Chief Consul for Norway had furnished much additional information relative to the roads in his country, the question as to whether or not the same should be issued as a separate Road Book, supplementary to Volume III., was carefully considered, but as it appeared that the number of cyclists visiting Norway is exceedingly small, it was decided to run no risk as regards the separate publication of the routes in question.

As regards the British Road Book, the response to the special circular which was some time since addressed to each member resident in those counties which are in a backward condition, where Vol. II. is concerned, was reported to be very unsatisfactory, and it was decided to make a further personal appeal (and send with it a schedule corrected to date) without delay, in the hope that much information would be contributed during the forthcoming Easter holidays. As, however, it appeared probable that voluntary assistance would altogether fail to

obtain for the Editor the information he needs, Mr. H. Croydon Roberts was asked to place upon the Agenda of this Council Meeting a motion to the effect that the Committee be empowered to expend not exceeding £50 in defraying the expenses of members and others who may consent to ride over the roads and furnish reports thereon. The Committee will not, of course, think of spending any portion of this money unless compelled, but they feel that unless they make provision for emergencies, the appearance of the book in good time for the riding season of 1895 may be very seriously jeopardised. The Chairman reported that Mr. G. H. Evans (whose offer was some little time since accepted by the Council) was continuing his week-end journeys into Suffolk and furnishing reports upon the roads thus ridden over.

The appeals to the Chief Consuls of Anglesea and Carnarvon, Merioneth and Montgomery, Pembroke, Cardigan, and Stafford have unfortunately been productive of no tangible result, but it is hoped that with the approach of the finer weather, the officers in charge of these areas will bestir themselves to obtain the required information.

The Committee endorsed the action of the Secretary in sending out in the last *Gazette* a prospectus of the Road Book and form of application therefor. They propose to adopt a similar course prior to the Whitsuntide holidays also. The Committee had under consideration the question as to how better to make known the merits of Vol. I. to the outside public, and various suggestions to that end are being discussed.

MAP AND ROAD BOOK (IRELAND).

- (c) The Chairman reported that preliminary arrangements had occupied the month that had elapsed since the last meeting, but that in a few days' time he hoped to see the agreement with the Editor signed and work commenced. He further reported that he had received from the Editor the MSS. of "Irish Milestones."

RIGHTS AND PRIVILEGES.

- (d) The Chairman reported that, acting upon the permission accorded by the Council many months since, he had drafted and prepared for circulation a placard setting out the rights and privileges to which cyclists are entitled as well as the penalties to which they may be subjected when using the public roads. The object of the placard was to make perfectly clear to cyclists, to the drivers of other vehicles, and to pedestrians what are their respective rights and duties. Copies of the placard were being sent, with a suitable letter, to all the leading daily and weekly papers throughout the Kingdom, in addition to which, a copy mounted on cardboard would be sent to each Headquarters, Quarters, Consul, and Official Repairer in England and Wales.

The Chairman further reported that the Club had instructed counsel to draft a Universal Lights Bill for introduction at the opening of the new Session of Parliament, but that although strenuous efforts had been made to get some of the M.P.'s favourable to the principle embodied in the measure to undertake to introduce the same, no definite information as to the result of the ballot was as yet procurable. As soon as arrangements are complete, full particulars will be published in the *Gazette*, and through the same medium a copy of the Universal Lights pamphlet (corrected to date) will probably be circulated, with a request that members will bring pressure to bear upon their representatives in Parliament to vote in its favour.

A further application for assistance from the Rev. R. Hutchison, whose case has more than once been referred to in the past, had been considered by the Committee, but inasmuch as the action commenced by the reverend gentleman in the Woodstock County Court had resulted in an adverse verdict, and there was every probability that a similar result might attend a new trial if the same were granted by the Judge, it was considered undesirable to move in the matter further.

In connection with the matter of Customs Duties upon cycles entering France, the Chairman reported that in response to an appeal addressed to the French Minister of Finance, free entry is in future to be accorded to members of the C.T.C. at Boulogne, Cherbourg, and St. Malo, as well as at Calais, Dieppe, and Havre, at each of which places a *fac simile* of the C.T.C. ticket will in future be kept by the Customs officers.

HOTEL TARIFFS.

- (e) The Chairman notified the meeting that he had nothing special to report, but that the matter in charge of the Committee was receiving every consideration.
- 52—"That the resignation of Mr. G. A. de M. E. Dagg, M.A., LL.D., of Lismaskee, as Representative Councillor for Ireland, be accepted."
- (f) A letter from an absent Councillor was laid before the meeting by the Secretary, wherein it was pointed out that Mr. Thomas Chambers, the Consul for Lincoln, was making objectionable use of his official position to forward the sale of cycles, cycling hose, &c., and the reply of Mr. Chambers thereto was carefully considered, whereupon it was resolved.
- 53—"That the resignation of Mr. Thomas Chambers, as Consul for Lincoln, be accepted, and that he be asked to in future refrain

from associating his membership in the C.T.C. with business matters."

- (g) The Secretary drew attention to the fact that through a clerical error the name of Mr. W. Cosens, Hertford, had been omitted from the Map and Road Book Committee in the Report of the January Meeting. Inasmuch, however, as that Report had been accepted as a true record, it was resolved—

54.—"That Mr. W. Cosens be appointed a member of the Map and Road Book Committee (England and Wales)."

Comments upon the Agenda were received from the following absent Councillors:—Dr. F. Powell, Redhill; Messrs. A. Butterfield, Grantham; E. W. Burke, Ireland; A. Hay, Grouped Counties of Scotland; and H. Croydon Roberts, London.

The next Council Meeting will be held at Oxford, on Saturday, the 14th April, 1894.

The Annual General Meeting.

(SPECIALLY REPORTED.)

The Annual Meeting of the Cyclists' Touring Club was called for the evening of Friday, March 16th, in the Queen's Hotel, at Leeds. The presence of fifty members was required to make a quorum. The meeting was summoned for half-past seven o'clock, but by eight o'clock only about thirty were present, and it was then decided to go through the agenda in the usual way, but all the resolutions passed to be subject to confirmation at a legally constituted general meeting to be held subsequently.

The following places were represented:—Bradford, Castleford, Coventry, Dewsbury, Guildford, Halifax, Harrogate, Leeds, London, Rugby, Redcar, Shipley, Sunderland, and Whitley.

Mr. J. J. H. STURMEY said that the Chairman of the Council, Mr. W. Kendall Burnett, was to have taken the chair on that occasion, but unfortunately he was at the last moment prevented by a family-bereavement from attending. He had much pleasure, therefore, in proposing that Mr. Dodds take the chair.

The HON. TREASURER (Mr. W. B. GURNEY) seconded the motion, which was agreed to.

On the motion of Mr. STURMEY, seconded by Mr. E. M. POOLE, the minutes of the last General Meeting were read by the SECRETARY, and approved.

The CHAIRMAN moved the adoption of the Annual Report of the Council, which has already been published. He intimated that that and all subsequent resolutions would, of course, be passed subject to confirmation at a properly constituted general meeting.

Mr. GURNEY seconded the motion.

The CHAIRMAN having invited comments and questions on the Report,

Mr. STURMEY said that the members would probably like to have fuller information from the Secretary with regard to the Road Book.

The SECRETARY said that the condition of things as regarded the Road Book was pretty fairly indicated in the report presented by the Council, but he could perhaps elaborate that somewhat and in a few words explain what the Council had been doing of late with the view of expediting matters. Originally it was thought that three volumes at most would cover the whole of the United Kingdom, Ireland excepted, but as the work had progressed it had been clearly demonstrated that three volumes would be required for England and Wales alone. That being so and the second volume, upon which the editor and his assistant had been engaged for the last two years or so, being still in hand, it had been considered desirable by the Council that the Irish and Scotch sections should be put in charge of separate editors. In doing this the Council had cast no reflection upon Mr. Cook, who had so ably edited the first volume, but they recognised that Mr. Cook was only human, and he could not in the natural order of things complete the whole undertaking in anything like a reasonable time. As a consequence the Council had decided to appoint the two additional editors referred to, and as far as the Irish volume was concerned the editor had practically been appointed. The Scottish editor had not been, but probably would be at the meeting of the Council the next day. With regard to the second volume for England, in which they would be more or less interested—though he was afraid it would not include the ground they were standing on—the Map and Road Book Committee originally hoped that they would be able to get it ready for the opening of the forthcoming riding season; there was, however, so much to do in first getting the information and then checking it, that for some time now the committee had despaired of publishing Volume II. before the commencement of the riding season of 1895. The Committee and Council had no doubt that the book would be ready by that date, but in all probability, to ensure its completion, it would be necessary to spend money upon collecting the information—a thing they would like, if possible, to have avoided. As an instance of the difficulty they had to contend with, he might mention how matters stood in the county of Suffolk. There they were singularly unfortunate in having only a very few members. Suffolk was not a popular touring ground, but, as would be obvious, it would be ridiculous to publish a Road Book of England without including its roads, and accordingly the Council had accepted the offer of the Chief Consul in the neighbouring county of Kent to go into Suffolk and ride such roads as he could cover at each week-end and then report upon them to the Editor (hear, hear). The difficulty in connection with Suffolk might already be regarded as overcome, for Mr. Evans, the Chief Consul he

referred to, would without doubt be as good as his word, and would continue the work until he had completed it. In a letter he had from Mr. Evans the day before he said that some four or five journeys more would finish the whole undertaking as far as he was concerned. But the work was in a backward condition in other counties besides Suffolk, though not to such a marked degree. With regard to North Wales and Staffordshire, and other counties in the same direction, a good deal of information was needed. With respect to this matter the Map and Road Book Committee proposed to ask the Council the next day to spend a sum not exceeding £50 in payment for information which he feared could only be got by sending some one into those districts to ride over the roads. With regard to the third volume, which would include the country north of Lincoln and Chester, he was afraid it would be unwise to promise anything for an earlier date than 1896. Much of the information had been contributed, but speaking generally the third volume, which was to complete England, was not in as forward a condition as the second, and the Committee through the Council were both of opinion that it would be unwise to take the Editor and his assistant off the work in connection with the second volume in order to push on the third.

Mr. W. B. GURNEY said he would like to know if the new danger boards had yet come to hand?

The SECRETARY in reply stated that the whole of the new danger boards were now at the disposal of the Club. Fifty of them had been placed in readiness for erection without delay, and within the last few days all those for which proper requisitions had come to hand had been supplied. The Council thought it extremely desirable that these should be placed in position before the Easter holidays commenced, and he believed that the majority of the Consuls and others who had undertaken to do the work would see that it was done. There were one or two other matters arising out of the Report to which he wished to refer. One in particular was the Universal Lights question. He had been very busy in regard to that matter during the past few weeks, and with the co-operation of the honorary consulting solicitor (Mr. Tanner) and other members of the Council, he had had obtained from one of the best known authorities upon highway law a Bill which would meet the wishes of cyclists very fully. They would remember that the Universal Lights Bill, which Mr. Macdonald last year introduced into the House of Commons, was brought forward by that gentleman after consultation with the Council of the Cyclists' Touring Club. That was to say the draughtsman who had the preparation of the Bill was in possession of all their views and all the information they could give him. Unfortunately, however, the draughtsman put off the preparation of the Bill so long that it had to be lodged in the House of Commons without their having an opportunity of approving its provisions. They deemed that Bill faulty in many particulars, but all they could do under the circumstances was to ask members to bring pressure to bear upon their Parliamentary representatives so that they would vote in favour of the Bill, or of such amendments of it as Mr. Macdonald was willing to accept. The Bill which Council had now drawn was infinitely better than the one which had gone before, and the only question was whether or not they had a position worth having in the ballot for precedence. He had been hourly expecting information on the matter from those members of Parliament who were striving to help them, but as the ballot had only taken place on the previous day, he was not at that moment aware whether the Bill had secured a position which they could regard as worth having. It was probable that they would be able to insert the text of the Bill in the next issue of the *Gazette*, and then the members would realise that the new Bill was very much better than the one which had gone before. Another important matter was as to the introduction of machines into France. Some little time since the *Gazette* had published an article which showed that the concession granted to the members of the C.T.C. by the French Government last year in regard to Calais was a substantial and real one (hear, hear). He had written to the French Minister of Finance within the past fortnight thanking him for past concessions, and saying that they would be most pleased if the Minister would throw open other French ports besides Calais, Dieppe, and Havre, which were set out in detail, to the members of the Club who happened to be touring in France, and on the previous day he had received a reply to the effect that after careful consideration the French Government had decided to throw open practically all the ports on the French seaboard to the members of the C.T.C.

Mr. HAMPSHIRE (Woodlesford) said he would like to know if there was any prospect of the Universal Lights Bill being carried into law within a reasonable length of time.

Mr. SHIPTON replied that there was great uncertainty about the matter, but they were most sanguine of the success of the Bill if they could only get it read a second time. There was no doubt that if Mr. Macdonald's Bill, which was introduced into the House of Commons last year, had gone forward to the second reading, and the House had been divided upon it, there would have been a majority in its favour. That seemed to be pretty well agreed, and there seemed little doubt that the same state of things would apply with regard to the new Bill (hear, hear).

The CHAIRMAN remarked that he agreed with Mr. Shipton in stating that the chances of the Bill were good—that was, of course, if anything at all could be done in regard to home matters now that politics were in such a state as they were at present. All the members of the House of Commons who had been approached on the subject, and had given reasonable consideration to it, had declared their hearty approval of and concurrence in that very desirable Bill. It was recognised that it was only a matter of the barest justice to cyclists who used the highways.

Mr. SHIPTON, replying to a query by Mr. Mellor, of Holmfirth, said he was afraid it was not very probable that Yorkshire would be included in the second volume of the Road Book.

The Report was then approved.

THE HON. TREASURER (Mr. W. B. Gurney) moved the adoption of the balance-sheet for 1893, which has already been published. He went on to say: I have considerable pleasure in submitting the balance-sheet for the year ending December 31st, 1893, as I believe it discloses a satisfactory state of things financially. The Club's net balance of assets over liabilities is £1352 17s. 6d., showing a gain of £158 11s. 10d. on the preceding year of 1892, and is the largest balance ever possessed by the Touring Club. I must not, however, forget to remind you that some of our assets are represented by property of doubtful money value. More especially I allude to—first, hotel signs, valued at £414 (after allowing the usual yearly depreciation); and second, goodwill of British Road Book, £523—these two items alone amounting to £937. In the course of a few years the hotel signs will figure at their true commercial value, namely, the value of old iron, owing to the annual depreciation we allow on them, and which you will find debited in the revenue account in the sum of £50 for 1893. The amount standing as the goodwill of the British Road Book (£523) will, on the other hand, continue to increase until such time as the whole series of the work is completed. I may explain that the goodwill of the Road Book is practically made up of the cost of obtaining the information, arranging and editing the same—is, in fact, all charges exclusive of printing and binding the books and maps. The whole of the profits accruing from the sale of these books goes towards the reduction of the initial cost of editing, and the account therefore will not begin to show any profit whatever until the editing and compiling charges come to a conclusion. The reserve fund nominally stands at £3157 4s. 0d., but out of this large sum it is possible for us only to invest in Consols £1302 6s. 6d., leaving £1764 17s. 6d. uninvested. I may explain here that in the early part of last year it became necessary to transfer from the trustees of the general reserve fund—to the trustees of the depositors' fund—securities to the value of £541 3s. 3d., and this sum, together with the amount received from our uniform contractor on transfer of stock to him, covered the sum then standing in our depositors' names. Speaking of the reserve fund, it practically comes to this—that we are carrying on a large business with very little capital, except the money belonging to the reserve. So we are compelled to utilise the reserve fund in producing the Road Book. We have at the present moment sunk in the Road Book £1152 in stock and goodwill. I believe the Council and members generally regard this as a fair and legitimate method of employing the reserve fund. I press upon the Council urgently the necessity of pushing on the production of Vol. II. as quickly as possible so that it may become a source of profit and return. As already mentioned, the sum standing to the credit of depositors in May last was duly invested, and the securities placed in the hands of the Trustees of the depositors' fund. Since that date some £76 has been received as deposits, and I purpose shortly to invest that amount. The revenue account shows a small loss of £22, as compared with a loss of £40 in 1892, and a loss of £355 in 1891. I would have you remember that the entrance fees do not come into the revenue account, as they are not available strictly for revenue, but are carried direct to the reserve account. Thus you see that whilst making a distinct profit on the general balance-sheet we show a small loss in the revenue account. I am fairly well satisfied with the year's working, for I hold that if we can make our receipts meet or very nearly meet our expenditure in revenue account it is all that we need do, seeing that we put by to our reserve all the entrance fees. You will remember that in 1892 I very strongly favoured the idea of farming out the *whole* of our trading accounts, and stated amongst other reasons that I believed the saving in office expenses would fully compensate us for decreased profits. The Finance Committee did not then see its way to adopt that policy in its entirety, but in March last the Club took what I regard as the initial step of the programme, by parting with its uniform trading on terms of royalties on sales made by our agent. The results of this policy have, I consider, fully justified the step taken, and the decreased profits have been more than counterbalanced by decreased office expenses. I would again express the opinion that our trading business is still on the decline, and, personally, I believe it will continue to decline, especially in badges, which now form our main source of trading profit. I would again put on record my opinion that as a Club cannot work any trading business economically—that our previous gross profits *were*, and that our present profits *are*, delusive. I still hope to see the day when our accounts for Badges, Handbooks, Road Books, and even stationery, shall be dealt with in the same manner as our uniform account has been. Bear in mind that our gross profit on all these trading accounts amounts in 1893 to under £150, that these accounts necessitate bookkeeping power, increase our postage account, and have an effect upon rent. I believe that if these accounts were lopped off (our cash book containing on the debtor side nothing but entries of cash received for subscriptions and royalties on sales) we should find ourselves in a better position than at present. I believe that without these accounts we could effect a saving equal to £150 per annum in office expenses, and have in addition the royalty on sales made. As a proof of the soundness of this policy I may remind you that in 1891, with an income of £3167, we lost £355; in 1892, with an income of £2919, we lost £40; and that in 1893, with an income of £2480, we lost £20. I would briefly compare the profits and expenses of 1892 and 1893, as under—1892:—Profits on uniforms £343, royalties £5; total £348. In 1893 profits and royalties on uniform amounted to £64 10s. 0d. Add savings of expenses as between 1892 and 1893:—Salaries £233, rent £23, stationery and printing 5s, postages (saving £112) say £23, insurance £1; making a total £354. Bear in mind also that the economies were in operation only from April 1st. Thus you will see that we are actually better off to-day than in 1892, when we showed the

large but delusive profit of £343 on uniforms. I mention these matters in no contentious spirit. I do not expect the whole of the Council or members of the Club to agree with me; indeed I know that many don't. I should not however be fulfilling my duty as your Treasurer if I did not point out to you what I consider should be the future financial policy of the Club (applause), and I think that an experience of twelve years as Treasurer should enable me to form a pretty accurate opinion of the value of our trading (hear, hear). Permit me here to record my appreciation of Mr. Shipton's willing assistance in effecting several economies already alluded to (hear, hear). The profit on badges still continues to decrease, though, this year we have been unusually unfortunate, in having to deal with loss on old badges returned from Foreign C.C., which have had to be melted up. The profit on Handbooks shows an increase of £9, and I would here remark that the stock of Handbooks—valued at £62—almost entirely consists of Continental Handbooks, which will serve at any rate for 1894, if not longer. Subscriptions, renewals, and fines show a decrease of £90. This decrease, though unpleasant to admit, is still not wanting in favourable signs, as the decrease, though continuous, is much less in 1893 than in the former two years. On the debtor side of revenue account nothing calls for further mention, I think, as I have already referred fully to the savings effected in office management. The cost of the *Gazette* remains much as in 1892, and its cost, £312, is moderate, having in mind its improved style and matter. One word more before closing. We have commenced 1894 with an increased subscription (on what grounds I have never yet been able to fathom). Whether that change will in any way add to our net revenue remains to be seen, but I strongly appeal to the Council, and to the Finance Committee in particular, to pursue for the next twelve months the same policy of economy and retrenchment, combined with efficiency, as was inaugurated twelve months ago in office expenses and in *Gazette*, until we know, after a year's working, whether an increased subscription really means an increased available revenue (applause). He moved the adoption of the balance-sheet for 1893.

MR. G. WATSON (Northumberland) seconded the proposition. In doing so he said he thought that the balance-sheet and the Treasurer's report were most interesting and satisfactory. In his opinion the most satisfactory part of their business was their finances, and as a member of the Council he was pleased with Mr. Gurney's valuable suggestions in regard to the trading account, particularly in view of matters which were to come up for discussion later on.

The motion was approved without dissent.

As bearing upon Mr. Thompson's motion appearing upon the Agenda the Secretary reported the receipt of the following letter:—

"MOSELEY, 12th March, 1894.

"DEAR MR. SHIPTON,—I am very sorry that I am unable to be present at the Annual General Meeting, to propose in person the motion standing in my name on the Agenda. I trust, however, that you will have a good meeting, such as will add to the popularity of the C.T.C. in the North of England.

