

THE MONTHLY GAZETTE

No. 12.
Vol. XIV.

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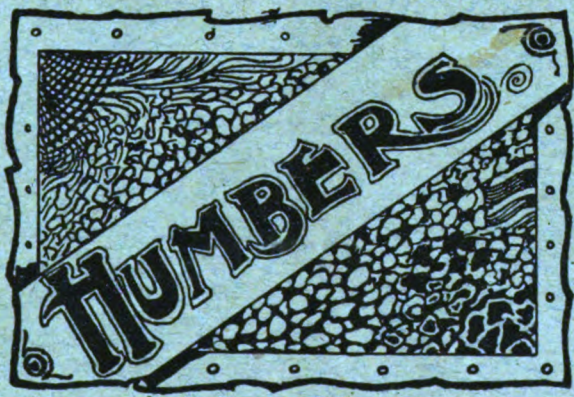
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Published under Official Authority, on the 1st of each month, at the Chief Offices of the Cyclists' Touring Club, 139 & 140, Fleet Street, London, E.C.

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J. W. Thompson

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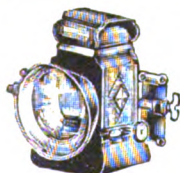
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THE MONTHLY GAZETTE

[FOUNDED 1878.]

[INCORPORATED 1887.]

And + Official + Record.

No. 12. Vol. XIV. [NEW SERIES.]

DECEMBER, 1895.

All Communications relating to the Editorial and Literary Departments of the "Gazette" to be addressed to "the Editor" and to Advertisements and 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 and all Advertisements intended for insertion in the "Gazette" must reach the Editor not later than the morning of the 20th of the month.

THE RENEWAL OF SUBSCRIPTIONS.—SPECIAL NOTICE.

Each member of the C.T.C., whether lady or gentleman, is hereby apprised of the fact that the Annual Subscription of 3/6 is due on the 31st December instant, and that payment must be made on or before the 31st JANUARY next if the member would avoid the penalty incurred by non-compliance with this rule.

Chief Offices: 139 & 140, Fleet Street, London, E.C.,
1st December, 1895.

E. R. SHIPTON, Secretary.

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A two-fold duty this month devolves TO MEMBERS upon every member of the C.T.C., GENERALLY. *i.e.*, that of renewing his subscription, and procuring at least one candidate for membership. Forms for both these purposes will be found attached to or enclosed in the current issue of the *Gazette*, and it is earnestly hoped that they may be availed of both willingly and promptly. A further supply of either form will be sent to any address upon receipt of a postcard.

The Renewal form attached to the front cover of the current *Gazette* bears upon its back full particulars of the conditions upon which Life Membership is procurable. The composition fee required of candidates for Life Membership is five guineas, and although two years' probation as an ordinary member is usually required of the applicant, we are authorised to state that the Council will at the next General Meeting move that this condition be expunged, and that, in the meantime, they will waive it under the powers given them in the Articles of Association, at any rate in the case of all candidates whose credentials appear to them satisfactory. We venture therefore to hope that a very large number of the members who are now called upon either to renew their annual subscriptions, or commute the yearly payments under the Life Membership scheme, will elect to do the latter. With an annual subscription of 3s. 6d. it is of course impossible to justify

the five guinea fee from an actuarial standpoint, but it ought not to be difficult to persuade even the novice that sentiment should count for something. The C.T.C. has in the past been largely instrumental in securing for cyclists the rights and privileges they at present enjoy, and as its sphere of usefulness extends rather than diminishes, all to whom the composition fee is of no moment should show their appreciation of the work the Club has accomplished by making payment of five guineas once and for all.

* * *

The cycle noter of the *Manchester Guardian*—who usually has a good RENAISSANCE word for the C.T.C.—has in common OF THE C.T.C.” with many writers on the wheel press fallen into the error of supposing that the strength of the Club, as measured by mere numbers, is much less than it really is—*vide* the following:—

“It would appear from figures published in the Cyclists’ Touring Club *Gazette* that the Club has less than 14,000 members. In the days when the number exceeded 22,000 the management took a pride in advertising the strength of the Club in every issue, whereas now the wish seems to be to suppress the figures until the approach of the annual election of officers, carried out on the principle of proportional representation, necessitates its publication. For my own part, I believe the Club is in reality far stronger now than it ever was. In what may have seemed like its palmy days people used to join it simply because it was ‘the thing to do.’ At the time its membership was biggest I don’t believe there were more than about a couple of thousand genuine tourists in the country, whereas now I dare say there are 10,000 in the Club alone. There are over 11,000 members in England, 800 in Scotland, 300 in Wales, 500 in Ireland, and nearly 700 in foreign countries. I anticipate a steady growth of genuine tourists in the membership from year to year, and I advise every one who thinks it likely that he will tour a-wheel, if only for a week, or for two or three ‘week-ends’ during 1896, to apply at 140, Fleet Street, E.C., at the turn of the year.”

The fact is, the numerical strength on the 20th ult., when the Candidates’ List for the month of December closed, was 16,343 as compared with 14,166 for 1894. This of itself sufficiently justifies the appearance of the heading of this note; but when it is recollected that the increase has arisen in the main from the adhesion of the wealthier classes, its appropriateness becomes doubly apparent. It seems fair to assert that never in its history has the C.T.C. been as powerful and influential as it is at the present moment; and well it is that it is so, for the battle for freedom is by no means won even yet. Taxation, registration, aye, and confiscation are still threatened—if the fulminations of the Vestries, the District Councils, and the many Dogberrys “dressed in a little brief authority” are to count for aught—and the forthcoming year will witness the introduction of such attempts to restrict the rights of wheeldom as will call for unremitting attention on the part of those who would safeguard its interests.

To the C.T.C. the rational and sensible rider owes—too frequently unconsciously—nearly all the liberty of action he possesses, and it may be taken for granted that while the Club would offer no opposition to any scheme that promised to put an end to the abuses which have crept into the sport, it will do its utmost to conserve the rights that cyclists at present enjoy.

To help it to accomplish the desired end it is, however, essential that the support at present accorded should not only continue but that it should increase. To this end we appeal to every member—no matter the sphere in which he moves—to use his best endeavours to secure for the Club desirable adherents in every quarter. Mere circularising on the part of the office staff, like advertising in the cycling papers, has proved practically worthless; it needs a personal appeal to enlist the sympathies of the tens of thousands of eligible people who have of late taken to the wheel—but the effort once made the result is a foregone conclusion. To enable the many well-wishers of the Club to give effect to their good intentions a form of proposal is enclosed herein. We venture to hope that the member who when renewing his own subscription does not also enclose that for a fresh candidate will be the exception and not the rule.

* * *

The proposal recently put forward by one of our correspondents and CLUB-HOUSE largely endorsed by other members—IMPORTANT. to wit, that the C.T.C. ought to possess a club-house of its own in London—is by no means novel. In theory the suggestion is an excellent one; but there are other reasons beside the lack of funds why such a scheme would in all probability prove unworkable. Some of these reasons are admirably voiced by a correspondent in the present issue, but an additional difficulty would undoubtedly arise in the disparity that unquestionably exists in the social status of the membership. One of the chief recommendations the C.T.C. possesses in the eyes of many is that the man who joins it is as free from the necessity of acknowledging his brother member, and taking him to his bosom, as though he had never heard of such an association. This is a feature it appears desirable to perpetuate; and while this is the case, and the majority of the better class members have social clubs of their own, offering them accommodation and conveniences the C.T.C. could not hope to equal, it appears highly improbable that a C.T. club-house upon an elaborate scale will ever be *un fait accompli*.

All the same, however, there may be, and we believe there are, a very large number of members who would appreciate the convenience a large and well-furnished club-room would afford. Such a room would serve as a meeting-place, as a reading and writing room, as a reference library where road-books, maps, etc., might be consulted, and, upon occasion—if the accommodation were sufficiently great—as the venue for a general meeting. It might furthermore, if thought desirable, form the rendezvous for occasional gatherings of members interested in discussions upon machines, cycle tours, sketching and photographic trips, etc., etc.

Apart, however, from the fact that the nominal subscription of 3s. 6d. per annum is quite inadequate to provide such a room, it obviously would not be fair to the Club as a whole to divert any considerable portion of the general funds to such a purpose, for the club-room if established must inevitably benefit members in the Metropolis and its neighbourhood much more than those in remoter districts.

These facts have so far impressed themselves upon the Council that they have come to the conclusion that the club-room, if it is to be started at all, must in

all probability be supported by those who will chiefly benefit by its use. They have accordingly adopted the recommendation of the Committee deputed to look out for more convenient and attractive offices for the Club, and have decided to ask every member to say whether or not he will vote for some such scheme as is here outlined:—The Committee are of opinion that provided a sufficient number of members signify their willingness to pay the extra subscription asked, an excellent room in a convenient situation can be obtained, attached to and connected with the Club offices, where every reasonable accommodation usually offered in a club reading and writing room can be secured. It is suggested that the subscription for town members should be 7s. per annum, or, with the usual 3s. 6d. added, 10s. 6d. in all. Country members would pay 3s. 6d. per annum, or 7s. in all. The locality the Committee have in view—where an exceptional opportunity of securing ample and excellent premises now presents itself—could easily be reached upon a machine by way of the Victoria Embankment, or by train or omnibus from all parts. It now rests with members to say whether or not they care to avail themselves of a suggestion which is put forward in the belief that it will meet an oft-expressed want, and conduce still further to the popularity of the C.T.C. The form of inquiry enclosed herein should be filled up and returned as speedily as possible if the scheme is to be brought into working order within a reasonable period.

* * *

The January Council Meeting will as usual witness the appointment or the re-appointment of Chief Consuls all over the globe. As a general rule this is more or less a merely formal matter, the majority of those who have held office during the previous year being, happily, willing to accept re-election. It may, however, be doubted whether a wholesome competition for the post would not be beneficial, particularly in the case of those C.C.s who, mainly because of the lack of volunteers, have for long administered to the wants of more than one county. "One County, one Chief Consul" was many years since adopted by the Club as its motto, but it has unfortunately proved impossible in some cases to follow it to the letter, and the Council have occasionally been only too glad to allot extra ground to even a moderate performer rather than leave it vacant. The duties of a Chief Consul, especially where route-giving is concerned, are becoming less onerous as the Road Books of the Club put in an appearance, but the requirements of a membership of diversified tastes and of varying depth of pocket are still quite sufficient to tax the energies of, at any rate, to absorb the leisure of the C.C. who is determined that the appointments in his single county shall be as nearly perfect as possible. It is upon this account, therefore, and not because the Council set light value upon the achievements of those who have hitherto administered to larger areas, that we are instructed to *invite nominations to every county which has not at present a resident Chief Consul of its own*. Any two members are entitled to propose a candidate upon the forms obtainable *gratis* of the Secretary, and we appeal for the co-operation of every reader who has it in his power to help.

THE GENERAL ELECTION. The Annual Election of Representative Councillors, unlike some that have preceded it, bids fair to be notable from the fact that in only one county—that of Lancaster—does a contest arise. Lancashire members are, however, asked to choose three out of the four gentlemen who offer their services, to which end a voting paper with full instructions is sent them herein.

* * *

THE NEWCASTLE DINNER. The second Annual Dinner of the Northumberland and Durham District Association is fixed for the 22nd January, at the Hotel Métropole, Newcastle-on-Tyne. All members who can possibly do so are cordially invited to attend.



THE RENEWAL OF SUBSCRIPTIONS.

The attention of members is directed to the fact that the renewal of subscriptions is now in order. A form of remittance is attached to the cover of the current *Gazette*, and an early compliance with its terms is requested. It will materially facilitate matters at Headquarters if each reader will remit during the current month.

TO GERMAN MEMBERS.

The undersigned is quite prepared to receive the annual subscription of 3s. 6d. or m. 3.60, together with the renewal form for 1896, and will undertake to forward both to London.

AN DIE MITGLIEDER DES C.T.C. IN DEUTSCHLAND.

Unterzeichneter ist gern bereit, den Jahres-beitrag, 3s. 6d. oder m. 3.60, sowie den Erneuerungs-bogen per 1896, in Empfang zu nehmen und insgesamt nach London zu befördern.

C. A. TREUTER,

Chief Consul German Division,
5 Colonnaden Strasse, Leipzig.

CHIEF CONSULAR VACANCIES.

Through the resignation of the former officers, the following counties are in need of Chief Consuls:—

ENGLAND—

*ESSEX.

WALES—

BRECKNOCK.

SCOTLAND—

*CAITHNESS.

*ORKNEY AND SHETLAND.

*SELKIRK.

*SUTHERLAND.

FOREIGN COUNTRIES—

SPAIN.

*The Counties marked with an asterisk are temporarily in charge of Chief Consuls, who will be glad to be relieved of these additions to their usual responsibilities.

The following nomination has been received :—
COUNTY OF ESSEX.

GRAHAM, JOHN, "Claverhouse," Dacre Road, Upton Manor, E., Sub-Editor, Member of the London Central Cycling Club. Proposed by W. G. Waller Goodworth, 72, Queen's Road, Finsbury Park, N., and seconded by William J. Clark, 179, Harold Road, Upton Park, E.

CONSULAR VACANCIES.

YORKSHIRE (EAST RIDING).—(*A. E. Paulsen, 85, De Grey Street, Hull.*)—Aldborough-by-the-Sea, Beeford, Brandesburton, Bubwith, Burton Agnes, Caves, Filey, Flamborough, Fridaythorpe, Hemingborough, Hedon, Howden, Hunmanby, Leven, Middleton, North Grimston, Pocklington, Reighton, Routh, Sherburn, Skidley, Skirlaugh, Sledmere, Sproatley, Stanford Bridge, Welton, Wetwang, Wilberfoss, and Withernsea.

LANCASHIRE.—(*J. T. Lightwood, Hope House, Lytham.*)—Ashton-under-Lyne, Bacup, Blackpool, Bury, Clitheroe, Colne, Fleetwood, Haslingden, Nelson, Padiham, Poulton, Rochdale, and Whalley.

