

# THE MONTHLY GAZETTE

[FOUNDED 1878.]

INCORPORATED 1837.]

And + Official + Record.

No. 5. Vol. XIII. [NEW SERIES.]

MAY, 1894.

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

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

## THE ANNUAL GENERAL MEETING.

The adjourned Annual General Meeting will be held at the Covent Garden Hotel, London, on Thursday, the 17th May instant, at 7 p.m., when every Member of the Club, whether lady or gentleman, is cordially invited to attend. The Agenda will be found upon page 134.

## Contents.

EDITORIAL	- 129	ALTERATIONS TO	
OFFICIAL NOTICES	- 134	HANDBOOK	- 143
THE COUNCIL	- 137	PROSPECTIVE TOURS	- 143
DISTRICT MEETINGS	- 137	ANSWERS TO CORRES-	
MULTUM IN PARVO	- 138	PONDENTS	- 143
CORRESPONDENCE	- 139	TAILORS' LIST	- 144
		CANDIDATES' LIST	- 145

The full text of the new Bill which has been prepared by Counsel at the initiative and at the cost of the C.T.C. is as follows :—

### A BILL

To require vehicles on highways to carry lamps at night.

## Editorial.

THE ANNUAL GENERAL MEETING. The Annual General Meeting called for Leeds on the 16th March, when it fell through for want of a quorum, and which standing adjourned for a week to the same time and place was again adjourned *sine die*, will be held at the Covent Garden Hotel, London, on Thursday, the 17th instant, at 7 p.m. The Agenda includes, among other business, the motion which stands in the name of Mr. George Thompson, of Birmingham, and which has for its object the purchase of machines by members of the C.T.C. at reduced prices. Immediately upon the close of this meeting a Special General Meeting will be held, for the purpose of considering certain proposals put forward by the Council, one of which is to provide for the election of Honorary Life Members, and the other to reduce the quorum required for General Meetings from fifty to twenty-five. A large attendance is earnestly requested.

(MEMORANDUM.—The object of this Bill is to require all vehicles on highways not lighted by gas, electricity, or other means, to carry lights during darkness. Bicycles and tricycles in England, Wales, and Scotland are excluded from the operation of the Bill, as they are dealt with in Section eighty-five of the Local Government (England and Wales) Act, 1888, and Section fifty-eight of the Local Government (Scotland) Act, 1889. Bicycles and tricycles in Ireland are not at present required to carry lamps, and they are therefore included in this Bill.)

WHEREAS many accidents on highways are caused by vehicles which are not properly lighted at night, and it is expedient that lamps should be carried by such vehicles.

Be it therefore enacted by the Queen's Most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows :—

Short title. 1.—This Act may be cited as the Local Government (Lamps on Vehicles) Act, 1894

Exemption of Vehicles carrying agricultural produce, &c., and of Metropolitan Stage Carriages and Hackney Carriages.

2.—Nothing in this Act contained shall require any lamp to be carried by any vehicle constructed without springs, which shall be driven or be upon any highway, and shall carry only manure or lime for the improvement of land, or timber, or hay, straw, fodder, corn, or other agricultural produce, unless such vehicle shall proceed at a pace exceeding four miles an hour, nor shall anything in this Act contained apply to any stage carriage, or hackney carriage, plying for hire within the Metropolitan Police District, or the City of London, or the liberties thereof, or to the owner, driver, or conductor of such carriage, or to any Act, Bye-Law, Regulation, or Order relating to such stage carriages or hackney carriages.

Definition of vehicle.

3.—In this Act the term "Vehicle" includes any waggon, van, cart, carriage, chaise, cab, omnibus, char-a-banc, waggonette, brake, hearse, stage-coach, tram car, or other similar conveyance, but does not include any locomotive to which section three of the Locomotives Act, 1865, applies, nor any bicycle, tricycle, velocipede or other similar machine.

Vehicles to carry lamps at night.

4.—Every vehicle which shall be driven or be upon any highway not lighted by gas, electricity, or other means of lighting during the period between one hour after sunset and one hour before sunrise shall be provided with a lamp or lamps, which shall be so constructed and placed as to exhibit a light in the direction in which the vehicle proceeds, and so lighted and kept lighted as to afford adequate means of signalling the approach or position of the vehicle.

Penalty on owner of vehicle.

5.—The owner of any vehicle who shall cause or suffer the same to be driven or to be upon any highway not lighted as aforesaid, without being provided with a lamp or lamps in accordance with this Act, shall be liable to a penalty not exceeding forty shillings.

Penalty on driver of vehicle.

6.—The driver or other person in charge of any vehicle provided with a lamp or lamps in accordance with this Act who shall drive such vehicle or cause or suffer the same to be driven or to be upon any highway not lighted as aforesaid, shall, if such lamp or lamps be not duly placed, lighted and kept lighted in the manner and during the period by this Act required, be liable to a penalty not exceeding forty shillings.

Bicycles, &c., to carry lamps at night in Ireland.

7.—In Ireland during the period between one hour after sunset and one hour before sunrise, every person riding or being upon any bicycle, tricycle, velocipede, or other similar machine in any highway, shall carry attached to the machine a lamp which shall be so constructed and placed as to exhibit a light in the direction in which he is proceeding, and so lighted and kept lighted as to afford adequate means of signalling the approach or position of the machine.

Any person offending against the provisions of this section shall be liable to a penalty not exceeding forty shillings.

Recovery of penalties.

8.—Penalties under this Act may be recovered by any person in the manner provided by the Summary Jurisdiction Acts.

Repeal.

9.—Save as herein otherwise provided, all provisions of any public or private Acts, in so far as they require lamps to be carried by vehicles, or, in Ireland, by bicycles, tricycles, velocipedes, or other similar machines, or give power to any County or Local Authority to make Bye-Laws requiring lamps to be so carried, and all Bye-Laws made by any County or Local Authority, in so far as they may require lamps to be so carried, are hereby repealed.

Put briefly, the Bill in its present form provides for the carrying of a lamp or lamps by every vehicle (vehicles carrying agricultural produce excepted) making use of a highway in any part of the United Kingdom, not lighted by gas, electricity, or other means of lighting. It also extends to Ireland the obligation under which bicycles, tricycles, and similar machines have to exhibit a light throughout England, Wales, and Scotland.

It may, and it doubtless will, be contended that vehicles carrying agricultural produce, even though they be restricted (as they are) to pace not exceeding four miles an hour, are a source of serious danger to the drivers of other vehicles; but the Bill has purposely been so drafted as to disarm the champions of the agricultural and any other interest whose adverse influence would otherwise suffice to procure the defeat of the projected measure, and when the Bill has been read a second time it may in Committee be amended to any reasonable extent.

Our present object is to secure the second reading, and as the Government have already taken Tuesdays and Fridays until the end of the session (the Bill is set down for second reading on Tuesday, 1st May), our chances are by no means hopeful. If, however, on the date in question no single member should object to the second reading and the Bill be not "blocked" in the interval, it will take place as a matter of course and the Committee stage will follow.

The object of each member at the present moment should be to so impress his Parliamentary representative with the reasonableness and the importance of the proposed measure as not only to get him to refrain from opposing the second reading but to promise it his best support through the subsequent stages. To enable each reader the better to accomplish the end in view there is enclosed in the current *Gazette* the case for Universal Lights, embodying the text of the new Bill and a description of the methods it is proposed to follow.

Members who may obtain definite promises of support in the manner indicated are requested to acquaint us therewith, so that our forces may be the more readily marshalled when the time for a fight comes.

We understand from Mr. A. G. Rennie, the Secretary of the Scottish Cyclists' Union—which body has loyally co-operated with the C.T.C. in this matter—that every Scottish Member of Parliament has directly or indirectly pledged himself to the principle embodied in the measure; indeed, we have great reason to believe that if it were possible to divide the House upon the subject matter a substantial majority would be obtained in its favour.

♦ ♦ ♦

THE RULE  
OF THE  
ROAD.

When commenting under this head in the December issue upon the case of *Cain v. Goodwin*, in which the plaintiff was non-suited in his action for damages, we gave it as our opinion (for what it might be worth), and as the opinion of Mr. P. Edward Dove, a barrister-at-law, and one of the R.C.'s for Middlesex, that the appeal against the decision of the learned Judge would fail, and that his decision was unassailable.

The facts of the case as reported in the daily Press are:—

"Yesterday, before his Honour Judge Collier, at the Liverpool County Court, Edward Cain, cabinetmaker, of Bridge Road, Edge Hill, Liverpool, sued George Goodwin, hatmaker, of 36, Greenfield Street, for £5 10s. damage to a bicycle. It appeared that on the night of the 24th of August last the plaintiff was riding along the Woolton Road towards Woolton, when he collided with a trap which defendant was driving in the opposite direction, and the bicycle sustained the amount of damage for which the compensation was claimed. It was admitted that the defendant was on the wrong side of the road, but it was also contended that plaintiff could easily have avoided the collision, and that he was guilty of contributory negligence. His Honour said that the law did not recognise in the same way that custom did a right and wrong side, because it was the duty of everybody to avoid a collision if he could do so. The plaintiff could have avoided this collision either by stopping when he saw the trap or by going at once to the other side of the road, where there was plenty of room. He, therefore, held the plaintiff to be guilty of contributory negligence, and non-suited him. Mr. Fretson appeared for the plaintiff and Mr. John Sefton for the defendant.—*Evening Echo*, October 10th, 1893."

It will be noted that the action was one in a civil court for damages sustained through the alleged negligence of the defendant—it was not as it might well have been, an action in a criminal court for a breach of the Highway Acts—and to succeed it was incumbent upon the plaintiff to show that the defendant was alone to blame for the collision. This, in the opinion of the Judge, he failed to do, for in giving judgment his Honour said:—"The plaintiff could have avoided this collision either by stopping when he saw the trap or by going at once to the other side of the road, where there was plenty of room."

The dictum of the learned Judge that "the law does not recognise in the same way that custom does a right and a wrong side" has led many ignorant critics of this assertion to quote for his benefit Section 78 of the Highway Act, 1835, which runs:—

"A vehicle meeting any other vehicle and not keeping on the left or near side of the road or wilfully preventing any person from passing, or otherwise interrupting the free passage of the road. Penalty £5 if driver is owner; 40/- if driver is not owner"; and the Liverpool Local Centre of the N.C.U., led on by a Mr. J. J. Currie, whose qualification to advise is, we believe, based upon the fact that he "spent some years in a lawyer's office," rushed off at a tangent and resolved to appeal against the verdict, but fortunately for its funds the time for appealing had expired and there was nothing for it but to fulminate against the finding.

The decision of Judge Collier is in no sense novel. He did not say, and we have never said, that there is no "regular or proper side of the road" (*Addison on Torts*). There is—by custom—but that fact will not in the least help a man who sues for damages for non-compliance with this rule on the part of another, but who is found guilty of contributory negligence himself. Judge Collier's verdict is altogether in keeping with the teachings of the C.T.C. HANDBOOK, which for many years past has contained among others the following riding regulations:—

"No. 3.—The Rule of the Road should be most strictly followed thus:—

"(a) In meeting keep to the left.

"(b) In overtaking pass on the right (but led horses must always be passed on the side on which the man in charge is).

"No. 5.—Under no circumstances pass on the wrong side of a vehicle, as in the event of an accident you thereby render yourself liable for damages.

"N.B.—An exception to this rule is when a vehicle persists in keeping on the wrong side and an accident would be caused by the rigid observance of the rule of the road, in which case contributory negligence might be introduced, which would prevent the cyclist recovering damages. The non-observance of this rule under the circumstances would not prevent the rider from summoning the driver of the other vehicle for obstructing the highway."

These teachings are reiterated in the placard recently issued by the C.T.C., to which reference is made in the current issue.

The moral deducible from the case of "*Cain v. Goodwin*" is three-fold. (1) Cyclists should obey the rule of the road as sanctioned by long usage, but in the event of their being in imminent danger of colliding with another vehicle by so doing, they should disobey the rule, and so avoid the collision; (2) If they be wilfully forced to take the wrong side for no reasonable cause, they should insist upon upholding the rights they, in common with other road users possess, and should summon an offender who obstructs their free passage upon the highway; and (3) They should hesitate to accept as reliable the opinion of a layman upon legal points, even though that layman may have "spent some years in a lawyer's office."

The appearance in the leading sporting weekly, *The Field*, of an article upon this subject is so *apropos* to this discussion that we make no apology for reproducing it, and commending it to Mr. Currie, who, in the pages of *Wheeling*, has not hesitated to allege that the teachings of the *C.T.C. Gazette* upon this topic are hopelessly faulty.

#### "THE RULE OF THE ROAD.

"Among the popular fallacies which are from time to time dispelled, there is possibly not one more widely believed in than that the 'near' or 'proper' side of the road is a kind of city of refuge. There are persons who day after day take charge of horses and carts or carriages, who are possessed with the idea that, so long as they are on the left of the centre of the road, they are perfectly secure, whatever may happen, from all legal proceedings; and as a corollary to this article of faith they imagine that they have but to keep to their left side at all hazard, to enable them to lodge a successful claim for damages against any one who may injure their property or themselves. How widespread is this fallacious faith in the sanctity and security of the left side of the road has recently received a curious illustration. On the 1st of the present month the action '*Stenton v. Ibbotson*' came before the judge of the Sheffield County Court. The plaintiff sought to recover from the defendant, a farmer, £10 in consequence of alleged damage sustained through the negligent driving of the defendant's lad. It appeared that Mr. Stenton was driving along a road in the direction of Sheffield when he met one of Mr. Ibbotson's carts drawn by two horses, in charge of a lad. Nobody will be surprised to hear that the lad was on the wrong side of the road; farm lads generally are, unless they happen to be in the centre, blocking all traffic. As a further proof of the fact that lads are very much alike all England over, it came out in evidence that, on Mr. Stenton calling out to the boy to get out of the way and allow him to pass, the

latter took no notice, but continued on the wrong side. There was ample room for the plaintiff to have driven past the cart on the left side, leaving the farm cart on his right; but, so thoroughly was Mr. Stenton imbued with the idea that there was some magic in the near side, that, instead of taking advantage of the free passage open to him on the left, and delivering himself, as he passed, of one of those pleasant little sallies sometimes heard on occasions like this, Mr. Stenton, conceiving it to be his duty to overtake the cart on the right, nerved himself for the task, and drove up on to the footpath on the right or off-side. There was apparently insufficient room for this manœuvre; a collision took place, and Mr. Stenton's dog cart and harness were damaged to the extent of £10, which sum he sought to recover. The judge having correctly explained the law, pointing out that there was nothing to show that any danger was likely to have overtaken Mr. Stenton had he gone over to his wrong side, nonsuited the plaintiff, but made no order as to costs.