If the members attending the meeting are in anything like the same mind as those in my own district, the motion which I have ventured to place on the Agenda is one which will meet with a general welcome, and I do not propose to say anything by way of recommending it to the meeting, for I take it, that if it is not one which if carried out would supply an acknowledged requirement it would not be worth the trouble which would undoubtedly have to be taken by the Council before it could come into practical operation. If on the other hand the motion voices the wishes of the members, I feel sure that they will not hesitate to instruct the Council, leaving the necessary inquiries and regulations to be considered and arranged by the Council.

I hope the general principle of the matter will be most fully discussed, for the more thoroughly this is done the better the Council will be able to appreciate to what extent it meets with the approval of the members.

With reiterated apologies for my absence, and good wishes for the success of the meeting.—Believe me, yours very truly,

"GEO. THOMPSON."

The CHAIRMAN said that the motion was a very important one, and he hoped that some one would formally make the proposition so that they might discuss it.

MESSES. GURNEY and SAYNER, in response to the Chairman's suggestion, formally proposed and seconded the motion standing in Mr. Thompson's name, which was as follows:—"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."

MR. SHIPTON, in answer to a query by Mr. J. Heslop, said he had no written information as to Mr. Thompson's views on the matter, but in correspondence he had gathered from Mr. Thompson (who was formerly chairman of the Finance Committee) that he had for some time been of opinion that something should be done in order to galvanise the C.T.C. into life, and make it more popular amongst wheelmen. Many proposals had been made at various times which had for their object the purpose which Mr. Thompson had in view. One notion was that the hotel arrangements should be remodelled that they should only put upon their list houses which offered to give members a discount off their ordinary charges. It was sometimes complained that the present arrangement resulted in some cases in the ordinary charges of an hotel being increased instead of reduced. The supporters of the proposed new arrangement held that if it were carried out no sceptic could possibly urge that joining the Club would bring no benefit to him. Upon the matter that was brought

before them by the motion which had just been made Mr. Thompson was of opinion, and had been so for a considerable time past, that if some special terms could be entered into with manufacturers so that members might be able to purchase their machines at reduced prices it would add greatly to the popularity of the Club. He had submitted Mr. Thompson's proposal to the Finance Committee, who had considered it in an informal manner by correspondence. As a body the Committee were not favourable to the suggestion, which they appeared to regard as a return to the trading which they were anxious to abolish. Since the matter was discussed many cycle agents in various parts of the Kingdom had intimated to the Club through the Secretary that they were anxious to do business with the members on reduced terms. Mr. Thompson had now modified his proposal to this extent, that he did not think it wise that the Club should go to the manufacturer and ask him to quote special terms, but that it should avail itself of the special terms offered by cycle agents throughout the Kingdom. Offers had already been made to clubs of 25 per cent. reduction on condition that at least six machines were bought by members during the season; while other agents were offering as much as 40 and 45 per cent. off the list price of really good makers. He did not understand that Mr. Thompson's proposal was one to go behind the agents, who were often very good friends to the Club and frequently obtained members for it. It was proposed that they should go to the agent and secure the best terms that he was willing to give.

Mr. TOWN said he understood from the Secretary's remarks that the C.T.C. did not wish to come itself to any arrangement with the manufacturers.

The SECRETARY: It is not proposed that it should.

The CHAIRMAN: I take it that this resolution is confined to members in their individual capacity.

Mr. GURNEY said he should have liked to have spoken later, when he had heard some more arguments in favour of this scheme, but he would say now what he had to say with regard to this scheme, and that could be summed up in a very few words—he disapproved of it entirely (hear, hear). It was true that Mr. Shipton told them that the promoter of this idea—which was by no means a new one—did not propose to force the Club into any more trading. Indeed, knowing Mr. Thompson personally, and knowing his views upon trading pretty accurately, he thought he might say he would be the last man in the world to suggest that the Club should take up any more trading on its own account, because he was one of the men who objected particularly to the trading of the Club in the past on the ground that their trading had had to be conducted necessarily on a much more expensive basis by them as a Club than if carried on by a private firm. It was not proposed, therefore, that the Club should trade in these machines, nor was it proposed that the Club should go to any expense in the matter, nor as a body derive any benefit. But apart from the question of trading he objected to the scheme on the ground that it would be a gross injustice to cycle dealers and cycle agents. They were told in the first place that the object of this scheme was to galvanise the Club into life. Well, he thought there were better methods of doing that even if this would secure that end, and he intended to suggest a method later in the course of that meeting. He would deal with the proposal at present under consideration from the two points of view—its effect upon the individual, and its effect upon the trade. He ventured to think that the terms that would be offered to individual members would be really no better than the terms which members could already obtain if they went the right way to work. There was a regular rock bottom price for everything, and if an agent were anxious to deal they might be quite sure that he would deal with anybody who went to him and showed him that he knew what the value of the machine was likely to be. If the agent's profit was to be 5 per cent. he made up his mind that nothing under 5 per cent. would he take as the net proceeds of the bargain. As to the effect of this scheme upon the trade itself he thought that by adopting it they would be playing into the hands of what he would describe, not at all offensively, as the bogus agent. They probably knew the class of man he meant. They would be playing into his hands, and would be inflicting a great hardship upon those agents whose capital had been placed in the trade for the benefit of themselves and the riders. Take the case of an agent who had sunk many thousands of pounds in trade—stock, and shop, and so on. He would supply one with a good article, and if it came to grief would probably take his share, and at any rate was always on the spot, and was to be found. He had sunk his capital, and had put his brains into the business. Take another man, who did not depend for his living upon selling machines, a man who might possibly be employed during the greater part of the day at an office or works, and who got a small agency from a firm, and he ran this agency in his spare time. It was only common sense that if that man got 5 per cent. on every machine he sold, or even $\frac{2\frac{1}{2}}$ per cent., or 1 per cent., having no stock to keep—probably he did not keep a single machine, but sold from the list—whatever he made was practically pocket money. If they entered into arrangements with that man and his machines they would practically be giving him a very great puff at the expense of the well-established agent. That was how he looked at the question, and he would have them bear in mind that if any class of men had been good friends to the Touring Club in the past, and were generally good friends now, they were the well-established agents. He did not think he should be going far out of the way in saying that they owed possibly 25 per cent. of their new members to the influence of the agent, because when a man was buying a machine he generally asked the agent to whom he applied whether he knew anything about the Touring Club—was it worth joining, was it worth the 2/6 or 3/6. The agent was generally a man who had done a little touring himself, and

recommended the C.T.C. to those with whom he came in contact. Therefore, bearing in mind the claims that the agents had upon them, and the hot water into which they would get the Club if they played into the hands of the nondescript agent, he should oppose this scheme in its entirety. The scheme had for its object—to galvanise the Club into increased life. The way he should like to see that done was by decentralisation of their administration, that the Club should be worked by means of local committees, who should get the members to take more interest in the particular locality in which they happened to live—in fact to put themselves more on the basis of the National Cyclists' Union, which was doing very good work through its centres, not merely for the end of money making, but for the benefit of the touring member (applause).

The CHAIRMAN said he was sure that the remarks of Mr. Gurney would have been listened to with much interest. He hoped that the matter he had just mentioned would be further discussed. He regretted that he should at that point have to leave the meeting.

Mr. J. H. STURMEY was then voted to the chair.

Mr. GURNEY said that if any gentleman connected with the trade would express his views with regard to Mr. Thompson's proposal the meeting would probably be glad to hear him.

Mr. HAMPSHIRE said that Mr. Gurney's observations would have led the meeting to suppose that the *bona-fide* agents would not lend any support to this motion. He did not gather from the resolution that it was proposed to limit the dealing to men of straw, but that it was the intention to secure an advantage from the agents of some of the principal makers. Would it be possible to secure this advantage? He did not raise the point as a supporter of the resolution. He had not considered the matter.

Mr. ILLINGWORTH said he met an agent representing the Singer Co., who candidly expressed the opinion that the proposal would not be of any practical use to the members of the Club, and added that the competition was so keen that he had now, as it was, to sell at the rock bottom price. The difficulty the agents had to contend with was the old machines. Everybody who came to buy a machine wanted to get rid of the old machine. The stock of old machines was getting so enormous that the time would come that the agents would refuse to take them. Prices were already so much "cut" that he did not think the *bona-fide* agent, doing a large trade, could screw anything more out of the Club. He might say he did, but it was very doubtful whether he would be doing it.

Mr. FARNELL (Bradford) said he was an agent and a member of the Club—had been a member ever since he began to cycle. He thought the scheme was rather below the dignity of the Club (hear, hear). No doubt, as a trader, he would get his share of the business; but it would not make any difference. Prices were cut so much that he did not see where the Club would get the benefit. With regard to the case of a member coming with a second-hand machine, if that member got the bottom price for the new machine he would have to keep the old one. He had often been asked by purchasers of machines what he thought of the C.T.C., and he had always advised those gentlemen to join. He believed that a large percentage of the members of the C.T.C. had been secured by those engaged in the trade.

Mr. HESLOP said that Mr. Thompson's proposal might in a sense popularise the Club by securing members who thought they would reimburse themselves for the subscription by the discount they would get on purchasing a machine; but the Club might thus enrol a very undesirable lot of men. He thought there were better means of popularising the Club than this—such, for instance, as the one which Mr. Gurney had hinted at, and which he would explain later on.

Mr. STURMEY said he strongly opposed the resolution, and he travelled from Coventry specially in order to do so. In his opinion the whole thing was contrary to the principles of fairness, and was also contrary to the objects of the Club. If the idea were carried out there would be a great chance of the members being fooled. Suppose the members of the Committee decided that the suggestion was a good one, and that the names of all agents or firms who were prepared to offer discounts should be published in the *Gazette*; well, those agents or firms would simply proceed to "list" their machines specially in view of the arrangement with the Touring Club. He was sorry to see that on the last page of the latest issue of the *Gazette* the Secretary had mentioned a discount in connection with machines. He spoke there of a certain firm which was approaching all the members by circular and offering 50 per cent. discount. Well, anybody connected with the trade knew that 50 per cent. was a discount which was really more than any man could offer who was doing an ordinary genuine business, and when he told them that the firm in question were not manufacturers at all, it was perfectly obvious that the machines could not be of the character which a buyer would expect them to be seeing the price put against them in the list. In some such cases there was no doubt that the machines were second grade machines—possibly good value for the price actually paid with the discount off—marked at first grade price on the list and then discounted after the following style. Say that a maker catalogued a machine at £14, and the agent piled on £10 more, making it £24, which was about the list price of a first-class machine. Then, of course, it was very easy to take 50 per cent. off and still get a swinging profit, but the man who got the machine did not get a £24 machine. He only got a £14 machine, and thus the members of the Club would be open to the chance of being fooled. Such an arrangement as the one proposed would, in the light of what he had said, be obviously against the interests of every member of the Club—because, of course, it was not every cyclist who knew a good machine from a bad one when he saw it. Many were ruled purely by the list price. Then further, it would disturb the whole system of the trade, for

it was not as though the Club were a local one. In different towns there were different agents, and it was a great point of trade etiquette, and one which had caused much trouble in the past, that the district of each agent should be clearly defined. Of course any agent making special terms with the C.T.C. would be making an offer to people all over the country, and therefore the agency trade all over the country would be upset and a great deal of trouble would be caused, unless, of course, there was a machine specially named and priced, and dealt with for the sole and particular benefit of the members of the C.T.C.—much on the lines which he had described. Further than that, they had already had experience in their trading departments of the fact that they could not keep any advantage in the way of trade solely to their members. When they had adopted their Club uniform and got a fixed price, very little time passed before they had tailors all over the country offering so-called C.T.C. uniforms at very much less money. As a member, and for some time chairman, of the Uniform Committee, he knew very well that the cloths which were put forward as C.T.C. cloths by those outsiders were not as good as their own uniforms, but still the fact remained that they were at once undersold. In regard to their hotel tariff the same sort of thing occurred. They were told in many places that they could get a great deal better places than the C.T.C. houses and so on—that they never went to the C.T.C. houses and so on. The Council knew that they could do better than at the C.T.C. houses if they were content to put up with inferior accommodation, and whilst there was no doubt that they secured benefits for their members at C.T.C. hotels, it was equally true that the proprietors of those hotels were not very particular as to the showing of a ticket. Suppose he went to one of them with a friend and he showed his ticket, in nine cases out of ten that friend would get the benefit just as he did. It was absurd to suppose that any benefit in the direction of the reduction of charges could for long be confined to members of the C.T.C. The only permanent effect of devices of this sort must be to knock down the prices all over the country by making the competition keener. He wished that Mr. Thompson had been there to explain his own views on the matter, and to hear what those present had to say upon the subject.

The motion on being put to the meeting only received a single supporter, and was of course declared defeated.

Mr. GURNEY (the Chairman having invited members to informally discuss any matters of interest that they wished to bring forward) said he wished to suggest other means of galvanising the Club into life. The fact that their membership had been drooping persistently for three or four years past suggested that the Club was losing its place in the hearts of cyclists. One reason for that was that the Club had to some extent fulfilled the objects for which it was originally formed. At present, however, there was too much centralisation, and the need of the future was decentralisation by the division of the Kingdom into local centres, worked by local men. Under such circumstances members would have a greater interest in the undertaking, as they would be brought more into touch with one another, and would have a hand in their own government. Such a system would bring them more upon the lines of the National Cyclists' Union, which had its organisation in a very complete and ready form, and in which he was as much interested as he was in the C.T.C. As an instance of the local work of the N.C.U. he mentioned that the West Riding Centre had during this year succeeded in obtaining damages for assaults and injury done to machines and riders to the extent of £70, and that this was only a small item in a very large total obtained in regard to these matters in all parts of the Kingdom. There was no ground for the suggestion that the N.C.U. existed principally for racing men. It was actively working for the benefit of men who had never crossed a bicycle for the purpose of riding in a race. If they brought the C.T.C. on a similar basis to the N.C.U. amalgamation would be made an easier thing than it could be at present, and his own opinion was that the amalgamation of the two bodies in the course of two or three years would be a very desirable thing. But without regard to the amalgamation question, the splitting up of the country into local centres would be calculated to electrify the Club into active life again. There were many reasons for amalgamation. At present the two most important bodies which had ever been connected with any sport in the world were distinctly overlapping each other to a large extent. There was a great constructive and working power in the Touring Club which could very easily embrace not only all that the Touring Club was doing but also all that the N.C.U. was doing. On the other hand, the Union would have equal strength in amalgamating with the C.T.C. Looking at the matter from the point of view of the Union, it seemed as if the C.T.C. had reached its zenith and was now somewhat lacking in interest for cyclists, but on the other hand the C.T.C. was in a much better position than the Union in regard to funds, although the position of the Union was fairly good in that respect. Therefore it seemed to him that whilst decentralisation was a good thing for the Club at the moment, it would help in the ultimate amalgamation of the two bodies, which appeared to him to be the natural line of development for the future (applause).

The CHAIRMAN said Mr. Gurney had advanced some rather startling suggestions, which were undoubtedly of great importance and well worth considering. He should, therefore, be glad to hear the views of members on the matter.

Mr. WATSON said that in Northumberland there was a strong feeling in favour of some scheme of decentralisation, which would provoke greater local activity and gain strength for the Club. As to amalgamation with the N.C.U., he believed a great many of their members were opposed to racing, particularly to road racing.

Mr. MELLOR (Holmfirth) mentioned a case in which, through membership of the C.T.C., two travellers had got a reduction of 7s. 6d. on an

hotel bill for one night. His view was that the C.T.C. was by no means "played out." He wished also to draw attention to the fact that there might be more danger boards in South Yorkshire, where there were some hills running up to nearly 2000 feet.

Mr. TOWN said that in regard to the last remarks of the previous speaker, the proper course was to write to headquarters and see that where necessary a board was put up. It was no fault of the Club that there were no danger boards in such spots (hear, hear).

The SECRETARY said that in the past the Club had been under an obligation to the National Cyclists' Union in connection with the danger boards, because the Union had shared the cost. But now it was only necessary to write to headquarters and fill in properly the form of application for the board, and the board would be supplied. With regard to the cost of erection, the Union in days gone by was averse to paying for the erection of the board if there was any possibility of the expense being subscribed to locally. The Touring Club would be just as pleased to avail themselves of the co-operation of local riders as the Union used to be, and where the riders in the locality would defray the cost the Club of course did not force its contribution upon them. But the Council some time since passed a resolution to the effect that where a dangerous hill was brought to the notice of the Chief Consul or the Secretary, if the Chief Consul certified to its necessity and no assistance was forthcoming to defray the cost of erection, the Club would defray the expenditure; so that no dangerous hill ought in future to be without a board (hear, hear).

Mr. STAINTHORPE said that as an individual member of the C.T.C. he should most strongly object to any amalgamation of the C.T.C. and N.C.U. which would destroy the individuality of the C.T.C. He should not like the C.T.C. to be swallowed up by the N.C.U. The members of the C.T.C., so far as those in his division were concerned, compared very favourably with the members of the N.C.U., and while he thought there might be some good results from amalgamation drawn up on proper lines, he held that the C.T.C. should be very careful in approaching this matter. He had many friends who were opposed to road racing, and if the N.C.U. did not put its foot firmly down on that, amalgamation would be strongly opposed by many members of the C.T.C. If this proposal came within the range of practical politics, it ought to be most carefully considered and worked out on proper lines.

The CHAIRMAN said that the suggestion which Mr. Gurney had made was one which had been in his mind for the last two or three years, but he felt that the time had not been ripe, and it would be useless making any proposal or saying anything about it until there was some possibility of bringing the matter to a head within reasonable time. As Mr. Stainthorpe had said, the whole question of amalgamation when it did come within the range of practical politics—and he thought it was approaching that state now—would purely depend upon the nature of the scheme put forward. He had thought over the matter a great deal, and in connection with it there were several very difficult and knotty points which he had not been able to unravel. If those could be overcome they might get a working scheme. The chief reason for amalgamation in his mind was the fact that both the C.T.C. and the N.C.U. were, in certain of their departments, doing identically the same work. There was, of course, with the duplication of effort, unnecessary labour and expense. Take, for instance, assault cases and matters of that kind. That was part of the C.T.C. work. In fact it was one of the portions of the original C.T.C. programme. But latterly the N.C.U. had taken this up, and with its superior local organisation had been in recent years enabled to do the work in a far better manner than the C.T.C. could possibly do it. So here they had the N.C.U. superseding one of the chief functions of the C.T.C. Roughly speaking, his ideas on the point of amalgamation were these:—The question of racing was a very important one, but it was not by any means the all-important one. The Union had come in for a good deal of abuse for the amount of attention it gave to racing. Racing always came to the front during the summer, and therefore they heard most about it. It was the show programme of the Union. It was the band wagon which was always in the front. But in the case of a circus, though the band wagon made a fine show it was not the performance—which you had to go inside to see. That was so with the Union. The racing made all the show, but when you got inside and saw the actual proceedings of the Union you found that it was doing a great deal more for the ordinary cyclists than for the racing section. The Cyclists' Touring Club had also its own peculiar work—in what it did for the tourist in the way of hotel arrangements—those arrangements which if they failed occasionally were on the whole, as had been seen from remarks made that evening, a distinct advantage to members. But the rest of the C.T.C. work ran upon similar lines to the work of the N.C.U., and they came to common ground on which the two borders overlapped. In his opinion it would be quite possible, in the event of any scheme being brought forward, to have, after amalgamation, two distinct committees, one dealing purely with racing and the other dealing purely with general matters, so that while most of the members of the C.T.C. would be interested in the work of the general committee and most of the members of the N.C.U. would be interested in the working of the racing committee, there would be no overlapping in much common and useful work, and considerable duplication of administrative and other expenses would be saved. England was the only country which had two bodies working to the same end in cycling. This was due to accident—to the fact that the C.T.C. was established to encourage touring at a time when the touring cyclist or the cycle was looked upon as a veritable pariah upon the roads and received all the kicks and scoff of the Jehus; while the Union was organised upon different lines, chiefly to look after racing, which was not dealt with by the C.T.C. But

when they came to look abroad, they found that other countries, having had the advantage of seeing the experience of England—the first in the field—had only a single body doing the double work, and he hardly need remind them of the League of American Wheelmen, which body, with a membership of 36,000, was doing identically the work of the C.T.C. and also the work of the N.C.U. In France and Germany, and Holland and Italy—in short, in all the Continental countries where there was a union at all, the union did the combined work of the C.T.C. and the N.C.U. The prospects of amalgamation in this country depended upon the form of scheme proposed, but if the scheme could be formulated so as to retain their connection with individual cyclists, and also retain the collective support of the clubs, then they would be in a fair way to establish a body which would be of far greater value to both tourists and racing men than either of the present bodies alone.

Mr. SYMES believed that the fact that the C.T.C. had a membership of over 15,000 showed that they ought to have an individual organisation. Certainly until he joined the Council he never heard of the N.C.U. at all.

Mr. FARNELL observed that it would be noted that with all their members they had not a quorum that evening. Whenever he attended a similar meeting of the N.C.U. he found a crammed gathering. It was difficult to get a room big enough. He believed that eventually the C.T.C. would swallow up the N.C.U., and when that came about, they would form one of the strongest governing bodies in connection with athletic pastimes in the world. The formation of local centres would be a step in the right direction for infusing life into the C.T.C., and the Club would get as strong a hold on its various districts as the N.C.U. had.