TO CONSULS. SPECIALLY IMPORTANT.

Almost simultaneous with the arrival of the current *Gazette* there should reach every Consul the usual enquiry forms relating to the compilation of the Handbook for the current year.

Consuls will be conferring a favour upon the Club if they will deal with this matter with the greatest promptitude, and so enable the Chief Consul to quickly furnish what is required of him where his district is concerned.

THE BRITISH HANDBOOK.

Members who when renewing their subscriptions send also an order for the Handbook will kindly note that the price of the new edition will be 1s. 6d.

THE BRITISH ROAD BOOK.—VOL. III.

Previous requests for information for this volume have produced a hearty response from the membership, but there are still many routes lacking, almost the whole of which have only become rideable roads within the past year or two. In order that the volume may be complete it is necessary that these should be embodied, and members who can give or secure any information about even one of the under-mentioned roads are earnestly requested to communicate *at once* with the Editor, Mr. R. T. Lang, 27, Westoe Parade, South Shields.

The following roads have yet to be reported upon in both directions :—

LINCOLNSHIRE.

1. Metheringham to Tattershall.
2. Spilsby to Louth (*via* Burwell).
3. Tattershall to Wainfleet (*via* Stickney).
4. Lincoln to Tattershall (*via* Fiskerton and Bardney).
5. Tattershall to Hecklington.
6. Wainfleet to Alford.
7. Grimsby to Barton.
8. Lincoln to Market Rasen (*via* Lessington).
9. Gainsborough to Burton and Whitton.
10. Gainsborough to Crowle.
11. Crowle to Barton.
12. Market Rasen to Grimsby (*via* Ravendale).

NORTHUMBERLAND.

1. Alnmouth to Bamfborough.
2. Alnwick to Dunstanburgh.
3. Belsey to Bolam, Meldon, and Morpeth.
4. Belsey to Bolam and Cambo.
5. Morpeth to Longwiton, Rothley, and Elsdon.
6. Morpeth to Scots Gap and Elsdon.
7. Stanfardham to Barrasford (*via* Ryall).
8. Alnwick to Yetlington and Whittingham.
9. Felton to Warkworth.

YORKSHIRE (EAST RIDING).

1. Pocklington to Driffield.
2. Pocklington to Holme.
3. Pocklington to Malton.

YORKSHIRE (NORTH RIDING).

1. York to Strensall.
2. Strensall to Hovingham.
3. Hovingham to Helmsley.
4. Hovingham to Kirby Moorside.
5. Hovingham to Malton.
6. Easingwold to Byland Abbey, Wass.
7. Wass to Helmsley.
8. Guisbro' to Ingleby and Chop Gate.
9. Stokesley to Chop Gate.
10. Chop Gate to Helmsley.
11. Leyburn to Horse House.
12. Leyburn to Middleton.
13. Kettlewell to Outershaw.
14. Outershaw to Hawes.
15. Reeth to Brough.
16. Arkleside to Aysgarth.
17. Arkleside to Kettlewell.
18. Arkleside to Middleham (*via* Carlton).
19. Threshfield to Hawes (*via* Arncliffe).
20. Dent to Sedburgh.
21. Dent to Newby Head Inn.
22. Northallerton to Osmotherley.
23. Leascar Ho (North Road) to Brompton.
24. Thirsk to Coxwold.
25. Coxwold to Hovingham.
26. Kirby Moorside to Castleton (*via* Blakey Ridge).
27. Ralph Cross to Kildale.
28. Stockton to Stokesley.
29. Middlesbro' to Stokesley.
30. Stokesley to Battersby and Egton.
31. Egton Bridge to Sleight.
32. Stokesley to Whitby (*via* Battersby, Castleton, and Wapley Inn).

YORKSHIRE (WEST RIDING).

1. Pateley Bridge to Hawes Stean and Middlesmoor.
2. Ribbleshead to Settle.
3. Selby to Cawood and Tadcaster.
4. Cawood to Stillingfleet and Fulford.
5. Bell Busk to Malham.
6. Hellifield to Malham.
7. Long Preston to Malham.
8. Middlesmoor to Arkleside.
9. Skipton to Pateley Bridge (*via* Barden Tower).
10. Ingleton to Dent.

THE SCOTTISH ROAD BOOK.

The Scottish Roadbook at last comes within sight of publication. The task of carefully selecting and numbering the routes in the three sections will shortly be completed and the preparation of Editor's draft—which has been carried on concurrently with the mapping-out of routes—has also reached a satisfactory stage.

It had been my intention to give a full survey of the years' work and progress in this number of the *Gazette*, but I find it would be more advisable to hold such an article over until the January number. By so doing, it will be possible to go over the complete year. Were such a report prepared for the present issue of the *Gazette* the six or seven weeks yet ahead of us in this year would naturally have to be left out of account.

I would, however, most urgently request members to note that the following routes are not yet in hand. I have tabulated routes *promised* as well as those other routes concerning which no assistance has yet been offered. The routes which have been "promised" I have specially marked with an asterisk, and would urge those who may have taken them in hand to let me have the reports *at once*.

Reports are still required on the following Roads :—

ARGYLL.

23. Ballachulish to Shiel Inn (*via* Glen Tarbert).
25. Ballachulish to Lochaline Hotel (*via* Glen Tarbert).
26. Ballachulish to Lochaline Hotel (*via* Camasnacroise).

AYR.

6. *Irvine to Glasgow (*via* Barrhead).
36. *Largs to Dalry.

FIFESHIRE.

7. Kirkcaldy to Strathmiglo (*via* Falkland).
 13. Leven to Craigrobbie.
 21. Elie to Cupar (*via* Largo Ward).

ELGIN.

29. *Dallas to Elgin (*via* River Lossie).

LANARK.

6. *Hamilton to Newhouse (*via* Cross Roads).
 9. *Lanark to Cumbernauld.
 11. *Lanark to Armadale.
 13. *Muirkirk to Douglas.
 14. *Muirkirk to Strathaven.
 20. *Carawath to Carlisle.
 21. *Carawath to West Calder.
 30. *Carlisle to Glasgow.
 31. *Armadale to Glasgow.
 42. *Glasgow to Molinburn.

ROSS: CROMARTY.

32. Garve to Poolewe.

SELKIRK.

34. *Kelso to Selkirk.

SUTHERLAND.

11. Durness to Cape Wrath Lighthouse.

Until all the above routes are in hand, the work cannot make wholly unfettered progress. Regarding these routes, may I remind Scottish members that this is more than the third time of asking?

ARTHUR T. POYSER, Editor.

Dunblane, November 18th, 1895.

NORTHUMBERLAND AND DURHAM DISTRICT ASSOCIATION.

The second annual dinner of this Association will be held at the Hotel Métropole, Newcastle-on-Tyne, on Wednesday, the 22nd January, and members in all parts of the kingdom who can contrive to attend are asked to kindly book the date. Further particulars will appear in the next *Gazette*.

OUR NUMERICAL STRENGTH.

RENEWALS.

1894	...	10,897
1895	...	10,461

436

COMPARATIVE STATEMENT, 1894-5.

CANDIDATES.

1894.		1895.
January	146	January 200 ... 54*
February	239	February 318 ... 79*
March	349	March 301 ... 48†
April	367	April... 521 ... 154*
May	427	May ... 492 ... 65*
June	367	June ... 876 ... 509*
July	443	July ... 894 ... 451*
August	491	August ... 926 ... 435*
September	260	September... 602 ... 342*
October	102	October ... 425 ... 323*
November	42	November... 197 ... 155*
December	10	December ... 103 ... 93*
Life Members	27	Life Members 28 ... 1*

* Increase. † Decrease.

TOTAL MEMBERSHIP.

1894	...	14,166
1895	...	16,343

Net increase... 2,177

Consisting of		
Candidates	...	2613
Less Loss on		
Renewals	...	436
		2177

"RIGHTS AND PRIVILEGES."

The demand for copies of the "Manifesto issued by the C.T.C. still continues. Members are again reminded that imprints upon paper or cardboard as the case may be are obtainable, post free, by all who make application therefor, and who will undertake to exhibit them in suitable positions. Free libraries, literary institutes, and club-rooms of all kinds afford excellent means of making known what are the rights and privileges of the cyclist, and what are the duties of all road users.

TO PROSPECTIVE LINGUISTS.

For the last five years I have offered to help any of our members who intend to study French, German, Italian, or Spanish during the winter, by recommending books for the purpose, and, if desired, by supplying the same if possible second-hand. The response has been such as to induce me to renew the offer. In addition to second-hand grammars, reading, and conversation books, I have some *cheap* dictionaries, including—FRENCH: Fleming & Tibbin's, in two large volumes; Tarver's "Phraseological Dictionary," two vols.; GERMAN: Flügel's, Thieme's, Hilpert's; ITALIAN: Barretti's, Millhouse's; SPANISH: Neuman and Barretti's, Velasquez, etc. Lists sent on application.

S. A. STREAD, Chief Consul General Division.
 30, St. George's Avenue, Holloway, London.

THE EDITOR'S ALBUM.

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

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

Messrs. H. E. Melville, Siddall, Brighton; A. E. Paulsen, Hull; and C. Smith, Great Harwood.



THE COUNCIL.

The usual monthly meeting was held at the "Métropole" Hotel, Newcastle-on-Tyne, on Saturday, 16th November, 1895, at 10.30 a.m.

PRESENT:

- C.C. J. A. WILLIAMSON, Tynemouth (Chairman).
 C.C. G. BARTRAM, Sunderland.
 R.C. F. L. DODDS, Yorkshire.
 R.C. Rev. W. HAY FEA, Yorkshire.
 R.C. J. I. S. HESLOP, Durham.
 C.C. J. T. LIGHTWOOD, Lytham.
 C.C. T. W. STAINTHORPE, Redcar.
 R.C. G. WATSON, Grouped Counties of England.

E. R. SHIPTON, Secretary.

RESOLUTIONS, ETC.

- 167.—"That Mr. Richard M. Loy, of Hardenhuish Rectory, Wilts., be appointed Chief Consul of the County of Wilts."
 168.—"That Mr. E. J. F. Ipperseel, of 13, rue des Sables, Brussels, be appointed Chief Consul of Belgium."

REPORTS OF COMMITTEES.

FINANCE.

- (a) The Chairman intimated that there was nothing special to report, but that, as regards the advertisements matter, the Committee had, after much deliberation, instructed him to move the Resolution appearing in his name upon the Agenda, and it was accordingly resolved
 169.—"That the Finance Committee be authorised to enter into an agreement with Mr. Septimus Smith, who represents *The Cyclist*, to canvass for advertisements for the C.T.C. *Gazette*."

MAP AND ROAD BOOK (ENGLAND AND WALES)
VOL. II.

- (b) The Chairman reported that a further meeting of the Committee had been held, at which the Editor produced satisfactory proofs of the progress he was making with the work. A difficulty is still experienced in some cases in getting the draft correctly checked, but it is hoped that this will not interfere with the production of the work in time for the next touring season.

MAP AND ROAD BOOK (ENGLAND AND WALES)
VOL. III.

- (c) The Chairman reported that a further meeting of the Committee had been held, which all the members attended. The work in connection with the production of this volume is making good progress. The complete draft for Cumberland, Westmorland, Lancashire, Isle of Man, and part of Yorkshire has been sent out and checked, and the Editor appears to be making headway with the remainder. The Committee have every reason to hope that the volume will be out, if not in time for the beginning of the riding season, at any rate during the forthcoming summer.

MAP AND ROAD BOOK (SCOTLAND).

- (d) The Chairman enclosed reports from the Editor which went to show what good progress is being made with the work in hand, and said that the next *Gazette* would contain a statement showing what are the routes still outstanding. A memorandum embodying fifty-four routes to be included in Section 2 was submitted, and the list relating to the 3rd Section (dealing with the Central Highlands, the Western and Northern Highlands, and the adjacent Isles) was promised in a few days.

MAP AND ROAD BOOK (IRELAND).

- (e) The Chairman reported that the sub-committee, comprising Mr. E. W. Burke and himself, had met at head-quarters and had practically agreed to the terms of the report shortly to be presented to the Council.

MAP AND ROAD BOOK (CONTINENTAL).

- (f) The Chairman intimated that Part II. of the French Book is being set into type as rapidly as the engagements of the Editor permit, and that there is little or no doubt as to the book appearing early in the new year.

RIGHTS AND PRIVILEGES.

- (g) The Chairman reported that many letters from members and others seeking advice and assistance had been received during the month, but there was no case of any moment requiring to be submitted to the Council.

HOTEL TARIFFS COMMITTEE.

- (i) The Chairman intimated that another meeting of the Committee had been held, but that he was not yet in a position to submit a complete report. Having regard, however, to the fact that the time has arrived when the usual inquiries for information relating to the Handbook must be sent out, the Committee have instructed the Secretary to make various alterations in the wording of the Hotel Agreement and circulars which are usually sent to the Hotel Proprietor. These alterations are principally to make the contract clearer and more acceptable to the Hotel Proprietor, and in some cases more binding upon him. As regards the administration of the hotel tariff scheme the only alteration the Committee for the moment suggest is that the hotel certificates should in future be sent out from head-quarters, and not by the Chief Consuls. This step (in which the Secretary concurs) will, the Committee think, be a great improvement, and they hope to be able to present a complete report, with copies of the amended circulars and agreement, with the agenda of the January Council Meeting.

CONTINENTAL TOURING ARRANGEMENTS.

- (j) The Chairman intimated that the Committee had not yet met, but that they would shortly be doing so, and that then he would report the result of their deliberations.

NEW OFFICES.