"That a business man in apparently prosperous circumstances should have lived in or near a busy place like Sheffield, and have been labouring all the time under his mistaken notion, is little short of wonderful; but it is more wonderful still perhaps that an important provincial paper should, in the heading of the report, have called the decision a 'Curious Judgment.' It cannot be too generally known that the rule of the road is not statute law, or law at all, any more than it is a law that pedestrians shall walk on the right. The rule of the road is nothing more than a well-known arrangement made to facilitate traffic, and to prevent two vehicles from performing a sort of *pas de deux* after the fashion of footpeople who often dodge in the same direction on meeting. If, therefore, there be no especial circumstances rendering the contrary course advisable, people riding and driving should keep to the regular side of the road. It is, or ought to be, perfectly well known to riders and drivers that, if they meet a man riding one horse and leading another, they should pass on the side of the ridden horse and not on that of the led one, although the doing so may involve both parties going to what is the wrong side. Yet this is not a law, it is merely a wholesome precaution; and, in the event of an accident occurring through non-observance of the general rule, the person who clung slavishly to the near side would not necessarily be in the right. Nor, again, is it any evidence of negligence that a man is driving on the wrong side of the road. The near side may be heavy, or in a broken condition; and, unless going down hill, no decent coachman would drive on heavy ground when a hard surface presented itself on the other side of the causeway; no one, for example, would a few weeks ago have driven on his proper side of the road when travelling from Kingston to Hampton Court. If, however, whatever be the reason, any one elects to drive on the wrong side of the road, the obligation is cast on him of being additionally careful, and of keeping a sharper look out than he might think it necessary to do were he on the near side. It must at the same time be remembered that if, for his own private ends, a man goes on the wrong side, and becomes thereby the cause of another person meeting with an accident, the case may be different; and if in the dark two vehicles come into collision, the person on the wrong side of the road is responsible for any injury which may result to the other conveyance, or to the persons of those seated in it; so likewise in turning corners; if two vehicles meet suddenly and collide with one another, he who is on the wrong side will have to make good the damage thus caused.

"The law as to the rule of the road was thus shortly summed up by Baron Alderson in the case of 'Alexander v. Laidley,' which was an action for running down the plaintiff's ship. 'If there be no peculiar circumstances to the contrary,' said the learned Baron, 'it is the duty of each party to keep his side; a person must act upon a reasonable and sensible course. If you see a man's carriage standing

on the wrong side of the road, you have no business to run it down.' It has often been supposed that if a man keep his own side of the road, if he sees a horse galloping towards him on the wrong side, he can secure himself by holding on his way; but this is as great a mistake as that into which Mr. Stenton fell when he assumed that, regardless of surrounding circumstances, it was his bounden duty to obey to the letter the rule of the road. Every one must avoid an accident if he can; and, if the restiveness of some other horse, the inexperience of the driver, or any other cause take a vehicle to its wrong side, it is as much the duty of the second party to go to his wrong side to avoid a collision, as it is on ordinary occasions to keep to the left. This is, and always has been, the law; but it may be doubted whether in one particular one or two older decisions would not be reversed if the question arose again. It used to be said that, as between a vehicle and a foot passenger, the rule of the road did not apply, and that, so long as a coachman did not drive bodily on to a pedestrian, he could drive on whichever side of the road he liked. Now that policemen regulate the traffic, and coachmen are told on tablets to 'Keep to the left,' it may be doubted whether, in London at least, a driver who came along on the wrong side would be protected by some of the early cases on the point."

♦ ♦ ♦

The placard—to which reference RIGHTS AND PRIVILEGES. was made in the April *Gazette*—setting out the rights and privileges to which the cyclist is entitled as well as the penalties under which he labours—has received the heartiest of welcomes on all hands. Copies of it have been sent to all the headquarters, quarters, temperance hotels, coffee taverns, consuls, and repairers mentioned in that portion of the Handbook relating to England and Wales, to the secretaries of all cycling clubs, and to the editors of the leading London and provincial papers, with a request that they may be brought under the notice of cyclists and all other road users; and, as the placard contains information which may be of service to them in an emergency, copies have also been forwarded to the Chairmen of Quarter Sessions, to the Clerks of the Peace, the Chairmen of County Councils, and the Clerks thereof. (A similar course will presently be followed as regards Scotland.) Many of these officials have made courteous acknowledgment of the communication and have asked for a further supply of placards, while the manner in which the manifesto has been received by the leading organs of public opinion will be apparent from a glance at the back of the placard, a reduced *fac simile* of which is enclosed herein.

Members and others will be rendering the cause of the wheel good service by applying for copies either on paper or cardboard, as the case may be, for exhibition in club rooms, free libraries, and other institutions to which they may have access. As evidence of the appreciation in which the placard is held, we may add that among the numerous applications for a supply there is one from a Chief Constable in the North of England, who undertakes to display at least fifty in his county, and who recognises that the wide dissemination of the information it contains will do more than aught else to bring about a better feeling among all classes of road users, as well as tend toward the removal of those breaches of privilege and those preventable accidents of which complaint is made almost daily.

Few, if any, readers will be ignorant of the fact that the Road Book—the greatest of the schemes to which the C.T.C. stands committed—has of late received even more than its usual share of attention at the hands of the Council. It is of course well known that Mr. F. W. Cook, the editor originally appointed, has for long devoted his energies to the production of Volumes II. and III., appeals for assistance in connection with which are made month by month in these pages, and by personal communication with those members who reside in counties which are in a backward condition. To the notices that have from time to time appeared relating to these two volumes we would add one to the effect that complete and revised schedules of the routes still outstanding are at the disposal of any member who will undertake to help forward the work. Applications, therefore, should, like all communications relating to the English Road Book, be made to

Mr. F. W. COOK,  
C.T.C. Offices,  
140, Fleet Street,  
London, E.C.

As regards Scotland and its road book all offers of assistance and all communications should be made to

Mr. ARTHUR T. POYSER,  
18, East Claremont Street,  
Edinburgh,

while as to Ireland and its book all communications should be addressed to the editor,

Mr. G. A. DE M. E. DAGG, M.A., LL.B.,  
Leraw House,  
Lisnaskea,  
Co. Fermanagh.

The two last-named gentlemen are only now settling down to work, but they have entered upon the duties of office with hearty goodwill, and they rely implicitly upon the co-operation of every member and every officer—which co-operation we earnestly bespeak for them.

Every Scottish, every Irish, aye, and every English and Welsh subscriber who has it in his power to aid the Editors above mentioned should regard it as a duty to place his services unreservedly at their disposal. Thus only can the respective undertakings be brought to a successful issue. We look forward with confidence to the pleasing rivalry which should at once set in where the production of road books pertaining to the three kingdoms is in question, and commend to our readers the following extract from a letter recently received from a willing helper—an extract that bespeaks the right spirit:—

"I wish I had time to ride over a few more routes for you. I think if only members would bestir themselves to take just a little trouble for the sake of the Club, the Road Book Committee would find their work much lightened. Though as present I get nothing from the Club but the *Gazette*, I do not grudge the subscription a bit, and I trust the brave old Club will long continue to prosper and keep up the gentlemanly spirit, which in the main characterises its members."

THE NEW DANGER BOARDS.

The Report of the last Council Meeting, appearing upon another page, contains a list of the hills which have already been furnished with the new danger board. Negotiations for the erection of other warnings are proceeding, and it will not, we hope, be long before the list will be considerably lengthened. Any member who knows of a dangerous hill upon a road frequented by cyclists should communicate with us without delay, when he shall be put in possession of the conditions upon which the boards are supplied, and shall be furnished with the needful form of requisition.

♦ ♦ ♦

A HARD CASE.

The careful student of the proceedings of the Council will have observed in recent issues of the

*Gazette* more than one reference to the case of the Rev. Robert Hutchison, the Rector of Wood Eaton, near Oxford, a gentleman who not long since was the victim of a serious accident which might have resulted fatally. Put briefly, the facts appear to be as follows:—

On the 8th of November last, about six p.m., Mr. Hutchison was riding his bicycle from Summertown to Wood Eaton, when just as he was passing a mail cart proceeding in the opposite direction, he was run into by a cart belonging to a firm of grocers at Kidlington, driven by a boy in their employ. The shafts of this cart struck Mr. Hutchison in the mouth, knocking out two front teeth and injuring others, the force of the collision being such that he was thrown under the cart, one wheel of which grazed his head and cut his hat to pieces. Mr. Hutchison's bicycle was provided with a lamp as required by law, but the grocer's cart carried no light whatever. Moreover, Mr. Hutchison made free use of his bell before the accident took place, and did all in his power to avert a collision.

These facts not unnaturally caused Mr. Hutchison to determine to obtain redress, to which end he entered into negotiations with the parents of the boy, as well as with his employers. From the former he obtained £5, which he agreed to accept in settlement of his claim against the lad, but as the latter denied their liability upon general and technical grounds, which need not be recapitulated, Mr. Hutchison decided to proceed against them in the County Court.

The trial of the action took place at Woodstock on the 9th March. The claim was for £50, made up in part by cost of repairs to machine, by medical attendance, and dentist's charges. A jury was engaged to try the case.

"The Judge, in the course of a lengthy summing up, put to the jury the following questions:—1, Was the boy guilty of negligence? 2, Was the accident the result of such negligence? 3, If so, was the plaintiff guilty of contributory negligence? 4, Was the boy engaged in the ordinary course of his employer's business when the accident occurred? 5, Was it in the ordinary course of his employment and with his employer's express or tacit permission that he drove the cart for that purpose? 6, Was it in furtherance of his employer's business, or was it to amuse himself or save himself trouble, that he took the cart to Gosford and back on that occasion?"

"The jury retired, and after an absence of fifteen minutes returned into Court with their answers to the questions as follows—No. 1, No; 2, No; 3, No; 4, Yes; 5, No; 6, on his own account.

"The Learned Judge therefore gave a verdict for defendant with costs."

The witnesses called on the plaintiff's behalf seem under cross-examination to have failed to justify the confidence the plaintiff reposed in them previous to the trial, and Mr. Hutchison contends that he has been the victim of a serious miscarriage of justice—a contention which cannot, we fear, be readily refuted. To apply for a new trial would, however (in the event of the application proving successful), mean that the case would probably be heard by a jury constituted much as was the last, added to which it may be doubted whether the plaintiff's witnesses would survive the ordeal of cross-examination any better than upon the former occasion. As a consequence, no further action is contemplated. Mr. Hutchison was not a member of the C.T.C. at the time of the accident (although he has since made application for election), but the Council at their last meeting, upon reconsideration of his case, resolved to offer him their sincere sympathy, coupled with a grant of £10 toward his out-of-pocket expenses, which we are told amount to nearly four times that amount.

It would be impolitic to allow this case to pass into oblivion without deducing from it the obvious moral that the sooner the Universal Lights Bill becomes law the better will it be for all concerned.

♦ ♦ ♦

An old adage has it "Every fool thinks he can edit a paper and drive critics a gig," and a writer who in the pages of an obscure cycling periodical published in the North of England deals at length with "The C.T.C. and its management" is without question a living example of the truth of the saying. It would be exceedingly easy to refute each of the misleading and damaging statements in which he indulges, and show that, like many other armchair critics, he knows nothing whatever of his subject. It will, however, suffice if we draw his attention to the following article from *The Cyclist*—an article he has evidently overlooked:—

"WILD STATEMENTS.—With so many cycling journals in the field, each requiring a staff of cycling writers, it is not to be wondered at that many men are found writing upon subjects with which they are, to say the least of it, unfamiliar. If there were less of this reckless writing, and more men using their pens who knew what they were writing about, we should hear less of the wonderful stories which occasionally gain currency, and the sport and its institutions would not be damaged by wild assertions and so-called criticisms. Our remarks are called forth by the appearance of an article upon the C.T.C. and its management which appeared last week in the columns of a contemporary. The whole thing is teeming with wrong statements and built entirely upon wrong premises. Take one item alone, for example. It says: 'At the outset, the C.T.C. cloth was retailed at an exorbitant profit—such a profit as could be undercut by London tailors with big shop expenses to meet—and it was never a really suitable cloth at the best of times.' We should like very much to know where the writer—he does not put his name to the article—obtained his information. But, as we happened to be the chairman of the original C.T.C. Uniform Committee, we are in a position

to know that whereof we speak, and we say emphatically that the entire statement quoted is untrue. In the first place we believe we disclose no official secrets when we say that the actual selling price of the cloth was fixed at ten per cent. over cost price to the Club, and that out of this ten per cent. the entire expenses of handling the uniform, including expenses of additional premises for its accommodation, additional clerks, postage, carriage, etc., etc., had to be taken. If any business man thinks that this is an exorbitant margin of profit he is at liberty to do so. We do not. Then as to its being undercut by London tailors. It is quite true that the Club was undersold, *but not with the same article*. It is an easy thing to make an article of an inferior quality look so closely like best-quality goods that the inexpert will be readily deceived. The Club bought direct from the manufacturer, and insisted upon having only best quality. The imitations, which were sold at greatly reduced prices, were all of them in a greater or less degree inferior. It would be just as reasonable to accuse the leading manufacturers of bicycles of a fraud on the public for asking the prices they do for their machines, when it is a well-known fact that machines with all the same details of construction are sold by other makers at one-third, and even one-fourth, the price. But practical cyclists now know the reason why, and so it is with cloth and the C.T.C. uniform. Then, again, as to the last statement that "it was never a really suitable cloth at the best of times." This, too, is absolutely untrue. *It was the best wearing cloth we have ever used*. Its only fault was that you could not wear it out, and this is amply proved by the fact that the Club, whilst keeping the colour of the new uniform, have now gone back to the West of England system of manufacture. We could dissect the statements of the rest of the article in a similar way, but when we are able to show in one particular how absolutely baseless are the statements made the rest are not worth considering, and so it is with numerous other statements, not only in the paper in question, but in others—the writers base their remarks upon hearsay information, or upon imagination, without knowing what they are writing about, and, unintentionally we believe, mislead the public."