Mr. GURNEY, in replying upon the discussion, said he would preface his remarks by saying that he had been a member of the C.T.C. from its inception. He believed he was one of the original members. At any rate he attended the original meeting held at Harrogate, and he thought that fact, coupled with the fact that he was still a member and officer of the Club, would show him that he had not the slightest wish to present an affront to their good old organisation (hear, hear). He was as strong a friend of the Club that day as he was when the Club was inaugurated, and any suggestions that he had the honour of bringing before their notice were only suggestions having for their object the betterment of the Touring Club and the betterment of the Union, and he brought forward this question not so much with a view to any immediate effect, but to secure a thorough and general ventilation of it. As to the local meetings of the Touring Club which he had suggested, he did not regard them as being likely to have the slightest effect upon the Club unless they had a certain amount of executive power (hear, hear). It could not be expected that any body of men would attend meetings in a district unless they were able to do something, unless—in other words—they had their share of the government of the Club. Apart from any question of amalgamation, his first suggestion was to establish the Club on a different footing altogether—to establish it on the local centre basis, giving local centres a certain amount of executive power, always subject to a veto by the Council or general governing body. All the local centres of the N.C.U. had at least one meeting monthly, a monthly meeting of the local council it might be termed, or centre committee, and the centre committee elected two sub-committees, one dealing with racing pure and simple, and the other with general matters. Speaking of the work done by these district or local centres, he might say that fully as much attention was given to road riders (not racers) and to tourists as was given to racing men, and it was altogether a mistake to suppose that the Union existed simply for the racing department. Speaking as one knowing something of what the local centres of the N.C.U. had done, he could say that the tendency was to increase the Union's interest in the ordinary road rider. Speaking from memory, his centre had during the past year obtained in courts of law, without the slightest cost to any individual, £70 for damages done either to the person or to the cycle. He did not throw this in the teeth of the C.T.C., of course, but it was a fact that the Union by its organisation, as Mr. Sturmer had already told them, was in an excellent position for taking these cases up. As a matter of fact, the Touring Club on its existing lines was not so effective for several purposes as an organisation based on local centres, and that was one of the reasons why he had brought this matter forward. Some remarks had been made in expression of a fear that the Touring Club would be swallowed up by the Union. That was not his view of the matter at all. He did not see that there need be any swallowing up either of the Touring Club or of the Union (hear, hear). If any one approached the subject in that way it might be taken for granted that any amalgamation was impossible. It would be of the greatest importance that petty jealousies should be sunk in view of the general benefit. Mr. Sturmer had told them that the time was not ripe. He quite agreed with him on that point. It was for that reason that he had approached the subject in so careful a way. He quite agreed, also, with Mr. Sturmer's statement that there were knotty points to be considered, especially with regard to individual membership and the supplying of the *Gazette*, but he was satisfied that these matters could be arranged by mutual conference. He agreed with Mr. Sturmer that there was a good deal of overlapping at present in connection with the work of the two bodies, and, as a fair-minded man connected with both organisations and wishing well to both, he was bound to admit that at the present moment the Union was doing, and doing well, some of the work which the Touring Club was originally intended to take up, and would be able to take up if it had these local centres with executive power. It was not the will nor the energy that was wanting, but the system and the cohesion. As to road racing, he did not believe there was any body of men more opposed to road racing than the Union was. So strong was its position in this

matter that it prohibited any of its officials from taking any position as judge, timekeeper, umpire, or anything of the sort in connection with a road race. Whilst the present membership of the Touring Club was not more than 15,000, the membership of the Union, so far as he could say from memory, was 30,000.

The CHAIRMAN: 25,000 actual and 50,000 indirect.

Mr. GURNEY said what it amounted to was that the clubs paid capitation fee on about half their membership, which amounted to a total of about 50,000. The effect of the transaction of all the business of these two large bodies by one organisation would mean a great saving of expense and the avoidance of much overlapping. The point which Mr. Sturmer had mentioned about the cycling organisations of other countries had struck him most favourably. It was an interesting fact that England was the only country in which there were two organisations to look after the interests of cyclists. He wished it to be understood that he was in no hurry whatever about the amalgamation, but he held that even if there were not to be amalgamation eventually, it would be better for the interests of the Touring Club itself that the local centre system should be adopted, whilst an additional argument in its favour with him was that by the adoption of this system the way was paved for the amalgamation which he thought must eventually come. He concluded by moving the following resolution:—"That this meeting recommends the Council to consider whether a scheme of local committees with executive power is desirable."

Mr. WATSON seconded the resolution, and said he was thoroughly in sympathy with it, and that the discussion would do a great deal of good to the Club if it was brought to the notice of the members.

The resolution was then put and carried unanimously.

Upon the motion of Mr. GURNEY, seconded by Mr. FARNELL, a vote of thanks was awarded to Mr. Sturmer for presiding.

The CHAIRMAN said he greatly regretted that there had not been a larger meeting, so that their work might have been made of practical value, and he could only express the hope that their presence that evening had proved interesting to themselves. That they had paid such close attention to the matters which had been brought forward convinced him that those present at any rate had a deep interest in the affairs of the Club.

The proceedings then terminated.

Answers to Correspondents.

No. 184.—Your query as to the Road Book is answered in the report of the proceedings of the late General Meeting appearing in the current issue.

No. 15,427.—We have over and over again explained that to produce the badge in bronze or other base metal would result in no appreciable saving. The cost of the article lies in the workmanship, and not in the silver.

No. 10,454.—We think Lucas & Son, Little King Street, Birmingham, can supply you with what you require. Ask for their illustrated list.

ERRATUM.—No. 373 writes:—"In my letter, published on page 95 of the March *Gazette*, 'Hoor Cross' should read 'Hoar Cross'."

THE WINE THAT "NEEDS NO BUSH."—As evidence of the fact that the *Gazette* possesses some features of merit, its detractors to the contrary notwithstanding, we make public the following extract from a letter recently received:—"Last month, by mere chance, I became the possessor of the January number of your interesting paper, the monthly *Gazette*, and having read it all with much interest, I should like it very much if I could receive it every month regularly: being, as I am here, quite out of the wheeling world, I find that your *Gazette* contains much solid and interesting information, which cannot be said of other cycling papers which I have seen. On examining carefully your *Gazette* I have come to the conclusion that it is not like any other paper to which anyone could subscribe, but it seems to me more like a private sort of publication intended only for the members of the Cyclists' Touring Club. Now, what I should like to know is this, if I cannot subscribe to it for a year in the ordinary way, would it be possible for me to become a member of the Cyclists' Touring Club, especially as I see that you do admit foreign members? What must I do in order to become one? I am a Sicilian, and can be in every way considered an amateur cyclist. If you will let me know how I must act in order to become a member I shall be very much obliged to you; also, I should be grateful if you could send me the December number (1893) of your *Gazette*, as it contains (I think) the description of the Stanley Show, which I am very anxious to read."

Companion to the Road Book.

LYNTON TO ILFRACOMBE,
 ,, TO BARNSTAPLE,

ILFRACOMBE TO BARNSTAPLE, and
 BARNSTAPLE TO CLOVELLY.

Routes 363, 361, 360, and 356.



BEFORE leaving Lynton at least one excursion should be made in the immediate vicinity,—viz., that to Lee Bay. There is nothing of much interest in Lynton itself, except the ever-present beauty of its situation and its views. The church is ancient, but has been enlarged and restored,—one of the sketches to this chapter shows the doorway of the porch, and a glimpse of the lych-gate in the sunshine outside. For the rest, the buildings of the town are chiefly boarding-houses, hotels, and other establishments which cater for the presiding deity of the place—the summer visitor.

A lane, descending between the church and the “Valley of Rocks” hotel, brings us, after turning to the left, to the path that goes westward along the face of the precipitous cliff, and is known as the North Walk. This wonderful path, hewn out of the rock in 1817, runs for a mile and a-half with the rock-strewn hill rising abruptly on the left, and on the right a series of superb views over the Severn Sea to the Welsh coast twenty miles away.

The cliff falls down like a sheer wall to the edge of the blue water far below, and one looks on to the decks of passing vessels as on to tiny models, whereon the human figures are merely dark specks. Sometimes, looking out from the Lynton hills, you may see the peculiar iridescence—like a pale rainbow—that appears at times on the waters of this Channel. Where the path turns inward stands the great Castle Rock, and here the Valley of Rocks is entered. I always think the Valley requires certain atmospheric conditions to be properly appreciated by a lover of natural beauty. The harsh, formal road which has been cut through it, and the presence of the itinerant photographer’s barrow, with the inevitable tourist clambering up each conspicuous pinnacle,—these are jarring elements which help to make the extraordinary scenery of the place seem a trifle theatrical and artificial. And it becomes a little hard to realise that we are in that lonely “hollow stretch behind the

cliffs” where John Ridd came secretly to interview the Witch, and that at the Castle Rock, “upon a narrow shelf betwixt us and the coming stars,” the stirring fight between the wild-goat and the sheep took place. Though even then the place itself was “a pretty one, and nothing to frighten anybody, unless he hath lived in a gallipot.”

But when the sun gets to the west, and the hills and jutting headlands in that direction stand out darkly, with their sides bathed in misty shadows, while the light strikes across them into the Valley, with rich effect on the flaming colours of its bracken, furze, and heather—then one feels some of the romance of the place and its “show” aspects are forgotten. Or again, by moonlight, or on a day of lowering cloud and rain squalls, when the tourist sits in the coffee-room and reads almanacs, and no one but the fisherman and “mud plugger” venture out.

Beyond the valley is Lee Abbey, a modern house on the site of the old mansion of the De Whichehalses, a family of Flemish Protestant refugees who settled here in the sixteenth century, and some of whose members figure in the pages of “Lorna Doone.” Within the grounds are Duty Point and Jennifred’s Leap, spots closely connected with the pathetic fate of this family. The history of the matter is given by Mr. Page, in his “Exploration of Exmoor,” as follows:—“Jennifred de Whichehalse lived in the days of James II., and was beloved of Lord Auberley, by whom she was deserted—some say betrayed as well. One night she was missing, and when morning dawned her mangled body, still wet from the tide, was found upon the boulders beneath. She had thrown herself from the cliff. De Whichehalse brought the affair to the king’s notice, but Auberley was too good a courtier, especially in those days of disaffection, for his master to heed the wrongs of a remote country gentleman. James turned a deaf ear to the fierce accusations of the poor father, and for ever alienated the allegiance of the lord of Lee Abbey. And so, when the great Western Rebellion came, De Whichehalse was four-^h

among the ranks of Monmouth. There Auberley met him face to face, and there vengeance overtook the perfidious lover. He fell before the sword of De Whichehalse. But the old man himself did not long survive. Soon after the horrors of Sedgemoor he set sail for Holland. The refugee, however, was fated never to reach that asylum of Monmouth's adherents: a storm arose, and all on board perished—a fitting end to one of the saddest of West Country stories."

After Lee Bay, Woody Bay and Martinhoe may be visited by the continuous coast road. From Lee the return to Lynton should be made by the road through the Valley of Rocks.

Route 363 in the Road Book details the journey between Lynton and Ilfracombe, and forms what is known as the coach road: there is a second route—of a more interesting but somewhat more arduous character—which will be referred to farther on.

For one and a-half miles our road ascends the beautiful glen of the West Lyn, past Lyntonbridge to Barbrook Mill, the river roaring down its wooded ravine all the way on the left. Shortly after leaving Lynton we pass the spot where a serious coaching accident occurred last summer. At Barbrook Mill we leave the stream of the West Lyn, and have the stiffest part of our journey still in front, for the road is a continuous ascent from Lynton (430 feet) to Martinhoe Cross (1010 feet); and at Barbrook it is only some 600 feet above the sea. From the Cross there is a descent of a mile and a-half into Parracombe, the latter part of which is exceedingly dangerous, dropping from 700 feet or so to about sixty feet in "less than no time." The surface is very rough and loose, and small wonder either, considering the way the coaches and other vehicles slide down it with the drag on: Parracombe Hill is a bye-word in the west country.

The village, lying in a deep hollow through which the upper stream of the Heddon comes, is not interesting in itself, though it boasts two churches, an ancient one superseded by another erected in 1878. There is a famous inn here called the "Fox and Goose," at which the coach always stops. Among other stories of the neighbourhood is one, told to the writer by a member of the party, to the effect that fine old Parson Russell and the huntsman of the stag-hounds were once overtaken by a terrible snowstorm on the moor and just managed to reach the "Fox and Goose" in safety; there they were joined by my informant, who had struggled in, leading his horse and having left his trap in a snow drift at Kentisbury, and the three of them played cards and told yarns incessantly for a week, during which time Parracombe was cut off from all communication with the outer world.

At Blackmoor Gate—so-called from a toll-gate which used to exist here—we turn to the right, and after crossing Kentisbury Down, have a long descent to Combe-Martin, getting some fine coast views on the way down. The village street is of immense length, and most of it dull and commonplace: it abounds in children and in ill-natured dogs, while its road surface is very "bumpy" and unpleasant. This road from Lynton to Ilfracombe, by the way, is said to be the best in the county: but it does not bear comparison with the road, say, from Barnstaple to South Molton.

Although the aspect of the place is uninviting, there are yet a few things in Combe-Martin which one may pause to notice. The "King's Arms," near the middle of the village, is as curious a piece of architecture as one could find in a day's journey; inside, its rooms are of good size and comfortable, decorated with moulded ceilings and panelling. The church stands in a beautiful situation, and has a graveyard of some interest. Among other curious inscriptions I took the following from a 17th century slab of slate, let into the chancel wall:—

Here lieth

IOHAN ASH she died in September

1668

loe here J slepe in duft fill Christ my deare

And sweet Redemer in the cloudf appeare

ERE LYETH THE BODY OF HnmphTy shE Who

dIED y 19 dAy of NoVEMBer 1681

e
r.
ro

The extraordinary confusion of lettering as shown in the above is a very common feature of the gravestones of this district, and it is obvious that "readin'" and "ritin'," at all events, must have been rare accomplishments in these parts long ago. The rude carvings on some of the headstones are interesting, one of the most common being a loosely sleeved arm, with hand holding a bill-hook, in the act of lopping a stem. This design is frequently repeated in churchyards hereabouts, and it is probable that one mason was responsible for much of the work. Another slate slab let into the church wall at Combe-Martin affords a curious instance of the use of the word *ye* (for *the*) so late as the twenty-fifth year of this present century: it is to the memory of "Edward Norcott, mariner, and Margaret, his wife, of this town." I do not know of a later instance. The church itself contains a fine Perp. screen, a brass of 1587, and other interesting details.

At the end of the village the road winds to the left round the western shore of Combe-Martin Bay and brings us in view of some grand coast scenery, bounded eastward by the Great and Little Hangman Heads, 1080 and 750 feet respectively. The derivation of this peculiar name is Celtic, the latter syllable being *maen*, a stone or rock—as in the case of Chapman Barrows, near Parracombe, and many other hills and cliffs—and the first syllable being probably the ancient Cornish *an*=the. A countryside legend accounts for the name by a gruesome story of a sheep-stealer being strangled on the hill, but this legend is also common to other places. It is curious to find Mr. Page, usually so careful in the matter of place-names, giving credence to the "sheep-stealer" story, while at the same time he gives the Celtic origin of Chapman.

Very bold and splendid the huge headland looks from the western side of the bay, and well may it have earned the title of "the rock" from the aboriginal coast dwellers and mariners. From Small Mouth caves—reached by a path on the right just before coming to the Watermouth inlet—it is seen again, and with enhanced effect, by reason of the rocky setting of the picture. The little harbour of Watermouth, with its grassy promontory of Burrow Nose, and its background of woodland, through which runs the road, is very picturesque. South of the road stands Watermouth Castle, a modern building in beautiful grounds.

Passing Sampson's Bay (more caves to be seen) and Rillage Point, we come to Hele Bay and its little hamlet of white cottages whose gardens run straight up the steep side of Heshborough. This great hill forms the eastern rampart or shelter for Ilfracombe; running past it our road soon enters the town opposite the harbour.

The alternative route from Lynton to Ilfracombe is via Hunter's Inn. Proceed up the West Lyn Glen to Barbrook Mill as before, and about a mile beyond—at the fork of the road above Dean Steep—bear to the right, crossing Martinhoe Common, 900 feet above the sea, to "Hunter's" Inn, situated in the lovely glen through which Heddon finds its way to the sea. Machines should be left here, if time allows, and the footpath followed down stream to Heddon's Mouth. There is a path on each side of the glen, that on the east side giving the finest views, and leading, if desired, to High Veer Point, from which a magnificent coast view is to be had.

From Hunter's Inn there is a steep ascent to Trentishoe, with lovely views on the way: the church is early English in style, small, and restored. From here the road runs over a bare and windy moorland—at an average height of eight or nine hundred feet above the sea—passing to the north of Trentishoe Barrows, and Down (1061ft.) At Stony Corner, four miles from Hunter's Inn, by taking the right hand road you will descend into Combe-Martin at a spot near the "King's Arms," and will probably hail the sight of that odd-looking hostelry with much joy. For it must be confessed that the route just described is a rough and arduous one for cyclists. Yet, giving, as it does, an opportunity of seeing the lovely Heddon Valley, its scenic attractions must be con-

sidered superior to those of the coach-road. On the way down into Combe-Martin from Stony Corner (ominous name!) many evidences of the old silver mining industry of the place will be noticed,—deserted houses, ruined shafts and chimneys, and heaps of refuse ore. The mines have been worked at intervals for six centuries, and at times with good results. The Corporation Plate of London includes a Cup of Combe-Martin silver, dated 1593, and bearing some quaint verses.

Ilfracombe itself, it must be confessed, suffers greatly by contrast with such places as Lynmouth and Minehead. And this, not on the score of scenery, for one cannot expect to find many localities which might rank as gems even among Alpine resorts; and the situation of Ilfracombe is beautiful enough. But within the last few years an unpleasant change has come over the town. Not only has it increased enormously in size, a process in which many of its beauty spots have been destroyed, and by which acres of commonplace looking houses, without any attempt at architectural merit, have been allowed to disfigure the place, but its accommodation has greatly deteriorated; the town, large as it is, is often inconveniently crowded, and it is overrun by crowds of excursionists who pour into the place, for the day or week, from Bristol, Cardiff, Swansea, and other great towns. In short, Ilfracombe has had a bad attack of "development," and no longer attracts the same class of visitors who delighted in it when its ways were more primitive and less expensive.

The only picturesque portion of the place—so far as the works of men are concerned—is that by the harbour. Here some of the ancient houses remain, abounding in queer corners and gables and archways, and roofed with the old grey slates of native manufacture; very dirty and decrepid, in you like, in their old age, but picturesque to look at, and entirely in harmony with the natural features of rocks, and water, and green hillside—which is a condition the new gaunt buildings of brick and stucco will never attain to. The sketch shows a corner of the harbour at the foot of Lantern Hill, with a couple of Cardiff pilot cutters alongside the quay. On the top of this Lantern Hill there is a humble little chapel, dedicated, as one might expect, to St. Nicholas, the patron of mariners. From this building a beacon-light is displayed during the winter months. The New Pier, adjoining, juts out towards the big headland of Helesborough, and is a favourite lounging place from which one can keep an eye on the going and coming of the steamers and yachts.

Westward of all this is Capstone Hill, with its winding paths and the rock-bound parade round its foot. For this, at least, one can praise Ilfracombe, that it is not cursed with the mile or more of straight and formal parade which renders the sea-front of every south-coast watering-place so deadly monotonous. The sea-front of Ilfracombe is wonderfully diversified and interesting; there is not a dull yard of it. What a succession of grand views one gets from the breezy Capstone,—dark blue sea, rocks brown and grey, bold headlands and lofty hills, and the constant movement of shipping.

West of the Capstone is Wildersmouth Bay, where the Wilder Brook enters the sea, and beyond this the coast is closed to the public for some distance. In connection with this, visitors to Ilfracombe have, in my opinion, considerable

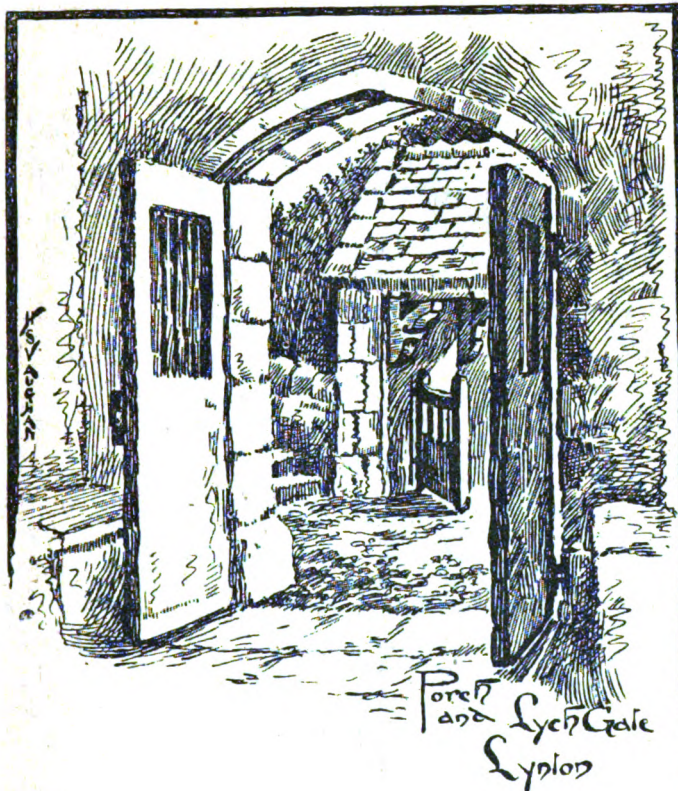
reason to complain of a charge being made for admission to the Torrs Walk. This cliff path is somewhat similar to the North Walk at Lynton, though not as fine; entrance is obtained through a wicket gate on payment, much as if one were visiting an exhibition! The adjoining hills and fields are called the Torrs Estate—leased by one T. D. Harding—and another payment is extorted for walking across them. There are, happily, few other seaside places in England where one has to pay for a walk along the cliffs.