- (k) The Chairman stated that a Meeting of the Committee had been held and various premises had been inspected. Having regard, however, to the fact that a desire is largely expressed by the membership for something in the nature of a C.T.C. Club-room for the use of members, the Committee are unanimously of opinion that, before any definite steps are taken with respect to engaging fresh offices, an attempt should be made to learn how far members generally would lend support to a scheme by means of which they might be entitled (upon payment of a further subscription) to the use of a reading and writing room, and reference library. The Committee were of opinion that it would be impossible to provide these conveniences upon the current subscription, and that to make the scheme a success a subscription of 10s. 6d. per annum (which shall include the usual subscription of 3s. 6d.) would be required from all town members, while country members might fairly be asked to pay 7s. They accordingly recommend that a query form should be inserted in the December *Gazette* asking members to say whether or not they would support a scheme upon this

basis, after which the Committee would be in a better position to report upon the whole question. It was accordingly resolved

- 171.—“That a query form be inserted in the next *Gazette* asking members whether or not they would be disposed to support a reading and writing room upon the basis of a further payment of 3s. 6d. per annum on the part of country members, and of 7s. per annum on the part of town members.”
- 172.—“That all reference to Dark Rooms and Dark Cupboards be deleted from the Consul's Enquiry Forms, and from the Handbook.”
- 173.—“That the Council Meetings for 1896 be arranged as follows:—
- | | |
|-----------------|---------------------|
| January | MANCHESTER. |
| February | BATH. |
| March | LONDON (and A.G.M.) |
| April | CHESTER. |
| May | DUBLIN. |
| June | EDINBURGH. |
| July | LONDON. |
| August | SCARBOROUGH. |
| September | DERBY. |
| October | CARLISLE. |
| November | NEWCASTLE. |
| December | BIRMINGHAM. |

- 175.—“That in view of the forthcoming general appointment of Chief Consuls it is, in the opinion of this meeting, highly desirable that nominations should be invited for a Chief Consul for each county; and that save in very exceptional circumstances a C.C. shall not be appointed to more than one county.”

- (m) The Secretary laid before the Meeting a suggestion from Mr. E. M. Poole, one of the R.C.'s for Yorkshire, that steps should at once be taken to see that the Club is represented at the Stanley and National Shows. The matter was carefully considered, but as it appeared that the outlay incurred in the past in this direction has never been recouped, it was decided to take no action in the matter.

- (n) The Secretary reported that Mr. R. Butler, of Stamford Hill, the member referred to in Resolution 149 of the September Meeting, had written to say that owing to the promise of active intervention made by the C.T.C. he had been able to obtain a satisfactory settlement of his claim against the owner of the brewer's dray which came into collision with his machine, and as a consequence he would not require to entrench upon the Club's funds.

- (o) A letter from Col. W. J. Pickance, of Farnborough, suggesting that the C.T.C. should join in the memorial which is about to be presented to the President of the Local Government Board in favour of more liberal regulations where the use of road locomotives is concerned, was carefully considered, and the Chairman of the Club and the Secretary were authorised to sign the memorial on behalf of the whole body of members.

- (p) A further application for assistance in the case of a Mr. Meredith, of Wolverhampton, who was unsuccessful in his appeal at Quarter Sessions, was carefully considered, but it was decided to make no contribution.

- (q) A letter from Mr. Sten Helling, the Consul for Gothenburg, was laid before the Meeting, from which it appeared that the restrictions it was a year or so since proposed to place upon cyclists in the City of Gothenburg have been altogether abandoned. This result is in the main due to the representations made upon this matter to the authorities by the Secretary of the C.T.C.

Comments upon the Agenda were received from the following absent Councillors:—Prof. J. D. Everett, Ireland; Dr. F. Powell, Redhill; Messrs. W. Cosens, Sussex; W. Crawford, Aberystwith; W. Dickinson, Lancashire; W. B. Gurney, Bradford; L. Kershaw, Halifax; F. Lewis, Kent; T. E. Lowe, Wolverhampton; E. M. Poole, Yorkshire; A. M. Porteous, Coldstream; H. Powell, Llandrindod; H. M. Rankin, Tiverton; H. Croydon Roberts, London; H. C. Staples, Kent; C. Wigan, Middlesex; L. J. Williams, Middlesex; and J. W. Wright, Nottingham.

The next Council Meeting will be held at Derby, on Saturday, the 14th December, 1895.

DR. CONAN DOYLE ON CYCLING.—“When the spirits are low, when the day appears dark, when work becomes monotonous, when hope seems hardly worth having, just mount a bicycle and go out for a good spin down the road, without thought of anything but the ride you are taking. I have myself ridden the bicycle most during my practice as a physician and during my work in letters. In the morning or the afternoon, before or after work, as the mood overtakes me, I mount the wheel and am off for a spin of a few miles up or down the road from my country place. I can only speak words of praise for the bicycle, for I believe that its use is commonly beneficial and not at all detrimental to health, except in the matter of beginners who overdo it.”

Notes on the Stanley Show.

By C. W. BROWN.

The nineteenth annual Stanley Show hardly presented so many features of interest as some of its predecessors, but nevertheless it was a good exhibition, better in some respects and certainly more attractive to the eye than that of last year. Many of the stands were most handsomely decorated, and this, of course, added not a little to the general appearance of the show. Unfortunately, the usual state of unreadiness prevailed, many of the stands being either entirely vacant or in considerable disorder when the doors were thrown open to the public at mid-day on the Friday. For some hours unpacking continued, and as a consequence the gangways were more or less strewn with paper, and presented a very untidy appearance. Even late on Saturday night, there were several stands entirely vacant, or upon which machines were standing in crates waiting to be unpacked. It is a great pity that the Stanley Show Committee do not take really strong measures to prevent this kind of thing, having in view the experience of former years. Then again, no catalogues were available, even for the Press, until after mid-day on Friday, all of which shows a want of management somewhere. A stringent rule to the effect that no manufacturer would under any conditions whatever be allowed to bring in even a single machine for his stand after, say eight o'clock on the Thursday night, would soon settle matters if properly enforced.

Turning to the exhibits themselves, little or no improvements seem to have been made—in fact in the majority of instances a retrograde movement has been effected by the adoption of rear fork blades of oval section. These were tried years ago, before the wheel-base of the average safety was extended to its present length, and straight tubes generally adopted. It was then found that oval rear forks were not sufficiently rigid laterally, even though considerably shorter than those at present used. How is it likely that they will prove better now? The reason for the adoption of flattened fork blades is the narrow-tread mania which seems to be running riot to the detriment of cycle construction generally, so far at any rate as road machines are concerned, and these are all I propose to deal with. It will be generally conceded that the power, which the rider applies to each pedal alternately, has a tendency to push the crank-bracket from side to side, and it therefore follows that if oval rear forks are used at all, they should be placed with the broadest diameter horizontal, and not vertical. A good many rear forks and back stays are made of D-section tubing as used upon the "Osmond" cycles, and this certainly allows of the tread being narrowed slightly, but I think that tubing of this pattern would be much better if stayed from the centre of the flat portion to the arc to the round part, so that the section would be divided transversely.

Another plan of narrowing the tread is employed by several firms, perhaps most markedly by the Mutual Cycle Manufacturing Co., Ltd., upon their "Peregrine" machines. This system consists of uniting the blades of the rear fork with a crown placed as near to the tyre of the wheel as possible, and connecting this crown with the crank-bracket by means of a short piece of tubing of very large diameter. The object of this is to allow of the crank-axle chain-wheel being placed nearer the centre of the machine, as the piece of large tube is sufficiently long to allow the chain-wheel to just clear the crown of the rear fork. This places the crank-bracket somewhat further forward, if large chain-wheels be used, and the wheel base of the machine must, therefore, be slightly increased, but I believe that if done in a certain manner, this is rather advantageous than otherwise. Of course the arrangement is not new, as it is merely a modification of the "Referee" rear fork which has for two or

three years past been made with a crown bridge connected on the chain-wheel side with the crank-bracket by means of a small piece of tubing placed nearer to the centre of the machine than the fork blade could be, were it carried forward direct. The object when this idea was first brought out, was to place the fork-leg on the chain side in a straight line between the chain wheels, but inasmuch as the angle it forms with the bridge and short piece has to take the strain, there is a doubt as to there being any actual gain by the arrangement.

One or two firms who have adopted the oval pattern rear fork-legs seem to have been aware that they were jeopardising the lateral stiffness of the crank-bracket by so doing, and have endeavoured to grapple with this difficulty by bridging the fork close to the tyre of the wheel, and after carrying the legs onwards to the crank-bracket in the ordinary manner, have inserted a third piece of tubing between the bridge and the bracket. This may stiffen the fork-legs so far as the portions between the bridge and the bracket are concerned, but it can hardly have any appreciable effect on those parts of the tubes extending from the bridge to the hub spindle. I must say that I do not at all like oval rear forks. Treads varied greatly, and one of the narrowest shown was under three inches. Anyone—I was going to use a stronger word—can make a very narrow tread machine for show, but of what possible use is a safety with say an inch and a half between the ball-races of the crank-axle bearings? Such a bracket cannot possibly last, and, further, if it did, the smallness of the tyre of the driving wheel—in the case in question about one and a quarter inches—and the reduction of clearances to almost the vanishing point, put such machines entirely outside the range of practical road cycles. Many of the machines with what may be called moderately narrow treads, say about $4\frac{1}{4}$ in., had the crank-axes longer on the chain sides, and consequently the rider has to sit more or less unevenly upon the saddle.

In one particular there are signs of a return to the laws of common sense, for many of the machines shown had heads of fair length, and, where a horizontal top tube was used, the arrangement was arrived at by building up the frame at the back. On a good many safeties built for riders of average heights, the top tube sloped upwards towards the front, just as it did two years ago, and I can see no objection to this plan. Beyond the alterations I have named the general pattern of gentlemen's safeties has not been altered, and most of the firms supply machines of much the same design and finish as last year. The Rudge-Whitworth Co. had a very fine display, and they had a new pattern crank-bracket, the barrel of which is slotted so that the adjusting collars can be turned by claw-spanners passing through the slots. The "Cheeta" cycles, or at any rate some of them, were provided with a method of locking both collars by the action of one bolt. This is effected by means of a lug projecting downwards from each end of the barrel, the latter being slotted some little distance round and close to each of the lugs. Through these latter a bolt passes close to the underside of the bracket, and when a nut is tightened on this bolt the two lugs are drawn closer together, thus tending to close the cuts in the barrel, and so gripping the collars. I do not see any particular advantage in this plan. The heads of the "Cheeta" cycles are of the "Referee" pattern, that is, the tubes forming the fork blades are carried up through the crown-plates, passing on each side of the head-socket, the upper ends being united by a bridge above the latter. The handle-bar is provided with two stems which slide in the tubular continuations of the front fork blades, and are held by two clips.

There were several American machines exhibited, but none of them presented any striking details, except the "Columbias," made by the Pope Manufacturing Co. These machines are light and rigid and have several good points, notably the employment of barrel hubs and large balls throughout. The chains fitted are the neatest I have ever seen,

and are extremely light (a bit too light to my way of thinking), but as they are intended for use upon machines unprovided with gear-cases, I suppose that they will be perfectly safe when these latter very necessary adjuncts are employed. The crank-axes of the "Columbias" are constructed in a novel manner. The axle is in halves, each half being in one piece with the crank on its own side. The end of one half is grooved in the form of a V, the other portion being provided with a tongue which exactly fits this groove. Each half of the axle is provided with a thread, one being left-handed and the other an ordinary right-handed one, and they screw into a sleeve which covers each portion, and extends to the collars of the bracket. In fact the ends of this sleeve form the inner portions of the ball-races. When the halves of the axle are screwed into this sleeve equally, and are in contact with each other, they revolve with the sleeve as if in one piece, but when it is necessary to detach either crank, a small key is inserted through a hole in the barrel of the crank-bracket, and this engages with a corresponding hole in one end of the sleeve. The latter is then held firmly so that it cannot revolve, and upon pressure being applied to the pedals, the portions of the axle turn in the fixed sleeve, and become separated. Of course, it is necessary to see that when they are replaced they are each given an equal number of turns, as if not, one may be screwed in further than the other, and the ends will not, therefore, meet in the centre of the bracket. When this happens the chain-wheel on the one part of the axle will be placed out of line with the chain ring on the driving-wheel hub. The only advantage of this arrangement is a neat appearance, a slight saving in weight, and there being no crank bosses nor cotter pins. There is, of course, the addition of the internal sleeve, but that is very little, and, moreover, it tends to fill up the central portion of the barrel of the bracket, leaving less space for the accumulation of dirty oil. The adjusting collars screw into the ends of the barrel of the bracket in the ordinary way, but the barrel is not split nor slotted. Instead of this, the ends are each provided with two lugs about three-quarters of an inch apart, and the metal is machined down very thin between these. A bolt passes from one lug to the other, and when a nut on the end of this is tightened, the lugs are pulled slightly towards each other, thereby depressing the thin metal upon the adjusting collar, and so holding the latter in place.

The Aluminium Jointless Frame Cycles were novelties, and are said to be strong. The frames are constructed of an aluminium alloy, and are cast in one piece. The metal has, however, to be of heavy gauge, and hence there appears to be no saving in weight—in fact the frame I lifted was heavier than an ordinary one of steel tubing. In the event of an accident occurring to the machine, the company claim to be able to join a broken frame by an electric process, but I cannot say that I was at all favourably impressed with the machines.

The Shark Manufacturing Company also had a specialty in the aluminium line. Their alloy is said to contain ninety-eight parts of aluminium, and can be used in thin gauge tubing. The company unite their frames by mechanical joints, a steel-liner, provided with a thread, being inserted in the tubing, and the latter being rolled and pressed upon it by machinery. The firm maintain that these joints are perfectly secure, and that the tube is strengthened for some considerable distance by the steel liner. In the longer tubes of the frames they place steel liners at such distances apart as they consider the limits of support given by the liners at the joints. This is upon the principle of the rings or knots on bamboo canes, and in fact the company imitate these not a little. I should prefer to have experience of these frames before expressing an opinion of their merits. At present I am somewhat dubious.

As I expected, a good many firms are using barrel hubs, which adjust by means of collars after the manner of the "Humber" pattern crank-bracket. These hubs are, of

course, infinitely to be preferred to those of the cup and cone pattern, but I regret to say that not a few of the firms which claim to be fitting them to their machines are really using those of the old type, but constructed to imitate the appearance of the genuine barrel hubs so closely that many purchasers may easily be deceived. The great thing to do to detect this fraud is to ask to see the wheel adjusted without the nuts on the outside of the forks being loosened. This is a poser for the people endeavouring to palm off cheap imitations of the barrel hub, which must soon become almost universal on all best machines.