We do not for a moment suppose that any member of the C.T.C. was misled by the article which called forth this trenchant criticism, but it is nevertheless desirable that the ignorant pretensions of the author should be exposed.

## Official Notices.

### THE ANNUAL GENERAL MEETING.

The adjourned Annual General Meeting of the Club will be held at the "Covent Garden" Hotel, London, on Thursday, the 17th of May instant, at 7 p.m.

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

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

The following is the

#### AGENDA.

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

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

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

### SPECIAL GENERAL MEETING.

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

By the Council :—

- “That the following Article, to be known as No. 8A, be added to the Articles of Association :—The Council shall have power to elect as Honorary Life Members (at such times and in such manner as they may determine) by a postal vote, in which not less than four-fifths of those voting shall record their assent, any members of the Club who have in the opinion of the Council rendered long and efficient or special service to the Club, either on its Council or otherwise. Such Honorary Life Members shall enjoy all the rights and privileges of ordinary members, but shall not be liable to contribute to the funds of the Club, except in so far as is provided in the seventh paragraph of the Memorandum of Association.”
- “That the word ‘fifty’ in Article 47 be deleted, and ‘twenty-five’ substituted therefor.”
- (N.B.—The effect of this change will be to reduce the quorum required for a General Meeting to twenty-five members.)

### THE REPRESENTATION.

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

#### LANCASHIRE.

#### SURREY.

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

The following nominations have already been received :—

#### LANCASHIRE.

SCOTT, THOMAS J., Wigan Road, Ormskirk, manager of pottery, vice-president Ormskirk C.C. Proposed by Samuel Brighouse, 91, Derby Street, Ormskirk, and seconded by Henry F. Clarkson, 9, Dyes Lane, Ormskirk.

#### SURREY.

BEATTY, OCTAVIUS HOLMES, M.A., LL.B., “Killeney,” Darlaston Road, Wimbledon, barrister-at-law, member of the Surrey County Council, vice-president Wimbledon Cycling Club. Proposed by J. S. Moore, 28, High Street, Wimbledon, and seconded by Horace W. Rogers, 125, Alexandra Road, Wimbledon.

WIGGIN, CHARLES, M.A., 15, Ladbrooke Square, Notting Hill Gate, London, W., solicitor, Under Sheriff for Surrey. Proposed by Thomas Weeding Weeding, Adlestone, Surrey, and seconded by Octavius Leigh Leigh Clare, East Sheen, S.W.

### 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.)—Marlow (Great), Missenden (Great), Waddesdon, Wendover, and Winslow.

KENT.—(Chief Consul, G. H. Evans, 10, Oakley Terrace, Sheerness.)—Bromley, Chatham, Faversham, Maidstone, Ramsgate, Rochester, and Sevenoaks.

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

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

SHROPSHIRE.—(Chief Consul, F. W. Haswell, Shifnal.)—Ellesmere, Ironbridge, Newport, and Shrewsbury. (The C.C. is particularly anxious to fill the last-named vacancy.)

YORKSHIRE (East Riding).—(Chief Consul, A. E. Paulsen, 85, De Grey Street, Beverley Road, Hull.)—Filey or Hunmanby, Flamborough, Hedon or Skirlaugh, Hornsea, Market Weighton, Pocklington, Sledmere or Wetwang, and Withernsea.

DENBIGH.—(Chief Consul, R. Clarke, National School, Kelsall, Chester.)—Abergele, Colwyn Bay, Denbigh, Llangollen, Ruabon, Ruthin, and Wrexham.

FLINT.—(Chief Consul, R. Clarke, National School, Kelsall, Chester.)—Flint, Holywell, Mold, Phyl, and St. Asaph.

KERRY.—(Chief Consul, S. H. R. Baker, Bank of Ireland, Charleville, Co. Cork.)—Kenmare, Tralee, and Waterville.

### COUNTY OF NOTTINGHAM.

Mr. Walter E. Evans, the Chief Consul, is about to resign office upon his removal to London. He has, however, appointed Mr. Joseph N. Wright, 9, College Street, Nottingham, to act as his deputy, and to this gentleman all communications relating to the county should be addressed.

### COUNTY OF WILTS.

Local Consuls' Spring Meeting, Phoenix Hotel, H.Q., Pewsey, Wednesday, May 9th, 4.0 p.m.

#### AGENDA.

Check list of members in L.C.'s districts, as supplied for 1894.

Fix date and place for annual meets for North and South Wilts.

Suggestions for improving the club, &c.

F. W. MARILLIER, Chief Consul.

### THE BRITISH HANDBOOK.

The Handbook for 1894 is now on sale. The book is admittedly a great improvement upon any of its predecessors, and every member should make it his duty to provide himself with a copy. Its contents comprise :—A full list of the hotels under contract with the Club throughout the United Kingdom; a specially-drawn and valuable map; lists of officers; rules and regulations; hotel arrangements, and the special tariffs in England, Wales, Scotland, and Ireland; instructions to Consuls; uniform and general information; hints as to touring, and repairing machines; a list of the Chief Consular Divisions, with the addresses of the officers set over them; railway rates; calendar; sunrises and sunsets; the phases of the moon; as well as a complete diary and riding record, etc., etc., etc.

The price is 1s., as hitherto, and, as the edition is limited, all who desire to possess a copy should make early application.

### THE CONTINENTAL HANDBOOK.

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

### CONTINENTAL AND FOREIGN TOURING.

By an arrangement recently entered into with the French Government members of the C.T.C., *bona-fide* on tour, may enter France free of duty upon their machines at Calais, Havre, Dieppe, Cherbourg, Boulogne, and St. Malo, provided they produce the current year's Certificate of Membership.

The text of the agreement made with the French Authorities may be obtained upon application to the Secretary.

Temporary membership in the "Touring Club de France" may be obtained by any member of the C.T.C. upon payment of a fee of 1s. 8d., and the Official Handbook of that body will be supplied to such member at the reduced price of 10d. Those who desire to avail themselves of these valuable concessions should remit to the Secretary of the C.T.C.

Members requiring information as to the Continent, and general hints as to the successful prosecution of a foreign tour, will do well to communicate, in the first instance, with the Chief Consul of the Foreign (General) Division (Mr. S. A. Stead, 30, St. George's Avenue, Holloway, London), when, in case the hints furnished require to be supplemented by local contributions, the Chief Consul of the country it is proposed to explore will gladly complete the needed details.

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

- I. France.
- II. Germany and Austria-Hungary.
- III. Belgium, Denmark, Holland, Italy, Norway, Russia, Servia, Spain, Sweden, Switzerland, and Turkey.

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

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

### HINTS TO THOSE WHO INTEND TOURING ON THE CONTINENT.

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

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

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

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

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

6.—Members living near London should, if possible, call on me by appointment, as I can answer questions faster

verbally than by letter, and they can see the maps, guides, etc., that I have for sale. I am usually at home before 12.30 and after 5 p.m.

S. A. STEAD,

Chief Consul Foreign General Division.

30, St. George's Avenue, Holloway, London.

### THE IRISH ROAD BOOK.

Edited by G. A. DE M. E. DAGG, M.A., LL.B. (District Inspector R.I.C.); compiler of "Devia Hibernia."

Leraw House, Lisnaskea,

Co. Fermanagh, 24th April, 1894.

To the Irish Members of the Cyclists' Touring Club.

Ladies and Gentlemen,—The Council of the C.T.C. has done me the honour to select me to edit for the Club the volume of the Club's Road Book of the United Kingdom, dealing with Ireland. I have great pleasure in assuring my fellow club-men that I will do all in my power to do justice to their choice: and to enable me to keep my word, and have the MSS. ready for the printers by Easter, 1895, I appeal earnestly to every gentleman who has cycling and the interests of the Club at heart to send me, at once, a list of what roads they know well in any part of Ireland; I will then forward them the full forms, with instructions as to filling them, and a prepaid envelope for their return to me when filled up.

I shall be very glad to answer all enquiries addressed to me, and to help each one, so far as I possibly can, and I have confidence that when the Irish membership consider that the Club has undertaken for their benefit a costly and troublesome task, that they will for their own sake, the Club's sake, and the country's sake, not see the Editor idle for want of material, and will join him in the endeavour to have their "Road Book" out in time, up to date, and so far as is at all possible, as perfect as they can make it. They might also strive to lessen the labour by inducing many riders and others to join this great organisation.

I am, Ladies and Gentlemen,

Your obedient servant,

G. A. DE M. E. DAGG.

### THE EDITOR'S ALBUM.

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

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

Rev. J. S. Anthony, Much Hadham; Rev. D. H. Medcalf, Otley; Messrs. G. Chambers, Madras; A. Ehrhott, New York; H. MacArthur, Yokohama; C. H. Maxson, New York; J. McIsaac, Rothesay; and C. Webb, Cannock.

### THE BRITISH ROAD BOOK.

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

(See also p. 112 of May, p. 144 of June, p. 168 of July, p. 191 of August, p. 248 of October, p. 276 of November, p. 312 of December, 1893, p. 2 of January, p. 54 of February, and p. 85 of March, 1894, "Gazettes.")

VOL. II. (APRIL SUPPLEMENT).

STAFFORD—

" delete Route Walsall to Lichfield.

GLAMORGAN—

" delete route Cardiff to Cowbridge.

" " " Cowbridge to Bridgend.

" " " Swansea to Oystermouth.

" " " Newbridge to Cardiff.

" delete Map or Sketch Plan—Cowbridge.



## The Council.

The usual monthly meeting was held at the "King's Arms" Hotel, Oxford, on Saturday, 14th April, at 2 p.m.

### PRESENT:—

C.C. H. CROYDON ROBERTS, London (Chairman).  
C.C. Rev. E. B. COOPER, Amersham.  
R.C. W. COSENS, Sussex.  
R.C. J. H. HERBERT, Stafford.  
C.C. F. W. MARILLIER, Swindon.  
C.C. Dr. F. POWELL, Redhill.  
R.C. G. E. STANLEY, Devon.

E. R. SHIPTON, Secretary.

- 52.—"That Professor J. D. Everett, of Derryvolgie Avenue, Belfast, be appointed Representative Councillor of Ireland."  
61.—"That the sum of ten guineas be voted to the Rev. R. Hutchison toward the out-of-pocket expense to which he has been put."

### REPORTS OF COMMITTEES.

#### MAP AND ROAD BOOK COMMITTEE (ENGLAND AND WALES).

- (b) The Chairman reported that, chiefly in consequence of the Easter Holidays, no further meeting of the Committee had been held. Every effort had, however, been made by the Editor and his assistant, as well as by the Secretary and his staff, to procure the information still outstanding in respect of Vol. II. To this end, some six hundred personal applications were made to the membership in the counties which are still in a backward condition just prior to Easter, and it is hoped that the result will prove more encouraging than upon a former occasion. The collecting of information in the county of Norfolk is proceeding, and Mr. Evans (who undertook the task) reports that three or four more journeys will suffice to complete the work.

#### MAP AND ROAD BOOK (SCOTLAND).

- (c) The Chairman reported that the necessary legal agreement had been entered into with the new Editor, who had been supplied with the necessary books, forms, stationery, etc., and who was now about to commence work.

#### MAP AND ROAD BOOK (IRELAND).

- (d) The Secretary, in the absence of the Chairman, reported that the agreement with the new Editor had been completed, and that the condition of things where the Irish Road Book is concerned is substantially the same as that applying to the Scottish volume.

### RIGHTS AND PRIVILEGES.

- (e) The Chairman reported that the Rights and Privileges Placard, as to which reference was made at the last meeting of the Council, had been despatched in large numbers, and had met with universal approval. Copies had been sent to each Headquarters, Quarters, Consul, and Repairer, in addition to which 1000 copies, accompanied by a suitable letter had been sent to the same number of leading London and provincial papers, with the result that the Club has obtained much advertisement and commendation, editorially and otherwise. As the contents of the placard are both instructive and useful for reference, it has been decided that a copy shall be sent to the Chairmen of Quarter Sessions, the Clerks to the Justices, the Chairmen of County Councils, and the Clerks to the same bodies; added to which, large numbers have been applied for by members and others who have seen the press notices relating thereto. Arrangements have been made for the production of a Scottish placard upon the same lines, and this will be distributed in substantially the same manner. The Committee have had it under consideration to introduce into an early issue of the *Gazette* the text of the pamphlet, together with some of the commendatory press notices which have been received, but it is feared that pressure upon the space available will prevent the carrying out of this idea.

As regards the Universal Lights Bill, the Chairman reported that he had had an interview with Mr. R. G. Webster one of the Members for East St. Pancras, who has taken charge of the Bill. It will, however, need amendment in certain particulars, and as a consequence, the suggested measure has been sent back to Counsel through the Honorary Consulting Solicitor. The second reading of the Bill is set down for Tuesday the 1st May, but inasmuch as the Government have already taken Tuesdays and Fridays for the remainder of the Session, there appears to be no probability that the Bill will reach a second reading. Should it not do so, however, Mr. Webster is sanguine that a considerable number of Members can be induced to ballot for places at the opening of the next Session, when the chances of the Bill will be materially improved.