The bathing coves at Ilfracombe are reached by tunnels under the cliff, from near the top of Northfield Road, and are quite shut off from the town; the charge is sixpence. As regards the men's bathing place—concerning that of the fair sex I can only report by "hearsay" that it is

good—the beach is rough, and the accommodation provided not all it might be: the water is apt, perhaps on a certain set of the tide, to be dirty, and I recollect on one occasion diving off a rock into a choice collection of corks, straw, and driftwood that would not have disgraced the Thames at Battersea. But perhaps a good course of bathing in the Channel Islands and some other places, where the water is like liquid sunshine and the dip costs one nothing, has made me a trifle fastidious.

The old parish church of Ilfracombe is just below the railway station. It has been enlarged and altered at various times, and displays both Early English and Perpendicular styles. There is a fine geometrical east window. The font is the only object of Norman date.

The course of our route to Ilfracombe has enabled us to refer to most places to the east of that town which are worth



visiting, such as Watermouth and Combe-Martin. There is, however, a very interesting excursion to be made to the westward, embracing Lee, Morthoe, and Woolacombe. The journey may be made on the cycle or afoot, and if time be no object I strongly recommend the latter, as it gives one a coast walk remarkable for splendid views, and a return by rail to Ilfracombe can be made from Morthoe Station.

For the walk, go past Dadd's nurseries and ascend the hill to the right by a steep narrow lane between high hedges. This leads on to a beautiful cliff path which eventually drops down to Lee Bay. This is a charming little place, at the mouth of a wooded valley down which comes a small stream. From here to Morthoe, by the cliffs, is less than three miles, passing the Bull Point Lighthouse, over which visitors are

shown in the daytime. From here there is a road to the village, leaving the famous headland of Morte Point—"the Cape of Death"—on the right. The heading piece of this chapter shows the nature of this wild and cruel bit of coast, which—according to a Devonshire proverb—"God made last and the Devil will take first." Out at sea lies the black mass of the Morte Stone, wreathed always in the foam of breaking waves.

Morthoe village is not picturesque, but it has a certain bare and rough aspect which is in keeping with its surroundings, though already the influences of modern "progress" are apparent. The lych-gate, above its big flight of steps, admits us to the churchyard, and there is at least one feature in the church itself which is worth our notice. It is a carved tomb (1322) with an inscription in Norman French to "Syr Wiliame de Tracey," and bearing the incised figure of a priest. Tradition connects this tomb with the Tracey who was one of the four murderers of Thomas à Becket.

The "Chichester" Inn, a rather desolate-looking building below the churchyard, has a couple of ship's figure-heads as ornaments to its front garden. These objects are rather common at Morthoe, and are very suggestive of scenes of wreck and disaster on the wild shore below in days gone by. The modern vessel, with straight, undecorated stem, leaves no such picturesque wreckage as a memorial of her fate. One such figure-head, placed in a cottage garden between two bushes, I recollect as being particularly weird and startling when you came upon it unawares. It represented the life-size figure of a woman—dressed as a mariner's wife, with dark bodice and white apron—gazing seaward with a

fixed stare as if anxiously searching for some expected vessel. From Morthoe descend the steep road down the cliff to Barricane Beach—noted for its shells and rocks—and then on to Woolacombe sands, a splendid three-mile stretch of firm, shining sand. Woolacombe has been "developed" by a company, and its original simplicity and peacefulness have vanished. It rejoices in a big hotel, red brick villas and boarding-houses, and, worse than all, an esplanade! The same fate is rapidly happening to all such remote spots, where one used to be able to enjoy life occasionally in *al fresco* style, and indulge in one's fishing, painting, or bathing among simple villagers, making a temporary escape from the formal round of modern existence.

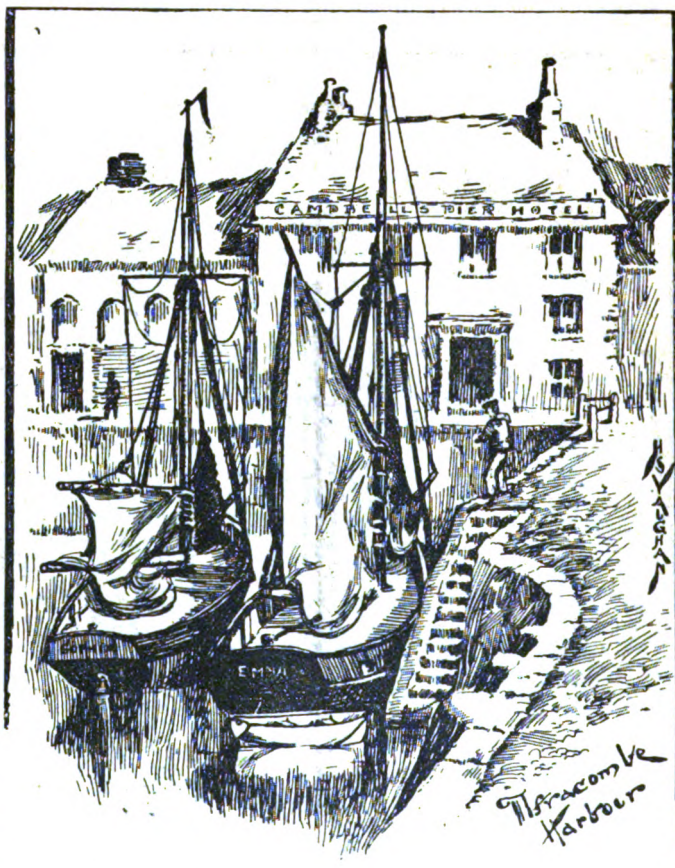
A road leads inland from Woolacombe direct to Morthoe station, which is only a few minutes' journey from Ilfracombe.

Those who prefer to cycle to Lee and Morthoe should take the following route. Start by the Lee Road, and, passing the station, go through the hamlets of Lower and Higher Slade to Lincombe. There turn to the right and descend the valley to Lee (three miles). At Lee Beach the road goes up the hill on the western side, and then turns inland to Borough Corner: here turn to the right for Morthoe (total distance six and a-half miles, the latter half of the journey being dull and uninteresting, and by no means equal to the coast path).

The best and shortest route from Ilfracombe to Barnstaple is No. 360,—not No. 362. The former is the coach-road, and is furnished with mile-stones all the way. Leave the town by Portland Street and Barnstaple Road, ascending a very

pretty wooded valley to a place that rejoices in the name of Two Pots. At this point care should be taken to avoid a short cut (as a matter of fact it is the so-called Old Road) which goes through Marwood village: it is slightly nearer but too rough for cycling. Beyond Two Pots, therefore, keep to the left at the fork and go forward through Bittadon. At the cross-roads, called Lynton Cross, the road reaches its highest point, 814 ft., and there is a fine view in the direction of the Moor. There are also some wide views over the estuaries of the Taw and the Torridge, as we approach Barnstaple; this town, by the way, figures as *Barum* on the milestones, that being its ancient name, just as Salisbury was known as *Sarum*.

Barnstaple is an attractive town, and a very ancient one withal, though its streets bear few signs of great age. The



many-arched bridge, for instance, was founded six hundred years ago, and was rebuilt in Henry VIII.'s reign, the river Taw being then described as "a great, hugy, mighty, perylous, and dreadfull water, whereas salte water doth ebbe and flow four tymes in the day and night."

Of the upper course of this stream, and of the pleasant road that comes down its valley from Exeter, we hope to give some description in a later issue of the *Gazette*. The Yeo joins the Taw near the Town Station, and thence they flow out over Barnstaple Bar to the sea. A grand old west country name has the Yeo, bringing with it memories of Salvation Yeo and Amyas Leigh, and other of the heroes who live, in such gallant fashion, in the pages of Westward Ho! It is curious to notice that close by the mouth of this little river stand the bonded warehouses of Messrs. Yeo, Dennis & Co., and there probably the buildings have stood for more than a century or two, judging by the look of the ancient doors.

The parish church—near the market and the excellent quarters of the C.T.C., "The King's Arms"—is of fourteenth century date. It is chiefly remarkable for its curious wooden lead-sheathed spire, which has been warped in a southerly direction by the sun's heat. Barnstaple Castle was built by the Saxon King Athelstan, but it has disappeared. Adjoining the Town Station is a Merchants' Exchange, called *Queen Anne's Walk*; it dates from the reign of that queen, and is surmounted by an extremely comical statue of her.

If it is desired to avoid the Ilfracombe district and go on to Barnstaple direct from Lynton, Route 361 should be followed, passing through Parracombe—as already described—to the cross-roads where the Ilfracombe route branches off. A direction post here gives the distance from Barnstaple as ten miles. From this point there is a fine coast down-hill to a place called Kentisbury Ford, but great care must be taken to slacken speed before approaching the bottom, as a farm-yard wall stretches across the road at right angles, and a good hard wall it is, as I can testify from personal experience. The first time I travelled this road was just after twilight on a summer's evening, and I coasted down that hill without a brake, and "feet up." To my horror I saw the wall when a few yards away, and just managed to fall off backwards, while the machine (a worthy old "crock," peace to its remains!) charged the low wall and leapt high in the air, to the intense amazement of an ancient dame who lifted up her head from the other side, doubtless with the impression that the days of "spooks" and pixies had come again.

At this place a direction-post points left to Barnstaple—

nine miles. The road then passes through a beautiful wooded valley beyond Arlington—one of those hot, fragrant Devonshire combs, in which one feels inclined to discard most of one's clothing, and improvise fans out of anything handy. Keep to the left beyond Arlington Post Office.

This route (from Blackmore Gate) forms a slight variation from that of No. 361; it leads through some charming scenery, the road surface is rather better, the traffic less, and the mileage about the same.

From Barnstaple the latter part of Route 356 should be followed to Bideford and Clovelly, leaving the town past the handsome clock-tower and over the bridge. It is a pity; by the way, that the view down-stream is so hopelessly disfigured by the mean and unsightly railway viaduct—over which both the L. and S. W. and G. W. R. Co.'s trains pass to and from Ilfracombe.

Instow, passed *en route*, is a quiet little place with pleasant

waterside views; from here the ferry may be taken to quaint Appledore, an old-world town, that, like Bideford and Barnstaple, has given hundreds of bold and gallant seamen to the service of England, from the days of Gloriana onwards—comrades and followers of the glorious "Men of Devon, the Drakes and Hawkins, Gilberts and Kaleighs Grenvilles and Oxenams, and a host more of forgotten worthies."

Unless we are sufficiently well-advised to make the "Royal"—the excellent C.T.C. headquarters, which we next pass on our left—our halting place, over that very famous bridge of twenty-four arches we enter the ancient town of Bideford. Almost every guide-book in existence quotes Kingsley's description of the



Clovelly.

town and of this wonderful bridge which possesses such extraordinary qualities. I will therefore refrain from doing so, picturesque as the quotation is, for no one should visit Bideford and its neighbourhood without re-reading "Westward Ho!" thereafter. Bideford's connection with Sir Richard Grenville alone would have sufficed to bring the place undying fame. That bravest of all deeds in English history—the Fight of the *Revenge*—was done by Bideford men, and men of other west Devon towns, while to fight the Armada it sent afloat a gallant fleet of seven ships. Nowadays the town is quiet and peaceful enough, though of seafaring habits still, and that chiefly in the coasting trade.

The church is modern, except the tower: it contains, however, a fine tomb with armoured effigy to Thomas Graynfyld, 1514. On the east side of the river—from which we entered the place—a small rampart, known as Chudleigh Fort, crowns a hill: it marks the site of a

defence constructed during the Civil War, and from it a very beautiful view of the town and neighbourhood is to be obtained.

North-west of Bideford is Westward Ho!—a modern seaside town of no particular interest, except that, as its name indicates, its existence is chiefly due to the interest aroused in the neighbourhood by Kingsley's romance. Here, too, are Northam Burrows and the Pebble Ridge; and from the hills near Northam such views as young Amyas saw, after his first meeting with John Oxenham, when he went home "between the rich lane-banks, heavy with drooping ferns and honeysuckle; out upon the windy down toward the old Court, nestled amid its ring of wind-clipt oaks; . . . the wide bay to the westward, with its southern wall of purple cliffs; the dim Isle of Lundy far away at sea; the cliffs and downs of Morte and Braunton, right in front of him; the vast yellow sheet of rolling sandhill, and green alluvial plain dotted with red cattle, at his feet, through which the silver estuary winds onward to the sea."

Just beyond Ford, on the road to Clovelly, is the entrance to the domain of Portledge. From the hill at Fairy Cross there is a splendid view towards Dartmoor, including the heights of Gordon Beacon and Yeo Tor. If time can be spared to visit Bucks Mill—a little hamlet on the cliff—it will be found worth while; it is a very charming spot.

Of Clovelly—one of the most exquisitely beautiful places in England—it is hard to have to say anything that is not unqualified praise. Nature has done her utmost to make the situation unique, and man, in days gone by, has not disfigured it by his handiwork. For richness of colour in foliage, cliffs, rocks, and water the place is unrivalled, as well as for oddity of situation. But alas! the "trail of the tourist" is over all, and for three or four months in the year completely destroys the simplicity and romance of the place. The inhabitants seem to have—during that period—no object in life but to extort money from the visitors, until it seems as if one can hardly walk a yard without being charged a fresh fee. This, of course, prevents no one going to Clovelly, nor would it, even if the charges were exorbitant, instead of being petty little sums; but it has the effect of making one vow to spend as little as possible in the place. I am well aware that it is possible to *live* in and near the place for a month or more at a very moderate rate; it is the *daily* visitor, who comes in by boat or coach, who is the victim, and, of course, the vast majority of visitors to Clovelly go for the day only. The whole place, in fact, is a big exhibition, for the time being, with fixed prices for everything. Thus, on a boatload of excursionists arriving, say, from Ilfracombe, they climb the steps of which the quaint village street is composed, between cottages whose windows display notice boards for lodgings and refreshments, and photos., walking sticks, and china (made in Germany), for sale. At the top they find a crowd of vehicles—with the usual importunate touts—waiting to drive them about. On the left is the entrance to the beautiful Hobby Drive, to walk through which they must pay 4d. each: carriages, 1s. A short distance westward is the fine headland of Gallantry Bower, for which another fee is demanded. Close by are the grounds of Clovelly Court (another 6d.), and so on. One meets a swarm of tourists driving and walking rapidly about the place in all directions, all trying to see as much as possible for their money before the boat or coach starts for the return journey. It is almost impossible at times to find a nook where the crowd comes not. I shall never forget a fragment of conversation I overheard one day while painting near a well-known view point. A fly, conveying four fat people, came crawling up the hill, and stopped not far from my seat to admire the view—as per regulation, "all included in the fare."

First Voice: "Taint bad, is it?"

Second Voice (of fat lady, on catching sight of excursion steamer lying far below, off the harbour): "My, don't that

boat look small? Looks jus' like one o' them steam-boats at Battersea Pier, don't it?"

So the civilisation of Battersea follows us even to Clovelly.

Don't miss Clovelly on any account, but go there when the excursion rush is off, and you will appreciate its exquisite charms. Happily, the cyclist is very much his own master in such matters.

Cyclists may be interested to learn that a lady, Mrs. Lovell, has just been appointed Road Surveyor for the parish of Bratton-Clovelly. We have no doubt she is well acquainted with her duties and responsibilities, as she succeeds to the post of her late husband.

The grand coast scenery of the Hartland district is well worth inspection, and there is also here the finest church for many a mile round, that of Stoke St. Nectan.

Coventry Notes.

BY G. DOUGLAS LEECHMAN.

**Manufacturers and others having novelties they desire to have noticed, or any news suitable for this column, are requested to give early intimation thereof to the Editor.*

In the *English Mechanic* of 26th January and 9th February "Derwent" continues his articles on "The Modern Safety Bicycle and its Practical Construction," the former being devoted to the Racing Safety and the latter to the Lady's Safety. He very justly states that "the building of racing machines may be termed the fine art of cycle making." His design and specification of the racer are both good, though roller chains and cast fork crowns which are given as alternatives might well have been omitted, and twenty-one inches seems decidedly narrow for the width between the ends of the handlebar. He offers some practical remarks on the construction of bottom brackets and lap and other joints and the use of ferrules. The ends of a joint should always be tapered off to a fine edge so that the increase of strength from the tube to the socket may be gradual, otherwise the tube will be liable to break off where it enters the joint. In filing up a joint after brazing there is a great danger of "nicking," the tube round the end of the joint, and this will hasten fracture very materially, especially if the joint be blunt-ended. The insertion of a liner or ferrule with tongued ends greatly assists in increasing and graduating the strength. It is important, too, to proportion each part to the strain it has to bear, as a part that is too rigid will throw increased strain on other parts, and be liable to break them.

Six forms of frames for ladies' safeties are shown, comprising a double-curved single tube, a stayed ditto, and four straight-tubed frames. Of the latter none have the tubes closer together at the head than at the bracket, though as a weight carrier I think this arrangement has a good deal in its favour. Nor does he illustrate a good modification of the straight-tubed frame that was exhibited at the shows by J. Barratt, of Wolverhampton, and one or two others. In this the two backbones start away about parallel from the bracket, but the upper one has a slight curve which carries the front end high up the head. A large number of the machines at the shows struck me as being exceedingly ugly and very clumsy looking, owing to the head being carried so much higher than the saddle pillar sockets. No doubt women ride with their handles relatively higher than men, but the result can be produced much more gracefully by curving the handle-bar up at the ends. Besides, the lower the head the lower the top tube, as a rule, and the more dress space. If it be desired to keep the head the full length, why not fit 26-in. equal wheels, instead of 28-in. front? Perhaps while on this subject I, though a mere "man thing," may be allowed to have my say on the dress question. First, I think the idea of shortening the skirts gradually is the most sensible and the most likely to be successful.

but the sooner they can be got short enough to clear the gear the better. Secondly, I think the skirt should be retained for a long time to come, however abbreviated. What is the object in adopting a long, stiff, tight-fitting jacket? Such a garment seems almost as little adapted to athletic exercise as the skirt itself, though for different reasons. A supplement, depicting a lady seated on a safety bicycle, was recently published by two of the weekly cycling papers, "for the purpose of exciting discussion." Well, I would like to know why the lady uses a stiff linen man's collar and front. The collar and front are two of the first things the masculine athlete is thankful to get quit of. Women have the choice of much more comfortable arrangements without making any new departure, and if they are going to adopt garments approaching the masculine for ease and safety, they won't help their cause much by adopting other garments, which not only approach but *are* masculine, but add neither ease nor safety. The collar, too, on the jacket is quite unnecessarily like that used on a man's coat. The jacket is long, fits closely, and is stiff and looks as if it would bake or stew the rider in a mile. Could not an easy blouse be combined with a skirt reaching, say, to the knees? The heavy jacket seems to suggest driving, not riding; the exercise is usually enough to keep one warm when cycling, and little, if any, clothing beyond what is worn indoors is required. When one stops riding but remains in the open air, then, but not till then, some sort of jacket may well be donned. Briefly, let the dress be not a bit more like a man's than necessary, and let the dress be free, both for movement and for the passage of exhalations from the skin.

The above notes were written for the March issue, but were crowded out. Since then "Derwent" has treated on The Tandem Safety, and, as usual, his article contains much that is good, but I do not care for the design which he has produced. Instead of taking the tube which sometimes (I wish I could say usually) runs from the rear bracket to front saddle pillar clip right up to the clip, he connects it to the front diagonal tube at a point lying in a line with the top of the head and the centre of the rear wheel, which point is about $4\frac{1}{2}$ in. below the clip. And from this point he runs one tube back and another forward parallel to the top tubes of the frame. The design has some claim, perhaps, to geometrical symmetry, but efficiency for the purpose in view should never be sacrificed to mere appearance. The duplicating of the tubes would be much more effectual if applied lower down, between the lower part of the head and the centre of the back wheel. The value of triangulation, too, appears to have been somewhat overlooked. He points out the advantages of mounting the front chain centrally, and considers that it would be by far the best method were it not for the difficulty of arranging a satisfactory chain adjustment, but in saying the swing and sliding brackets are the only ones available he evidently forgets the impinging roller, or better still, Hobart Bird's idle wheel. I am inclined to think there is a great opening for the latter for the front chains on tandem safeties, as with it the front bracket may be fixed, and fixed centrally (and it is seldom in the central plane with an eccentric bracket), and as the stays are naturally not in line with the front chain they do not require to be cranked when using it.