Of spring-framed cycles there were one or two patterns, the "Marvel," perhaps, coming in for the most attention. I described this type last year, but as it has been pushed somewhat, more especially among the better classes, it may be well for me to deal with it again. The frame as constructed for gentlemen consists of a head-socket, top tube, and diagonal of ordinary type. Here, however, the similarity to an ordinary pattern of frame ends, for the lower front tube is duplicated, the two tubes descending from the bottom of the head to each side of the crank-bracket. The rear fork, which is constructed of oval section tubing, is hinged to the crank-bracket, and is continued forward in front of that point in a single tube or arm for about nine inches. From the top of the head where the top tube unites with the socket descends an additional tube which ends between the duplex lower front tubes, to each of which it is united by a T-lug. From the bottom of this additional tube depends a strong spiral spring, the lower end of which is attached to the forward extremity of the arm extending from the rear fork. Of course no back stays from the saddle-lug to the rear hub spindle can be used, and, to my mind, this is a great defect, as all the lateral strain is thrown upon the rear fork, which is, moreover, as I have already pointed out, of oval section. A similar pattern machine, designed for the use of ladies, is also made. In this the general construction is the same, but the top tube is dispensed with and a small curved tube is carried from the point between the duplex front tubes, where the nearly perpendicular tube from the head unites with them, to the diagonal. The vibration from the front wheels on both ladies' and gentlemen's machines is intercepted by the spindle of the hub being attached to the forward ends of short arms pivoted near their centres to the bottom of the front forks. The rear ends of these arms are connected to the fork blades by means of spiral springs.

Another spring frame is the "Rational Empire." In idea this is somewhat like the "Marvel," the rear fork being hinged to the crank-bracket. Here, the similarity ends, for there is no forward continuation of the fork. From the point where it is hinged to the crank-bracket, two smallish tubes ascend on each side of the main diagonal to a point just in front of the saddle-lug, where they meet the tops of the backstays ascending from the ends of the rear fork, to which they are united. The rear portion of the frame thus consists of two triangles, one on each side of the wheel. The apices of these are united by a bolt which passes through a slot formed in a continuation of the saddle-lug before it unites with the top tube of the frame. This slot is some three inches long, and the bolt is pulled to its rearward end by two spiral springs attached to a T-arm behind the saddle-lug. The vibration from the front wheel is reduced on hinging the front fork blades to the crown, from the centre of which a short tubular arm descends rearward and downward for about five inches. This arm ends in a T-piece, to the extremities of which two spiral springs are attached, which springs are connected with the blades of the front fork, some six inches below the head. The point which I liked best about this machine was the brake. This was applied to the rear wheel tyre by means of light tension wires passing directly upwards on each side of the frame, precisely as the band brakes once applied to the "Quadrant" tricycles.

Perhaps Byrne's sliding seat hardly comes under the

category of spring frames, but I may mention that it was shown, and is practically unaltered from last year. It is said to be eminently suitable for a lady, but if so, she would have to ride in rational dress, so that I cannot say that I agree with the statement.

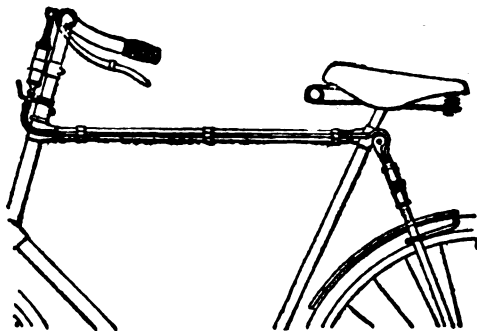
Ladies' machines showed but little advance upon previous years, except perhaps in the matter of finish. The swan-necked pattern was quite as much in evidence as formerly, notwithstanding that its necessarily bent tubes render it inferior to the ordinary straight-tubed V-frame, in which the upper front tube descends from the top of the head to the diagonal, which it joins a few inches above the crank-bracket. Ladies, however, are not often mechanical, and to them one bicycle looks much the same as another, but if there are any pretty bends in the tubes they think the machine all the more elegant. There were also a few ladies' machines constructed with one single tube of large diameter curving upward from the crank-bracket to the bottom of the head. I personally should not care to ride a cycle of this pattern, as, should the tube break, there is positively nothing to save the rider from a very severe fall.

Messrs. W. Bown, Ltd., in one of their patterns of ladies' safeties, carried the lower front tube from the bottom of the head to a point on the diagonal some four inches above the crank-bracket, instead of direct on to the latter as usually done. From the top of the head two tubes descended, and passed on each side of the lower back-bone to the ends of the crank-bracket. It is claimed that this arrangement renders the frame more rigid, but the exact line of reasoning is not very apparent.

In details, the trade are catering much better for the fair sex than formerly. For instance, nearly all the ladies' machines are provided with narrow pedals, the average width being about $3\frac{1}{4}$ in. between the side plates. This is an advance, but I believe that many lady cyclists would be much better suited with 3 in. pedals. Naturally, ladies' pedals are usually of the rubber pattern, a few felt ones only being shown. Most of the rubbers are held in place by the usual bolts passing through them, and held to the side-plates by small nuts. I would much rather see these bolts rivetted, as the nuts are apt to catch the skirts of the rider in the event of a hurried dismount. Another small matter which seems to be overlooked, is the position of the lubricators. These should be so placed that they cannot interfere with the dress, and yet on several machines fitted with leather chain-guards I noticed that the lubricator intended for oiling the chain was placed exactly above the crank-axle chain-wheel, just in the V of the frame, and of course in the most likely position to catch the dress. Cases of this kind should have the lubricators placed at the back over the hub chain-ring, where they will be out of the way. The handle-bars of ladies' machines are still frequently curved upwards in bends which can only be described as idiotic. As a rule, safeties designed for the use of gentlemen are now fitted with flat, *i.e.*, undropped handle-bars, in place of the dropped ones of two or three years ago. Why in the world the handle-bars of ladies' machines should be curved upward in the ridiculous manner they often are, I do not know.

Brakes appear to have received very little attention from the trade generally, and really most of the machines exhibited are not provided with any at all. Of the new inventions in this line I certainly think that designed by Mr. W. Terrell is by far the best, and I am by no means certain that this gentleman has not effectually solved the brake question. The accompanying illustration shows this brake as fitted to the rear wheel of a safety. The sample shown was somewhat rough in finish, being really only an experimental one, but it possesses all the points required in a cycle brake. It can be applied quickly, and with any degree of force required, and it can be kept on with any desired amount of pressure. I do not think that this brake will damage the tyre, and I shall look forward to trying the arrangement in action ere long. The brake works upon

an entirely new principle, so far at any rate as those constructed for cycles are concerned, being actuated by hydraulic pressure. It consists of a small cylinder clipped to the stem of the handle-bar, in which cylinder a piston rod slides. This rod is attached at its upper end to the ordinary pattern brake-lever, which has not to be altered in any way,



so that the brake can be easily applied to existing machines. The cylinder contains water, and from the lower end a very small pipe is carried either outside or inside the top tube of the frame, and is connected at its other end to another small cylinder, which is clipped between the back stays. From the lower end of this cylinder a piston rod descends, and is attached to the brake itself, which consists of a frame of spring steel wire, the sides of which are a little wider apart than the width of the tyre. This frame is hinged to a bracket, clipped to the backstays of the machine at its rearward end, and the extremity of the piston rod is attached to an arched bridge between the sides of the steel frame, some three inches in front of the hinge. Across the steel frame, which is some twelve to fourteen inches in length, is stretched a piece of stout hogskin. Inside the rear cylinder is a spiral spring, which has the effect of pulling up the piston rod, and so taking the brake clear of the wheel when not in use. The slightest movement of the brake-lever drives the water out of the cylinder on the handle-bar stem into that on the backstays, correspondingly driving out the piston rod of that cylinder, and so applying the brake. The forward end of the hog skin first comes into contact with the wheel, and as the pressure is increased, the brake wraps itself more and more round the sides of the tyre, as well as obtaining a greater contact lengthwise. This brake was shown by Messrs. H. Dodd & Co., of 47, Queen's Road, Bayswater, and is I think a really good thing. I should, however, prefer it placed somewhat lower down, say between the rear fork legs, so that it would form a portion of the back wheel mudguard. It can, of course, be applied to the front wheel if desired.

The pneumatic brake was shown, and is not altered in any way from my last description of it in the *Gazette*, but the firm can now supply a rubber and canvas curtain to protect the air pad from the tyre, as I suggested. An extra curtain can be carried in the tool-bag, and the cost is but little, while it practically renders the brake puncture proof. I still prefer the pattern designed to go on the rear-wheel tyre, and fitted to the rear-fork leg, on the side opposite to the chain, by a tubular arm.

The Cycle Patents Co. showed Byrne's brush chain brake, which clips round the rear-fork leg just clear of the sag of the chain when the machine is being driven forward. When the rider back-pedals, the underside of the chain is necessarily tightened, and thus comes in contact with the bristles of the brush. Mr. Byrne not only maintains that this acts as an efficient brake, but that it also serves to keep the chain clean. Naturally he does not believe in a gear-case, a fact which rather puts him out of court as a cycling engineer.

(Continued on page 372.)

The Annual Election of Representatives

* Marked thus hold office at present, but those against whose name is also placed † have not, as yet, qualified themselves by attendance at the December fixture, or obtain the necessary leave of absence, then and there.

Counties or Countries.	Number of Members.	Number of R.C.s required.	Nominations received.	Candidate.	Address.
ENGLAND—Counties Entitled					
Cheshire	373	1	1	*Denson, J. L.	21, Upper Northgate Street, Chester
Devon	260	1	1	*Stanley, G. E.	2, Royal York Crescent, Clifton
Durham	334	1	1	*Heslop, J. I. S.	11, Fawcett Street, Sunderland
Gloucester	330	1	1	*Marshall, Dr. W. N.	The Red House, Newent
Hants	320	1	1	*Robinson, J., C.E.	Castle Hill, Winchester
Kent	540	2	2	*Lewis, F.	Plaistow Lane, Bromley
† Lancashire	1242	3	4	*Staples, H. C.	Swanley
Middlesex	1776	3	3	*Dickenson, W.	11, Limefield, Blackburn
Oxford	251	1	1	Iredale, J. H.	Fenwick Street, Liverpool
Stafford	295	1	1	Oxley, H. M.	134, Deansgate, Manchester
Surrey	1098	3	2	*Scott, T. J.	South View, Ormskirk
Sussex	203	1	1	*Graves, H., B.A.	32, Holland Villas Road, Kensington, W.
Warwick	317	1	1	*Wigan, C., M.A.	15, Ladbroke Square, Notting Hill Gate, W.
Yorkshire	876	2	2	*Williams, L. J.	29, Highbury Quadrant, N.
				*Jolliffe, A. E.	Corpus Christi College, Oxford
				*Herbert, J. H., M.A.	16, Darlington Street, Wolverhampton
				*Beatty, O. H., M.A.	11, Darlaston Road, Wimbledon
				*Dawson, C. E.	72, Galveston Road, Putney, S.W.
				*Cosens, W.	London and County Bank, Hertford
				*Synes, J. F.	26, Bilton Road, Rugby
				*Dodds, F. L., M.A.	Stockton-on-Tees
				*Fea, Rev. W. H., M.A.	Pearson Park, Hull
ENGLAND.—Counties Not					
Cumberland, Derby, Isle of Man, Lincoln, Northumberland, Nottingham, and Westmorland	693	1	1	*Watson, G.	Ke'vinhce, Monkseat'n, Northumberland
NORTH EASTERN. Bedford, Cambridge, Essex, Hertford, Huntingdon, Norfolk, and Suffolk	651	1	1	*Moxon, H.	1, Camden Terrace, Cambridge
WESTERN AND MIDLAND. Bucks, Hereford, Leicester, Monmouth, Northampton, Rutland, Salop, and Worcester	690	1	1	Haswell, F. W.	The Innage, Shifna', Salop
SOUTH WESTERN. Berks, Channel Islands, Cornwall, Dorset, Somerset, and Wilts	602	1	1	*Barrett, W. E. Cowdell, B.A.	2, Bel'field T'race, Weymouth, Dorset
WALES.					
Anglesea, Brecknock, Cardigan, Carmarthen, Carnarvon, Denbigh, Flint, Glamorgan, Merioneth, Montgomery, Pembroke, and Radnor	297	1	1	*Heard, Stanley	Royal Hotel, Bideford
SCOTLAND.					
WEST. Argyll, Ayr, Bute, Cromarty, Dumbarton, Inverness, Kirkcudbright, Lanark, Perth, Renfrew, Ross, Sutherland, and Wigtown	420	1	1	*Hay, Rev. A.	1, University Place, Glasgow
EAST. Aberdeen, Banff, Berwick, Caithness, Clackmannan, Dumfries, Edinburgh, Elgin, Fife, Forfar, Haddington, Kinross, Kirkcaldy, Linlithgow, Nairn, Orkney and Shetland Isles, Peebles, Roxburgh, Selkirk, and Sterling	418	1	1	Sprot, Lieut-General J.	Riddell, Lilliesleaf, Roxburgh
IRELAND.					
Antrim, Arinagh, Carlow, Cavan, Clare, Cork, Donegal, Down, Dublin, Fermanagh, Galway, Kerry, Kildare, Kilkeny, King's, Leitrim, Limerick, Londonderry, Longford, Louth, Mayo, Meath, Monaghan, Queen's, Roscommon, Sligo, Tipperary, Tyrone, Waterford, West Meath, Wexford, and Wicklow	476	1	1	*Burke, E. W.	Heathview, Albeyleix, Queen's County
FOREIGN					
Austro-Hungary, Belgium-Luxembourg, Canada, Denmark, France, Foreign (General), Germany, Holland, Italy, Norway, Spain, Switzerland, and the United States of America	677	2	..		

ative Councillors.—Nominations.

re-election, by attending the minimum number (2) of Council Meetings, and unless, therefore, they score a sufficient will be null and void. † Shows the only county in which a contest will take place.