Since the last Meeting of the Council some twenty-one Danger Boards have been erected in various parts of the kingdom, the following hills having been provided for:—

Name of Hill.	Locality.
Kelsall .....	Kelsall.
Charmouth .....	Lyme Regis.
Chideock .....	Bridport.
Sidmouth .....	Sidmouth.
Grove .....	Harrow.
Bath Road .....	Bournemouth.
Carlton .....	Middleton.
Hatch .....	Hindhead.
Thursley .....	Thursley.
Wimbledon .....	Wimbledon.
Gap .....	Eastbourne.
Lamberhurst Down .....	Lamberhurst.
Chances Pitch .....	Malvern.
Staxton .....	Scarborough.
Disserth .....	Llandrindod.
Cameron .....	Alexandria.
Warburton .....	Montrose.
Dunalastair .....	Dunalastair.
Kenmore .....	Kenmore.
Tummel Bridge .....	Tummel Bridge.

- 63.—"That as the Annual General Meeting fixed to be held at Leeds on Friday, the 16th March, fell through for want of a quorum, a General Meeting be held in London on Thursday, the 17th May, for the purpose of receiving and passing the Report and Balance Sheet for the year 1893."  
65.—"That a Special General Meeting be held in London on Thursday, the 17th May (immediately following upon the General Meeting called for that evening) for the purpose of considering the business set out upon the Agenda of the Special General Meeting called for Leeds on the 16th March (see *Gazette*, page 83), and for considering the advisability of reducing the quorum of General Meetings from fifty to twenty-five."  
67.—"That a Committee, consisting of Messrs. W. B. Gurney, W. B. Tanner, George Thompson, J. A. Williamson, and the Rev. E. B. Cooper, be appointed to consider and report to the Council upon the practicability of carrying into effect the resolution of the informal General Meeting recently held in Leeds to the effect that District Committees of the C.T.C. be appointed."

Comments upon the Agenda were received from the following absent Councillors:—Messrs. G. Bartram, Sunderland; J. Constable, Yorkshire; W. B. Gurney, Bradford; J. I. S. Heslop, Durham; G. Thompson, Moseley; L. J. Williams, Middlesex; and G. Watson, Northumberland.

The next Council Meeting will be held at Belfast on Saturday, the 12th May, 1894.

## District Meetings.

### NEWCASTLE-ON-TYNE.

(Specially contributed.)

The members of the Club in Northumberland and Durham met together in obedience to the following circular:—

### NORTHUMBERLAND AND DURHAM CHIEF CONSULATES.

1, WARKWORTH TERRACE,  
TYNEMOUTH, April 11th, 1894.

DEAR SIR OR MADAM,

You will remember that at the Half-yearly Meeting of the C.T.C. held at Newcastle in October last, the members who were present expressed a wish that another meeting of the local members should be held, at which they promised to attend.

We have now much pleasure in asking your attendance at a Meeting to be held at the Hotel Metropole (one of our new Headquarters), Clayton Street, Newcastle-on-Tyne, on *Wednesday Evening, the 18th inst.*, at 7.30, at which important matters will be discussed. The question as to the formation of a local division or centre of the C.T.C. for Northumberland and Durham will come up for consideration, and any suggestions you may have to offer on the question will be welcomed.

*We rely on your attendance.*

### AGENDA.

To consider a proposal to form a local division or centre of the C.T.C. for the counties of Northumberland and Durham—the objects of which would be:—

- (1) To look after the immediate interests of the C.T.C. members in these two counties.
- (2) To act in the matter of the Improvement of the roads in these two counties, in conjunction with the R.I.A. or otherwise.
- (3) To protect the rights of members in running down, assault, and other cases, and to look after the erection of danger boards.
- (4) To uphold the rights of members in regard to Railway and other matters.

- (5) To assist the Chief Consuls in the appointment of Headquarters and Quarters, and also in the compilation of the Road Book.  
 (6) To provide lectures, &c., during winter months.  
 (7) Generally to further the interests of the Club, by seeing to the renewal of subscriptions and the increase of members.  
 If this be approved, then:—  
 (a) To appoint a Committee consisting of twelve members (five from Northumberland and six from Durham).  
 (b) To appoint an Hon. Secretary and Hon. Treasurer.  
 (c) To appoint a Chairman.

To discuss the question as to whether the expenses of the local division or centre should be met by local subscription or by a grant from the Club.—Yours truly,

JOHN A. WILLIAMSON, C.C. Northumberland.  
 G. WATSON, R.C. Northumberland.  
 GEO. BARTRAM, C.C. Durham.  
 J. I. S. HESLOP, R.C. Durham.

A large and representative gathering was present, there being upwards of seventy in attendance, which included most of the prominent cyclists of the two Northern counties. Mr. John A. Williamson, Chief Consul of Northumberland, was unanimously voted to the chair. He was supported by Mr. Geo. Bartram, C.C. of Durham, and Mr. J. I. S. Heslop, R.C. of Durham.

The CHAIRMAN reviewed the multitudinous and commendable work the Club had accomplished. They had by combined action with the N.C.U. and S.C.U. forced upon the railway companies the necessity for some consideration, with the result, that the rates for carriage of cycles when accompanied by the owner had been reduced by one-half. The Club was formed in 1878, but the question of a local centre had not until now come up in a practical form, its necessity never being so strongly felt as at the present time. He asked them to consider, in an unbiased manner, whether there should or should not be a centre or division for Northumberland and Durham. He (the chairman) strongly favoured the scheme, and exhorted the members to give it a trial, and if it should prove other than the success he anticipated, they would lose nothing by the experiment. He also pointed out that the action of the meeting that night, if they adopted the scheme, would, of course, require to be sanctioned by the Council of the Club. He hoped the matter would be fully discussed, and expressed his pleasure at seeing such a large and representative gathering of members present.

Mr. GEO. BARTRAM (C.C. for Durham) said the question was whether it was desirable to form a local division, and moved:—"That this meeting is of opinion a local centre or division should be formed." He pointed out the benefits to be derived if such a motion were carried, the great assistance Chief Consuls would derive in the appointment of hotels, compilation of the road book, erection of danger boards, matters affecting the County Council and the roads, the increase of membership in the district, and the popularising of the Club. He also touched on the protection of the rights of members in running down and other cases.

Mr. THOS. ROBINSON (Ex C.C. Northumberland) thought the Club was almost standing still. Although the membership was larger now, the work done was proportionately less. If local centres were formed for the different sections, it would tend to increase the membership. He believed the hundreds worked harder in 1879 than the thousands did now, and he would therefore second the motion.

Mr. SMITH supported, and was of opinion that if they had a sort of friendly society among them, it could not but be advantageous. The C.T.C., he thought, was going back instead of standing still. A greater number of improvements would follow if the propositions were carried out in detail by a local centre for the two counties.—A GENTLEMAN thought the first four proposals were covered already by the N.C.U., and asked whether those present were prepared to pay extra subscriptions should a centre be formed.—The CHAIRMAN said that would be discussed afterwards.—A long discussion by various gentlemen then ensued on the following arguments:—Nearly every one who spoke did so in favour of the proposition. There were only two or three against the proposal, who urged that they could see no advantage to be derived from the scheme, that the subject required further consideration, and that the items placed on the agenda were beyond the objects of the Club. That the expenses of such a centre would be too great for the Club to bear, as no doubt other places would form centres, and the expenses would be heavier than the Club could bear. One gentleman suggested that the grant from the Club should be £25, whilst another suggested that he felt certain that the membership in this district would be increased to a very much larger sum than this, so that, practically, the centre or division would more than pay itself. Another member said, as most good things started from the North of England, why not this? It would not decentralise itself, but would make the body stronger. The proposed centre or division, he did not like the word "centre," was only to look after and work local matters, and not to clash with headquarters. A suggestion was made by another member that the best course would be to endeavour to get the different bodies to amalgamate, then, instead of 20,000, there would be 100,000 members. They were not antagonistic to the club in London. What was wanted, and from which great benefits would accrue, was to be brought more into touch with their representatives. If this were done, a very large addition would be made to the membership. The life of the Club must be sustained, and a local centre would accomplish this. The chief centre was too far removed from them, and consequently they seldom came into contact with the officers. It was asked who was going to find the money, for it was a mistake to ask should a centre be formed before finding out whether the members wanted a centre, and were they prepared to support it. The proposed new centre was only to carry out

the rules in the North of England. If a committee was formed it would take the work off one man. There was too much work for one Councillor, and the committee would do it in the future.

Further discussion followed, but on the motion being put to the meeting, it was carried "That a centre or division should be formed" only three voting against it. The name decided upon was "The Northumberland and Durham District Association of the Cyclists' Touring Club."—It was unanimously carried that the first seven paragraphs on the agenda paper be adopted as the aims of the new division.—The question of representation followed, in the course of which it was stated that there were about 270 members in Northumberland and Durham.—It was ultimately decided that the committee consist of twenty members, with the four *ex-officio* officers, ten members from each county. The nominations for Durham were:—Messrs. W. Caldwell, Durham; H. Barringham, Darlington; J. J. Wright, Bishop Auckland; G. Barker, West Hartlepool; Lang, Westoe; W. C. Brown, Sunderland; Spink, Gateshead; Hardy, Stockton; Dr. Blacklock, Gateshead; and R. J. Smith, Sunderland. Northumberland: Messrs. Phillipson, Stockfield; T. Robinson, North Shields; A. Simpson, Alnwick; W. Cross, J. Wright, J. M. Gibson, J. B. Clark, P. M. Law, and Gerald Storey, Newcastle; and Dr. Day, Wooler.—Should any vacancy occur, the committee are empowered to fill such vacancy. The question of appointing an hon. secretary and chairman was left to the committee.

It was decided that the Club be asked to furnish the working expenses of the body.

That the whole of the members in Northumberland and Durham meet together four times in the year, and that one of the four meetings be held in January, at which the committee and officers be appointed for the year—such meetings to be called through the C.T.C. Gazette.

The CHAIRMAN then intimated to the meeting that he would communicate their views to the Council, and expressed his pleasure at the excellent meeting which had been held and the loyalty shown by the few members who had spoken against the question yielding to the wish of the majority, and expressing their determination to assist in making the Club more popular.

A vote of thanks was given to the chairman, and the meeting concluded at 9.30 p.m.

## Multum in Parvo.

THE "FREEMASONRY OF THE WHEEL" is taking definite shape in Essex, a lodge known as "The Ixion, No. 2501," having been formed at Buckhurst Hill.

AMONG THE DUTCHMEN.—The Stanley Cycling Club toured in Holland at Easter, and an illustrated narrative of their experiences will be found in *The Westminster Budget* of the 6th ult.

FOR CHARITY.—The Annual Sports in connection with the Hospital Saturday Fund will be held at Herne Hill, on the 26th inst. Tickets may be obtained at the offices, 59, Farringdon Road, E.C.

THE CONTINENTAL ROAD BOOK.—Any member who may possess a copy of Vol. I. of the Continental Road Book in good condition will oblige by returning it to headquarters, when we will remit him 2s. therefor.

THE WHEEL IN PARIS.—In her special column, "On the Wing," Lady Colin Campbell dealt at length with cycling in the gay city in *The World* of the 11th ult. It is needless to say that the contribution—"The Daughters of Ixion"—is eminently readable.

"THE WATER-CART FIEND."—The outcry against the miserable system of mud making as opposed to dust laying followed in London and its suburbs has lately been renewed in the pages of *The Echo* and other London journals by Dr. Allinson, a C.T.C.-ite.

MONMOUTHSHIRE.—The Chief Consul, Mr. J. W. Lloyd, under date of 30th March, says:—"I have been over most of the touring roads in my county and found them in very good condition: much better in fact than the roads in the adjoining counties of Hereford and Worcester."

**SIGNS OF THE TIMES.**—The *Sporting and Dramatic News* has resumed its series of illustrated articles upon the main roads out of London, the Oxford route appearing in the issue for the 21st ult. The sketches are excellent and deserve to be hereafter reproduced in book form.

**CAMBRIDGE.**—Some of our Cambridge subscribers appear anxious to work up some enthusiasm among the members of the C.T.C. in that neighbourhood, and have applied to us for a manuscript list of the C.T.C.-ites in the county. The only list now issued is sent to the Chief Consul, and to this official we have referred our correspondents.

**A GOOD EXAMPLE.**—A Manchester member, Mr. F. W. Cheetham, has brought a road hog to his knees. The offender attempted to run the cyclist and a lady friend down, and upon being remonstrated with indulged in improper language. He has, however, made public apology in the local press, and has undertaken to pay all costs.

**PLYMOUTH.**—The usual meet and race will be held here on Whit-Monday. Entries for the latter close on the 5th instant. We can from extended experience cordially recommend all who have the day to spare to include Plymouth in their programme. Mr. A. E. Marshall, Hoe Garden, Plymouth, the Hon. Race Sec., will gladly extend to all visitors the hospitality of the Plymouth B.C.

**SURREY.**—The County Council at their next meeting will discuss the advisability of adopting a series of bye-laws proposed by the General Purposes Committee. One of these bye-laws renders compulsory the carrying of a light by every vehicle; indeed, timber carriages must carry two, one pointing to the front and the other to the rear, and what is more, in this particular case, they must be coloured lights!

**THE CLAIMS OF WORTHING.**—Worthing, which during the whole of last season was placed under a ban by the prevalence of typhoid fever, has set its house in order, with the consequence that it now possesses a clean bill of health. The new water supply is both pure and plentiful, and this being so, it is to be hoped that the prosperity of this quiet little watering place will speedily return.

**THE FRUITS OF MOUNTBANKISM.**—At a recent illuminated procession in Stourbridge, the ostensible object of which was to benefit the Corbett Hospital, several accidents occurred. According to a local paper the worst case was that of a girl, who was said to have had one of her arms and one of her thighs broken and lacerated by a frightened horse. When will the organisers of these ridiculous displays learn wisdom?

**"TIS AN ILL WIND THAT BLOWS NOBODY GOOP."**—An Irish correspondent in making application for membership writes:—"I read in a cycling paper your letter re the free entry of the machines of C.T.C.-ites at most of the French ports, and as I am about to tour in France I should like to be enrolled. If it had not been for the incessant abuse you get in *Wheeling* I and probably many others might never have heard of the C.T.C."