I paid a visit to the recent cycle show held in Manchester. Novelties were not very numerous, but one or two may be mentioned. J. & J. Robertson Ltd. showed a tandem safety with drop front, and the steering connected by bridle rods from the fork crown to the foot of the rear head tube, which was continued to the bottom of the frame. The rods were about as high as the dropped part of the frame, and of course made possible a dismount on either side of the machine. The Elswick safety has oval back stays, and the Humber system crank-axle bearing, mounted in a cup-ended bracket; so far as I know this is the first firm to make this improvement, and I trust it will not be

the last, for the parallel bracket is very unsatisfactory so far as lubricating is concerned. It should also render putting the bearing together easier, though the present style is not very difficult if you go about it the right way. I have found the following method satisfactory:—Presuming that the disc on the chain side of the bearing is in position, replace the axle and turn the machine on to its chain side; drop half the balls into the bracket and work the axle up and down until they are over the shoulder and lying in the disc. Then push the axle down so as to hold the balls in place and wind a cloth round between the chain wheel and the end of the bracket, or otherwise wedge them firmly apart. Next turn the machine on to its other side, and support it so as to keep the end of the crank axle off the ground. Then thread the other disc just on to the other axle, and put the remaining balls into it, or if there be not room to get them into the disc when on the axle, put one finger through the disc so as to fill up the hole, put the balls into the disc and the tip of the finger against the end of the axle, and slide the disc on to the axle. The disc is next screwed up into place, and when right up the machine may be raised to its upright position, the cloth or wedge removed, and the exact adjustment effected and locked. This is a cleaner and more certain plan than sticking the balls in with vaseline, as the latter loses its consistency as one warms to one's work. A number of the safeties shown with plate-fork crowns had the plates too close together; some makers appear to be quite ignorant of the effect the distance between the plates has on the strength of the joint. The fork crown is not a part we can afford to risk having trifled with, and the plate variety is one that requires special care both in design and construction. The Helix spring frame was shown in two patterns; one has already been described and illustrated in these columns, the other had the spring fitted under the bottom bracket, but this brought the connecting rods rather too close to the back stays and tyre, and though it looked neater was not quite so practical as the first. It is a pity this machine is not fitted with a spring front, as the back appears to give satisfaction. Scott's spring frame had a vertical back fork from the top of which the back frame was suspended on a spring; the back stays were jointed; the front fork was hinged at the crown, but this would hardly allow movement in the right direction. The Griffin safety had the upper backbone fitted as in the Raleigh, only more so, that is, it started from some inches down the diagonal tube instead of from the top. This is intended to counteract the forward thrust of the end of the saddle-pillar, but if this is required I should think it would be better to put a small strut across the angle than to upset the general design of the frame. The new Brookes lady's safety produced under Mr. P. L. Renou's management possessed several points of interest. Two straight tubes formed the backbone, and the upper one could be detached and fixed higher up as in a diamond frame. Short struts run from the diagonal tube to the back stays at a little distance from the bracket; the saddle pillar clip was slotted in front instead of behind, which is a detail improvement. The Haugh safety appeared to be a genuine high-class machine, and was fitted with a fork end, something like Siegenthaler's, which allowed the driving wheel to be removed without undoing the chain. The new Belsise tricycle was a very elegant machine. It has a T frame, and the saddle tube rises from the centre of the bridge, a light staying tube drops from the top of this, curves forward parallel to the bend in the main tube, to which it is strutted by two short distance pieces, and then rises to the top of the head. The machine may be ridden by a lady or gentleman.

The Mulville brake consists of a spring extending behind the fork crown and provided at the free end with a cross-bar for the feet to rest on, and a grooved rubber block to press on the tyre. The spring is made strong enough to support the feet on the cross-bar until extra pressure is applied. Kitchen's brake is different from anything I had seen

previously; a hollow pad was fitted to the diagonal tube of a safety close to the back tyre. A bulb on the handle-bar was connected to the pad by a very light rubber tube. Squeezing the bulb inflated the pad so as to press it hard against the tyre. One grip of the bulb seemed to be enough to put the brake on, and it kept on practically as long as the grip was maintained.

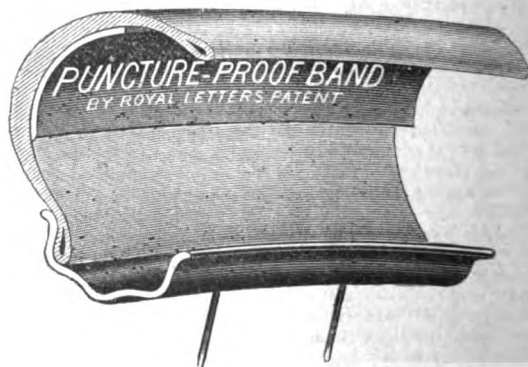
The transparent oiler was shown by A. Davey & Co., 223, Oldham Road, Manchester. It is about the usual size, and has a metal spout, but the body consists of a ring or edge of opaque white celluloid, carrying discs or sides of transparent celluloid, so that the quantity of oil contained in the can is readily visible. It sells at one shilling and should sell well. The Klearall was another novelty. It consists of a light metal frame to be fitted under the crank bracket, and has a > fork, which runs close to the ground, and is intended to "remove all kinds of stones, nails (business end up), pieces of glass, pot, &c., so commonly encountered on the best of roads. The italics are mine. I am thankful to say the best roads about here are not strewn with "pot" at any rate. The apparatus is provided with a flexible edge and a spring, so that it may give way when necessary.

The Tyres of To-day.

By G. DOUGLAS LEECHMAN.

The letters from various members relating their experiences with the Silvertown Closure tyres have formed useful and interesting reading. I have been using these tyres more or less constantly for eighteen months, and have still on my front wheel the 1½ in. tyre that was then fitted. This tyre has given me practically no trouble, and is as hard and sound to-day as one could wish, but I have had three tyres on the back wheel and have suffered from all of them. The first I managed, I don't know how, to gash badly in the side close down to the rim. The Company willingly repaired it, the cut being too large for the self-healing properties to tackle, and to save my waiting, kindly lent me another tyre that had been repaired, and which I eventually kept. This one was provided with their new "down" cementing surface, and it went very well for a time, but after a while—about 800 miles I should think—the closure refused to act, and I began doctoring. First, I injected about half a teacupful of thick corn flour and water, in which I had dissolved a large quantity of sugar; this answered capitally for a time, but the effect was not permanent. I had seen glycerine recommended for the purpose, so I tried it, but it was not a success; I am inclined to think that as it does not evaporate it rather tends to keep the wounds open than to close them. Next I tried naphtha, thinking that it would dissolve the raw rubber, or whatever the self-healing material consists of, around and in the punctures, and so close them, but it didn't, it gradually worked out of the holes (which numbered somewhere near thirty, and were mostly very small), but still allowed the air to escape through them. Some of the worst holes I did manage to patch up with solution from the exterior; over these I bound adhesive tape, and outside this again I fixed different kinds of bands at different times to keep all in place. Land's steel clip was the lightest and neatest, but the metal was too hard, and it broke up into small pieces in about three miles. Then I tried a laced-on band of canvas interior and sheet rubber exterior, but the materials parted company after no very great distance. Finally in this direction I tried a simple leather band, also eyeletted and laced, and this I think would have done very well if it had been longer, but being only about two inches long, the road friction stretched and dragged it; this exposed the tape and again rendered further doctoring necessary. Incidentally I may mention that in using these bands it is necessary to see that they clear the mud-guard stays, or the guard is liable to

shut up like a concertina. During these times I had to pump up about every ten minutes, and even this was often not frequent enough, and the lump in the tyre at the valve gave me a shock at every revolution of the wheel, which may have been good for my liver, but was decidedly uncomfortable. In immersing the tyre on one occasion, I was surprised to find a steady stream of air coming from a number of minute holes on the underside of the tyre just below the level of the rim. The canvas appeared to be quite near the surface of the tyre here, and the thin coating of rubber had apparently been rubbed off by friction against the rim. The same thing soon occurred at other places round the tyre. I cured some of them by solutioning strips of mending rubber, but it would not hold well enough in all cases. Having sacrificed myself to the cause sufficiently with that tyre, the Company kindly changed it again for another repaired one, and that also went well for a time, but when it began to develop the same disease on the underside as its predecessor I thought it time to try something else, and as I had had a puncture-proof band waiting to be tested, I decided to have a built-up tyre, but the question was—which? Before passing from the Closure tyre I may say that I tried warming it, without appreciably improving, or rather restoring, its self-healing powers, and I may add that I think our worthy Editor gives the correct reason for the tyres flattening under certain circumstances. The canvas insertion would prevent the expansion of the rubber affecting the size of the air tube, and hence the density of the air therein. I soon decided on having a "Fleetwood" for my new tyre, my reasons being that it is detachable, that the wired edges, being extensible, allow free access to the air tube, that it has a non-slipping cover, and that it could be fitted without my wheel being altered. The Company much prefer to fit the special rim, of course, and I do not exactly advise any one to follow my steps here, though I have no ground for regret, so far. The new tyre weighed somewhere about two pounds less than the old, and on other grounds I thought an improvement in the running of the machine might be felt, but I was certainly not prepared for the advantage that I gained; it was little short of a revelation. I ran the tyre for some days before putting in the puncture-proof band. The band consists principally



of a long strip of cotton wool impregnated with very finely powdered rosin, so finely powdered as not to be detected by sight, though its sticky qualities are readily discovered by the fingers. The wool is enclosed in a thin fabric, waterproofed by a red preparation of rubber or something similar, and the whole is very flexible and easily compressed into a thin space. A roadster band for a 30-in. by 2-in. wheel weighs about 7½ oz., but the lighter bands made for racing would, I should think, give satisfaction. To fit it, I took out the wheel, and removed the cover and laid the band in place round the inside. I cut

off the surplus wool so that the remainder would just join comfortably, and left the end of the waterproof cover about three inches too long; this surplus I drew over the other end of the band so as to make a ring. I then dabbed solution on at intervals of about six inches, so as to hold the band in place in the cover, commencing opposite the join so that I could shorten the wool if desirable, and I found that it was. In fixing in the band one should take care to keep the solution away from any parts that the air tube will touch and to keep the band along the centre line of the cover. I then replaced the cover and inflated the tyre hard, rather too hard in fact for comfort. My experience of the band has been very short at the time of writing, but the public tests should be sufficient to convince any one that it is practically proof against puncturing. It is difficult enough to cut the wool in making the band the right length. Unfortunately the weather changed at the time of fitting the band and rendered the roads, which had been dry and hard, wet and soft, so that I cannot speak definitely as to whether the band has interfered with the pace or not, but I am inclined to think it has deadened the tyre a little. I have tried with the tyre pumped full hard and comparatively soft; the former state is better so far as side slip is concerned, in fact on thick mud I do not think the Fleetwood slips much less than a plain-surfaced tyre unless pumped pretty hard. Even if the bands do slow the tyres a little, and I don't say they do, the peace of mind ensured and the time saved in repairing punctures should certainly weigh very heavily in favour of fitting them, for touring and general purposes.

The above also was crowded out last month. Whether any thorns or other puncturing objects have assailed my Fleetwood I know not; if they have the Puncture Proof band has done its work, for I have not been called on to do any repairs. My suspicion that the band slows the tyre is strengthened rather than the reverse, the effect being felt in a drag up-hill perhaps more than in any other way. I must take the band out some day, not only to try the effect without it but also to see if any punctures in the outer cover have let water in to rot the lining; this should always be done occasionally; however puncture proof the air chamber may be rendered, the cover suffers in its own way pretty much the same, unless the protector come outside all.

Cooke's Detachable Tyre Co. Ltd. (88, Gray's Inn Road, London, W.C.) are issuing a very complete catalogue of their tyre. The subject of leakage in single-tube tyres is touched on in the introduction, and the various parts of the tyre and the rim and valve and the action of the fastening are clearly described and illustrated further on. The price list includes quotations for parts and repairs as well as for the complete article. Two repair outfits are listed, one being the combination inflator and outfit invented by Mr. Cooke. The Cooke fastening is good and practical, but it might be an advantage to have one end of each wire adjustable in length, and tearing of the cover would probably be less likely to occur if the ends of the wire came out of it at different points instead of both through one slit.

The Irwell Rubber Co., whose moderately priced Swiftsure tyre I described in the National Show report, point out that when one cannot see where a puncture is, one can sometimes find the place by turning the wheel slowly round and listening with the ear close to the tyre. This may be worth remembering on occasion. In replacing the cover of this tyre the air tube should be gathered well up into the top or tread of the cover so that it does not get carried down by and pinched between the edges in the groove of the rim.

I have received particulars of the Huestis (American) pneumatic tyre. The rim employed is of U section, with parallel sides, semi-circular bottom, and outwardly turned edges. The outer cover has a vertical metal band in each edge, and in addition a series of circular rubber projections which engage with similar depressions in the sides of the rim; these are to prevent creeping. The method of detaching appears to be similar to the Dunlop. The firm

who make it also produce Farr's self-sealing air tube. This differs from an ordinary air tube in having two layers of tubular cells along the tread. The cells are sealed at both ends, and contain air at normal pressure, 15lb. to the square inch, and are stated to be self-sealing after puncture. They are intended to ward off the puncturing objects from the air tube proper.

There was not much new in tyres at the Manchester Show. The Stubbs seemed to be first favourite, and indeed it appears to be a capital article. The cover not being held inside the rim should give it greater freedom of lateral action. The Nedderman racing tyre scales about 6lb. per pair complete with rims. The Grappler tyre is now fitted to a deeper rim than formerly. Williams & Co. (51, Lower Mosley Street, Manchester) showed a cover or band studded regularly with rubber knobs; these should give a good grip so long as they lasted, but would prevent the application of a brake to a tyre so fitted. The new racing Dunlop tyre has recently made its appearance. It is about $1\frac{1}{4}$ in. diameter and is very similar to the Dunlop detachable roadster in construction; but the wires lie nearer the edge of the rim and the groove in the centre of the rim is filled with a light fibrous material, so that the tyre cannot come off by itself if deflated; the filling material must be withdrawn from about a third of the circumference of the wheel before the cover can be taken off. The lining of the cover consists of two layers of strong single threads placed diagonally to the tyre, one layer running one way and the other across the first. The threads in each layer lie in parallel contact, but are not interwoven. The two layers also lie in contact, and solution is used to keep the threads in place. This lining should make a more flexible cover than a woven material. The tyres each weigh about $1\frac{1}{4}$ lb., and the rims the same, or a little more. The air tube is exceedingly thin, and a specially light form of the Wood's valve is employed. The tyre is deflated by slackening the nut on the stem, and pushing the body or stem back into the rim, thus letting the air out under the flange head on the stem.

The Ladies' Page.

I get a good many complaints from riders of my own sex about handle-bars. Not only are machines frequently built with handle-bars that are not adjustable to a tall figure sitting erect, but they are often too wide, causing an extension of the arms that is neither graceful nor comfortable. The "bicycle stoop" is so common a feature among men that one can only suppose they see nothing to object to in it. But there are few ladies who will write, as one did to me the other day, that she was quite aware her attitude on her safety was hump-backed, but that she liked to crouch. No woman, one would think, who had experimented for herself on the difference between an upright position and a bent-over one in riding, would give a verdict in favour of the latter. Let any one try for herself, and see. When riding erect there is plenty of room for the heart and lungs to act freely; respiration comes easily and naturally. But when one bends forward the chest is contracted, and the breathing organs cramped. Breath begins to come more rapidly, and is more laboured, the face becomes flushed, and fatigue sets in long before it would if one kept the erect position. For this reason it is to be deplored that any machine should be so constructed as to force a rider into a position which she dislikes, because the handle-bar will not adjust sufficiently to allow of her sitting upright.

Extended handle-bars also serve to throw the rider forward, and to increase the discomforts of her position. However, it is a consolation to feel that there are so many good machines in the market, to which these remarks do not apply, that no lady need afflict herself with one which has these glaring faults.

Pneumatic saddles are being condemned by many riders of the other sex on the grounds that undue weight on one portion of the saddle has a tendency to force the air uncomfortably into other parts. This could, of course, be readily obviated by dividing the air-chamber into several compartments, but I certainly have not suffered from any discomfort in this respect. To be sure I am a light-weight rider, scaling barely eight stone, and my afflictions have hitherto been centred round the fact that I found it difficult to get a saddle built with springs light enough to supply my needs, and to make me feel that there was any comfort in it after a run of twenty or thirty miles. I can only say that from personal experience, and after many years of constant riding, on every make of saddle, I have never found any one which so fulfilled my idea of ease and comfort in riding as the Guthrie-Hall Ladies' Pneumatic. This is in answer to an inquiry addressed to me recently by C.T.C. No. 931.

It is a relief to one's surprised mind to find that the report about the Paris police interfering to prevent the wearing of rational costume by women in that city has turned out to be a veritable *canard*. It seemed hard to believe at the time, and since rational dress is a departure which is perfectly according to public regulations in this country, there would be something rather grotesque in the idea of its offending the notions of a Parisian public.

Still there is war against rational dress across the Atlantic. The newspapers, cycling and lay, go into violent hysterics over the mere mention of it, and bring forward against it every kind of argument, none of which, if truth be told, are very convincing or very full of logic. One exchange suggests that women should cling to long skirts because their mothers and grandmothers did so. If their mothers and grandmothers had ridden bicycles there would have been more reason in this appeal to the customs of one's ancestors. Another declares that when the sex took upon itself to defy Mrs. Grundy by mounting a machine constructed solely for the use of man, it was driven to it by pure womanly instinct alone, but when it tries to adopt garments which alone can enable it to ride that machine with ease and safety, its womanly instinct has altogether fled. In spite, however, of these vehement pressmen, who seem defending rational dress from the grasp of women, as if it were an article of faith on which profane hands were to be laid, the women themselves are growing interested and curious about the movement, and rather piqued by the stand taken in the matter by their English sisters, whom they are used to looking upon with some slight disdain, as "fossils" in their views. That fossils should be taking kindly to an advanced costume which the women of a progressive country still eye askance, is making a marvellous impression on their minds.

A convert to the movement has just sprung up in Baltimore, in the shape of a very pretty young damsel, who wears what she calls a "bloomer" costume of dark blue serge, which has the effect of a divided skirt ending at the knee, where it is met by long leggings. She was interviewed by a reporter the other day, and gave voice to her views.

"I can ride faster than people can talk," she remarked. "As a matter of fact I meet and pass people so rapidly that I am well out of sight before they have time to say anything. I'll never wear skirts again on a bicycle. I once had a terrible fall from my wheel because of the skirt. I then resolved to abandon that article for ever for wheeling. . . . It was plain to me that I had to give up the sport or the skirt. Now I wear bloomers, and am convinced no argument can be brought against them for the purpose. It's the novelty of the thing, and the blind prejudice against all such changes in woman's attire that cause all the adverse comment. I feel sure that more and more women will come to wear bloomers. Certainly those who stick to the sport of cycling will do so." Miss Hoves, this dress pioneer, wears a shirt and Eton jacket to complete her costume.

The revival of racing for women abroad, though begun with much enthusiasm, does not seem to find as much

general favour as was expected. The ladies' race held in Berlin in the autumn was commented on very strongly by the German paper *Spiel und Sport* in the following terms. "We had our ladies' race at the cycle meet last week. This was the first ladies'—we beg pardon—*women's* race ever held in Berlin. We have a strong suspicion that it will also be the last. Public opinion and the mighty voice of the press will give these abominations their quietus here. To have women road-scorching like furies, in orthodox record-breaking, humped-up attitude, and pedalling mile after mile like automata gone crazed, is surely a cheerless reflection enough: but to have the racing path invaded by female riders is putting a phase on the woman's rights question which will turn decent-minded riders of both sexes sick. A woman skimming along gracefully on a bicycle or a tricycle, is a picture grateful to both the eye and the heart of post-deluvian man. The track racing lady is an evil outcome of our day—*fin de siècle*, and the sooner she is buried in the oblivion of the past, the better. We must not import her into the twentieth century when we remove ourselves, our goods and chattels over the border in the year 1901."

There is an old weather prophecy which declares that when the first day of the year falls on a Monday the whole year will be one of gales and wars. About the wars there is still a pleasing uncertainty, but as far as the gales go, there seems every reason to think that prophecy is going to be fulfilled. It is all very well, and calculated to make one take a serene view of life, when those gales follow hard behind. Down a long incline, where they urge one into swifter flying; along the level, where one becomes unconscious of any pedalling, they are well enough. They are also by no means devoid of their compensations when one is hill climbing; and if one happens to be trying a new machine, one has a heart full of gratitude and praise to the constructor of quite the best hill climber one ever mounted. In all these places and positions the gale has its use. In one's teeth its only utility, that poor human nature can discover, is to discipline the temper, and to chasten, by much suffering, the character of the wheelwoman.

Down the long coast all joy departs: along the flat and unsheltered level, with labouring breath and failing strength one struggles to make headway. But when one attempts a hill, and the gale is in one's teeth,—and one's only progress is backward—then, oh then, is the moment when one longs for a New Year's day at any other time in the week.

One thing is certain. We shall see a rush of converts to rational dress at Easter. If anything could make us to a woman hate and forswear the skirt, it would be the experience of what its powers of obstruction and hindrance are, painfully gained through these unholy gales.