<i>Profession or Occupation.</i>	<i>Proposer.</i>	<i>Address.</i>	<i>Seconder.</i>	<i>Address.</i>
to Separate Representation.				
Flour Merchant	Dutton, H. B.	Chester	Naylor, J. H.	Beeston Tower
Gentleman	Rankilior, H. M.	Tiverton	Tatum, H. F.	Tiverton
Merchant	Bartram, G.	Sunderland	Brown, W. C.	Sunderland
Medical Practitioner	Lorimer, Rev. J. H., M.A.	Oxenhall	Wintle, D. J.	Newnham
County Surveyor	Harman, W. M., M.D.	Winchester	Taylor, W. J., A.M.I.C.E.	Southampton
Schoolmaster	Codd, A. F. G.	Bromley	Kirby, G. E.	Bromley
Fruit Grower	Lucas, W. E.	Bexley	Reffell, Miss B. A.	Bexley
Manufacturer	Ord, W. E.	Preston	Wilkinson, L. King	Clitheroe
Manufacturer	Johnson, W. S.	Liverpool	Creswell, F. O.	Walton
Engraver on Wood	Lightwood, J. T.	Lytham	Taylor, O. E.	Chorlton-cum-Hardy
Pottery Manager	Timmins, J.	Widnes	Jones, G. H.	Liverpool
Civil Servant	Fowke, F. R.	Chelsea, S.W.	Boys, Professor C. V.	South Kensington, S.W.
Solicitor	Reynolds, H. R., M.A.	Bedford Row, W.C.	Bone, C. B., M.A.	Woburn Square, W.C.
Fellow and Tutor of C.C.C.	Roberts, H. Croydon	Notting Hill, W.	Warren, F. H.	Penn Road, N.
Ironmonger	Cannan, E., M.A.	Oxford	Edgeworth, Professor F. Y.	Oxford
Barrister-at-Law	Lowe, T. E.	Wolverhampton	Sharpe, F. F.	Wolverhampton
Gentleman	Amoore, J. S.	Wimbledon	Rogers, H. W.	Wimbledon
Bank Manager	Sheppard, W. J., M.D.	Putney	Peirce, R. H. D.	Wandsworth Common
Chartered Accountant	Sprot, Lieut.-General J.	Eastbourne	Pillow, C. E.	Chichester
Solicitor	Hogg, G.	Rugby	Dennis, A. W., B.A.	Rugby
Clergyman	Stainthorpe, T. W.	Redcar	Wilkinson, I.	Grangetown
	Faulsen, A. E.	Hull	Barry, W.	Hull
Entitled to Separate Representation.				
Agent	Wright, J.	Newcastle-on-Tyne	Gibson, J. M.	Newcastle-on-Tyne
Gentleman	Andrews, H. C.	Hertford	Harvey, Rev. W. J.	Great Amwell
Schoolmaster	Bradney, J.	Shifnal	Herbert, J. H.	Shifnal
Gentleman	Reid, R. A. G.	Dorchester	Tudor-Llewellyn	Chew Magna
Hotel Proprietor	Charles, T.	Swansea	Owen, R. D.	Swansea
Clergyman	Stewart, J. B.	Glasgow	Irving, Rev. J.	Innellan
Army Officer (retired)	Burnett, W. Kendall, M.A.,	Aberdeen	Poyser, A. T.	Edinburgh
Land Agent	Everett, J. D., Professor	Belfast	White, J.	Dublin
COUNTRIES.				

(Continued from page 369.)

Of course the "Simpson" chain was exhibited and created a great deal of attention, but I fear that the shareholders will discover when too late that they have invested in another "Boudard Gear." As the "Simpson" chain was so recently ably described, and its fallacies so clearly explained, in the *Gazette* by Mr. Leechman, I shall not deal with it further. I may, however, remark that I fully concur in Mr. Leechman's views regarding it, and this after a practical trial.

Tricycles were to be seen, but only in comparatively small numbers. They vary little, being all of the direct-steering double-driving pattern. The "Ripley" is certainly one of the best, and one shown by the London Manufacturing Co., Ltd., was also a very nice machine.

Tandem tricycles seem to be pretty nearly extinct, the "Olympia" and the "Pollard" being the only ones I saw. The "Pollard" is practically the same as last year, but the "Olympia" has been improved by the adoption of an eccentric adjustment to the front chain. This gives it a much neater appearance, and is altogether more satisfactory.

If the tandem tricycle is rapidly becoming obsolete, the tandem safety is as rapidly coming into favour. Nearly every maker staked a pattern of this type of cycle, the majority being designed for two gentlemen. Of these two had the chains on opposite sides of the frame, an error which is so obvious that one can only marvel greatly at the folly of the makers, and pass on. The heads of many of these machines seem to have received attention, and most of the steering-posts are now provided with heavy gauge liners. These are still untapered, so that they end with a sharp shoulder, which is of course a grave error. The Central Engineering Co., of York, have a very excellent liner for the steering-posts of tandems. It consists of a bush constructed of thin steel, coiled round and round, and cut with a sloping edge at one side so that the liner becomes gradually thinner and thinner as it nears the top. The great advantage of this liner is that it is unlikely that two flaws in the steel—even should they exist—would come precisely one over the other, and hence it is far preferable to an ordinary liner of much heavier gauge. I should recommend intending purchasers of tandems to insist upon the use of these liners, and to see that they get them.

Of course there were the usual number of fads, perhaps the greatest being the "Bi-tri-cycles." These machines are really safeties of ordinary pattern, but provided with two front wheels placed side by side some eight inches apart. Both these wheels are steered, being connected together by a cross rod, as upon a sociable of similar pattern, but with the wheels further apart, which was exhibited some few years ago. The heads are vertical, so that the front tubes of the frames have to be very considerably lengthened. It is claimed that these machines are free from side-slip, and are better hill-climbers than ordinary safeties. Seeing the nearness of the front wheels to each other, it follows that the machines can only be ridden by bicyclists, and why in the world a man who can ride on two wheels should be expected to drag another about with him for nothing, I do not know. The machines were also made as tandems, and I sincerely pity anyone who had to steer one of them down a hill at any speed.

That hardy annual the "Chainless" safety was again on view, there being two patterns, both of course driven by means of bevel gear-wheels, but one was provided with a two-speed gear.

Up to the Saturday night I did not see one solitary specimen of the front driver. Verily public opinion has asserted itself with a vengeance in this matter.

The Inventors' Section was not nearly so prolific in monstrosities as usual. There was, however, a fearful and wonderful tandem, which partook of both the rear and the front driver, the front wheel being driven by an "Eadie" gear, and the rear one by an ordinary chain. The frame

was open at the back to accommodate a lady. The invention was for sale and no reasonable offer will, I fancy, be refused. Dan Albone made a tandem of much this pattern, the front wheel being driven by two chains, in the "Kangaroo" days, if my memory serves me correctly. I have no desire to recuscitate the faults of youth, and I trust that Mr. Albone will forgive my alluding to his little peccadillo. Independent driving is, however, rather too crude an idea to place before the cycling public now-a-days.

A truly fearful monstrosity shown was Barker's compound crank mechanism for cycles. This consists of an enormous chain-wheel—the one exhibited being, by-the-way, considerably out of truth—upon the crank-axle, which is geared with a large chain-ring on the hub of the driving wheel. The compound leverage consists of main and secondary cranks, the latter being provided with large cog-wheels which gear with fixed sun wheels at each end of the crank-bracket. These wheels control the positions of the secondary cranks, to which the pedals are attached. When the main cranks are at power, the secondary ones are for a short time in a line with them, but when the real cranks are ascending the secondary ones are folded back upon them. The positions are, of course, always varying, and the noise and clatter are naturally great. Strange that the inventor does not see that the power applied to the secondary cranks is owing to the planet wheels attached to them engaging with the sun wheels on the crank-bracket, really against the main crank for the greater part of the stroke. It is said that a gear case can easily be fitted, but I recommend the inventor not to bother about it.

Another strange device was a brake, which was described as having the object of preventing the "damage to pneumatic tyres grinding against the road." Inspection showed that it was the brake which ground against the road, and not the tyre. The arrangement was really only the old foot ground-brake of the now happily defunct "Devon" tricycle, but this time applied by a brake-lever on the handle-bar. The brake itself is hinged to the lower front tube of the frame, and comes in contact with the ground close to the rear wheel of the machine. The effect of applying it when going at any speed would probably be very surprising, not only to the rider, but to the spectators.

The only thing upon the Inventors' Stand up to Saturday night, which appeared to have any likelihood of even a moderate amount of success was the "Ad-justo" handle-bar, and even this I should feel inclined to relegate to the category of "fads." The invention consists of removing the handles from an ordinary undropped handle-bar, and replacing them by two perpendicular tubes, some 8in. long, which are brazed to the ends of the bar, and descend below it. These tubes are slotted on the sides nearest to the rider, and in these slots two headed pins, upon which the handles screw, are free to slide. When it is desired to alter the position of the handle, each is turned a very little to the left, which loosens the grip on the vertical tube between it and the head of the pin on which it screws. The handle and pin can then be slid up or down in the slot as desired, and can be fixed in any position by turning the handle to the right. Probably in practice these handles would be continually slipping, more especially the right-hand one, as the pull of the hand upon it would tend somewhat to loosen the screw. I do not think that the advantages gained are at all commensurate with the complication and ugly appearance involved.

One pneumatic tyre was shown on the Inventors' Stand which consisted of an inner tube of ordinary pattern, and an outer cover, the tread of which was very much thickened with a lining of cork. The sides were thin, so that upon the small sections exhibited the cork did not appear to detract much from the resilience of the tyre. When, however, it is extended all round the wheel, I expect the running would be harsh.

There was nothing strikingly new in the tyre line, at any

rate nothing which is at all likely to revolutionise the trade. The "Dunlop" tyre is unaltered, but the fabric backing, which the company have used with great success on many of their tyres during the past season, will in future be applied to all the tyres for next year. The "Welch" valve is abandoned and a new and neater pattern of "Wood's" valve substituted. I cannot think why the company ever took up the "Welch" pattern at all.

The "Auto" tyre certainly appears to be a very good one. In this the outer cover is made somewhat wider than usual, and the edges are turned back outwards for about half an inch. It is attached to rims of the "Dunlop" section by endless wire rings, but these wires are not enclosed in the edges of the cover, but are entirely separate. The outer edges of the turned-back flaps of the cover are provided with small beadings, the use of which is apparent when replacing the cover. To detach the tyre, the air-tube is deflated and one side of the cover is pushed inwards, so that it carries with it the endless wire. When this is clear of the ledge on the side of the rim, the turned-back flap of the cover can be pushed under the wire and pulled clear of it. To replace the cover, the edge must be pushed to the bottom of the rim and the wire be pushed over it. When this has been done for a short distance, the beading at the extreme edge of the cover is pulled upward, and the wire then automatically drops into the bottom of the groove formed by the turned-back cover. The beading on the latter is now rested evenly on the edge of the rim when the air-tube has been partially inflated, and when this has been done it is impossible for the wire to be out of place. The beading also acts as a cushion between the cover and the edge of the rim. The great advantage claimed for this tyre is that there is no necessity to remove the wires from the rim, and no levers or small crowbars are required for detaching it.

The "Diamond" tyre is of the usual double-tubed pattern, but the cover possesses a somewhat novel feature. It is one of the pattern which entirely encircles the air-tube. One edge is somewhat thickened, and is split so as to form two lappets, between which a tongue formed by the thinner edge is placed. This tongue is provided at the edge with a dove-tailed beading, so that when the upper lappet is forced down upon it by the pressure of the air-tube, it cannot be disengaged. The tyre is not attached the rim by any mechanical means, and seems to be suitable for wooden felloes. I should myself prefer to have the lower lappet of the cover cemented securely to the rim.

Wood rims were by no means so plentiful as one would have expected, and by far the larger majority of the machines exhibited had steel felloes. Personally I do not believe in wood rims, and my experience of them has been most disastrous. I think that possibly they may last longer with single-tube tyres than with those of the detachable kind, and this may very likely account for their continued popularity in America. With "Dunlop" tyres I certainly have not found them a success, either on my own machines, or on those of personal friends. The most glaring instance was, perhaps, the complete collapse of both rims of a machine which had only been ridden about four hundred miles, and that by a lady weighing only eight stones. On returning the machine to the manufacturers they informed me that it was a common cause of complaint, and rebuilt the wheels with steel rims. On my own tandem I simply could not keep the tyres on when they were pumped hard, and I, therefore, changed the wood rims for steel ones, and saved nearly half a pound in weight by doing so. This series of misfortunes has certainly had the effect of putting me "off" wood rims, notwithstanding that they have an excellent appearance and add greatly to the look of a machine. The repairer in my district has been doing well since the wet weather set in, by taking out defective wood rims, and rebuilding the wheels with steel ones. I know that wood rims will stand a great deal in collisions, and that in this respect they would not be so likely to be damaged as hollow steel ones which dent more or

less easily, but the question arises as to whether collisions are of every day occurrence. Personally, I believe that cycles are more often in rain than in accidents of this kind, and I observe that the notices sent round to the cycling press by the wood rim companies—which notices, by the way, are generally inserted unaltered—deal solely with the experiences of the (of course "amateur") racing man, who, "to avoid a fall, elected to charge the palings" of some track, and after he came out of the hospital was delighted to find that although the frame of his machine was completely wrecked, the front wheel was as true as ever, notwithstanding that it had to bear the brunt of the accident. I should like it to be clearly understood that I was at first rather inclined to favour wood rims on account of their neat appearance, and that my present position relating to them is simply the outcome of practical experience. If they can be improved upon so that they really will stand rough weather and the application of double tube tyres, I should probably use them. Nevertheless, I do not believe that they are any faster than steel rims. I notice that several well-known firms, including the Coventry Machinists' Co., Ltd., are refusing to guarantee wood rims this year.