**TO WHIT-TIDE TOURISTS.**—All members who may be touring south of London at Whitsuntide are reminded that Vol. I. of the British Road Book is at their disposal. The price is 5/4, post free, or 6/4 if a linen mounted map (strongly recommended) be included. A prospectus of the book, with accompanying order form was sent out in the *March Gazette*, and is invariably sent to all fresh candidates; but we shall be glad to execute any orders, no matter whether upon the proper form or not.

## 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.

### IN SEARCH OF THE IDEAL TRICYCLE.

Sir,—Some members having communicated with me privately, I should like, with your permission, to make my reply through the medium of the *Gazette*, as what I have to say may be of interest to others as well as to my correspondents.

But first, referring to one or two theories discussed by Mr. Smith and the gentleman who signs himself "Tommy Atkins," may I point out to the former that the pattern of crank axle bearing which he recommends, viz., the barrel, introduces into the tricycle the chief mechanical defect of the safety, i.e., a cross instead of a direct strain. If Mr. Smith will read Mr. Brown's remarks on the safety he will see what efforts are being made by some safety makers to bring the pull of the chain between the ball races. This can never be satisfactorily done on the safety, but with the tricycle it is easy and simple, provided the barrel bracket is *not* adopted. As to the method of building up the bridge and axle invented by the Quadrant Co., the free running of which Mr. Smith seems to think may be interfered with by the adjustment of the bearings, it is probable that Mr. Smith has not had an opportunity of noticing that the bearings adjust from both sides, and that this method will always serve to keep the balls perfectly central in the ball races, and therefore the axle must always run quite free.

As regards the band brake, it must be admitted that in dispensing with it one has to make a sacrifice, and it is a question which each rider must decide for himself, whether he is willing to give up the pleasure of coasting every hill, relying entirely upon his brake to check or stop his machine in the event of a necessity arising for so doing, in order to obtain a very light machine, which will take him up the hills with less exertion. For, let this be borne in mind, a very light machine with a powerful band brake cannot be built with safety; the strain imposed upon the frame of a machine by such a brake, if applied suddenly, would be almost certain to break or strain the frame, and then whatever benefit might be conferred by reduction of weight would be more than counterbalanced by increased friction. "Tommy Atkins" seems to think that the Quadrant Co. cannot fix a band brake upon their new pattern machine, because of the principle of construction, but this is not so; the real reason is, that to make the frame suitable for a band brake of sufficient power to stop the machine on steep hills would necessitate not an alteration in the design but in the strength, and therefore the weight of the various parts of the frame. The makers' "cannot" is only a courteous synonym for "will not."

I have been a rider of the tricycle ever since it first came out, and have for over seven years acted as captain of a club, the members of which ride tricycles exclusively, so that I have had special opportunities for testing almost every variety of tricycle. I have ridden the Quadrant Company's new tricycle for over 600 miles, and have tried it side by side with several others, particularly the one which approaches nearest the ideal of "Tommy Atkins," and I have found it greatly superior to them all; indeed I have not the slightest hesitation in saying that so far as my experience has gone

I have never ridden any tricycle which is its equal. I give this as my opinion—for whatever it may be worth—and I shall be glad if those who have communicated with me direct will accept this as my reply to their inquiries.

In conclusion, may I say that I had Dunlop tyres at first, with puncture-proof bands, but found them slow the tyres so badly, that I got the makers to change them for Palmer tyres, which I am now using. I find them fast, but I do not consider the material of which they are made altogether satisfactory. GEO. THOMPSON, C.C. Warwickshire.

[We endorse to the full the experiences of Mr. Thompson as set out in the foregoing letter. Since the foot note to the communication from "Tommy Atkins" was penned (see p. 122 of April *Gazette*) we have had many opportunities of putting the new Quadrant tricycle to the test, which opportunities have but confirmed the high opinion we had formed of it. With a (photographic) load of over three-quarters of a hundredweight we traversed nearly all the main roads in the Isle of Wight at Easter, and the machine came through the ordeal scathless. The brake with which it is fitted (the R.F. Hall) was sufficiently powerful to admit of our descending (with back pedalling) all the hills encountered except the one into Bonchurch and Ventnor, but as it acts upon the tyre direct we naturally only use it in case of necessity. That others beside ourselves think highly of the new machine the foregoing letter and the following extract from a communication recently received from a correspondent will we think prove.—Ed.]

Extract referred to:—"Thank you very much for your letter of 28th February with reference to the new Quadrant tricycle. I have now purchased one with 28in. wheels and Palmer tyres, and so far am delighted with it and have taken to cycling with renewed zest."

Sir,—In September, 1892, you printed a letter of mine on this question, which is an all-absorbing one to us middle-aged riders. I have read with interest Mr. Smith's and "Tommy Atkins's" letters, and, upon my word, I don't think the Quadrant Company need have their "heckle feathers" raised by anything "T. A." says in his April letter. On one point, though, I can assure him, and that is as to the easy running of the "new departure," the Quadrant, No. 8B.

I have persistently ridden Quadrants for ten years, and I thoroughly endorse what "Tommy Atkins" says about the old patterns outrunning other tricycles down any slight decline. I especially note this in my tandem, and on my first ride on the 8B I happened to meet a friend with his son on his Quadrant tandem. It was interesting to note that, with feet on rests on both machines, the new 39-pounder passed the tandem, weighing perhaps three times that amount, again and again down slight declines. I know one must not halloo before they are out of the wood, but I hope that in this case at all events "time will (not) be very kind" to the prognostications of our military friend; but I promise him I shall not spare my mount, and in case there is anything to complain of, I will confide my grumbles to you both, for the benefit of other "bald heads."

A DEVONIAN PAST HIS PRIME.

#### HOW TO ENLARGE AND STRENGTHEN THE CLUB.

Sir,—I have read with interest the correspondence printed in the *Gazette* on the extension of our Club.

It has often occurred to me that if a meeting could be arranged every now and then in some of our large towns such as Manchester, Liverpool, Birmingham, etc., and an invitation sent to those members residing in the district; it would prove an advantage in many ways by giving an opportunity of introduction to other members in the same town, and by creating a local interest in the Club, beside other benefits which would naturally arise from a meeting of this nature.

I feel sure it would also be a means of inducing new members to the Club, through the advantages gained. The meeting could no doubt be held at one of the C.T.C. hotels, and a committee might be selected at the first of these meetings to decide ways and means for the future.

Meetings of this character would, of course, be under the control of the General Committee, and the Chief-Consul for the county, and district Consuls, asked to take part.

At any rate, the first meeting might be arranged, and if there was not sufficient interest shown, it could end there, and nothing further be done in the matter, but if taken up by the members, it would lead to more developments in the course of time. W. A. WILKINSON, C.T.C. No. 10,685.

Sir,—I was not surprised to see by this month's *Gazette* that the proposal for the Club to act as an intermediary in the purchase of machines had practically fallen through, for while such a scheme would be very desirable (from a pecuniary point), there are, I fear, too many interests and details to be considered to permit of any arrangement working satisfactorily. If the proposals as to formation of local or district centres were carried out, it would be possible for members to combine (as a few friends often do now) in the purchase of machines, thereby obtaining the advantages of co-operation in the selection and purchase of their mount, while allowing a fair margin of profit to the agent, and avoiding interference with trade interests. Perhaps I had better add that I am in no way connected with the trade.

April 11th, 1894.

WINALL, No. 5489.

Sir,—I was somewhat surprised that the scheme for obtaining reduced rates for members when purchasing machines met with such an unfavourable reception at the General Meeting which took place last month, more especially as the arguments advanced against it were, as No. 5246 has already pointed out, of such a very feeble description.

The principal objection appeared to be that cycle manufacturers and agents would not approve of the idea, but no doubt those who are in the trade are quite able to look after their own interests, and if they do not think such an arrangement desirable they need not enter into it.

I feel confident that if this very practical suggestion of F. A. W.'s were carried into effect it would be the means of greatly increasing the popularity of the Club.

April 13th, 1894.

No. 1637.

Sir,—May I express my hearty agreement with your correspondent 'E. Pomeroy's' last suggestion "that 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, &c."

Such a fund would enable a collision case to be taken to the Assizes instead of the petty local atmosphere of the County Court. A cyclist might as well encounter barbed wire as prosecute a tradesman before a small local jury of tradesmen. In the opinion of several members learned in the law, I had perfectly good ground for the action commenced in the Woodstock County Court: yet it failed completely, and I was burdened with costs which nearly trebled the whole expenses arising from the accident.

I for one would gladly pay an increased subscription in view of a special fund to keep possible future victims out of the County Court. (Rev.) R. HUTCHISON.

Sir,—I have read with interest the account of the meeting at Leeds and the remarks made on Mr. Thompson's motion. At the same time I am surprised to see how much the speakers canvassed the matter from the point of view of the trade; even Mr. Thompson is inclined to advocate it as of advantage to the Club as an institution rather than from the standpoint of the Club as of benefit to the rank and file of its members.

Roughly speaking, the line of thought in the minds of many is, I imagine, as follows: It is not merely a laudable ambition on the part of our members to possess a first-class machine, but seeing how much even actual safety is concerned, it is almost a duty; it is certainly a matter of real moment and importance.

The prices of such machines are high, very high. Apart from any question as to whether the trade are seeking unreasonable profits, one may safely say prices are to many absolutely prohibitory. To would-be purchasers, in the face of such a difficulty, several courses are open:—

- (a) To endeavour to lower the price asked; in other words, to beat down the agent.
- (b) To buy from irresponsible agents, in answer to advertisements.
- (c) To buy through co-operative stores.
- (d) To join with other cyclists and secure the legitimate reduction which belongs to a large as distinct from a small order.

Of these courses (a) is absolutely objectionable. Though apparently so, I can yet hardly imagine that this is what Mr. Guiney meant by "going the right way to work." It is too derogatory to the dignity of both buyer and seller. (b) Is not quite so objectionable, but is a back-door arrangement, and, though possibly at times satisfactory, is full of risk and often of trickery, and by no means to be recommended to our younger members. (c) Is objectionable in so far as co-operative stores are not in the swim of the thing, and the choice of machine is limited. I had myself noticed, in common with No. 934, the Army and Navy Catalogue for March; the reduction is ample, but how many of our members belong to stores? (d) This seems a reasonable resource and one congenial to the spirit of our Club. If six brothers were to purchase machines it would only be common sense to buy together, and any agent would be glad to allow a fair reduction. Our Club is a cycling brotherhood and forms a basis on which combination in purchase would be easily grafted. It has seemed to me as if it would be sufficient if, at the beginning of the season, or, possibly better, at the shows (are we ever in any way called together then?), it was announced that orders would be received for such and such machines, the reduction to be in proportion to numbers ordered.

Of course we all wish well to the trade, and many of us, looking back a good many years, cannot reproach ourselves with not having been good friends to the same. On the other hand, there is a tendency, in the company movement especially, to fasten unduly on the enthusiasm so honourably characteristic of genuine cycloedom, and to aim at profits for shareholders which one would gladly see mitigated in favour of the cyclist by some such harmless expedient as Mr. Thompson and others have advocated. F. A. W.

Sir,—*Re* our former correspondence and as suggested in your late issue, we have communicated with the local Consuls and arranged to hold a meeting in the Imperial Hotel, Edinburgh (C.T.C. Head-quarters), on Friday, the 11th May, at 8 p.m., to consider this question, and invite all C.T.C. members in Edinburgh and Leith to attend.

GEORGE CRAIG, No. 8511, Leith

HAROLD R. HART, No. 8536, Edinburgh.

Sir,—In the *Gazette* for January, 1892, I proposed (No. 841/91) the formation of unofficial local centres to arrange club runs, balls, smoking concerts, etc., to discuss club politics, and to form (in the touring season) parties to take their holidays together. It is my opinion still that something on these lines would attract members and add to the popularity of the C.T.C., but I think the proposal of official local centres would have a still greater stimulus.

Many believe members could obtain a substantial discount off their purchases; if we could get 50 per cent. or better

terms than outsiders the whole army of cyclists would become members, and all new machines would then be sold with a big discount off. Undoubtedly the list prices would gradually rise to counteract it. 15 to 25 per cent. can already be got by paying cash.

With respect to 934's note the specification of a machine is not much to go by. Can he get a £26 Rudge, Whitworth, or Humber (genuine) for £12?

In the *Gazette* of November, 1893, "Senax" says the tariff confers no benefit in the case of smaller hotels. I think he must be mistaken. We most likely get better attention and best rooms, where possible, if nothing else.

When canvassing many say they would receive no benefit by joining, as they can get lodging, &c., quite as good and as cheap. Are there not too few Quarters appointed? It is singular that in towns like London, Manchester, Birmingham, Edinburgh, Leeds, Bradford, Nottingham, and Oxford Club Quarters are conspicuous by their absence. No. 820.

Sir,—I cannot refrain from expressing my astonishment at the manner in which the subject of the purchase of machines on special terms was disposed of at the Leeds meeting, and venture to predict that the tone of the speakers' criticisms will not be approved of by the membership in general. The problem that naturally suggests itself to one's mind is, "Are these men who condemn a project which would bring considerable benefits to thousands in such a position that an extra £5 or £10 in the purchase of a machine is of no moment to them?" And if so, why they should seek to debar their brethren of the wheel, who are not so fortunate, an opportunity of buying a first-class mount at the price of a second class?

Again, if certain reputable manufacturers are willing to supply members of the C.T.C. with machines at considerably reduced prices in the hopes of a larger trade resulting, what is there to prevent such a mutually advantageous arrangement being effected? What should we think of a business man who let slip such an opportunity as this? Those members of the Club who do not wish to purchase on such terms would be under no obligation to do so, but if they denied the privilege to members who were desirous to do this, would not their conduct be somewhat akin to that of the dog in the manger? As regards the agents, I fail to see what claims they have upon us, or why they should be allowed to levy a tax on goods that we can purchase direct from the manufacturers, and to the production of which they contribute nothing. It is always advisable to avoid the middleman if possible.