The Lady Cyclist's Association soirée held at Queen's Hall, on February 21st, was largely attended. The Stanley C.C. were guests, and many of them acted as stewards. A concert, a lantern show of rational dress, and a dance formed the programme of a most successful evening.

LILLIAS CAMPBELL DAVIDSON.

DRIFFIELD.—The local club has closed the year with £27 17s. 9d. to the good. Mr. A. V. Hempshall is the new Hon. Sec. Through the energy and hard work of the late Secretary, Mr. T. H. Harrison, the membership has been more than doubled during the past year.

* * *

THE VERY LATEST.—A transparent (celluloid) oilcan has just been put upon the market by the Union Chemical Co., 51, Travis Street, London Road, Manchester. Its advantages are obvious, and it must, we think, soon win its way into popular favour if the price (1s. 6d.) be not voted excessive. Messrs. Bayliss, Thomas & Co., of Coventry, notify us that they will give a similar oiler to each purchaser of their machines.

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."

(*The letters marked with an asterisk were crowded out of previous issues—ED.)

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

HOW TO ENLARGE AND STRENGTHEN THE CLUB.

Sir,—The remarks in the March *Gazette* of "No. 5304" are deliciously amusing—to those "in the know." Reading between the lines of his letter one deduces, after the rapid and famous style of Sherlock Holmes, that "No. 5304" is probably interested in some cycle manufacturing or distributing concern, that he is not the happy father of a family, and that he is a Conservative. I would ask him the pertinent question, For what objects do clubs exist if not for the mutual benefit of the members of which they consist? Does he consider that we have enough when we have the privileges of reduced hotel tariffs, monthly *Gazette*, distinctive clothing, Handbook, and, chiefest of all, the opportunity of contributing to that splendid organisation the C.T.C.? Surely. But because we as a Club enjoy certain undoubted boons, it does not follow that we should be debarred from participating in another. And such another! The membership of the Club, receiving no doubt a check from the operation of the increased subscription, will treble itself in a very short time, and cycle manufacturers and agents will assuredly not lose by their increased turnover.

To take "No. 5304's" objections *seriatim*. Cycle dealers would support manufacturers who were inclined to reduce prices to C.T.C. members only, for the reason given above. Moreover, the following season there would be a greater disposition to discard their present mount and invest in a new one, instead of making the old "jigger" do duty for two or three consecutive seasons. Again, a very little thought on the part of "No. 5304" would have shown him that should this admirable suggestion for providing cycles to C.T.C.-ites become *un fait accompli*, particular care would be taken both by the Club and the manufacturer that no fraud was practised. "One membership ticket, one cycle," would be comparatively easy of arrangement. Again, "No. 5304" must allow others besides himself to have some notion of what fabulous prices are. Twenty to twenty-five guineas may not be a large sum for him to spend for his pneumatic (though I suspect he has no call to pay so much), but the majority of his fellow-members will no doubt be only too glad to purchase a first-grade machine for two-thirds of the money. Of course machines of a kind can be had for much less, but I confine myself here to the first quality article. It may or may not be a well-known fact that favoured outsiders can procure certain well-known makers' cycles at half list price and under, but a fact it is, and even "No. 5304" must admit that 50 per cent. profit on each machine is "laying it on a trifle thick." However, I am glad to notice that in some quarters manufacturers and agents are disposed to be more reasonable and less grasping.

Naturally we shall have vigorous opposition from interested parties, but if a few manufacturers can be convinced of its profitable operation our end will be gained. It is with this hope that I pen these lines, trusting that a spirited and determined effort will be made by the whole Club to add to its numbers by appealing to the pockets of prospective

members. Thus we enlarge and strengthen our organisation. While we cannot and do not expect thirty shillings for a sovereign, as "No. 5304" suggests, we will not admit finality in Club benefits. NUMBER ONE, No. 8546.

Sir,—It has often occurred to me that much might be done to strengthen the Club if some such course were adopted as suggested by your correspondent, Mr. H. R. Hart.

Could the Council not take note of the policy of the English Church Union in this respect?

The headquarters of the English Church Union are in London, and in every town where there is a reasonable number of members a branch is formed, having a separate president, &c.; each branch meets once a quarter, the parent society makes a small grant when necessary to cover petty expenses. There is also a collection made among those present. Under this system the number of members increases very rapidly. Under the present system the members of the C.T.C. decrease.

There would be many advantages to the Club by adopting this system, viz. :—A local interest in the Club, more intercourse between members, and a far greater attraction to new members, and, consequently, a large increase in number instead of a decrease.

Those members not residing within a reasonable distance of a branch could still belong to the Club and be "unattached" to any particular branch.

In all probability the collection at the branch meeting would cover all extra expense. H. H. WEBB, No. 802.

19, Meyrick Road, Sheerness.

Sir,—Referring to the subject of members of the Club getting machines at reduced prices the following extract from the March Circular of a leading Co-operative Society is instructive. It follows a sketch and specification of a machine.

Makers List Price with Dunlop Pneumatic Tyres... £26.

Net Price if supplied through the Society ... £12.

No. 934.

Sir,—To be a success the C.T.C., in my opinion, should be run on different lines than it is now. There is no doubt the C.T.C. has been of the greatest service to cyclists once. But now to many cyclists a maximum subscription of fifty-two pence yearly to a cycling paper would be equally valuable. I think the time has come for the C.T.C. to cease to try and attract individuals whose wants are really supplied by the purchase of an occasional copy of *Cycling*.

It is really a matter of subscription. The members of the C.T.C. should pay a reasonable subscription of half a-guinea or a guinea a year and try and get some return for their money. Any man who can afford to tour at all can afford 10s. 6d. a year. As has been suggested, the preliminary advantage to members should be in buying machines. The next advantage should be in disposing of old ones. A man in the cycle trade, with a shop, &c., in London, should be officially appointed for this purpose. The *Gazette* I do not quarrel with; though it is distinctly dull, that is no genuine grievance. The Handbook is good, but could be improved. It is, however, far the best thing of its kind out. I would suggest—1. That the times of table d'hôtes and ordinaries at C.T.C. houses be included; also dates of local waysgooses, &c., if known. They are capital things—to avoid. 2. The repairing places need revision. Too often we are referred to ironworks, or forges, or neighbouring towns and villages, where there is a regular cycle man on the spot. One instance out of several is Tarporley (Cheshire). Two repairs are given; one the forge of the Swan Hotel, the other at Rhudal Heath. There is a first-rate man in the main street, employed by the Manchester Machinists' Co., who, of course, should be

down. 3. In the matter of hotels, about 30 per cent. of hotels labelled H.Q. in Handbook should be reduced to Q. I should like to mention a dozen of them as being utterly incapable of producing a C.T.C. dinner, and another dozen as affording only very tenth-rate accommodation, in fact no accommodation. 4. Additions to Preface—(a) Hints on care and keep of machine; (b) Recommendations as to the more necessary accessories; both prices and where to go. Much inconvenience might thus be saved members. Such as, for instance, starting a tour with an Edward's cover and an ordinary spoon or plunge brake. Lastly, the Club should have a fund to protect members legally in their conflicts with the public, such as being run down by ill-driven traps or collisions with drunkards in the dark. E. POMEROY.

*Sir,—Our Club has had provided for it, by the thoughtful wisdom of its founders, all the essential machinery for thorough organisation, but, to a private member, "things are not what they seem" with regard to *Representative* Councillors, the representation seeming rather an abstract quantity.

I think that R.C.'s should call at least two meetings of their constituents every year. A rendezvous at some H.Q., Q., or Common in the summer months would combine pleasure with business. Questions affecting the interests of the Club could then be discussed, kindred spirits arrange prospective tours, and much knowledge and good feeling be exchanged. In the winter members might arrange to describe their pleasant tours, and perhaps illustrate them by lantern views.

The suggestion of No. 11,046 as to Club Houses is good, but dear. It may be that the proprietor of the H.Q. or Q. in a town would occasionally reserve a room for a club meeting for the sake of the custom which it would bring with it; and would place outside a notice-board giving information of meetings, club runs, and other interesting matter.

Such work and arrangements must be essentially voluntary, for an attempt to push these duties on to the present Consuls might have as a result—"the old order changeth, yielding place to new," a result not altogether desirable. Some action is necessary to revive and maintain interest, and the first step seems to me to be the calling of meetings by the R.C.'s to ascertain the opinions of their constituents.

No. 8712.

Sir,—As a member of the Stores, when I want to purchase a machine I write to the secretary, and he sends me a list of all the leading makers, with a note of the reduction each allows to members of the Stores, amounting in some cases to as much as 25 per cent. on list prices. I can then go to those makers, choose my machine, and claim their reduction. It seems quite clear that C.T.C. men could easily obtain similar (or better) terms if you, as Secretary, put yourself in communication with the makers, and members applying through you would learn in each case what they could claim.

W. S. PICKAND (Col.), No. 643.

Sir,—I am pleased to see that C.T.C. 3594 has a proposal on lines similar to those I suggested in the December *Gazette*.

I proposed calling a meeting of the C.T.C. members in Leith early next month. After consulting other members we considered it better to have a joint meeting in Edinburgh first, and if Mr. H. R. Hart, No. 11,072, Edinburgh, is willing to join in this proposal he might communicate with me at 85, Duke Street, Leith, to make arrangements, and the meeting could be called in our next *Gazette*.

GEORGE CRAIG, No. 8511.

[We presume the Chief Consul will be asked to co-operate.—Ed.]

Sir,—I was one of the few members who attended the General Meeting held at Leeds on the 16th inst., and, as far as could be judged, the members who have agitated for special terms when purchasing machines were conspicuous by their absence. The speakers, one and all, were entirely opposed to the idea, but the arguments used against it were of the flimsiest description.

One speaker stated that he considered that to make any such arrangements was *beneath the dignity of the Club*. I have thought over this argument a good deal, and have come to the conclusion that I am either very dense or stupid, for I cannot for the life of me see that there is any difference whatever between making arrangements of this kind, and making arrangements with hotel proprietors, whereby members shall have the advantage of a certain fixed tariff, which is, in many cases, considerably below the ordinary hotel charges.

Another speaker commented a good deal upon the objects for which the C.T.C. was established. I should very much like to know what the objects are, unless it is that the members should have some benefits from being organised.

Our worthy chairman also used arguments that I think he would wish to withdraw after consideration. He said that if arrangements of this kind were made with manufacturers, it would have a tendency to induce them to build low grade machines, and list them at such prices as to enable them to give large discounts to C.T.C. members, and, under the circumstances, they would not get their machines any cheaper than in the ordinary way of trade.

Does Mr. Sturme, or any other member of the C.T.C., suppose that old-established manufacturers of high grade cycles would stoop to such a practice as this? I for one cannot credit it.

However, the matter rests entirely in the hands of the members. The meeting at Leeds was an informal one (seeing that a quorum was not present), and the subject will be gone over again at the next General Meeting, and if the members who have advocated this boon will not attend to discuss this matter, they have only themselves to blame if the suggestion is not carried to a successful issue. No. 5246.

IN SEARCH OF THE IDEAL TRICYCLE.

Sir,—I have read with great interest the articles that have appeared in our *Gazette* from time to time on the above subject, and now that makers are devoting a little attention to the improvement of the long-neglected three-wheeler much may profitably be said at the present time.

I am one who believes in the suitability of the tricycle for general all-round road riding for the middle aged, especially in districts where the roads are fairly good in gradients and surface and for night riding, the kind of riding a business man is compelled to have a large share of or go without altogether. I have been riding for some time past a machine with a three-bearing axle, and am studying the various new patterns at present in the market with a view to select as good an all-round machine as is obtainable. Before ordering I should like to have the views of those of our readers who can speak from actual experience.

The special points in a tricycle are the crank bracket and the back axle, and it is on the proper design and execution of these two important parts that the goodness of the machine mainly depends. There can now, I think, be no doubt that the best method of arranging the crank bracket is to mount it barrel fashion, as is done in the 1894 Premier, Singer, Psycho, Brookes, Belsize, and some other makes. This plan makes a firm, rigid support to withstand the heavy alternate pushes of the cranks, and, what is of more importance, it admits of a *single adjustment* to keep both bearings in proper condition. The method of mounting bearings on two independent arms secured to the tube of the frame, as is done in many machines, appears to me to be bad. The plan may answer well on the racing track, where the strains are light,

but for road work and up hill the plan is essentially weak. A machine on which some great records have been made had its crank axle mounted in two independent bearings clipped on two tubes forming the frame. This is a good plan as regards firmness, and good no doubt as regards easy running all the time the parts can be properly adjusted, but this proper adjustment is a practical impossibility to ordinary riders, and probably also to most skilled mechanics. To sum up, I plump for the barrel, although this involves the necessity for back adjustment of the chain.

As regards the mounting of the two back wheels, we here enter on a large field. We may say at the present moment there are four principal designs of axle. (1) That in which the axle is mounted in four (sometimes three only) independent bearings admitting some slight adjustment along the axle; (2) that in which the axle is mounted in two sleeves as on the Singer machines; (3) in a single tube, as in the Psycho machines; and (4) as in the new Quadrant machines.

Plan No. 1 has been in use for years, and when exceedingly well executed gives good results; it is, however, practically impossible to get the four bearings in exact adjustment every way, and there is in consequence a great difference in the ease of running of different machines by the same maker, even when brought to the best adjustment practicable.

Plan 2 has a single adjustment for each wheel, as in the barrel-bracket referred to above. The whole arrangement admits of being properly executed in the workshop, and the endwise adjustment by the rider necessary to take up the wear is easy and perfect. The bearings can be well protected from dust, and altogether I am inclined to think this is the best axle at present obtainable. It is, however, heavier in weight than the other plans, and would be better, I think, if the sleeves were made longer, so as to diminish as much as possible the spring of the axle in the middle due to the pull of the chain.

Plan 3 seems to be a good one in many respects, but it appears to me to be difficult to keep the dust out of the middle bearings, and with the chain working on the enclosed balance gear, repairs appear somewhat difficult. This design enables the machine to be made very light. Although not actually necessary, the stays to saddle-pillars are arranged to reach close out to the wheels to facilitate ease in running. This object is doubtless secured, but I should be glad if any one using this arrangement would give his experience as to ease in mounting and dismounting. In a hilly country, with frequent getting on and off, this is a matter of some importance.

Plan 4 is the latest of all, and in spite of the authority of the Quadrant Cycle Co., who have done so much to make wheelmen thankful, I think it doubtful whether it will prove successful. The axle is mounted in four independent bearings, each mounted in a swivelling frame by means of which the bearing can swivel freely about a vertical axis, and also about a horizontal axis. The arrangement is a very ingenious one, but the difficulty of exact adjustment is not to be overcome fully by such a device. Each bearing to be in correct adjustment must be the correct distance along the axle, and the form must be in a perfectly straight line. In addition to this each bearing must be exactly at right angles to the axle. The swivelling arrangement meets this last condition admirably, but having regard to wear and tear the other two adjustments, however accurate they may be at first, must, it would seem, get inaccurate much more rapidly than in the old plan described in (1) above. I should welcome any actual experience on this point from riders of the new mount.

W. E. SMITH.

*Sir,—I do not know whether or not, as some have hinted, the "instructive" tone of the Quadrant Cycle Co.'s letter has any connection with the usual relations of "the trade" and the "cycling press"; but I may be allowed to say that it is to protect ourselves from this style of reply in our own

families and personally, that some of us prefer anonymous signatures. I neither had nor made any pretensions to be "your reviewer," or anything else than what I stated; and my signature is meant to convey neither more nor less than that it appears in the character of a private soldier in our great army.

Reference to my letter will show that I had *not* failed to note the special feature of the hub-bearings, had approved that part of the new design, and not attributed it to the machines mentioned in preference. That the wheels could be had larger was not stated on anything obtainable at the show, nor to me when I expressed a preference for them. In the new catalogue I see 28in. is stated. But I am glad to hear 30in. can be had, and so far the machine is brought nearer my "ideal."

The question of the pivots for the bearings, allow me to say, is not exactly disposed of by an *ipsi dixit*, nor will it be by a short experience of any who "make trial." The confidence expressed as to the pivots being double the necessary diameter is obviously based on two ideas—(1) That I was thinking of their thickness; and (2) that downward weight is the only thing to be considered. As to (1), I was not thinking of thickness, but of having vertical pivots at all; and (2) the strains between axle and bridge are very many, various, and sudden. My doubts on the subject will only be disposed of by general experience, ranging over some considerable time; meantime I can only say in Mr. Brown's words, that "time has been very kind" to some of my former criticisms under other names. I do not think that manufacturers who continued a method of steering originally patented on rear-steers after a much better, simpler, and lighter plan (at last adopted by themselves) had appeared, and also even attempted "quadrant" steering on safety bicycles, are infallible as to matters of construction; and well-made axles do not "bind," without this extra complication. The splendid workmanship of the Quadrant Company is well known both to myself and friends of mine, and has been recommended as such by me before now. I have found their old tricycle (without any swivel bearings) generally outrun others down any slight incline. I do not think they will beat this easy running now, or that the new complication will be worth what they think; while I believe it introduces risks which can only be appreciated by degrees.

They say the front brake is "put on for lightness." Their catalogue says a band "cannot" be fitted; and any one will see that it cannot be without danger. As to why it is fitted to all bicycles; well, as Mr. Brown asks in another column, what else "is to be done?" Moreover, most bicycle riders use brakes very little, many never: the thing is quite different with tricycle riders, who use it often, have more momentum, and far fewer of whom have learnt to back-pedal. Among those who do habitually use brakes on even bicycles, however, the list of accidents to either tyres or front forks is already formidable. The fact that a band-brake "cannot" be fitted is alone a fatal objection in my eyes to vertically-pivoted bearings—possibly by some double-action, like the "Raleigh" brake, the objection might be removed. Be this as it may, I certainly do regard a front brake as a very serious danger on a general tricycle, and far more so with light models and modern tyres.

I hope that, either from experience or to meet some demand, the Quadrant Co. may yet put their splendid workmanship into what I simply described as my "ideal" tricycle. Let me recapitulate how simple and moderate the conditions I stated are, as modified to date. They are: drivers not less than 30in., and leader not more than 26in.; really efficient band-brake; automatic steering, optional to buyer; removable top stay, for lady or gentleman; under 45lb., except for welter weights. I may say that I feel as sure as ever that 32in. drivers would be better; but having inquired carefully into the condition of the tyre trade, I am reluctantly convinced that unless something occurs to alter fashions, over 30in. will put great difficulties in the way.

And a practical man seeks for what he can get. A "Humber" trike, with 30in. drivers, and under 45lb., would be the nearest this ideal that I have seen yet.

TOMMY ATKINS, C.T.C.

[*When we said we were about to "make trial" of this the latest departure in tricycle construction we meant thorough and exhaustive trial, the fact being that we have decided to invest in the new pattern and employ it for our photographic work during the coming season. What this means those who are familiar with our published experiences in this line will readily understand. We can at present only add that the new mount, with 28in. wheels, arrived a few days since: it appears eminently adapted to carrying the load to which it will be subjected, and we have certainly never mounted a tricycle which could be propelled with so little effort. A further report upon its performances shall in due time be made public; but meanwhile we feel quite justified in recommending those—be they young or old, ladies or gentlemen—who are on the lock-out for a light, rigid, fast, and "up-to-date" tricycle to carefully consider the claims of the Quadrant No. 8b.—ED.]

SILVERTOWN CLOSURE TYRES.

*Sir,—As nearly all the letters which have appeared in the *Gazette*, have made out these tyres to be very unsatisfactory, I shall be pleased if you will allow me to give my experience of them. In March, 1892, I had a pair fitted to my Beeston Humber full roadster (a heavy machine), and have ridden them constantly since then, in all kinds of weather, winter and summer, on all kinds of roads, also on the sands whilst staying at the seaside; and am riding the same pair of tyres to-day, so think I have given them a fair trial. I have had many punctures, many of which would have quite disabled any non-closure tyre, but they have had no ill effect upon mine. In each instance I simply extracted the article causing the puncture (sometimes a thorn, at other times a nail) and went on riding immediately.

As specific incidents are worth much more than general statements, either for or against, I will give two instances proving the value of these tyres.

One day, upon arrival home, I found through my back tyre what in Yorkshire we call a navy nail (a nail about half-inch long, with a large solid head). It had gone straight in, and I must have been riding some hours with it there, as even the head of the nail was embedded, so that I had to use considerable force to get it out, but the tyre closed immediately, and I did not detect the slightest escape of air, even at the moment of extraction.

Another day a piece of glass gashed my back tyre, about three-quarters of an inch long, and exposed to view the self-closing rubber in the inside, but as the air did not escape I continued riding the tyre in that state for about five weeks, but as the gash continued to extend I had an indiarubber patch solutioned on the outside, but riding on the sands at the seaside caused the patch to come off. The air still did not escape, but I bound some tape round, and continued riding daily until I returned home, when I deemed it advisable to send the tyre to the Silvertown Company to be repaired. They made a thoroughly good job of it, but I must say they took their time over it; but judging from some of the letters you have published, this great and unreasonable delay in effecting repairs seems to be chronic with all makers.