Turning to the accessories, it is evident that most attention has been devoted to saddles, and several of the anatomical type were shown. The "Sar" was perhaps the most noticeable of these, and consists of practically a pan seat, as used upon tricycles many years ago, but divided into two parts, each part being provided with a narrow half-peak. I have not tried this saddle in practice, but it is obvious that it necessitates the rider being placed much further back than usual, as if a vertical position be adopted, the legs cannot descend freely. I must say that I do not believe overmuch in anatomical saddles as at present made. One of the nicest of the new inventions in the saddle line is the "Automatic," or rather, I should say, one pattern of it. This saddle is constructed on much the same lines as the "Simmonite" saddle exhibited last year, but is somewhat improved. The springs take the form of segments, and slide through slots in the front and rear of the frame clipped upon the saddle pin. The weight is taken upon steel rollers, so that the movement is quite free. From the front end of the frame, a spiral spring runs backwards, and is attached at its other end to the rear of the saddle, the effect being to automatically raise the peak against the rider. This I do not like at all. I tried the "Simmonite," which did the same thing, and soon gave it up, and I am convinced that I should not like this pattern of the "Automatic." The improved type, which the firm are now making, is, however, vastly different, and I believe it will be found to be one of the very best saddles in the market. In the construction of the segment springs and in the frame and rollers over which they travel, it is identical with the saddle just described. The difference lies in the application of two spiral springs acting in opposite directions. These springs are both united to a small loop in the centre of the fixed frame clipped to the L-pin, from which point they branch off, one being attached to the peak and the other to the rear plate of the saddle. It will thus be seen that the force of the springs acts in contrary directions, that is, they pull against each other, so that the effect is to always hold the saddle horizontal, instead of tilting the peak upwards against the rider as in the first pattern. When, however, the machine passes over an obstacle, the saddle oscillates backwards and forwards, so that the shock, which naturally travels from the front to the rear of the machine, does not reach the rider. I tried a safety fitted with one of these saddles over a number of obstacles laid upon the floor, and found that the jar was greatly reduced. I hope to test this saddle upon the road at an early date.

Although I do not believe in aluminium for the construction of the complete frames of cycles, I think that there are many portions of the machines which could well be made of this metal. The Aluminium Cycle Fittings Co., Ltd., are

now dealing with this question, and are supplying mudguards, handles, lubricators, etc., constructed of this material. Perhaps their greatest novelty is the aluminium gear-case, which resembles in appearance those constructed of ordinary metal. It is beautifully made, the joints being finished and lapped by special machinery designed for the purpose. The bottom portion of the case contains a patent lubricator, which consists of a material possessing very high power of capillary attraction. This lubricator is held in the bottom of the gear-case by a perforated cover, and is carried upwards round the front portion of the case to a point slightly in front of the top of the crank-axle chain-wheel, where a portion is allowed to hang in slight contact with the chain. The lubricator may be from time to time saturated with oil, which it carries up to the top of the case and deposits upon the chain. Should too much oil be applied, the superfluous quantity naturally drips from the chain to the bottom of the case, whence it percolates through the perforated cover already mentioned as holding the lubricator in place, and is re-absorbed by the latter. Personally I should feel inclined to pour sufficient oil into the case not only to saturate the lubricator but to come in contact with the chain. The weight of the case is, of course, far less than that of any other metal chain cover yet introduced, being scarcely one pound, complete with stays and clips.

Among the smaller accessories shown was the "Helmet" dustproof lubricator. The body of this is constructed in the form of a small hollow ball, provided at its lowest side with the usual short tube screwing into the bearing-case. Through the horizontal axis of the ball passes a rivet, which projects somewhat on each side, and on these projections is pivoted a small cap or helmet, provided on its upper side with a tiny hollow cylinder, in which works a piston, terminating in a round head, and provided with a small spiral spring. In the top of the body of the lubricator is a hole, and when the helmet is pulled up the round end of the piston is depressed into this, and holds the cap in position. When the helmet is pushed on one side, the piston is driven into the cylinder. This lubricator has the advantage of not only being dust-tight in itself, but of removing the dust, which may have collected round the cap, automatically as the helmet is pushed to one side.

One of the absurdities exhibited was Carter's cycle attachment brace, which consists of a pair of straps hanging upon the back of an ordinary pair of braces, the loose ends of these straps being attached by a hook to the back of the saddle. It is claimed that this brace enables the rider to utilise more power in ascending hills, in back-peddalling, or in riding against the wind. The company claim that this invention renders brakes utterly unnecessary, and should a rider so strapped to his machine happen to dismount hastily when travelling at any speed it probably will do so, so far as at any rate as he is personally concerned.

Taking all things into consideration the Stanley Show cannot be said to have afforded much in the way of novelty, notwithstanding the boasts of the management. Machines there were in plenty, but they were mostly of stereotyped designs, and as I have before pointed out, many of them must, from a mechanical point of view, be considered inferior to the patterns shown two years ago. The ending of the rear forks in a crown close to the tyre of the wheel, and the connection of this crown with the crank bracket by a single central tube instead of carrying the fork-legs direct to the bracket, and suitably bridging them near the tyre, is another error in construction for which the craze for inordinately narrow treads is directly responsible. Further, this system necessitates increasing the wheel-base, and in light machines manufacturers are chary of lengthening the top and bottom tubes of the frames proportionately, so that the forward position which the front wheel is bound to occupy in order to give sufficient clearance between the mudguard and the pedals, is frequently arrived at by either increasing the curve of the front forks, or by exaggerating

the rake of the head. Whichever of these methods be employed, the steady steering of the machine will be sacrificed. Of course there is an alternative method by which an inch may possibly be saved between the crank-axle and the rear wheel, namely, by a return to small chain wheels together with all their disadvantages. Verily the narrow tread mania is leading us mightily astray. There were several minor points of interest to be noted, but the short time at my disposal before this article has to be in the printer's hands, together with the fact that many of the stands were not in order when I visited them, compels me to hold over any further remarks I may wish to make, until I deal with the exhibits at the forthcoming National Show.



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 continent, 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.

A gentleman wishes to find a companion to accompany him bicycling from north to south of France.—Address A. L., c/o the Editor.



NORTHUMBERLAND AND DURHAM DISTRICT ASSOCIATION.

A meeting of the District Committee was recently held at the Hotel Métropole, Newcastle, Mr. George Bartlam (Sunderland) in the chair. It was reported that permission had now been obtained for cyclists to wheel their machines through the Elswick and Armstrong Parks and the Nun's Moor Recreation Ground, but the authorities still decline to allow cycles to remain within the parks. It was decided to press the matter further, and to endeavour to induce the Parks Committee there to grant a general permission to cyclists to take their machines within the parks of the city. It was agreed to erect a new danger-board at Burnopfield (where the existing one is in a somewhat dilapidated condition), and also to erect boards at the hills on either side of Weldon Bridge; further steps were also ordered to be taken in connection with a much-needed sign-post near Houghton-le-Spring. The preliminary arrangements in connection with the second annual dinner, to be held on Wednesday, January 22nd, were made. The function will again be held at the Hotel Métropole, Clayton Street, Newcastle (C.T.C. headquarters), and dinner will be served at seven p.m. Mr. W. Kendall Burnett, M.A., J.P., of Aberdeen, the chairman of the Council, will preside, and will be supported by Mr. E. R. Shipton, secretary and editor. A large number of other matters of minor importance received attention. The next meeting will be held at the same hotel, at seven p.m. on Tuesday, December 3rd.

R. T. LANG, Hon. Sec.



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

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

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

THE SIMPSON "LEVER" CHAIN.

Sir,—I have read at various times recently in cycling papers accounts of the "Simpson Lever Chain." It seems to me incredible that such a transparent fallacy could be considered worthy of consideration for a single minute. I was glad to see this matter taken up by Mr. Douglas Leechman and yourself, and thoroughly exposed. I think it is very satisfactory to members of the C.T.C. that they can have such things criticised by gentlemen who have a good knowledge of mechanics and who give their opinions fearlessly.

Some other cycling papers I read at times are either in dense ignorance of the rudiments of mechanics or they are afraid of offending an inventor from business reasons. One paper, in particular, I have noticed offers to give advice gratis to inventors regarding any new inventions, and yet it is quite evident when one reads in such papers notices concerning the "Boudard Gear" (commonly called the "Pushard gear"), or the "Simpson Lever Chain," or "Roller to keep fewer teeth in gear in the back hub," &c., &c., that there is not a man on the staff with the most elementary knowledge of mechanics. I don't know whether or not the ignorance of the British public will enable a "Simpson Lever Chain Co." to be floated, but I do hope all members of the C.T.C. will keep clear of it. Allow me to thank you for the satisfactory manner in which the *Gazette* is conducted in this as well as in other matters.

Newcastle-on-Tyne.

No. 1102.

Sir,—It was with much pleasure I read in your last issue Mr. G. D. Leechman's admirable exposition of the fallacy which underlies the theory of the Simpson chain. For the consideration of others who might be thinking of bringing out some other gear designed to save power and increase speed, may I say that I have only just completed an elaborate investigation into the loss by friction of an ordinary cycle chain. I cannot enter into full particulars now, though I hope to do so some other time, but I can state as a positive fact that the average loss is less than 1 per cent., and this includes the friction of the crank-axle bearings. That is to say, supposing any improvement were possible it would be so infinitesimally small that it could not affect the results to any appreciable extent.

WM. CROSS, C.E.

CYCLING IN SOUTH AFRICA.

Sir,—In answer to Mr. R. D. Machen's letter in your November issue I can give the necessary information. In the Cape Peninsula the main roads and some of the by-roads are fairly good, but in that climate they get dusty in summer; on the other hand one can ride all through the winter except occasional wet days. On the mainland there are not many good roads, chiefly the most important post roads. Mr. Machen should certainly take out a machine, which he should use first to avoid the duty of 20 or 25 per cent. I

rode a cushion tyre, but there is no reason why one should not use a pneumatic—many people do. No. 13,449.

Sir,—In answer to Mr. Machen's enquiries, I beg to say the roads at and near Cape Town are good, but up-country, with few exceptions, they are indifferent. It is now some time ago since I was there, so am unable to recommend any particular machine, but suggest a good strong mount, about 35lbs. weight, by a known maker, with rat-trap pedals. Any one who has ridden over there should advise as to tyres and gear cases. The sun being very hot during nine months of the year there might be a risk of pneumatics bursting.

K. J. MARKS, No. 13,547.

9, Randolph Gardens, Maida Vale, W.

THE THREATENED CYCLE TAX.

Sir,—In view of the authentic statement just published, to the effect that there is to be no tax on cycles except by request, it would be in my opinion greatly to the advantage and interest of the pursuit, if you could make room for a suggestion as to the advisability of not *taxing* but *registering* all cycles in actual use, at some nominal fee, say 2s. 6d. I most certainly am assured that this course would not only tend to suppress theft, but also act as a repressive measure against the "road hog," the "scorcher on frequented thoroughfares," *id genus omne*. Complaint could hardly be made as to the severity of the impost, which might come in as a police regulation, and a certificate of registration should be duly provided, together with a metal badge, similar to our own tickets, for attachment to the machine. The amounts thus collected might very properly be used in relieving much of the present distress by giving employment to those out of work in the amelioration of our high roads, especially in the neighbourhood of our more populous cities. No. 2932.

Sir,—I have been struck by the unanimity with which all the leading London newspapers have, whilst deprecating the imposition of any tax on cycles, urged the desirability of all cyclists being required to display a legible number for the purpose of identification.

It seems to me that on the part of the non-riding public this is no unreasonable demand, and that it would conduce to an improvement in the attitude of that public to the large body of gentlemen and lady cyclists as opposed to the "cad on castors," if the suggestion which has been made were voluntarily adopted. All the members of the C.T.C. are, I hope, ladies or gentlemen, and proud of their Club. Why then should not the Club either along with or in substitution for the metal ticket at present issued, issue one numbered as at present (but more legibly), which could be attached to a machine as at Brussels.

I for one should be ready to carry such a plate, and I think if adopted by the Club we should prove that we at any rate are not disregarding of the rights of others and are ready to facilitate our identification, and that without legal compulsion.

Further, if the plate were so designed as to show some reference to the C.T.C., the label itself would prove an advertisement to the Club, and would in time I think be generally recognised as the hall mark of a lady or gentleman rider in the true sense of those words.

6, Whitefriar Gate, Hull.

EDWD. J. WILSON.

AN IMPROVISED COMPASS.

Sir,—Might I be allowed to point out to your facetious correspondent No. 1273 that it is his criticism that "is not so accurate as he supposes," and not Mr. Gunnis's plan. It has been said of old that a little learning is a dangerous thing—but a little knowledge sometimes is a very useful thing. Had your correspondent had sufficient knowledge to have held his watch parallel to the plane of the sun's path he would have found that both in theory and practice the

watch is "an adequate substitute for the genuine article" for the purpose of reading a map at strange cross roads. As to the correction for the equation of time, it is too small to cause any serious error; at its greatest in February and November it would be less than five degrees.

The calculations—"the Arctic tour," "the pole as the centre of the sun's motion," etc.—referred to by your correspondent belong to his "incorrect theory." Moreover, the "genuine article" itself in the hands of the average cyclist who does not store up in his mind the variation for the locality and season (strange to say here the variation is not far from the two points of the compass taken as an example) is likely to lead to error far more than the improvised substitute. But, to conclude, a compass improvised or not is of little use without an accurate map and a knowledge of how to read it—and sometimes, even with both, it is often a case of "we don't know where 'e are." No. 12,235.

A C.T. CLUB-HOUSE.

Sir,—I notice occasional letters in the *Gazette* in which the writers appear anxious to develop the C.T.C. in the direction of social intercourse.

In the current number one writer mentions "a very large number of members who would be glad of an opportunity of making one another's acquaintance," and another speaks of a club-house in London.