As this matter is of such importance, I hope it will not be allowed to rest, but brought to a satisfactory termination as early as possible. A poll of the whole Club would be the best means of arriving at this. C.T.C., No. 7328.

#### THE GARDNER BRAKE.

\*Sir,—I have read Mr. Leechman's notice of my brake, and Mr. Brown's answer to my last letter, all of which appeared in the *Gazette* for February.

I gather from Mr. Brown's communication that his chief objection to my brake is the supposed increase of strain on the chain in proportion to the increase of speed of the machine. This is a wrong impression, for which I am perhaps to some extent responsible, for, in the hastily prepared circular which I caused to be distributed from my stand at the Crystal Palace Show, it was stated that "the steeper the hill, and the greater the momentum of the machine, the greater the retarding power." Now it is a mechanical law that "friction is independent of the velocity when there is motion." If this be true, and that it is may be proved by suitable and well-known apparatus, the strain on the chain brought about by the application of my form of brake is no greater at fifteen miles an hour than would be the case at only ten miles.

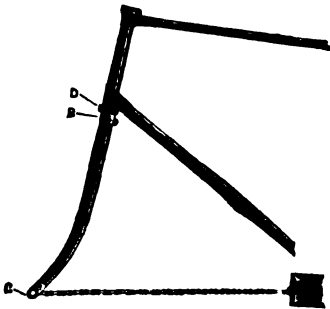


It is curious that Mr. Brown, Mr. Leechman, and myself, all engineers, should have fallen into this error.

Another law relating to this branch of mechanics is that "the proportion of the friction to the pressure is always the same." From a cyclist's standpoint this is another way of saying that the friction set up between strap and drum is directly in proportion to the pressure applied to the rising pedal.

The two laws of friction I have quoted seem to show that the rider has full control of the braking power, and of the strain on the chain. But, however this may be, what has been said by Mr. Leechman and Mr. Brown as to the increase of strain with an increase of speed, applies equally to the front wheel spoon brake, and we are compelled to return to the question put in my last letter, "Which is the part best calculated to bear the strain, the chain or the front fork?"

A practical way of deciding this question would be the following:—



The cut represents the front fork and steering tube in position in the frame of a bicycle. A stout rod **C** connects the two sides of the fork. One end of the chain is securely fixed to the rod **C**, and the other to a block which can be slowly, but irresistibly, pulled backwards by a powerful screw.

Let a pull of 1200lb. (the testing strain usually applied to a safety bicycle chain) be put upon the chain by means of the screw. At no part of the chain will the strain exceed 1200lb. The strain on the fork at **C** will also be 1200lb., but **DC** being a lever of say 17in. long is subjected at **B** (one inch from the bearing nearest the crown of the fork, which is practically the fulcrum) to a strain of 20,400lb., or over 9 tons. I have never made this experiment, but I think the fork would break near the crown before the chain would give way.

There is a little inaccuracy in Mr. Leechman's notice which I should like to correct. He says that "the machine ran something between one and two yards before the brake began to act." Since reading Mr. Leechman's article I have investigated this detail, and find that when the leather shoe of the brake is entirely removed, the maximum movement of the inner portion of the sprocket wheel relatively to the rim, or outer part, is rather under one-twelfth of a revolution of the sprocket wheel. With a 60in. gear this would mean that the bicycle could run only 15in. before the brake commenced to act. With the leather shoe in place, the loss owing to backlash must of course be less than 15in. This disadvantage has its parallel in the usual spoon brake, for, however small the distance between the tyre and the spoon in its raised position, the latter must still traverse that distance before effective contact is obtained. It is possible that there was more than a sufficient amount of slack in the chain when Mr. Leechman tested the brake, and, having for the moment the brake only in mind, it is perhaps not unnatural that he should have ascribed to it a defect which really belonged to the adjustment of another part of the machine.

Let me state the case for the new brake, and the main purpose it was designed to fill.

Many cyclists believe that no part disfigures the machine so much as the common plunger brake; and there is a growing tendency toward mounts which are as simple in form and as symmetrical in appearance as can be obtained. To discard the brake hitherto applied by a hand lever means work in back-peddalling in descending hills, and although, as Mr. Leechman says, the back wheel can be checked to a great extent by ordinary back pedalling, it must be a gain to the rider to be able to apply that check with only 30 per cent. of the usual amount of muscular exertion. My automatic brake, so-called because it is self-applied on the rider's back-peddalling, supplies 70 per cent. of the retarding power by friction, and is a saving to the cyclist to that extent in muscular force expended.

The only disadvantages I have been able to discover are that coasting cannot be so safely indulged in, and that there is a feeling that the machine is slightly more liable to slip when going very slowly over an extremely greasy road. The last-named point is, however, more apparent than real, and is probably quite offset by its being unnecessary, as pulling a brake lever, to disturb the hands in their work of steering the machine.

Among the advantages of the brake may be mentioned its lightness (100oz.); that it does not act on the tyre; that a non-slipping cover may be used on both wheels; that an adjustment is required after raising or lowering the handles that it is unnoticeable to a casual observer; and, above all, its great simplicity.

JOHN GARDNER.

Carr Street, Blackfriars,

Manchester, Feb. 16th, 1894.

#### CYCLO PHOTOGRAPHY.

\*Sir,—Can any of your readers of the *Gazette*, inform me of the best way to carry a photographic camera on a bicycle? Also best carrier for same, and where to get it. An answer in next *Gazette* will oblige, yours  
No. 277

[The best photographic carrier ever invented is that made by the Quadrant Cycle Co. We fear, however, that it cannot be attached to a bicycle, for which machine the bicycle appliance we know of is that made by Carsons & Sons, Batchelors Walk, Dublin.—ED.]

#### GEARS AND WEIGHTS.

\*Sir,—I have a safety bicycle weighing 44lb., geared to 56in. which I have had for eighteen months. At last National Show I ordered a new machine which will weigh 30lb. Both machines Beeston Humbers. I wish to know which machine would require more force to turn the pedals on a level road; or in other words what difference there is in power required to drive a 44lb. machine geared 56in. and a 30lb. machine geared to 63in.  
R.B.S.

[Professor Boys, to whom we submitted the foregoing question and to whom the C.T.C. is from time to time largely indebted for assistance and advice in kindred matters—writes in answer to R.B.S.: assuming the force needed to move a machine along on the ground to be proportional to the weight of the machine (a very great assumption) the force needed upon the pedals in the two machines would be, if cranks are of the same length in both, in the ratio of 1 to 1890: the 44lb. 56in. gear requiring the more. If proportional to the weight of machine and rider combined (still a great assumption but less than the last) the force would be for a ten stone rider 10304 to 10710: the 63in. gear requiring the more. On the second assumption the forces would be alike if the rider weighed 82lb. the case of going up a steep hill these figures would not represent the truth, but on the level I doubt whether it is to be learnt from them. I should certainly imagine a higher-g geared lighter machine to be preferable all round.]

Many letters and articles are held over for want of space.

## ALTERATIONS AND ADDITIONS

TO THE

## BRITISH AND IRISH HANDBOOK, MAY, 1894.

## REPRESENTATIVE COUNCILLORS.

- Page 7.—*Erase* H. Cope West, 39, Hamilton Square, Birkenhead, as R.C. for Lancashire.  
**Middlesex**—G. D. Ingall's address is now 6, Draper's gardens, E.C.  
 Page 8.—*Erase* G. A. de M. E. Dagg, Leraw House, Lisnakea, Co. Fermanagh, as R.C. for Ireland.  
*Insert* Professor J. D. Everett, Dunbarton, Derriedolgie avenue, Belfast, as R.C. for Ireland.

## OFFICIAL TAILORS.

- Page 41.—*Insert* **Maldstone**—H. Taylor, 25, Gabriel's hill.  
*Insert* **Middlesbrough**—J. Newhouse & Co., Albert road.  
 Page 42.—**Weston-super-Mare**—*Erase* Messrs. Tytherleigh and Son's second address.

## RAILWAY RATES.

- Page 66.—*Insert* \***Dublin**, Wicklow and Wexford Railway, at prices shown on that page.  
*Insert* \***Londonderry** and Lough Swilly and Letterkenny Railways, at prices shown on that page.  
 Page 68.—*Erase* Londonderry and Lough Swilly and Letterkenny Railways.

## TABULATED LIST.

- Page 96.—The name of the Bedford T.H. is Ashburnham, and it is situated in the Ashburnham road.  
 Page 97.—**Farrington**—*Erase* C.T. Victoria.  
 Page 104.—*Insert* **Hazel Grove** (near Stockport)—Q. Bull's Head.  
 Page 108.—**Camelford**—*Erase* T.H. Camel.  
 Page 115.—**Tavistock**—*Erase* T.H. Shepherd's.  
 Page 116.—**Beaminster**—*Erase* H.Q. Red Lion, and *insert* H.Q. White Hart and Q. Red Lion.  
**Bourton**—*Erase* W. Stone as Repairer.  
 Page 119.—*Insert* **Spennymoor**—Q. North Eastern.  
 Page 121.—**Clacton-on-Sea**—*Erase* H.Q. Royal.  
**Colchester**—The Repairer's address is now 26, Crouch st.  
**Halstead**—*Erase* Portway & Sons as Repairers, *insert* C. E. Runnacles, Colchester road, as Consul, and t p Bate (C.S.) as Repairer.  
 Page 124.—**Clifton**—The Repairers' address is now 207A, Cheltenham road.  
 Page 125.—**Mitcheldean**—*Insert* Q. White Hart.  
 Page 126.—**Newnham-on-Severn**—*Erase* C.T. Pyart.  
**Wotton-under-Edge**—The Falcon Hotel is a H.Q.  
 Page 131.—**Colwall**—*Erase* Q. British Camp.  
 Page 132.—*Insert* **Monkland**—Q. Red Lion.  
**Abbots Langley**—*Erase* Q. Compasses.  
**Insert **Barkway**—Q. Wheat Sheaf.  
 Page 134.—**Watford**—*Erase* H. Wright as Repairer and *insert* Ellis, High street, as Repairer.  
 Page 136.—**Carisbrooke**—*Insert* H.Q. Red Lion.  
 Page 137.—**Ventnor**—*Erase* H.Q. Crab and Lobster.  
**Yarmouth**—*Erase* Q. Bugle.  
 Page 139.—**Dover**—The first Repairer's address is now 47, Castle street.  
 Page 140.—**Lewisham**—*Erase* Brockas as Repairer.  
 Page 141.—**Plumstead**—*Erase* Invicta Machinists' Co. as Repairers.  
 Page 143.—**Whitstable**—*Insert* J. Foad as Repairer.  
 Page 146.—**Prescot**—*Insert* Q. Koyal.  
 Page 148.—**Market Harborough**—*Erase* S. Oxford as Consul.  
 Page 150.—**Lincoln**—*Erase* T.H. Knight's, and T. Chambers as Consul, *insert* H.Q. Knight's (Temp.).  
 Page 151.—**Cranford Bridge**—*Erase* Q. Black Horse.  
**Harrow-on-the-Hill**—*Insert* Q. Half Moon.  
 Page 152.—**Longford**—*Erase* Q. Peggy Bedford.  
 Page 156.—**Brackley**—*Insert* M. E. Ratliff, Banbury road, as Consul.  
 Page 157.—**Peterborough**—*Erase* Thomson & Rowe as Repairers, and *insert* Savage, King street, and Tingey, Cowgate, as Repairers.  
 Page 158.—**Bridge of Aln** (Whittingham Station)—The Bridge of Aln Inn is now a H.Q.  
 Page 163.—**Thame**—*Insert* J. B. Birch, Ludsdeu, as Consul.  
**Albrighton**—*Insert* Q. Crown.  
 Page 164.—**Bridgnorth**—*Insert* Q. Harp and Pheasant.  
 Page 167.—**Frome**—*Insert* Q. Bull's, and (B) after C.T. The London.  
**Keynsham**—*Erase* H.Q. Lamb and Lark, and *insert* H.Q. Wingrove.  
 Page 168.—**Taunton**—*Insert* (Repairer will supply D. R. free).  
 Page 170.—**Walsall**—*Insert* Q. Priory House.  
 Page 171.—**West Bromwich**—*Insert* Q. Dartmouth.  
 Page 175.—**Hind Head**—*Erase* Q. Punch Bowl, and *insert* Q. Hind Head View (Temperance).  
 Page 176.—**Norwood, Upper**—*Insert* t p Griffith, 6, Gipsy Hill (C.S.).  
 Page 178.—**Bognor**—*Insert* C.T. Aerated Bread Co., 47, High street.  
 Page 179.—**Brighton**—*Erase* C.T. Aerated Bread Co.'s 5, Preston Road, Branch, and *insert* the following Branches:—36, Duke street; 61, Western road; 22, St. James street.  
**Chichester**—*Insert* C.T. Aerated Bread Co., 78, East street.**

- Page 179.—**Eastbourne**—*Insert* C.T. Aerated Bread Co., 2, Terminus road.  
 Page 181.—**Worthing**—*Insert* C.T. Aerated Bread Co., 33, Warwick street.  
 Page 182.—*Insert* **Berkswell**—Q. George in the Tree.  
 Page 183.—**Rugby**—*Insert* F. H. Dodson, 31, Sheep street, as Repairer.  
 Page 184.—**Kirkby Stephen**—*Insert* Q. Black Bull.  
 Page 185.—**Widmerore** (Foot)—The Swan, Newby Bridge, is a H.Q.  
 Page 187.—**Colwall**—*Erase* Q. British Camp.  
**Crabb's Cross**—*Insert* t p A. Simpson, Ixion Works, as Repairer.  
 Page 188.—**Droitwich**—*Insert* after H.Q. Royal Brine Baths \* (extra for table d'hôte).  
 Page 190.—**Upton-on-Severn**—*Insert* C.T. Old street (B).  
**Upton Warren**—*Insert* Q. Swan.  
**Beverley**—*Insert* Rev. F. J. Hall, St. John's, as Consul.  
 Page 191.—**Driffield**—*Insert* Q. Falcon.  
**Hessle**—*Insert* Rev. B. L. Parkin, Primrose Villa, Hull road, as Consul.  
 Page 193.—**Middlesbrough**—*Insert* G. M. Young, Grange road, E., as Consul.  
 Page 194.—**Yarm**—*Insert*—H.Q. Black Bull.  
**Cleekheaton**—*Insert* A. Rothery, South Holme, Liverpool, as Consul.  
**Doncaster**—*Insert* W. Rushton, Woolpack Inn, as Consul.  
 Page 199.—**Bethesda**—*Insert* Q. Douglas Arms.  
 Page 200.—**Penmaenmawr**—*Insert* H.Q. Mona.  
 Page 201.—**Dyserth**—*Erase* Q. Red Lion.  
 Page 202.—**Bridgend**—*Erase* Cragoe & Brown as Repairers, and *insert* Brown & Williams as Repairers.  
**Cardiff**—*Insert* W. H. Davis & Co., 57, Queen street, as Repairers.  
 Page 206.—**Fishguard**—*Insert* W. J. Vaughan, 2, Spring gardens, as Consul.  
 Page 212.—**Wick**—*Insert* Q. Caledonian.  
 Page 231.—**Charleville**—*Insert*—J. J. Riordan as Consul.  
**Cork**—*Insert* H.Q. Imperial.  
 Page 232.—**Macroom**—*Insert* H.Q. Victoria.  
 Page 236.—**Rathangan**—*Erase* Q. Morrins.  
 Page 239.—**County Mayo**—*Insert* J. F. Curtin, Mucknish Castle, Oranmore, as Chief Consul.  
 Page 240.—**County Roscommon**—*Insert* J. F. Curtin, Mucknish Castle, Oranmore, as Chief Consul.