These tyres appear a little heavier than Dunlops and some other pneumatics, also a little slower (which makes very little difference in road riding or touring), but my experience is that they are perfectly safe and reliable, which far outweighs any slight difference in weight and speed, besides relieving the rider from all anxiety as to punctures.

I will only add that I am in no way connected with the Silvertown Company, directly or indirectly.

237, Boulevard,

G. HENSON, No. 7346 (1893).

*Sir,—I have read the letters in recent issues of *Gazette* with some surprise. My own experience has been totally different.

I had a pair fitted to my safety when they were first put on the market, early in 1892. After two years' use, they are still perfectly sound and air-tight. In every case the punctures have been self-closing; but I may add that I have usually filled up the cuts with solution after arriving at home.

So satisfied was I with them, that last spring I had a "Rudge" quadricycle tandem fitted with these tyres. After a good season's wear the latter are as good as new. The last time I pumped them was in September, but they are still fully distended, and were ridden so recently as yesterday, 13th February, 1894.

No. 6145 (1893).

[Many other letters detailing the experiences of members where these tyres are concerned have reached us, but space does not permit of their appearing, and this correspondence must now cease. Put briefly, our personal conviction has long been that those who are satisfied with the closure principle as applied in this particular tyre, are nearly always those who have had no experience of the lighter, more elastic, and more resilient varieties of wheel covering, and it is, in consequence, with them a case of "Where ignorance is bliss"—ED.]

THE F.D. SAFETY.

*Sir,—It is quite a pleasure to see your correspondent, Mr. J. Appleby, in the February *Gazette*, speak out fearlessly concerning the F.D., and I am very glad to have the opportunity of backing up all he has said.

I began cycling twenty-five years ago, and have ridden each class of machine as it appeared, from the iron-rimmed wheel to the pneumatic; front driver in the first instance, rear driver in the latter, and now I am back again to my young love, the F.D.

Last year I purchased a Crypto, 36 geared 60, 1893 model, and have ridden it hard over loose gravel, chalky roads, and flint macadam, with many other classes, e.g., this district's slag from the furnaces, which cuts and has little resiliency. I have but one opinion, and that is good in speaking of these machines; the ease of hill climbing, the lessening of fatigue in a long day's ride, and last, but not least, complete control of machine. If any of your readers are acquainted with Jersey, they will remember many dangerous and rough bits of riding, and in no instance did I feel I hadn't control of the machine, which I cannot say of the rear-driving safety.

For one who wishes to enjoy cycling with all the pleasure it gives, who wishes to see country with little fatigue, little annoyance, and riding in a comfortable position, not like a monkey, then I recommend them a front driver, whether Crypto or not. I have no connection with this firm, but I have ridden their machine, and as such I praise it; the gearing is perfect.

One other point, and that is of importance, the ease of keeping it clean; no chain to clean is a consideration of no small degree. I do not think in recommending the F.D. I shall lead any one astray; to me it is not a racer, but a pleasure-carrier of great value.

Rotherham.

JUDGE BALDWIN, No. 7230.

*Sir,—Before the F.D. is consigned to the limbo of oblivion to keep company with its near relative the "Kangaroo," which in its failings it much resembles, it would be interesting to your readers if some one would point out in a clear and concise manner any advantages it may possess over the now almost universal rear driver.

Your correspondent, Mr. J. Appleby, in a long letter, requiring much patience to read, does not point out any advantage whatever. His whole argument is that when a rider has got thoroughly accustomed to the machine, and carefully abstains from riding any other, "use being second nature," he may like the machine as well as a rear driver.

The failings of the F.D. as compared with the R.D. may be briefly summed up as follows (and I think it is to these points that any further letters on the subject should be directed, rather than to the vague and general praise or condemnation of the F.D.):—

1. Bad position of the rider. Few men can ride with comfort or put their whole power into the machine, with handles placed so far back as to be almost over the crank axle. Nor can the saddle be placed as far forward as is suitable to many riders. Handles too far back are especially bad for hill climbing.

2. Weight too much on front, and too little on rear wheel. This means liability to serious "headers" in meeting obstructions or hollows in the road, and makes going down hill at speed very risky owing to the impossibility of suddenly and forcibly applying the brake.

Now I do not mean to defend the practice of going down steep gradients at over thirty miles per hour, but have a clear recollection that in an emergency I once stopped and dismounted in the distance of twenty feet by forcibly applying my powerful hind-wheel brake when so doing. Where should I have been had I been going down hill at even twenty miles an hour on a front driver?

If even on the track where all is level the F.D. does not appear to be able to hold its own against its old opponent, how much less can it do so on the road where there are hills to contend with, and down which, with a powerful brake, the rear driver is above all others SAFE.

JOHN CORY WITHERS, No. 585.

Cotham, 16th Feb., 1894.

COTTON V. WOOL.

*Sir,—I must remind your last correspondent that he is getting rather off the subject. What is suitable for the tropics may not be at all suitable for Europe. The conditions are utterly different, and the first part of his letter must be dismissed as not bearing in the least on the subject. He implies that I am enthusiastic in favour of cotton; as a matter of fact I always wear a flannel shirt when cycling, but hearing an educated and intelligent man express a contrary opinion I ventured to ask for the ideas of the Club on so important a matter. I have not expressed any opinion on the matter at all. If your correspondent had read my previous letters, before making random implications, he would have seen this. I don't pretend to know enough about the matter. I want to get at the truth. And there seems to be some diversity of opinion on the subject. The second paragraph of his letter bears me out in this. He says it doesn't much matter about the outer garments. Now most all-wool faddists insist that all paddings and linings should be of wool, first to enable the noxious gases given off from the body to escape freely, instead of being confined close to the skin; and secondly, to promote quick drying of the clothes. Finally, after strongly advocating flannel for hot countries, he ends up by saying that he thinks the cellular cotton clothing has a great future before it in the tropics. As regards the cellular clothing being in itself no protection from the wind, it is hardly necessary to say that in England a respectable tourist wears a coat.

Now from all this what is one to think? I should be glad to hear some rather more consistent ideas on the subject.

No. 1914.

A WORD FROM ST. BRENDAN.

*Sir,—I have a kindly regard for your "Companion to the Road Book," for I am sure he loves the dear land I still watch over. His is no wilful sacrilegious hand, yet he does me wrong when he writes "Brendon is said to imply 'the Brown Down'." Has it not for a millennium belonged to me, whom men, through the blindness of affection, have been wont to call
Fortunate Isles.

ST. BRENDAN?

CYCLING A LA MODE AND OTHERWISE.

Sir,—I think we cannot thank you too much for the high ideal you place before us in the *Gazette*. I refer particularly to the Companion to the Road Book. These illustrated papers about England, and also those about foreign countries, are just what is wanted in a cycling paper. One cannot help regretting, week after week, seeing so many of the cycling papers descending to the level of the penny comic papers of the day, instead of teaching us to admire the beauties of the country through which we spin. How much more enjoyable a ride is, if taken quietly, enjoying the ever-changing landscapes, turning aside to visit some interesting church or building, than if, with our noses bent down to the handle-bars, we do our journey as quickly as possible, and have at the end of it taken no more notice of the beauties of the country through which we have passed than has the engine which has drawn the express train quicker than we can ever hope to go. I would also thank you for the high tone of the *Gazette*, avoiding, as you do, vulgarity. I am afraid the report of one who did not know cyclists, taking up an ordinary cycling paper and seeing the vulgar advertisements, the vulgar comic pictures, and the vulgar poems, would be that cyclists must be a vulgar crew to enjoy these papers.

No. 1719.

Mulum in Parvo.

TAUNTON.—The cycling correspondent of the *Somerset Express* strongly recommends all wheelmen who may read his notes to become members of the C.T.C. Other papers please copy.

DUNDEE.—The cyclists of Dundee presented Mr. J. S. Matthew—to whose removal to Glasgow reference was made in our last—with an illuminated address prior to his departure.

THE CONTINENTAL ROAD BOOK.—Those members who may have purchased the French volume of this work (Vol. I.) are referred to the paragraph which announces that we shall be glad to have the refusal of unsoiled copies at half price.

SIGNS OF THE TIMES.—Two tons of type, it is said, are used up by the League of American Wheelmen simply in keeping standing the addresses of all the members. Two able-bodied workmen are kept constantly employed attending to these addresses, and altering them whenever necessary; and this task is no sinecure, since some of the members change their place of abode as frequently as ten times a year. Certainly no British institution could beat this record. It seems, however, that L.A.W. importance is more a name than a reality, since the members are always complaining that they get no advantage whatever from their membership, except the privilege of paying for a paper they don't particularly like. The signs of the times are unmistakably pointing of late to the fact that protective and fostering institutions like the L.A.W., C.T.C., &c., have had their day, and are no more needed. Institutions for the regulation of racing pure and simple will probably always exist; but touring, club life, and such ordinary branches of the cycling world are quite able to stand on their own feet now. When we have a universal lights bill, a further reduction in railway tariffs, and a little more reason in administering the law in running-down cases, the cyclist's cause will be fairly and completely won.—*Manchester Guardian*.—[Exactly! when the millennium arrives even the cycling correspondent of the *Manchester Guardian* will "lag superfluous on the stage."—ED.]

[* * * Many articles and letters are unavoidably held over.—ED.]

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—Currie, Rae & Co., Ailsa Buildings.
 BAILE (Switzerland)—V. Settelin.
 BANBURY—W. Walton, 62, High Street.
 BARNSELY—
 BARNSTABLE—J. N. Brewer, Cross Street.
 BATH—* Gould & Son, 23, Milsom Street, and 1 & 2, George Street.
 BEDFORD—J. Beagley, 5, High Street.
 BELFAST—J. Stringer, 47, Donegal Place.
 BERLIN (Germany)—W. Köpse, W. 8, Mohrenstrasse 50.
 BERWICK-ON-TWEED—Paxton & Purves.
 BIRMINGHAM—* Husband Bros., 21, Paradise Street.
 BLACKBURN—Tomlinson & Co., 17, Aspsden's Buildings.
 BOLTON—J. Boyd & Co., 21, Fold Street.
 BOURNEMOUTH—W. Rogers & Sons, 1, Albany Terrace.
 BRADFORD—Macvane 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., 64, 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, 191, High Street.
 CHELMSFORD—J. P. Green.
 CHELTENHAM—S. King & Son, 35, Winchcomb Street.
 CHESTER—J. T. Davis, The Cross.
 CHICHESTER—W. Long & Son, Southgate.
 CIRENCESTER—G. Fraser & Son.
 CORK—J. Drew, 34, Princes Street.
 COVENTRY—B. Riley, King's Head Buildings.
 CREWE—Vickers & Son, High Street.
 DARLINGTON—W. G. Wallis, 4, North Gate.
 DERRY—* Gamble & Cunningham, 54, Sadler Gate.
 DEVIZES—Parsons Bros., 3, St. John Street.
 DONCASTER—G. Goldthorpe & Son, St. George Gate.
 DORCHESTER—H. Bascombe, High West Street.
 DOUGLAS (Isle of Man)—J. Hale, 6, Athol Street.
 DUBLIN—* T. J. Callaghan & Co., 15 & 16, Dame Street.
 " * Pim Bros., Ltd., 75, South Great George's Street.
 DUDLEY—W. R. Kneale, 251, Castle Street.
 DUNDEE—Tocher & Henry, 63, Reform Street.
 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, Marke Street.
 FALMOUTH—W. Gooding, 34, Market Street.
 FOLKESTONE—W. Ward, 38, Guildhall Street.
 FROME—Swaine & Son.
 GLASGOW—K. W. Forsyth, 13, 17, Renfield Street.
 GLOUCESTER—Wareing & Son, 3, Westgate Street.
 GREAT GRIMSBY—C. H. Thompson, 112, Cleethorpe Road.
 GUILDFORD—J. Levy & Co., Bank House.
 HALIFAX—W. H. Graydon & Son, Northgate and Crossley Streets.
 HANLEY—T. & R. Gilman.
 HERFORD—C. 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., 48, Dale Street.
 LLANELLY—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., and 71 and 73, Park Street, Camden Town.
 " The West End Clothiers Co., 37, Ludgate Hill, E.C.
 " FOR LADIES ONLY.—John T. W. Goodman, 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/-; Breeches or Knickerbockers—Brown cloth, 18/-; Grey cloth, 19/-; 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.
 MULHUSE (Alsace)—H. Dussere.
 NEWBURY—A. Smith, 85, Northbrook Street.
 NEWCASTLE-ON-TYNE—W. Caldwell & Co., 43, Grainger Street.
 " (Isle of Wight)—J. Turnbull, 43, Pilgrim Street.
 NEWPORT (Mon.)—Widdings, Limited, Old Marché.
 " (Salop)—H. Harper, Market Place.
 NEWTON-ABOT—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. Gabbattiss, 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. Sansom, 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-AVON—S. Williams, 25, Bridge Street.
 SUNDERLAND—* J. Gillies & Son, 56, Fawcett Street.
 SWANSEA—H. Thomas & Son, 9, Heathfield Street.
 SWINDON—R. L. Mugford, 15, High Street.
 TAUNTON—Josiah Lewis, 11, North Street.
 TORQUAY—Montgomery & Dolbeer, 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 Neuve Gracht.
 UXBRIDGE—Carrick & Coles, Waterloo House.
 VIENNA—F. Kadlecik, Rothenwurmstrasse 31.
 WALSALE—Barrett & Forrester, Park Street.
 WARMINSTER—Foreman & Son, 23, Market Place.
 WATFORD—* J. P. Taylor, 95, High Street.
 WELLS (Somerset)—
 WESTON-SUPER-MARE—* Thytherleigh & Son, Church Road, and 20, Regent Street.
 WIGAN—Coop & Co., 23, Walgate.
 WINCHESTER—F. W. Flight, 90, High Street.
 WINDSOR—R. Whitaker & Sons, Peasod Street.
 WOLVERHAMPTON—H. B. Burslem, 19, Darlington Street.
 WORCESTER—H. Parsons, 82, High Street.
 YEovil—J. A. Millborne, 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, April, 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.

Ballard, J. F. Cornwall House, Maidenhead
Biden, G. A. Radley College, Abingdon
Carter, Mrs. C. H. Sunny Bank, Abingdon
Eland, Rev. E. H., M.A. Radley College, Abingdon
Stoneham, W. R. Woodcote, St. Luke's road, Maidenhead

BUCKINGHAMSHIRE.

Fitzsimons, G. M. The Hawthorns, Wolverton
Rogers, H. 10, Walton street, Aylesbury

CAMBRIDGESHIRE.

Cox, I. S., M.A. (C.U.C.C.) Downing College, Cambridge
Girling, W. R. Twyford House, Wisbech
Head, W. H. Caius College, Cambridge
Rowe, M. F. (March C.C.) Norwood House, March
Ryder, J. C. D. (C.U.B.C.) Trinity College, Cambridge

CHESHIRE.

Campion, Rev. H. R., M.A. 35, Wilmslow road, Cheadle
Froggatt, J. (Stockport Rural C.C.) 120, Lancashire hill, Stockport
Grice, J. High Town, Nantwich
Huntington, T. W. Franky, Birkenhead
Lancaster, W. E. High street, Runcorn
Lunt, J. Manor House, Christleton
Marquis, E. 5, Cearn road, Oxtun
Nichols, A. 34, Haddon road, Rock Ferry
Schofield, J. Moorland, Millbrook, near Stalybridge
Spedding, J. (Egremont C.C.) 14, Falkland road, Egremont
Smith, F. Worleston School, Nantwich
Waddell, R. J. New King street, Middlewich
Weightman, J. W. (Liverpool Wheelers) Borrowdale, Brombrough
Williamson, E. Endon Quarries, near Macclesfield

CORNWALL.

Korsvig, C. E. (Falmouth C.C.) Myrtle Cottage, Falmouth
Rich, F. Pedn-an-drea House, Redruth
Vyoyan, Rev. C. S. The Lizard, R.S.O.

CUMBERLAND.

Higginson, H., M.S.A. (Conservative C.C.) Eden Curwens,
Howard place, Carlisle
Nixon, Rev. L. Moss hill, Milton, Carlisle

DERBYSHIRE.

Gorham, C. Ilkeston
Nicholson, J. W. Burbage House, Buxton
Taylor, F. J. Ivy Lodge, Osmaston road, Derby

DEVONSHIRE.

Canby, T. 1, Plymouth road, Buckfastleigh
Crossman, T. J. (Torre C.C.) Megla Villa, Torquay
Harvey, G. Fore street, Kingskerswell
Shaw, J. H. Petergate, Blundell's School, Tiverton

DURHAM.

Beck, W. 45, Clyde terrace, Spennymoor
Downey, T. S. 50, Fowler street, South Shields
Heslop, J. W. 9, Tubwell row, Darlington
Jacks, R. 1, Chaloner terrace West, South Shields
Ledger, Rev. C. C., L.Th. Westmere, Washington, R.S.O.
Naylor, T. T. 104, Mount pleasant, Spennymoor
Naylor, W. "Broom Cottage", Crook
Powell, G. T. Bishop Auckland
Wilkinson, W. 61, Durham road, Blackhill
Wilkinson, G. (Consett and District C.C.)

ESSEX.

Cooper, W. H. Clyde House, Birkbeck road, Leytonstone
Corrance, Rev. H. C. West Bergholt Rectory, Colchester
Mills, T. V. Rookwood, Capel road, Forest Gate

GLOUCESTERSHIRE.

- Linton, W. 27, Oakfield road, Clifton
 Love, C. J. (Broadmead C.C.) Myrtle Villa, Ashley Down road, Bristol
 Loy, Mrs. H. M. 132, London road, Gloucester
 Nevill, W. N., M.D. Southville, Bristol
 Pascoe, A. Woodstock avenue, Redland, Bristol
 Pearson, R. W. (Cheltenham Road C.C.) St. John's Lodge, Hewlett road, Cheltenham
 Smith, F. J. Sandhurst, Gloucester
 Starkey, J. C., B.A. Mount Pleasant House, Fairford
 Vibert, C. D., B.A. Ivy Grove, Stonehouse

HAMPSHIRE.

- Bellairs, E. H. Wingfield, Christchurch
 Dedman, J. H. Laburnham Cottage, South Harting, Petersfield
 Dickson, J. G. Clifton Villa, Regent's Park, Millbrook
 Field, Miss L. 18, Triangle, Bournemouth
 Greatrex, Captain F. W. 1, Cranmore houses, Aldershot
 Pocock, W. Sholing, near Southampton
 Thellusson, P. The Cottage, Buckingham road, Ryde, Isle of Wight

HEREFORDSHIRE.

- Bellow, E. A. 26, High street, Leominster
 Davis, H. The Vinery, Leominster

HERTFORDSHIRE.

- Barnes, O. (Watford C.C.) Kingswood House, Grosvenor road, Watford
 Bawtree, F. D. Lucerne Villa, St. John's road, Watford
 Low, D. M. Bagatelle, Northwood, Rickmansworth
 Nicholson, S. H. (O.U.Bi.C.) The Grange, Totteridge
 Piper, E. S. The Swan, Leavesdon, Abbott's Langley
 Thomson, W. T. Austin Villas, Station road, Waltham Cross

KENT.

- Andrew, C. J., M.A. 9, Beckenham road, Beckenham
 Beale, B. 6, Buckland hill, Maidstone
 Dodd, S. Gore Farm Hospital, Darenth, near Dartford
 Gale, Capt. W. A., R.E. Helstonleigh, Southborough
 Grinyer, P. A. 72, Billington road, Hatcham
 Marsh, A. C. Old road, Gravesend
 Oldfield, G. S. Hawthorn Lodge, Sevenoaks
 Oldfield, L. G.
 O'Meara, Rev. J. The Presbytery, Freeland, Bromley
 Parish, A. J. Royal Naval College, Greenwich
 Pearce, B. G. C. (Chatham C.C. and Gillingham and District A.C. and C.A.) 4, Waterloo road, New Brompton
 Pearce, S. H. C. (Chatham C.C. and Gillingham and District A.C. and C.A.) 4, Waterloo road, New Brompton
 Slaney, C. N. 7, Hollicondane terrace, Canada road, Walmer
 Smith, P. M. St. Stephens, Bromley Park
 Threadgold, F. G. (Church Institute C.C.) 199, Boxley road, Maidstone
 Warder, F. S. (Sharness C.C.) Post Office, Blue Town, Sheerness
 Wootton, T. P. 120, Burnt Ash hill, Lee

LANCASHIRE.

