

# THE MONTHLY GAZETTE

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MARCH 1895.

## & OFFICIAL RECORD

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



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and  
Influenza.

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FAILS TO

Used freely up the nostrils, and drawn up by inspiration, is a most speedy cure, and should be used in the early stages.

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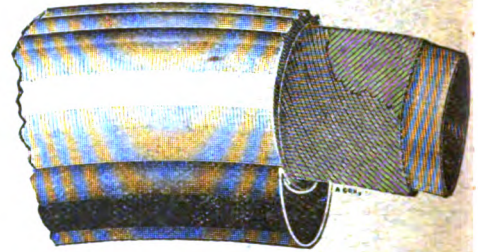
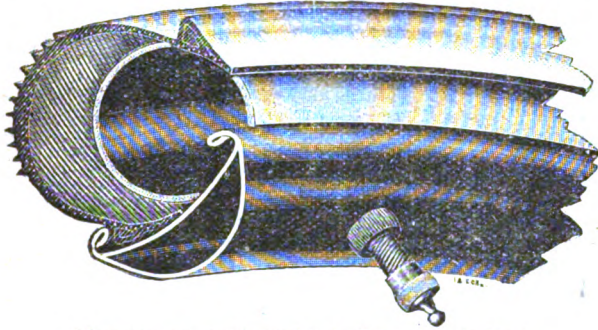
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The Proprietors of Homoea would like to know of any case where it fails to act.  
PRICE 1/1½ AND 2/9 PER BOX, OF ALL CHEMISTS.



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These tyres are manufactured under licence from the North British Rubber Co. Limited, under Bartlett's Patent.

DETACHABLE OR SINGLE TUBE.

**EVERY ONE ACKNOWLEDGES** that the Palmer Fabric Tyre is the Fastest on Earth.

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# MONTHLY

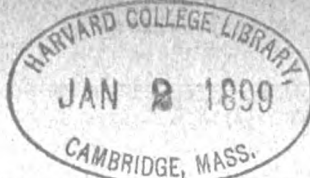
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THE

# GAZETTE

[INCORPORATED 1887.]



And + Official + Record.

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

MARCH, 1895.

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

## THE ANNUAL GENERAL MEETING

The Annual General Meeting of the Club will be held at the Covent Garden Hotel, Southampton Street, London, on Friday, 15th of March, 1895, at 7 p.m., when every member, whether lady or gentleman, is invited to attend. Admission will be procurable upon production of the current year's membership ticket. The Agenda will be found upon page 75.

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Only the fresh recruit to the ranks of the C.T.C. will be ignorant of the fact that the hotel arrangements of "the mammoth Club" have of late undergone a very important reconstruction. When the C.T.C. was first started a meagre bill of fare and a fixed tariff were made to do duty, and although as time progressed both features were amplified, and to meet the requirements of the less well-to-do section of the membership Headquarters were supplemented by Quarters, the fixed and inelastic scale of prices for each grade of house was maintained. Judiciously worked this system was capable of giving great satisfaction, but it may be doubted whether the principle of applying a rigid scale of charges to houses of indefinitely varying capabilities could ever prove thoroughly satisfactory. Whether this be so or not, however, the fact remains that in some instances the

application of the rigid scale resulted in the raising of the ordinary charges of the house, at any rate for some of the items set out in the bill of fare, and, as a consequence, it was some time since resolved to cease to appoint hotels upon the fixed tariff system.

The plan now adopted is this:—The proprietor of any eligible hotel is first asked what are his ordinary charges to the outside public for certain specified accommodation; and next, what discount he is prepared to allow off those charges to members of the C.T.C. If the "ordinary charges" quoted appear to be *bona-fide* and reasonable, and the discount offered be not less than 12½ per cent. (1½d. in the shilling) the house is placed under contract, and its charges and discount are set out in the Handbook in the manner shown in the specimen pages embodied herein.

Wherever possible this new system is to be made to supersede the old, and Headquarters and Quarters will then cease to exist as such. Many of the hotels which have for years figured in the Handbook in one of these two categories have now, with advantage to the membership, been placed under contract by the new system, but in cases where the quotations obtained from the existing Headquarters and Quarters conclusively prove that the Club is better off under the old system than it would be under the new, the old appointment has not been interfered with, and such houses

[ SPECIMEN. ]

England.