## INDEX.

Amend in accordance with foregoing.

## Prospective Tours.

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

Wanted, a Companion to tour either in Norway or Switzerland in June; distance, twenty to thirty miles a day; references exchanged.—J. L. D., c/o the Editor.

Wanted, Companion for bicycle tour, Southampton or Weymouth to Channel Isles, thence via Granville through Normandy; a tour as arranged to Havre, thence via Rouen to Paris, or part rail; one capable of quiet enjoyment preferred; pace easy.—Tourist, 2, Carlisle Terrace, Sundays Well, Cork, Ireland.

Wanted, a Companion for a week to ten days' tour in Belgium (the Ardennes) or North of France; starting Friday or Saturday, May 11th or 12th; pace and expenses strictly moderate.—Address 35, Silver Street, Leicester.

## Answers to Correspondents.

T. W. (Eccles).—Your letter contains nothing novel in the way of an argument, or we would with pleasure try to find room for it. We may remark that you are in error in supposing that the official repairers of the C.T.C. work for members of the Club at reduced charges. You will observe that the District Committee scheme is to be tried in Northumberland and Durham.

No. 8847.—Many thanks; but "poetry" to be of service to us must be such as will pass muster. Try again!

No. 605.—All celluloid articles are inflammable; but there is little likelihood that celluloid oil cans will ever be a source of danger to any one.

No. 4514.—Guest's colourless silver enamel is sometimes used for protecting the plated parts of a machine. It is illegal to ride or even impel a cycle upon "a footpath through the fields." The right of user belongs, we think, to foot passengers only, but if you care to carry your machine there is nothing to prevent you.

E. G. FABER AND OTHER MEMBERS.—We have as yet had no opportunity afforded us of testing the "Ideal" saddle to which reference was made in the March Gazette.

## 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.

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.  
 ACCINGTON—J. W. Foster, 25, Blackburn Road.  
 Ayr—Currie, Rae & Co., Ailsa Buildings.  
 BAILE (Switzerland)—V. Settelen.  
 BANBURY—W. Walton, 62, High Street.  
 BARNLEY—  
 BARNSTAPLE—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. Köppl, 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—Maclean Bros., 17, Darley Street.  
 BRIDGORTH—W. Jones & Co., Waterloo House.  
 BRISTOL—R. N. Whitham & Son, Castle Sq., Old Steine, and Palace Place.  
 " F. Willard & Son, 2, Western Road.  
 BRISTOL—Randall & Walls, 50, Park Street.  
 " \*B. Thomas & Co., 54, Park Street.  
 BURNLEY—J. Leadam, 5, Red Lion Street.  
 BURTON-ON-TRENT—W. Brown, 184 and 185, Station Street.  
 BURY—J. Burrow, Silver Street.  
 CAMBRIDGE—J. Vian & Brother.  
 CAMBRIDGE—J. Gillings, 14, Alexandra Street.  
 CANNOCK—C. H. Cope.  
 CANTERBURY—J. G. Jackman, 6, Parade.  
 CARDIFF—E. J. Baker, 33, Queen Street.  
 CHARLIS—Clark & Son, 35, Bank Street.  
 CHATHAM—J. W. Taylor, 191, High Street.  
 CHELSEA—J. P. Green.  
 CHELTENHAM—S. King & Son, 35, Winchcomb Street.  
 CHESTER—J. T. Davis, The Cross.  
 CHICHESTER—W. Long & Son, Southgate.  
 CHICHESTER—G. Fraser & Son.  
 COKE—J. Drew, 21, Princes Street.  
 COVENTRY—B. Riley, King's Head Buildings.  
 CREWE—Vickers & Son, High Street.  
 DARLINGTON—W. G. Wallis, 4, North Gate.  
 DERBY—\*Gamble & Cunningham, 64, 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., 16 & 16, Dame Street.  
 " \*Tim Bros., Ltd., 75, South Great George's Street.  
 DUDLEY—R. M. Kneale, 251, Castle Street.  
 DUNDEE—Pocher & 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.  
 FAVERSHAM—F. C. Jackman, Market Street.  
 FALMOUTH—W. Gooding, 34, Market Street.  
 FOLKESTONE—W. Ward, 38, Guildhall Street.  
 FOLKE—Swaine & Son.  
 GLASGOW—R. 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.  
 HEREFORD—C. W. Wits.  
 HULL—C. H. Capes & Son, 20, Savile Street.  
 ILFRACOMBE—R. Jewell, 123, High Street.  
 INVERNESS—H. Fraser, 23, Bridge Street.  
 IPSWICH—W. Damant, 13, Butter Market.  
 JERSEY—E. P. Falle, 10, Beresford Street.

KIDDERMINSTER—Thos. Bennett, 6, Oxford Street.  
 LEAMINGTON—T. Claxton, 106, The Parade.  
 LEDBURY—C. Wits.  
 LEEDS—L. W. Rowland, 36, Albion Street.  
 LEICESTER—\*F. Brett, Peterboro' House, Granby Street.  
 LEOMINSTER—C. M. Binyon, 1, Corn Square.  
 LIMERICK—Cannock & Co., Limited.  
 LINCOLN—J. W. Martin, 2, Silver Street.  
 LIVERPOOL—\*G. E. Young & Co., 49, Dale Street.  
 LLANELLANY—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 6/-; Breeches or Knickerbockers—Brown cloth, 16/6; Grey cloth, 19 6/-; Trousers—Brown cloth, 21/-; Grey cloth, 22/-; Waistcoat—Brown or Grey cloth, 15/6.)  
 MAIDENHEAD—R. Whitaker & Sons, 12, Queen Street.  
 MAIDSTONE—H. Taylor, 25, Gabriel's Hill.  
 MANCHESTER—\*Meggitt & Co., 22, Cross Street.  
 MARLBOROUGH—J. Russell & Sons, High Street.  
 MIDDLESBROUGH—J. Newhouse & Co., Albert Road.  
 MILHOUSE (Alsace)—H. Dussere.  
 NEWBURY—A. Smith, 88, Northbrook Street.  
 NEWCASTLE-ON-TYNE—W. Caldwell & Co., 43, Grainger Street.  
 " J. Turnbull, 43, Pilgrim Street.  
 NEWPORT (Isle of Wight)—G. B. Purkis, 51, High Street.  
 " (Mon.)—Wildings, Limited, Bon Marché.  
 " (Salop)—H. Harper, Market Place.  
 NEWTON ABBOT—C. Pope, 42, Courtenay Street.  
 NORTHAMPTON—Blacklee Bros., Gold Street.  
 NORTH SHIELDS—\*H. Hill & Co., Howard and Union Streets.  
 NORWICH—Downes Bros., 29, London Street.  
 NOTTINGHAM—W. Gablatis, 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. Wellen, 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, 68, Fawcett Street.  
 SWANSEA—H. Thomas & Son, 9, Heathfield Street.  
 SWINDON—R. L. Mugford, 15, High Street.  
 TAUNTON—Josiah Lewis, 11, North Street.  
 TORQUAY—Montgomery & Dolbear, 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., 294, Kromme Nieuwe Gracht.  
 UXBRIDGE—Carrick & Coles, Waterloo House.  
 VIENNA—F. Kadlecik, Rothenturmstrasse 31.  
 WALSALL—Barrett & Forrester, Park Street.  
 WARMINTON—Foreman & Son, 25, Market Place.  
 WATFORD—\*J. P. Taylor, 95, High Street.  
 WELLS (Somerset)—  
 WESTON-SUPER-MARE—\*Tytherleigh & Son, Church Road.  
 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. Milborne, 21, Prince's Street and Church Street.  
 YORK—W. R. Beckwith & Son, 30, Colliergate.  
 ZÜRICH—A. Whittinger, Bahnhofstrasse.  
 " T. A. Harrison, Anglo-American.







## NORFOLK.

Adis, R. F.  
 Fletcher, H. R.  
 Segger, W. W.  
 Norwich Road, North Walsham  
 Marlingford Hall, Norwich  
 St. Leonard's road, Thorpe, Norwich

## NORTHAMPTONSHIRE.

Davis, W. H., B.A.  
 Simpson, W. T.  
 St. Barnabas, Wellingborough  
 Sywell, Northampton

## NORTHUMBERLAND.

Dick, J.  
 Mayo, W. S.  
 Middleton, H. A.  
 Wrauh, H. L.  
 10, West Grainger street, Newcastle-on-Tyne  
 Riding Mill-on-Tyne  
 10, Neville street, Newcastle-on-Tyne  
 Benton, near Newcastle-on-Tyne

## NOTTINGHAMSHIRE.

Blount, H.  
 Goddall, H. A.  
 Sharp, T.  
 Stiffy, Mrs. F. B.  
 141, Norton street, Radford, Nottingham  
 12, Stratford road, West Bridgford  
 16, Warser gate, Nottingham  
 Fox road, West Bridgford

## OXFORDSHIRE.

Allen, Miss A. L.  
 Burkhitt, E. H.  
 Burkhitt, Mrs. E. H.  
 Cockell, W.  
 Hickman, H.  
 Manock, A.  
 Salter, Miss F.  
 Salter, W., M.A.  
 Sims, W. R.  
 Turner, Miss F. F.  
 11, St. Margaret's road, Oxford  
 Ewelme, near Wallingford  
 20, Regent street, Ifley road, Oxford  
 39, Market place, Henley-on-Thames  
 8, Divinity road, Oxford  
 45, St. Aldate's street, Oxford  
 Summer Fields, near Oxford  
 54, Holywell street, Oxford  
 Enslow Bridge, near Oxford

## RUTLANDSHIRE.

Crees, J.  
 Tixover Grange, Stamford

## SHROPSHIRE.

Amey, C.  
 Turner, C. J.  
 The College, Cleobury Mortimer  
 Oulton House, Newport

## SOMERSETSHIRE.

Bennett, E. W.  
 Oakley, C. A.  
 Price, R. P.  
 Frome field, Frome  
 Wilts and Dorset Bank, Frome  
 Langport

## STAFFORDSHIRE.

Atterbury, A. E.  
 Beebe, H.  
 Bywater, W. B.  
 Cowley, W. G.  
 Facher, G. P.  
 Harper, C. H. (Wesleyan G.C.C.)  
 Harris, C. W.  
 Hudson, H. C.  
 Hould, J. N.  
 Hunt, C. F.  
 Oakes, W. J.  
 Perks, W.  
 Purland, R.  
 Scott, A. H.  
 Slater, A., B.A.  
 Stokes, H.  
 Wootton, A.  
 35, Stapenhill road, Burton-on-Trent  
 Meadows, Bradford street, Walsall  
 Rose House, London road, Newcastle-under-Lyme  
 16, Crompton road, Handsworth  
 Lloyd's Bank, Tamworth  
 Brueton House, Bilston  
 The Laburnums, Bilston  
 Abnalls, Lichfield  
 Tucklesholme, Barton-upon-Needwood  
 Claremont, Mellish road, Walsall  
 11, Putney road, Handsworth  
 Bridgtown, Cannock  
 43, Heathfield road, Handsworth  
 6, Dam street, Lichfield  
 Bescot Hall, Walsall  
 Dunlwey, Greenfield road, Harborne  
 Brookfield, Cannock

## SUFFOLK.

Boyd, W. H.  
 Cattell, T. E.  
 Irving, F. M.  
 3, Arthur terrace, Woodbridge road, Ipswich  
 The Middle School, Ipswich  
 11, St. Peter's street, Lowestoft

## SURREY.

Adams, C.  
 Austin, J.  
 Batty, Mrs. O. (New Wimbledon C.C.)  
 Beester, W.  
 Bruce, Mrs. R. F.  
 Buxton, W.  
 Darney, Rev. A. B., B.A.  
 Carr, C. D'A. Baker  
 Causton, L. J.  
 Chapman, T. P.  
 Craig, A.  
 Davies, A.  
 Crockford Park road, Addlestone  
 Station road, Addlestone  
 Killveay, Darlaston road, Wimbledon  
 Station road, Addlestone  
 Clodiagh, Guildford  
 Royal George Villa, Hersham  
 21, Doddington grove, Kennington  
 Park, S.E.  
 Charterhouse, Godalming  
 Powyscourt, East Croydon  
 Jesmond, Charlwood road, Putney, S.W.  
 Station road, Addlestone