Now, I venture to think that this idea of a social club is a mistake: we are members of an association rather than a club; and the C.T.C. as at present constituted fulfils an important function in the cycling world; its members can communicate by correspondence through the medium of the *Gazette*, or they can see and speak with one another at the various meetings that are held. But the members are drawn from all classes of society, and, useful as we are to one another as forming part of and strengthening the C.T.C. as a whole, I cannot imagine any general anxiety among the general body of members to meet together socially.

Mr. Moxon, who is apparently of a sanguine disposition, wishes "all" members to give a "mite."

It is not, however, quite clear whether he hopes that all members of the C.T.C. will tender a subscription towards the formation of a club to which only a few will belong, or whether those whose subscriptions do not reach the suggested guinea will have some kind of subordinate membership. However, I should be greatly surprised if one in fifty members of the C.T.C. were to support his scheme for a club-house. And, indeed, it would be a pity if any scheme of the sort were to succeed: there would be at once a society within a society, and the members of the inner ring would in all probability attempt to arrogate to themselves privileges over the ordinary members: a split in the camp would ensue, and we should have the beginning of the end of the C.T.C.

Let well alone!

ANTI-CLUB.

[Our readers will note that the Club-house idea, with which the writer of the foregoing deals, is altogether a different thing to the suggested Club room dealt with under Editorial.—Ed.]

THE STANLEY SHOW.

Sir,—May I, as a member of your Club, be allowed to make some remarks on the Stanley Show?

The said show advertising to open on the 22nd ult., and as it was my last day in town, I arranged to go with a friend in the afternoon, but imagine my disgust when I got into the hall to find the whole place in a state of chaos. Only about one third of the machines were in their places. Men were hurrying about with odd wheels, others were stripping the paper off and throwing it all over the ground, where it lay together with cordage for visitors to drizzle through. When we got into the photographic section we were welcomed by clouds of dust by energetic sweepers, and the place was about empty, except for ourselves and them. I did not see

a single award on any of the machines, so evidently they were not judged, but I had always understood that judging took place the first day, or, at any rate began, and that when people pay their money to see a show they expect to see the things in their places. I cannot help thinking I must have arrived on the day the machines were being received, though why we were made to pay is to see this absurd sight I don't know.

I only know that it was my first visit to the show, and I shall assuredly be my last. I have written to the secretary to demand my entrance money back, and to ask him what he means by such curious proceedings. I shall also take the matter public in every possible way.

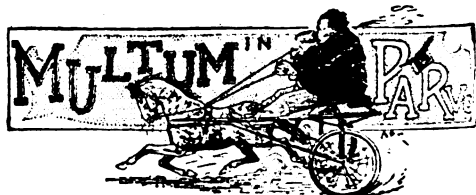
It was only a few weeks ago that people were complaining of a large number of dogs having been removed from the Dog Show early the last day. It is most unfair to the public and should be put a stop to. When we pay our money we expect to find all arranged ready for viewing, and that it will be left so until the close of the show.

GERTRUDE LE MAISTRE.

Everingham Rectory, York.

[We may, for the information of our fair correspondent, and others who are not conversant with the way in which Cycle Shows are usually held in England, say that awards are offered, and consequently no judging takes place. Without endorsing the foregoing complaint, we may add that so badly were things managed at the recent show that the representatives of the C.T.C. *Gazette* were provided with no press tickets or catalogues, and the consequently paid for admission upon every occasion like the general public.—Ed.]

* * Many letters and articles of interest are unavoidably held over.



CONSIDERATE.—The Corporation of Margate have undertaken to erect a C.T.C. Danger Board on Dane Hill, the scene of the fatal accident recently reported in our columns.

TO CANVASSING MEMBERS.—A Nottingham subscriber says:—"I am pleased that the C.T.C. is making such rapid progress, and I sincerely trust that members will not cease to urge the benefits it offers to all their cycling friends, until every decent wheelman is enrolled a member."

THE RENAISSANCE OF THE C.T.C.—During the year that is rapidly drawing to a close the C.T.C. sent to the members of both Houses of Parliament, to the hon. secretaries of all the golf clubs in the Kingdom, to the regimental messes of every military depot, and to the guard ships stationed around the coast a supply of prospectus-application forms, and a copy of the "Rights and Privileges" manifesto, but it is to be feared that much of the expenditure thus incurred was wasted. What is needed to secure recruits for the C.T.C. is the personal appeal which every member has in his or her power to make, and which, in the interests of cycling at large, we confidently bespeak. If it will lighten the labours of those who would like to bring a knowledge of the Club to their friends and acquaintances we will gladly send to any applicant a supply of prospectus-application forms for this purpose.

PERSONAL.—Wanted, the name and address of the member—be it lady or be it gentleman—who knows of no friend who can be secured as a candidate upon the form enclosed herein.

BETTER AND BETTER.—The Candidates' List for the current month contains no less than 103 names, as opposed to 10 in the month of December, 1894. A glance is sufficient to reveal the highly satisfactory status of most of the candidates.

A CHURL WELL PUNISHED.—A Mildenhall baker, Bangs by name, has been fined £1 and 8s. 6d. costs for refusing to draw his pony cart to the side of the road so as to allow a cyclist to pass.

A NEW ADDRESS.—Mr. H. Croydon Roberts, the Chief Consul for Middlesex, asks us to notify the fact that, owing to the renaming of the terrace in which he lives, his address is now 56, Holland Park Avenue, W.

"BIKE" v. BICYCLE.—A lady member writes:—"Surely it is wasting breath to even discuss the horrors of 'bike and trike.' I take it that the rider—male or female—makes the distinction between tricycle and 'trike,' and bicycle and 'bike.'"

WHAT DO THE MEMBERS SAY?—A Keynsham subscriber writes:—"Is it not possible to form a Bristol and District Association similar to that of Nottingham, and that of Liverpool. There are a large number of C.T.C. members resident in Gloucestershire and Somersetshire within an easy radius of Bristol."

BORROWED PLUMES.—There comes to us upon what appears to be unimpeachable authority a statement to the effect that the Mons. J. Hansez, of Brussels, who was recently subjected to some unsparing criticism by our contemporary *The Cyclist*, is posing as what he is not. According to our informant this gentleman not only alleges that he is a Consul of the C.T.C., but he wears an *all gilt* badge, and is by many "considered to be the Chief Consul for Belgium." The real truth is M. Hansez ceased to be a member of the Club when he allowed his subscription to lapse at the end of 1893; he has never so far as we can trace been a Consul of the Club; and if he wears a gilt badge he must, we imagine, have had the ordinary member's badge gilded at his own cost. Perhaps with this information in their possession members of the C.T.C. resident in Belgium may be better able to estimate at their true worth the pretensions of the subject of this note.

A CHANCE THAT SELDOM OFFERS.—A German member writes:—"I should be very glad if through the columns of the *Gazette* I could get a companion for the winter months. I am living here without any convenient companion at Virnsberg, my family's castle in Bavaria, and would offer to a gentleman *free lodging*. For food he could follow his taste, (*i.e.*, what you can get in the country), and have to pay *only the expenses*, as it would be prepared in my home. So I suppose it a seldom occasion for a gentleman to get acquainted with German country life. I am thirty-three years old, Doctor Philos., bachelor, Roman Catholic convert, very fond of literature, especially Dickens. I am a good walker, cyclist, and shot, owning here a good rough shooting. If there would be any gentleman of similar taste I would be happy to enter in correspondence with him. HIGHEST references given and required." Any reader who may desire to accept the above offer will be put into communication with the writer upon his addressing his letter to the care of the Editor.

A PRIOR INVENTOR.—According to a correspondent in *Rad-Welt* the "Simpson Lever Chain" was invented and abandoned in Germany before it was patented in this country. The fallacy which underlies it was, however—happily for the inventor—early exposed by a mechanical expert, with the result above recorded.

TO CANVASSERS.—The many members of both sexes who contemplate proposing their friends as candidates may be glad to note that all nominations that reach us prior to the 20th instant will ensure for the applicants a complete year's membership, and each issue of the *Gazette*, commencing with the month of January.

TAXES ON CYCLISTS.—The Executive of the English Land Restoration League has passed the following resolution:—"That this Executive notes with regret a movement is being made by several public bodies in favour of raising money for public purposes by such obsolete methods as the taxation of cycles, and affirms its belief that direct taxation of land values is the legitimate source of revenue."

"OUR NUMERICAL STRENGTH."—The error into which our contemporaries and some members have fallen as regards the numerical strength of the Club is, without doubt, partly due to the facts (1) that through an oversight on the part of the printers Wiltshire was credited with 10 instead of 109 in the figures given in the last *Gazette*, and (2) the totals therein made public related to the 30th of June last, as the Articles of Association provide that they should do.

TO LONDON MEMBERS.—The marvellous growth of cycling among the well-to-do section of the community necessitates the making of greater provision for their requirements where the appointment of hotels, repairers, etc. is concerned. We shall accordingly be glad to receive from any member who has had practical experience of his capabilities the name and address of any competent cycle repairer in the West End, and also particulars of any storage for machines not at present noted in the Handbook.

GOOD TESTIMONY.—A Northern member writes:—"As regards the hotel tariffs question, I should like to say that I saved my subscription twice over in a four-day's tour, while two friends who were with me, but who were not enrolled, saved nothing, as a matter of course. I shall book both as members next year."

MORE TESTIMONY.—Rightly or wrongly Americans are credited with being given to fault-finding where England and her institutions are in question, and we cannot honestly say that our general experience goes to disprove the statement. It is therefore with the greater pleasure that we make public the following extracts from letters recently received:—"Allow me to extend my many thanks to the C.T.C. for the courtesies and privileges I have enjoyed as a member this summer. I, with five American friends, have toured for eight weeks through England and Scotland, and in no case have we met with any discomfort or incivility from the C.T.C. inn-keepers or their employés. I thank you again for the benefit and conveniences received by the membership.—No. 14,939." "Please accept the hearty thanks of my brother and myself for the privilege of belonging to so useful an association as the C.T.C., and especially for the great service it has rendered us this summer. We travelled through Scotland, England, Belgium, Holland, Germany, Switzerland, and France. Everywhere we found the hotels recommended by you excellent, and many times heaped blessings upon the heads of those who were and are instrumental in carrying on this most beneficial organisation.—E. W. CAPEN."

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.
 ACCRINGTON—J. W. Foster, 25, Blackburn Road.
 AYO—Currie, Rae & Co., Ailsa Buildings.
 ALE (Switzerland)—V. Settelin.
 BARNSTAPLE—Brewer & Painter, Cross Street.
 BATH—Gould & Son, 23, Milsom Street, and 1 & 2, George Street.
 BEDFORD—J. Beagley, 5, High Street.
 BERLIN (Germany)—W. Köppl, W. 8, Mohrenstrasse 50.
 BERNINGHAM—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.
 BRIDGNORTH—W. Jones & Co., Waterloo House.
 BRIGHTON—R. Needham & Son, Castle St., Old Steine, and Palace Place.
 BRISTOL—Randall & Walls, 50, Park Street.
 " B. Thomas & Co., 54, Park Street.
 BURNLEY—J. Leedam, 5, Red Lion Street.
 BURTON-ON-TRENT—W. Brown, 184 and 185, Station Street.
 BURY—J. Burrow, Silver Street.
 CAMBORNE—J. Vivian & Brother.
 CAMBRIDGE—J. Gillings, 14, Alexandra Street.
 CANNOCK—C. H. Cope.
 CANTERBURY—J. G. Jackman, 6, Parade.
 CARDIFF—E. J. Baker, 33, Queen Street.
 CARLISLE—H. L. Pass, 10, English Street.
 CHATHAM—J. W. Taylor, 191, High Street.
 CHELMSFORD—J. P. Green.
 CHELTENHAM—Bryant & Co., 362, High Street.
 CHESTER—J. T. Davis, The Cross.
 CHICHESTER—W. Long & Son, Southgate.
 CIRENCESTER—G. Fraser & Son.
 CORK—J. Drew, 34, Princes Street.
 COVENTRY—E. Riley, King's Head Buildings.
 CREWE—Vickers & Son, High Street.
 DARLINGTON—W. G. Wallis, 4, North Gate.
 DERRY—Gamble & Cunningham, 54, Sadler Gate.
 DERBY—Fayens Bros., 3, St. John Street.
 DONCASTER—G. Goldthorpe & Son, St. George Gate.
 DORCHESTER—H. Bascombe, High West Street.
 DOUGLAS (Isle of Man)—J. Hale, 6, Athol Street.
 DUBLIN—T. J. Callaghan & Co., 15 & 16, Dame Street.
 " Pim Bros., Ltd., 75, South Great George's Street.
 DUDLEY—W. R. Kneale, 351, Castle Street.
 DUNDEE—Tosher & Henry, 63, Reform Street.
 EDINBURGH—Gulland & Kennedy, 55, North Hanover Street.
 ELV—H. Kempton & Co., High Street.
 EXETER—J. & G. Ross, 227, High Street.
 FAREHAM—W. Surman, 4, High Street.
 FAVERSHAM—F. C. Jackman, Market Street.
 FALMOUTH—W. Gooding, 34, Market Street.
 FLORENCE (Italy)—L. Dotti & Co.
 FOLKESTONE—W. Ward, 38, Guildhall Street.
 FROME—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 Street.
 HANLEY—T. & R. Gilman.
 HAVERFORDWEST—Greenish & Dawkins, 24, Market Street.
 HEREFORD—C. Wits.
 HULL—C. H. Capes & Son, 20, Savile Street.
 ILFRACOMBE—R. Jewell, 123, High Street.
 INVERNESS—H. Fraser, 23, Bridge Street.
 IPSWICH—W. Damant, Old Bank Buildings.
 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.
 LLANELLY—Davies & Parry, Compton House.
 LLANGOLLEN—Morris & Hughes, Castle Street.
 LONDON—H. Brinkman, 253, Oxford Street, W.
 " Clare & Son, 102, Fenchurch Street, E.C.
 " T. H. Holding, 7, Maddox Street, W., and 4, King St.
 " W. J. Pile, 22, Philpot Lane, E.C., and 71 and 73, Finsbury Street, Camden Town.
 " The West End Clothiers Co., 37, Ludgate Hill, E.C.
 " FOR LADIES ONLY.—John T. W. Goodman, 2, Albemarle Street, Piccadilly, W.
 (Mr. Goodman, although not the holder of an official appointment as gentlemen's tailor, is yet prepared to cater for the best West End style for those members who are willing to pay the following prices:—Lounge jacket—Brown cloth, 15/-; Grey cloth, 50/-; Norfolk jacket—Brown cloth, 50/-; Grey cloth, 55/-; Breaches or Knickerbockers—Brown cloth, 15/-; Grey cloth, 19/-; 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—Meggit & Co., 22, Cross Street.
 MARLBOROUGH—J. Russell & Sons, High Street.
 MIDDLESBROUGH—J. Newhouse & Co., Albert Road.
 MULHUSE (Alsace)—H. Dussere.
 NANCY (France)—J. Galilé Fils et Grandmaitre, 23, rue St. Dizier.
 NEWBURY—A. Smith, 88, Northbrook Street.
 NEWCASTLE-ON-TYNE—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—D. Hill & Co., Howard and Union Streets.
 NORWICH—Downes Bros., 29, London Street.
 NOTTINGHAM—W. Gabbatts, 20, Market Street.
 OXFORD—E. E. 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. Eches & 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 & Tigh, 82, Palmerston Road, Southsea.
 " John Malby, Commercial Road, Landport.
 SOUTH SHIELDS—Mackey & Co., 23, King Street.
 STIRLING—Jas. Robertson & Sons, 16, Murray Place.
 ST. LEONARDS—H. Angliss, 44, London Road.
 STONMARKET—F. Ward, Ipswich Street.
 STRATFORD-ON-AVON—S. Williams, 25, Bridge Street.
 SWANSEA—J. Gillies & Son, 58, 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., 304, Kromme Nieuwe Gracht.
 UXBRIDGE—Carrick & Coles, Waterloo House.
 VIENNA I—F. Kadlicik, Rothenthurmstrasse 31.
 WALSALL—Barrett & Forester, Park Street.
 WARMINSTER—Foreman & Son, 23, Market Place.
 WATERFORD—J. P. Taylor, 95, High Street.
 WESTON-SUPER-MARE—Tytherleigh & Co., 3, Waterloo Street.
 WIGAN—Coop & Co., 23, Walgate.
 WINCHESTER—F. W. Flight, 90, High Street.
 WINDSOR—R. Whitaker & Sons, Peasod Street.
 WOLVERHAMPTON—H. B. Burslem, 10, Darlington Street.
 WORCESTER—H. Parsons, 23, The Cross.
 YEovil—J. A. Milborne, 21, Prince's Street and Church Street.
 YORK—W. R. Beckwith & Son, 30, Colliergate.
 ZURICH—A. Whittlinger, Bahnhofstrasse.
 " T. A. Harrison, Anglo-American.