98

98

England.

# TABULATED LIST OF PLACES, HOTELS, COFFEE TAVERNS, CONSULS, AND REPAIRERS

(ALPHABETICALLY ARRANGED UNDER THE VARIOUS COUNTRIES AND COUNTIES).

## BEDFORDSHIRE. CHIEF CONSUL:— COLONEL W. STODDART 17 Shakespeare Road Bedford.

Place.	Hotel and Street.	Grade.	Breakfast or Tea.				Lun. or Supper.				Dinner.		Beas.								Attend.				Sun. d'ys.				Baths.				Discount in the 1/-	Consults.	Repairers.
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30			
Amphill	White Hart (D.R.)	..	1/-	1/3	1/9	..	2/-	2/-	2/6	..	..	..	..	1/6	2/-	2/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/2	W. Joyce, Oakley House, Clophill	D. A. E. Grimmer, Arthur street (C.S.)	
Bedford	Bridge, 1, St. Mary's street (D.R.)	..	1/6	1/9	2/-	..	1/9	2/-	2/6	2/6	..	..	..	2/-	3/-	4/-	mit	-/6	-/6	1/-	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	Lieut.-Colonel E. Lloyd, 36, Linden road	† P. Kirby Bros., 32, Tavistock street (C.S.)	
	Embankment (D.R.)	..	1/6	2/-	2/6	..	2/-	2/6	3/6	..	..	..	..	2/6	5/-	5/-	1/-	-/9	-/9	1/-	-/9	-/9	1/-	-/9	-/9	1/-	-/9	-/9	1/-	-/9	-/9	-/9	-/9	-/9	
	King's Arms, 24, St. Mary's street (D.R.)	Q.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Midland Midland road (B.)	C.T.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Biggleswade	Ivel, Shortmead street (D.R.)	..	1/2	1/4	1/8	..	1/9	1/9	2/3	..	..	..	..	1/9	3/-	3/6	mit	-/6	-/6	1/-	-/6	-/6	1/-	1/-	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	† P. D. Albone, Ivel Cycle Works, Shortmead street (C.S.)	
Dunstable	Saracen's Head, High street	..	1/3	1/6	1/9	..	2/-	2/6	2/9	..	..	..	..	2/-	3/-	3/6	1/-	-/6	-/6	-/6	-/6	-/6	1/-	1/-	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	..	..	
Eaton Socon	White Horse (D.R.)	..	1/3	1/6	1/9	..	1/9	1/9	2/6	..	..	..	..	2/-	2/6	3/-	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	..	..	
Hockliffe	White Horse	..	1/-	1/3	1/6	..	1/6	1/6	2/-	..	..	..	..	1/-	1/6	2/-	mit	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	..	..	
Leighton Buzzard	Unicorn, High street (D.R.)	..	1/3	1/6	1/9	..	1/6	1/9	2/6	..	..	..	..	1/9	2/9	3/-	-/6	-/6	-/6	-/6	-/6	-/6	1/-	1/-	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	..	..	
	Fountain, High street (B.)	C.T.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Luton	Red Lion, Castle street (D.R.)	H.Q.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
	Exchange, George street	C.T.	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Sandy	White Hart	Q.	1/-	1/3	1/6	..	1/6	1/9	2/6	..	..	..	..	1/6	2/-	2/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	..	..	
Shefford	George	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Wells	White Hart	Q.	1/-	1/3	1/6	..	1/6	1/9	2/6	..	..	..	..	1/6	2/-	2/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	-/6	..	..	
Wells	George	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Wells	George	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Wells	George	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Wells	George	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Wells	George	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Wells	George	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Wells	George	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Wells	George	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Wells	George	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Wells	George	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	
Wells	George	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..		



will appear in the Handbook with the letters H.Q. or Q., as the case may be, against them.

The changes that have thus been made are in some counties exceedingly numerous—the more energetic and painstaking the Chief Consul the more numerous have been the amendments and the new appointments—and this being so it naturally follows that *the member of the C.T.C. who desires to benefit by the hotel arrangements must in future provide himself with a copy of the Handbook.* The Headquarters and Quarters sign, which will still be frequently exhibited, will be no index to the charges of the house, and *only the Handbook will inform the member what he can rightly be called upon to pay.* Upon this ground, and also because it is most difficult to anticipate the exact demand which is likely to arise for the new edition, we would urge upon every member the importance of *at once* sending in his order for a copy of the book in question. Its other contents are too well known to need recital, and they may be gleaned from the order form sent herewith.