## DOWTY, A. A.

Edwards, W. R.  
 Foster, H. B.  
 Frost, F. W.  
 Garland, A. S.  
 Griffith, W.  
 Harwood, H. T.  
 Hemmings, W.  
 Heinrich, F.  
 Hill, Miss M. M. G.  
 Laing, W.  
 Martin, S. E.  
 Mileham, H. R.  
 Mills, H.  
 Morgan, E. C.  
 Obey, G. F. (L.C.C. & A.C.)  
 Oliver, F. J.  
 Parsons, Major-General N. T.  
 Parsons, W. S.  
 Pascall, T. G.  
 Reed, C. (Guy's Hospital B.C.)  
 Reed, Miss M.  
 Roberts, F. E., M.R.C.S.  
 Shanks, H. (Chertsey C.C.)  
 Soothill, W.  
 Smith, S. J.  
 Smith, S. Lea  
 Squire, E.  
 Swayne, E. H.  
 West, J.  
 Wood, H.  
 Yattendon Lodge, Horley  
 Portmore Park, Weybridge  
 Etherstone, Leigham Court road, Streatham, S.W.  
 5, Cambridge terrace, Kew  
 Burleigh villas, Brighton road, Addlestone  
 6, Gipsy hill, Upper Norwood, S.E.  
 10, Halford road, Richmond  
 Waterman's Arms, Hersham  
 Fairholt, Merton Hall road, Wimbledon  
 The Elms, Clapham Common, S.W.  
 5, High street, West Norwood, S.E.  
 York road, Weybridge  
 Burlingham, Hawke road, Upper Norwood, S.E.  
 St. Ann's grove, Chertsey  
 42, Sandmere road, Clapham, S.W.  
 74, Hinton road, Camberwell, S.E.  
 Claremont House, Acacia grove, New Malden  
 96A, Lower Addiscombe road, Croydon  
 " Berryarbor, Woodside Green  
 4, The Terrace, Epsom  
 341, Norwood road, West Norwood, S.E.  
 London street, Chertsey  
 31, Derwent grove, East Dulwich, S.E.  
 131, St. John's hill, Clapham Junction, S.W.  
 Froxfield, Bedford hill, Balham, S.W.  
 Guildford street, Chertsey  
 66, Stoke road, Guildford  
 Royal George Villa, Hersham  
 9, Lancaster road, S. Norwood, S.E.

## SUSSEX.

Churchman, H. J.  
 Elliott, A.  
 George, S.  
 Ledger, H.  
 Lucas, C.  
 Major, Miss L.  
 Mannington, W. L.  
 Moncrieff, Rev. C. E. Scott  
 Nicholl, C. H.  
 Pearce, H. J.  
 Reed, P.  
 Shiell, A. G., LL.B.  
 Stevens, E.  
 Vivian, R. F.  
 Vores, S.  
 Walker, F. M.  
 Wiley, J. H.  
 Kilmorey, Hurst road, Horsham  
 19, Exeter street, Brighton  
 43, Sussex square, Brighton  
 155, North street, Brighton  
 4, Castle street, Western road, Brighton  
 10, Hampton place, Brighton  
 3, Milton terrace, Lewes  
 1, North Walls, Chichester  
 Birchen Bridge, Horsham  
 2, West Hill road, Brighton  
 60, Grand parade, Brighton  
 8, Belgrave place, Brighton  
 96, Western road, Brighton  
 21, Portland place, Brighton  
 Ty-issa, Albany road, St. Leonards  
 Belsize, Baldslow road, Hastings  
 19, Exeter street, Brighton

## WARWICKSHIRE.

Birbeck, C. S. (Birmingham and Mid. Inst. C.C.)  
 272, Albert road, Aston  
 Brampton, C. H.  
 Brampton, Mrs. C. H.  
 Brampton, F. W.  
 Bricknell, Miss E. J.  
 Browne, J. T.  
 Burghum, J. E.  
 Craddock, R. W., B.A.  
 Dodson, F. H.  
 Hunt, J. H.  
 Nunneley, F. P.  
 White, L.  
 Newlyn, Driffold, Sutton Coldfield  
 The Sycamores, Maney, Sutton Coldfield  
 6, Guy's Cliff road, Leamington  
 Daisfield, Coton road, Nuneaton  
 Fernleigh, Spooner street, Vauxhall, Birmingham  
 Bilton Grange, Rugby  
 31, Sheep street, Rugby  
 46, Summer Hill road, Birmingham  
 Leicester House, Kenilworth road, Leamington  
 31, Reservoir road, Edgbaston

## WILTSHIRE.

Simpson, H. H. (Swindon A.C.C.)  
 Mursell, W. S. (Salisbury C. & A. C.)  
 Clifton House, Swindon  
 Crown Hotel, Salisbury

## WORCESTERSHIRE.

Averill, C. H.  
 Barker, Rev. A. W. L.  
 Crudge, F. A. (Malvern C.C.)  
 Pearce, R. W.  
 Pool, J. C.  
 Warburton, H. N.  
 Wenham, W. K.  
 Wenham, D.  
 Showellhurst, Showell Green, Moseley  
 Exesham  
 Belle Vue Library, Great Malvern  
 The Limes, Stourbridge  
 Ivanhoe, Middleton Hall road, King's Norton  
 The Close, Blockley  
 The Lickey Hills, Bromsgrove

## YORKSHIRE.

Atkinson, L. H., jun.  
 Bancroft, T. H. (Todmorden C.C.)  
 Bingham, F.  
 Bolckow, C. F. H.  
 Colley, L. E.  
 Constantine, J.  
 Dixon, W., jun.  
 The Beeches, Langsett road, Hills-boro', Sheffield  
 7, Lobmill, Todmorden  
 11, Beech Grove terrace, Leeds  
 Marton Hall, Marton, R.S.O.  
 Sharrow House, Sheffield  
 Homewood, Linthorpe, Middlesbrough  
 17, Southfield road, Middlesbrough

Hall, W. S. 40, High street, Hull  
 Ingram, W. T. 3, Humbler terrace, Holderness road, Hull  
 Lee, T. (Ravensthorpe C.C.) Brooklyn House, Ravensthorpe, Dewsbury  
 Lucas, S. J. 169, Church street, Hunslet, Leeds  
 Milner, J. (Bradford C.C.) Bolton View, Bradford  
 Newton, J. (Holderness C.C.) 51, Dansom lane, Hull  
 Parkinson, Sergt.-Major W. F. 7, St. George's road, Hull  
 Roscoe, J. (West Bowling C.C.) 36, New Cross street, West Bowling, Bradford  
 Sayer, Mrs. G. S. 100, Walker road, Harrogate  
 Shakesby, C. W. (Holderness C.C.) 12, Holderness road, Hull  
 Small, W. B. 52, Hyde Park road, Halifax  
 Tidd, W. (Pottemewton C.C.) 106, Kirkgate, Leeds  
 Trumper, H. J. 9, Church square, Harrogate  
 Webster, F. G. Granville terrace, Arinley, near Leeds

## CARNARVONSHIRE.

Hughes, Rev. T. Bryn Myfyr, Bethesda

## DENBIGHSHIRE.

Roberts, Rev. E. G., M.A. Acre House, Acre Fair, Ruabon

## GLAMORGANSHIRE.

Forbes, W. J. Oakleigh, Neath  
 Harding, W. L. 8, Bellevue terrace, Penarth  
 Latimer, H. 9, Hanover street, Swansea  
 Legg, C. W. 18, Nelson street, Swansea  
 McCallum, D. B. 9, Fitzalan place, Cardiff  
 Renfrey, F. J. Rudry National School, Caerphilly  
 Spiridon, J. 29, Duke street, Cardiff  
 Spiridon, H. L. " " " "  
 Spiridon, A. S. " " " "  
 Terrice, H. 16, Westbury terrace, Swansea  
 Thomas, J. A. Junction Hotel, Taff's Well, near Cardiff  
 Wedlake, E. M. 5, Dillwyn street, Swansea  
 Whiteside, Rev. M., M.A. The Rectory, St. Nicholas, Cardiff

## ABERDEENSHIRE.

Cameron, A. (Aberdeen Safety B.C.) Bourtree Bush, Woodside, Aberdeen

## AYRSHIRE.

Smith, W. Springfield, Mauchline

## BERWICKSHIRE.

McDougal, G. Bassendean, Gordon

## DUMBARTONSHIRE.

Wilson, A. 4, Church street, Dumbarton

## EDINBURGHSHIRE.

Fielding, F. 12, Stafford street, Edinburgh  
 Stewart, J. 33, Howe street, Edinburgh  
 Tripp, W. 29, Fox street, Leith

## FORFARSHIRE.

Ramsay, A. W. (Postal Telegraph C.C.) 8, Tulloch crescent, Dundee

## LANARKSHIRE.

Battison, T. 163, Berkeley street, Glasgow  
 Pool, S. Y. (Motherwell C.C.) 42, Brandon street, Motherwell  
 McClymont, J. Thistle Rubber Mills, Commerce street, Glasgow  
 Tinto, W. 33, Ann street, Glasgow  
 Watson, M. 35, Finlay drive, Dennistown, Glasgow

## PERTHSHIRE.

Jameson, H. B. (Blairgowrie B.C.) 3, Allan street, Blairgowrie  
 McCulloch, D. S. (Crieff C.C.) 25, West High street, Crieff  
 MacLachlan, J. B. (Blairgowrie B.C.) Allan street, Blairgowrie

## RENFREWSHIRE.

Boyd, J. D. Park House, Oakshawhead, Paisley  
 Nash, S. A. G. 40, Eldon street, Greenock

## ANTRIM.

Bryce, G. 20, Mount Charles, University road, Belfast  
 Murphy, Rev. H. D., M.A., D.D. 41, University road, Belfast

## CORK.

Penzig, O. (Ch.I.Y.M.A.C.C.) Shandon Chemical Works, Cork  
 Williams, W. G. (Cork C.C.) 2, Carlisle terrace, Sundays Well, Cork

## DOWN.

Campbell, J. A. Furze field, Donaghadee

## DUBLIN.

Ellis, C. J. 8, North Frederick street, Dublin  
 Fleming, W. L. 19, Harcourt terrace, Dublin  
 Greville, J. W. 18, Morehampton terrace, Donnybrook, Dublin  
 Hay, P. A. Stirlings, Dublin  
 McCullagh, J. 84, Lower Georges street, Kingstown  
 Murphy, D. 6, Mountjoy square, Dublin  
 Murphy, L. " " Chapelizod  
 McSwiggan, Rev. J. P. 4, College Green, Dublin  
 Powell, L. 13, Merrion square, Dublin  
 Preston, J. 12, Clarinda park, N. Kingstown  
 Robinson, T. W., L.P.S.I. 107, Grafton street, Dublin  
 Waterhouse, W. M. 4, Harcourt terrace, Dublin  
 Whiteside, D. F.

## FERMANAGH.

Lindesay, Rev. W. B., LL.D. Portora Royal School, Enniskillen  
 Leach, Miss E. Portora, Enniskillen

## KING'S.

Sheppard, Lieut. H. G. Clifton, Shinnagh

## TYRONE.

Hayes, Rev. R. 2, Carlisle terrace, Omagh

## UNITED STATES OF AMERICA.

Baldwin, R. S. 205, Durfee Hall, New Haven, Conn.  
 Harwood, R. W. 57, Walnut street, Natick, Mass.  
 Hubbard, A. L. 66, State street, Ann Arbor, Michigan  
 Jervis, G. T. 346, South 5th street, Reading, Penna.  
 Joline, O. C. Watertown, Conn.  
 Skeele, Rev. A. F. Wellington, Ont.  
 Tiemann, L. S. 196, St. John's place, Brooklyn, N.Y.  
 Tiemann, P. E. 180, West 94th street, N.Y. City, N.Y.  
 Thomas, G. H. 13, Jackson street, Providence, R.I.  
 Wood, C. K. Island Heights, New Jersey

## FRANCE.

Brooker, W. H. 44, Route Neufchatel, Reims

## GERMANY.

Bertois, Mrs. L. B. J. Chalet Scheidecker, Mulhouse (Alsace)  
 Denzel, P. Kindermarkt 2/III, München  
 Haberecht, C. (Schweriner Radfahrer Verein) Schulstrasse 5, Schwerin  
 Maess, T. T. Société Alsacienne Mécaniques, Belfort  
 Nasmyth, Mrs. J. W. 20, Wannengasse, Mulhausen  
 Quimfe, L. (Mulhouse C.C.) Rue du Saule 20, Mulhouse  
 Riche, C. (Deutsch Radf. Bund) Scharfzfeld a' Harz, Hannover  
 Strauer, A. (Schweriner Radfahrer Verein) Grünstr. 11, Schwerin

## ITALY.

Albrate, E. All'Aurora, Torino  
 Galimberti, P. (Milan S.V.) 18, Via Verziere, Milano  
 Garston, E. M. de 51, Corso Scinà, Palermo, Sicilia  
 Ricordi, G. (Milan V.C.) 14, Via Dante, Milano

THAT PLATING COMPOSITION.—No. 3963 writes: Some two years ago I purchased at the "Stanley Show" some composition for cleaning the nickel handlebars, &c., of cycles. It was called Silver Plating Composition, and was in two small bottles—one containing grey and the other red powder. I found it so good that I would like very much to get some more, but have lost the wrapper, and the bottles are not labelled, so I have lost all clue to the maker's name. If any of the readers of our *Gazette* can assist me in the matter I shall be much obliged.

THE UNIFORM.—The new brown cloth introduced at the commencement of the present season bids fair to become exceedingly popular. It is for all practical purposes identical in make and quality with the medium weight grey check which has never been excelled. Lady members may be interested in learning that Mr. Goodman, of 47, Albemarle Street, W.—the only officially appointed ladies' tailor in London—has a costume of the new material on show. Mr. Goodman is also prepared to make so-called "rational" costumes for those requiring them.