List of Candidates, December, 1895.

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

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

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

Particulars of the conditions upon which a Provisional Certificate of Membership or Life Membership is procurable may be obtained of the Secretary upon application.

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

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

BERKSHIRE.

Cuthbert, A. Rosebourne, Boyne Hill, Maidenhead
Cuthbert, Mrs. A. " *The Hermitage, Ascot*
Magniac, Miss B. " *The White House, Basildon, Reading*
Magniac, Miss M.
Thomas, Mrs. R. H.

BUCKINGHAMSHIRE.

Benson, B. Auckerwycke House, Wraybury
Churchill, E. L. Eton College
Mumford, E. C. The Avenue, Datchet
Mumford, Mrs. E. C. " "

CAMBRIDGESHIRE.

Foster, E. B. Anstey Hall, Trumpington

DERBYSHIRE.

Cronk, H. G., M.R.C.S. Repton, near Burton-on-Trent

DEVONSHIRE.

Mason, Miss A. *The Knoll, Torquay*
Walrond, Sir W. H., Bart., M.P. Bradfield, Collumpton
Walrond, Miss D. " "

DURHAM.

Forster, Miss C. *Southill, Chester-le-Street*
Forster, Miss D. " "

ESSEX.

Cunard, W. S. Tofts, Little Baddow

GLOUCESTERSHIRE.

Donald, Miss E. B. *Lisle House, Cheltenham*
Potter, S. H. Royal Hotel, Cheltenham

HAMPSHIRE.

Lorraine, Lieut.-Col. F. E. B., R.A. Lyndhurst
Ogle, Col. Commandant F. A., R.M.A., C.B. Eastney Barracks, Portsmouth

HERTFORDSHIRE.

Lytelton, The Hon. and Rev. Canon E. Haileybury College, Hertford
Lytelton, The Hon. Mrs. E. " "

KENT.

Blogg, C. C. 20, Brandram road, Lee

LANCASHIRE.

Lancashire, G. H., M.R.C.S. 121, Barlow Moor road, Didsbury
Lawrence, H. Beech Mount, Aigburth, Liverpool

LINCOLNSHIRE.

Allison, Miss M. *The Firs, Louth*

MIDDLESEX.

Bean, A. W. T. 47, Princes square, Bayswater, W.
Beardmore, C. L. H. 75, Heaton rise, Ealing, W.
Beckett, Miss M. A. 2, Egerton mansions, S.W.
Belford, Mrs. S. 1, Princes street, Hanover square, W.
Bewicke, Lieut. C. T., R.N. Queen Anne mansions, S.W.
Bewicke, Mrs. C. T.
Bratton, Mrs. V. R. 37, De Vere gardens, Kensington, W.
Brown, Lieut. A. R. 28, St. Mary Axe, E.C.
Canning, Capt. The Hon. C. S. G. Army and Navy Club, Piccadilly, W.
Chowne, G. Creek End, Shepperton
Church, C. C. 9, Chapel street, Belgrave square, W.
Clifford, H. Wellington Club, Grosvenor place, S.W.
Cohen, A. *Hampton Court Palace*
Cotterell, C. V., L.D.S. 27, Half Moon street, W.
Crane, R. N. 76, Grosvenor street, W.
Cunard, W. 1, Essex court, Temple, E.C.
Dixon, Lieut. A. C. H. 93, Bishopgate street, E.C.
Earle, Capt. C. W. 8, St. James square, W.
Farquhar, W. F. 4, Cadogan gardens, Sloane street, S.W.
Garrett, Lieut.-Col. A. C. 78, Eaton square, S.W.
Garrett, Mrs. A. C. 36, Grosvenor place, S.W.
Gibbs, T. B. Dunster House, Mark lane, E.C.
Gordon, H. W. Duff 12, Tite street, S.W.
Grant, Miss R. V. 70, Holland road, Kensington, W.
Guthrie, S. Raleigh Club, Regent street, W.
Harbord, Miss F. 10, Onslow square, S.W.
Heath, Mrs. J. 54, Cadogan square, S.W.
Hewett, W. P. 49, Wetherby mansions, S.W.
Hill, G. M. (Cambridge U. B. C.) 226, Portsdown road, W.
Holland, H. W. 28, Maids Vale, W.
Holland, Mrs. H. W.
Littledale, Capt. F.
Loftus, Miss E.
Mendl, C. 2, Bryanston place, W.
Mendl, L. E. *Hampton Court Palace*
Milner, Mrs. C. P. 39, Holland park, W.
Neck, Mrs. C. 44, Clareville grove, South Kensington, S.W.
Pitt, Major D. C. Dean 99, Lancaster gate, Hyde Park, W.
Schiff, Miss R. Junior United Service Club,
Schooles, F. C. Charles street, S.W.
Seeley, N. 40, Upper Brook street, W.
Seeley, Mrs. N. 80, Palace Gardens terrace, Kensington, W.
Seymour, H. S. Founder's Court, E.C.
Skipworth, F. Duchy of Lancaster Office, W.C.
Vincent, Col. C. E. Howard, C.B., M.P. 222, Strand, W.C.
West, Mrs. H. 1, Grosvenor square, W.
1, Tilney street, Park lane, W.

OXFORDSHIRE.

Burrows, S. M. 9, Norham gardens, Oxford
Wilson, H. E. Worcester College, Oxford

SOMERSETSHIRE.

Blake, Miss N. Jex *The Deanery, Wells*

Easton, Major C. J.
Easton, Mrs. C. J.
Kirkham, Miss E.

SUFFOLK.

Holton Hall, Halesworth
35, Butter market, Bury St. Edmunds

SURREY.

Dockrell, W. P.
Follett, Major S. W.
Follett, Mrs. S. W.
Leven, The Rt. Honble. The Earl of

The Vicarage, North Brixton, S.W.
Broomfield, Farnham

Mills, F. H.
Mills, Mrs. F. H.
Webb, Mrs. H. B.

Roehampton House,
Roehampton
80, Mount Ararat, Richmond
"Holmdale, Dorking

SUSSEX.

Addis, C.F.
Gulland, W. G.
Herapath, C.
Paine, Miss D. C. B.

New Club, Brighton
30, Brunswick terrace, Brighton
The Grange, Fittleworth
27, Brunswick terrace, Brighton

WARWICKSHIRE.

Bartleet, A.
Latham, T.
Latham, F. H.

49, Calthorpe road, Edgaston
Stillingfleet, Leamington
" "

YORKSHIRE.

Leatham, C. (W. & C. C. C.)

Wentbridge, Pontefract

PERTHSHIRE.

Smythe, Col. D. M.

Methven Castle, Perth

FRANCE.

Bradley, H. D.
Haralamb, M. (Omnium C.C.)
Morse, Mrs. E. Rollins
Vetch, Lieut.-Col. H. C.

4, Avenue Hoche, Paris
90, Rue du Faubourg
St. Honoré, Paris
Hotel Vendôme, Paris
Villa Paquier, Anglet, Bayonne,
(Basses Pyrénées)

AUSTRO-HUNGARY.

Chaplin, J. W.
Trew, J. McC.

Anchor Line Office, Trieste
"



EDINBURGH AND DISTRICT SECTION.

As arranged, and given seasonable weather, on Wednesday, 1st January, the usual New Year's run will be held. Destination, Carllops; rendezvous, Mayfield Toll; time, 10 a.m.

E. A. GLEN, Consul.

56, Elm Row, Edinburgh.

LIVERPOOL DISTRICT SECTION.

A gentlemen's smoking concert and lantern exhibition will be held at the Club Quarters, Star and Garter Hotel, Queen's Square, Liverpool, on Saturday evening, January 11th, 1896, at 7 p.m. All members present and prospective of the C.T.C. are invited to participate in this, which already promises to be a happy event.

H. D. MATHIAS, Hon. Sec.

140, Smithdown Road, Liverpool.

WHEN IS A BICYCLE NOT A BICYCLE?—The Madras High Court has just decided that a bicycle is a bicycle only when taxpaying is not in question. A bicycle is "a vehicle on springs" when the vehicle tax in force in the Presidency is sought to be applied to it.

HOW TO PROSELYTISE.—A Scottish Chief Consul, whose connection with the Club dates almost from its inception, tells us, *inter alia*, that the number of "good people" who have recently taken to cycling in his district is perfectly astonishing. He is just about to make known the existence and objects of the C.T.C. to many of them—beginning with the ladies. Lucky man! Who would not be a C.C. under such conditions?

THE CYCLE AND MORPHINE.—The cycle has the credit of effecting much good in many quarters; in Chicago its popularity is said to have greatly reduced the number of those who take hypodermic injections of morphine. A preacher in that city not so very long ago said that there were 35,000 persons there who sought relief from the aches and pains of neuralgia, dyspepsia, insomnia, and so on by the use of this narcotic. A ten or twenty mile ride in a day works a far more wonderful cure than the morphine, and is much more pleasant to take. One more triumph for the cycle.—*Westminster Gazette*.



No. 14,929.—A light narrow chain in no sense reduces the effort required to propel a machine; but its use is justifiable when large gear wheels and a chain cover are used. We have not tried the "Hill pivot" chain, but it is currently reported that as made last season it proved inferior to the "Humber" block pattern—which is just what we should have expected.

T. M. (Hull).—We should recommend not less than nine teeth on the upper chain wheel of the ideal machine. Castor oil is too "gummy" a lubricant to be employed with satisfaction in cycle bearings.

No. 13,007.—The outfitter to whom you refer has no connection with the C.T.C., and what he advertises as C.T.C. uniform is a spurious and inferior dress.

"PILLULES" AND W. R. RUDD.—The steering wheel is, in our opinion, far too small. The tandem with triangulated frame, built by the same firm under C. W. Brown's patent, is unquestionably the best before it. The "Lu-mi-um" machines will, in our opinion, require to be very considerably improved in design and appearance before they will equal the best steel-built article.

T. F. W.—The best two-speed gears at present in the market are the Crypto and the Cycle Gear Co.'s. The hydraulic brake referred to in Notes on the Stanley Show in the current issue is in our opinion preferable to the pneumatic variety. We hope to test it shortly.

A GOOD SAMARITAN.—No. 3645, who dates from Newcastle-on-Tyne, writes:—"It is my pleasing duty to bear high testimony to the kindness of a C.T.C. hotel proprietor, who is wholly unknown to me. Some time since an acquaintance of mine met with an accident in Hamilton (Lanark) which threatened a fatal result. Suffering from concussion of the brain, he was conveyed to the Commercial Hotel, of which Mr. Campbell is the proprietor. His ultimate recovery he attributes in a great measure to the care and attention bestowed on him by the above-named gentleman."

SOMETHING LIKE A CONSUL!—Mr. C. A. Buehl, the Consul for Coblenz-on-Rhine, writes:—"May I ask of you the favour to convey through the medium of the *Gazette* my best wishes and compliments to all those members of the C.T.C. who favoured me with a visit during the past season? I may state that over 200 passed through Coblenz and gave me a call; with many I spent most enjoyable hours. The visitors were from all parts of the United Kingdom, and many hailed from the States. The first arrivals came at Easter, and the last to leave departed on the 20th October; with him I had a ride of a couple of days in our beautiful valleys. Next year I purpose keeping a visitors' book, and any information as to roads, etc., in this district will be gladly given to all members of the C.T.C."

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