- Adamson, T. 23, Oxford street, Bolton
 Barker, J. Longlands, Grange-over-Sands
 Baylis, R. 127, Windsor street, Liverpool
 Baylis, A.
 Booth, W. 2, Dane street, Tonge, Middleton
 Hostock, E. 112, Palmerston street, Ancoats, Manchester
 Brockbank, W. (Lancaster C.C.) 108, St. Leonardgate, Lancaster
 Brown, R. A. 4, Cedar terrace, Tarbock road, Huyton
 Brunton, T. Rossall, Fleetwood
 Corri, C. M. Royal Court Theatre, Liverpool
 Day, R. 25, Oxford street, Bolton
 Fletcher, C. 60, Stockton street, Moss Side, Manchester
 Grierson, M. 9, Victoria street, Chorley
 Grundy, A. F. Bank Farm, Elliott street, Tyldesley, Manchester
 Grundy, E. T. S.
 Grundy, A. E.
 Hall, F. B. (Preston C.C.) 38, Alexandra road, Southport
 Harding, W. 4, Bank place, Preston
 Holt, T. 192, Ashton Old road, Openshaw, Manchester
 Holt, T. 3, Blackburn street, Radcliffe
 Hubbard, C. E. 40, Ireton street, Walton
 Houlton, R. H. 14, Blenheim street, Spotland, Rochdale
 Lea, Mrs. J. N. Orford Mount, Urnston
 Marsden, W. 16, Dover street, Higher Crumpsall, Manchester
 Meadowcroft, T. W. 1, Bears hill, Passmans, Rochdale
 Milburn, J. (Walton Wheelers C.C.) 9, Browning street, Bootle
 Nicolaides, C. G. 17, Water street, Liverpool
 Pearson, H. D. 59, Kremlin drive, Stoneycroft, Liverpool
 Stowell, E. Chorley Rectory

- Travis, J. M. Stoneleigh Lees, near Oldham
 Venables, W. P. (Walton Wheelers C.C.) 166, County road, Walton
 Walker, Rev. D. E., M.A. 176, Varley street, Manchester
 Whitworth, T. 21, King street South, Rochdale
 Wilkinson, J. 8, Mill bank, Preston
 Williamson, T. F. 13, Verulam street, Liverpool
 Whittaker, W. J. Hargreaves Arms, Accrington
 Wynne, J. S. 81, Olney street, Walton

LEICESTERSHIRE.

- Baldwin, B. S. 20, Alexandra road, Stoneygate, Leicester
 Barnes, J. H. 31½, Bond street, Hinckley
 Corkett, J. M. Winslow House, South Wigston
 Field, J. W. 31, Melbourne road, Leicester
 Peat, H. E. 30, Sherrard street, Melton Mowbray
 Ramsden, F. V. 92, Curzon street, Leicester
 Warren, R. H. Shaftesbury House, Blaby road, South Wigston
 Wright, O. Blaby road, South Wigston

LINCOLNSHIRE.

- Gresswell, J. H. (Spilsby C.C.) Kelsey House, Spilsby
 Martin, T. (Sleaford C.C.) 5, Grantham road, Sleaford
 Palmer, T. H. (Sleaford C.C.) 65, Southgate, Sleaford
 Parkinson, W. Sun Villa, West parade, Lincoln
 Webber, B. R. (Sleaford C.C.) 76, South street, Sleaford

MIDDLESEX.

- Allinson, T. R., L.R.C.P. (Vegetarian C.C.) 4, Spanish place, Manchester square, W. Allinson, Mrs. T. R. 4, Spanish place, Manchester square, W. Ashbery, P. 4, Bartholomew lane, E.C. Beaumont, F. S. Edwardes Square Studios, Kensington, W. Bobby, F. 2, Swallow place, Oxford Circus, W. Bunting, S. P. 11, Endsleigh gardens, N.W. Chapman, R. J. 81, Wightman road, Finsbury Park, N. Clifford, E. H. 24, Gledstan road, West Kensington, W. Cramp, J. H. E. Lyncombe, Perryhn road, Acton, W. Davie, M. 158, High street, Notting Hill Gate, W. Davis, L. 139, Evering road, Stoke Newington, N. Dodge, L. H. 115, Fore street, E.C. Erskine, D. 74, St. Ermin's Mansions, Caxton street, S.W. Freeston, Mrs. C. L. 27, Newmore road, Acton, W. Gibson, H. M. 79, Almack road, Clapton, N.E. Green, E. F. Lincoln Lodge, St. Margaret's, Twickenham
 Guiterman, C. E. 36, Primrose Hill road, N.W. Hatch, J. C. 25, Pembroke street, Islington, N. Hicks, A. S. 37, Gloucester road, Seven Sisters road, N. Hooker, G. S. 184, Evering road, Clapton, N.E. Hunter, H. J. 22, Kilburn Priory, N.W. Jakins, P. S. 120, Harley street, W. Low, V. H. 12, Broad street, Cheapside, E.C. McCaffey, J. F. 73, Messina avenue, West Hampstead, N.W. Mamas, E. (Kilburn Ramblers C.C.) 108, Charteris road, High road, Kilburn, N.W. Minshull, E. C. J. 236, Uxbridge road, Shepherds Bush, W. Monchy, C. de Court 64, Redcliffe road, S.W. Mower, G. A. 75, Queen Victoria street, E.C. Oldham, R. D. 45, Pall Mall, S.W. Price, W. E., A.M.I.C.E. Bushey view, Hampton Wick
 Price, Mrs. W. E.
 Rew, G. H. " East Finchley, N. Richter, J. P., M.A., Ph.D. 14, Hall road, N.W. Scott, W. V. 2, Claude villas, Staines road, Hounslow
 Sim, A. C. 61, Cornwall gardens, S.W. Slingsby, P. W. (Stoke Newington C.C.) 61, Roderick road, South Hampstead, N.W. Talbot, H. 15, Cromwell road, South Kensington, S.W. Thompson, G. H. The Elms, Potters Bar
 Vine, G. 37, Rochester row, S.W. Walker, W. H. 28, Maresfield gardens, Hampstead, N.W. Walkley, A. (Stanley C.C.) 52, Hazelville road, Hornsey Rise, N. Ward, A. E. 82, Mansfield road, Gospel Oak, N.W. Ward, S. H.
 Ward, T. W.
 Wellington, C. P. 38, Fellows road, Hampstead, N.W. Wetenhall, R. G. 15, Salisbury road, Highgate Hill, N. Withers, H. W. 19, Montague square, W. Woelke, E. 57, Lordship park, Stoke Newington, N. Woodger, G. J. H. 75, St. John's road, Upper Holloway, N.

MONMOUTHSHIRE.

- Herbert, W. J. Twyn square, Usk
 Phillips, W. C. Bank Chambers, Tredegar place, Newport
 Spittle, G. (Newport C.C.) Netherton Villa, Newport

NORTHAMPTONSHIRE.

- Cowley, F. W. Northamptonshire Park, Daventry
 Thies, Rev. E. S. 66, Rockingham road, Kettering

NORTHUMBERLAND.

Burt, P.
Robinson, W.
Stephenson, R.
20, Burdon terrace, Newcastle-on-Tyne
Eden House, Gosforth
4, Lombard street, Newcastle-on-Tyne

NOTTINGHAMSHIRE.

Farmer, A. E.
Hogan, M. H.
Preston, T.
Whitty, F. B.
Woolfitt, W. P.
18, Colville street, Nottingham
73, Harcourt street, Newark
7, Goldswong terrace, Cranmer street, Nottingham
Holly Dene, West Bridgford
24, Carter gate, Newark

OXFORDSHIRE.

Allen, J. C.
Allen, Mrs. J. C.
Burrows, H. J. (East Oxford C.C.)
Coaten, R. S.
Johnston, Rev. J. O.
Jolliffe, A. E., B.A.
Madan, F. M.A.
Martin, J. B., B.A.
Mayo, W.
Robinson, F. M.A.
Talbot, C. F. W. (E. Oxford Conservative C.C.)
Underhill, H. M. J.
Ward, A. G.
Withington, T. E.
138, High street, Oxford
95, High st., St. Clement's, Oxford
Gainsbury, Banbury
9, Keble road, Oxford
Corpus Christi College, Oxford
90, Baubury road
Littlemore
22, Corn Market street, Oxford
31, Norham road, Oxford
8, Chester street,
Ilffey road, Oxford
7, High street, Oxford
Water lane, Adderbury
147, Woodstock road, Oxford

SHROPSHIRE.

Smith, S.
18, Barkhill, Whitchurch

SOMERSETSHIRE.

Aldridge, Rev. W. W. (Weston-super-Mare C.C.)
Bendall, S. H.
Carter, E.
Holloway, F. H.
Kingdon, J.
Minto, Lt.-Col. Surgeon A.
Monckton, F. P.
Palfrey, F.
Parsons, G. H.
Tucker, G. H. (Weston-super-Mare C.C.)
Weston-super-Mare
10, Sadler street, Wells
9, Harmony row, Taunton
67, St. Thomas street, Wells
91, Philip street, Bedminster
5, Lambridge, Grosvenor, Bath
Como, Portishead
9, North street, Taunton
Road Hill road, Bath
26, South Side,
Weston-super-Mare

STAFFORDSHIRE.

Challen, S. W.
Channer, F.
Hamby, E. T.
Hildick, J., jun. (Walsall C.C.)
Redman, W.
Walters, H. T.
Walters, Mrs. H. T.
Worrall, J. R.
Zeller, F. J. (Walsall C.C.)
237, Birchfield road, Birmingham
89, Stafford street, Hanley
Birchfield road, near Birmingham
33, Lysways street, Walsall
Warley House, Park road East, Wolverhampton
Ashleigh, Grove lane, Handsworth
9, High street, Princes End, Tipton
Stork Hotel, Leicester square, Walsall

SUFFOLK.

Herbert, W. R. (Colchester Excelsior C.C.)
Preston, E. F.
Seaver, Rev. W.
Youngman, F. N.
Birkfield, Ipswich
North End, Lowestoft
Felixstowe
Chumleigh, Station road, Beccles

SURREY.

Bromage, V. R.
Bruyn, W. van
Chappell, H. J.
Cooling, W. J.
Danlop, T. W.
Ellis, J. D.
Evelyn, J. H. C.
Fetch, E. E.
Giles, G. W.
Grandy, W.
Hatcher, D.
Hill, A. C. F.
Kirkness, W. R.
Leahington, F.
Moore, W.
Morgan, A. H.
Noakes, S. B.
Osborn, T. H.
Osborn, Mrs. T. H.
St. Norbert's, Cheam road, Sutton
Christ Church Lodge, Kew Gardens
81, Bankside, Southwark, S.E.
The Gardens, Wellesley road, Croydon
20, Beulah Hill, Upper Norwood, S.E.
Woodside Court, near Addiscombe road, Croydon
Wotton House, Dorking
54, Goodrich road, East Dulwich, S.E.
18, East Dulwich grove, East Dulwich, S.E.
112, Kimberley road, Nunhead, S.E.
11, Sangora road, New Wandsworth, S.W.
The Elms, Clapham Common, S.W.
3, Spencer hill, Wimbledon
Charterhouse, Godalming
The Vicarage, Epsom
38, Studley road, Clapham, S.W.
The Red House, Leatherhead
Hazeldene, Barnes, S.W.

Parker, G.
Quirk, Rev. J. N.
Sheppard, E. M.
Snow, A.
Stent, H. B.

Taylor, Mrs. J. R.
Turner, A. G.
Turner, Mrs. A. G.
Williams, C. H. J., L.D.S.

124, Sumner road, Peckham, S.E.
The Vicarage, Lorrimer Square, S.E.
38, Studley road, Clapham, S.W.
88, Church road, Richmond
Southwark and Vauxhall Water Co.,
Southwark, S.E.
111, Glengall road, Peckham, S.E.
Farnham
22, Wellesley road, Croydon

SUSSEX.

Campion, C.
Fenn, J. G.
Hallist, G. W. C.
Moilliet, F. A.
Danny Hassocks
4, Belmont, Dyke road, Brighton
Lodsworth, Petworth
25, Grange road, Eastbourne

WARWICKSHIRE.

Edge, S. F. (Surrey B.C.)
Edge, Mrs. S. F.
Fayerman, G. M., F.S.I.
Fitter, J. J.
Mason, E. D.
Taylor, H.
Whitehead, G. F.
Wilkinson, F. I.
Coventry
20, Clarendon square, Leamington
124, Stratford road, Birmingham
22, George road, Birmingham
Arden House, Waverley road, Small Heath
188, Bolton road, Small Heath
Rockville, Manor Hill, Sutton Coldfield

WORCESTERSHIRE.

Bentley, E. J. (Stourbridge C.C.)
Farmer, Rev. W.
Robbins, W. G. (Speedwell B.C.)
Sutton, W. H. (Wordsley and District C.C.)
Woodward, C. P.
61, Worcester street, Stourbridge
The Crescent, Brimsgrave
Markland House, Alcester road,
Moseley
Acorn Inn, Brettell
lane, Stourbridge
Arley Castle, Bewdley

YORKSHIRE.

Armitage, G. (Driffield C.C.)
Callow, J.
Carr, J. J.
Cocks, F. (Middlesbro' C.C.)
Crawford, J., jun.
Darling, J. W.
Devall, J. (Scarborough C.C.)
Greaves, W. I.
Haigh, J.
Hampshire, P. (Liversedge C.C.)
Harrison, G. T.
Hill, R. M.
MacMahon, Rev. S.
MacSwiney, T., M.B., B.Ch.
Nicholson, J. (Hull Grosvenor B.C.)
Pitt, H. (Cleckheaton, Liversedge, and Heckmondwike C.C.'s)
Posselt, G. (Bradford County C.C. and Bradford Wheelers)
Reid, A.
Robinson, W.
Stansfield, G. W. (Todmorden C.C.)
Vint, G. E., A.M.I.C.E. (Sheffield Brunswick C.C.)
Whalley, A.
Whitfield, H., C.A.
Whittle, J. (Leeds Carlton C.C.)
Market place, Driffield
Crakehall, Bedale
59, Victoria road, Scarborough
1, Victoria terrace, Linthorpe road,
Middlesbrough
1, Marlboro' road, Manningham, Bradford
2, Earl street, Keighley
21, South street, South Cliffe,
Scarborough
17, Grange road, Sheffield
28, Northgate, Halifax
Millbridge, Liversedge
33, Westboro', Scarborough
24, Victoria road
St. Mary's, Wilton street, Hull
The Ridings, Monk Bretton, near
Barnsley
38, Richmond terrace, Charles
street, Hull
Spun Valley Cycle Works, Cleckheaton
6, Ashfield, Bradford
59, Well Close terrace, Carlton Hill, Leeds
6, Springfield terrace, Hipperholme, near Halifax
Stansfield, G. W. (Todmorden C.C.)
City Surveyor's
Office, Bower Spring, Sheffield
East View, Embay, near Skipton
Fern Bank, Riseholme terrace, Horsforth
5, Arthington view, Lake side,
Hunslet, Leeds

CARDIGANSHIRE.

Davis, J. T., B.A.
The Alma, Llawdyssul

CARMARTHENSHIRE.

Lewis, J.
Kidwelly

CARNARVONSHIRE.

Thomas, Rev. W. K.
Keinwnra, Llanfairfechan

DENBIGHSHIRE.

Fraser, J. L.
Wynne, W. L.
18, Queen street, Wrexham
Spring Lodge, Wrexham

GLAMORGANSHIRE.

Daniel, A. Cardiff road, Troidrhiw
 Evans, W. Castle street, Caerphilly
 Poynton, W. P. (St. Ann's C.C.) Ravensworth, Plymouth road,
 Rowland, J. S. Penarth
 Bute Chambers, Docks, Cardiff

MONTGOMERYSHIRE.

Jones, W. H. 24, High street, Welshpool

PEMBROKESHIRE.

Hitchings, F. High street, Neyland

ABERDEENSHIRE.

Dunbar, J. Express buildings, Huntly
 Little, John 25, Duke street, Huntly

EDINBURGHSHIRE.

Harrison, G. C., M.A. Glencorse House, Fettes College, Edinburgh
 Simson, D. Bonaly Tower, Colington

FIFESHIRE.

Macdonald, H. W. (Newport C.C.) Tagville, Newport

FORFARSHIRE.

Low, A. (Postal Telegraph C.C.) 36, Victoria road, Dundee
 Mitchell, J. (Postal Telegraph C.C.) Orwell Cottage, Downfield,
 Dundee
 Muckart, D. Tarryburn House, St. Vigean's, Arbroath
 Robertson, W. (Dundee C.C.) 72, Bell street, Dundee

LANARKSHIRE.

Brown, A. J. Briarfield, Airdrie
 Brown, A. M. Plantation Starch Works, Glasgow
 Hunter, G. 1, Bellahouston terrace, Ibrox, Glasgow
 Hunter, Mrs. G. 3 Balmoral terrace, Crosshill, Glasgow
 Rhodes, H. J. (Cathkin C.C.) 22, Renfield street, Glasgow
 Shedden, L. Calderhead, Shotts
 Watt, R.

PERTHSHIRE.

Morton, R. G. Errol Works, Errol

RENFREWSHIRE.

Hepburn, G. P. 30, Millbrae crescent, Langside

ANTRIM.

Carter, H. R. The Drift, Antrim road, Belfast
 Carter, C. S.
 Finnegan, J. M. 56, Donegal passage, Belfast
 Puir, J. E. Banaven, Antrim road, Belfast

CORK.

Gilbert, D. C. Park View, Charleville
 O'Leary, D. S. Charleville

DONEGAL.

Young, Rev. W. J., B.A. Milford

DOWN.

Baillie, J. B. Donaghadee

DUBLIN.

Earle, A. H. 72, Serpentine avenue, Sandymount
 Graves, A. F. 2, Kildare place, Dublin

FERMANAGH.

Brady, W. Johnstown, Clones

KILKENNY.

Walsh, E. The Palace, Kilkenny

LONDONDERRY.

Mc. Vicker, J. G. Crawford square, Londonderry

UNITED STATES OF AMERICA.

Harris, F. S. 718, Arch street, Philadelphia, Pa.
 Maxson, C. H. 35, Strathallan park, Rochester, N. Y.

FOREIGN GENERAL.

Arnould, H. M. 216, Yokohama, Japan
 Fischer, B. Maison Vostrickoff, Grande Desmhofka, Moscow, Russia
 Gorecki, S. rue Dobra 8, Warsaw, Russia
 Hansmann, V. Fasma street 3, Warsaw, Russia
 Krause, A. Krzyska street 32, Warsaw, Russia
 Pallon, Rev. J. L. 18, Tsukiji, Tokio, Japan
 Radrunip, M. M. Poccine, Russia
 Slater, T. V. Georgetown, Demarara, British Guiana
 Young, W. S. 119, Bluff, Yokohama, Japan

GERMANY.

Bertois, L. B. J. Faubourg d' Altkirch, Mulhouse
 Gutschke, B. Hauffstrasse 11, Friednau, near Berlin
 Hartmann, H. (R. F. D.) 38, Heidelberger str., Darmstadt

NORWAY.

Hennig, C. Gjovik

ITALY.

Venegoni, R. (M. V. C.) 2, via Ratti, Milan

THE SAFETY OF CYCLES.—At the Ripon County Court on Saturday, before Mr. E. R. Turner, Judge, Frederick Bottomley, of 15, Tennant street, West Bowling, Bradford, sued William Hunton, of the Bedale Hunt Inn, Melmerby, innkeeper, for £4 2s. 6d., damages to a bicycle, in August last. There was a second suit against the same defendant for damages to a bicycle at the same date, £7 2s. 6d., instituted by William Northrop, of 11, Dalcross street, Bradford. Mr. R. Storry Deans, instructed by Mr. B. C. Pulleyne, solicitor, Leeds, on behalf of the West Riding Centre of the National Cyclists' Union, was for the plaintiffs, and Mr. West, solicitor, Thirsk, for the defendant. Both cases were heard together. Mr. Deans stated that on the Saturday before the August Bank Holiday last year the two plaintiffs and three other men, members of the West Bowling Cycling Club, started on a cycling tour, and reached defendant's house the same night. The leader of the party was named Wood, and the landlord suggested to him that the bicycles should be put in the stable.

Mr. Wood replied that anywhere would do as long as they were safe. Defendant said he would not put any horses in the stable that night. The bicycles were put in the stable, and the owners left them perfectly safe. When they went to the machines next morning the men found them in a very dilapidated condition. Bottomley's machine was damaged on the front wheel, and Northrop's machine had both wheels damaged. Bottomley subsequently repaired both machines, which, with other costs, of bell, lamp, &c., made the sums now charged. It appears that the damage was caused by a horse kicking in the stable. On the Sunday morning Woods saw a man thrashing a horse in the yard of the inn, and on inquiry he was informed that the chastisement was inflicted because the horse had got loose and gone among the bicycles. (Laughter.) Plaintiffs sent the damaged bicycles back to Bradford by train from Baldersby, and returned on foot by way of Studley Royal, Ripon, and Harrogate. His Honour gave a verdict for the plaintiff in both cases.—Leeds Mercury.

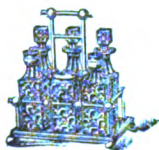
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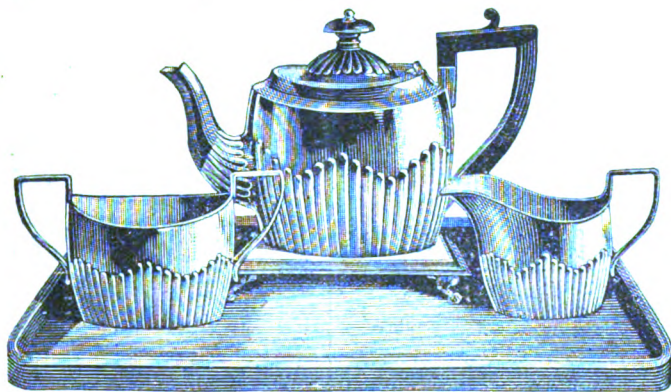


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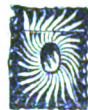
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