♦ ♦ ♦

A decade ago the Royal Parks were, A NOTABLE without exception, closed to the CONCESSION. cyclist, but thanks mainly to the action some years since taken by the C.T.C., Richmond and Regent's Parks were placed at the disposal of the wheelman. St. James's and the Green Park have since been added to the list, and now we have to announce that as the outcome of representations addressed to him by the C.T.C. the Chief Commissioner has promised, subject to obtaining the approval of the Chief Ranger, H.R.H. the Duke of Cambridge, to so far modify the embargo hitherto placed upon the use of the roads in Hyde Park as to admit cyclists before 10 a.m. and after 7 p.m. from April to September inclusive, and before 10 a.m. and after 4 p.m. at other periods of the year. This liberty will apply to all the carriage roads, and it will be granted upon the usual reasonable conditions—to wit, there shall be no "meets" or assemblies of cyclists in the Park; there shall be no racing; and no cyclist shall ride at a pace exceeding eight miles an hour. The privilege accorded is a very valuable one, particularly to those who reside within a reasonable distance of the finest of all the lungs of London, and it should go far to encourage the growth of the pastime among the many eligible people who have of late taken to the wheel. It will be noted that the interests of horse and carriage owners are fully conserved by the new regulation, so that opposition from this quarter is hardly likely to prove a serious obstacle. A word of acknowledgment is due in this connection to Mr. G. J. Chapple, a London member, who for some time had been quietly endeavouring to secure the desired end by getting his local Parliamentary representative to ask a question in the House, but who, upon reading the letter of "No. 3836" in the November *Gazette*, and learning that the C.T.C. was willing to take action, gladly relinquished his personal efforts in favour of the Club, with the result that is now recorded. We may add that the First Commissioner, at the interview he was good enough to accord us, confessed to being a cyclist, and to being desirous of doing all that is possible to meet the wishes of the wheelman, having due regard to the rights and the convenience of other sections of the community.

The Cycle Insurance Corporation, Limited, the formation of which was CYCLE INSURANCE. duly chronicled in the *Gazette*, has, we are informed, held its first statutory meeting, at which it was reported that

"The company was in full working order. During the time which had elapsed since allotment, two months, chief offices had been opened up in London, Edinburgh, Manchester, Birmingham, and chief agents appointed in ten of the fifteen districts into which for the purposes of the company the Kingdom had been divided, and several gentlemen were in treaty for the agencies in those parts not yet filled. In addition to this, over 400 agents and repairing agents had been appointed, and the list was daily added to, and would be shortly published in pamphlet form for the benefit of the insurer. The company has been warmly welcomed on all hands as a highly necessary and desirable one, and great interest was evinced in it, not only in the United Kingdom, but in Continental circles and the United States of America. A number of policies had been issued, and promises of business as the season opened were numerous. The directors felt that now the preliminary work of the company was accomplished, there was every hope and promise of a large and remunerative business, and expressed their thanks to the cycling and general Press for the kindness and sympathy shown."

The Corporation is advertising in the current *Gazette* its willingness to receive proposals of insurance from all parts of the country, and to allow members of the C.T.C. ten per cent. off the usual premium. The active riding season is now close at hand, and it therefore follows that those of our readers who contemplate insuring their machines against accident, fire, and theft, or fire and theft only, will do well to consider the offer laid before them. The method to be followed is clearly indicated upon the coloured leaflet enclosed herein.



#### THE ANNUAL GENERAL MEETING.

The Annual General Meeting of the Club will—in accordance with the notice contained in the last *Gazette*—be held at the "Covent Garden" Hotel, London, on Friday, the 15th of March instant, at 7 p.m.

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

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

(Any member who may have renewed his subscription, but who may not as yet have received his new ticket of membership, will be provided with a temporary pass upon sending a post card to the Secretary.)

The following is the

#### AGENDA.

- 1.—To adopt as a true record the minutes of the Half-yearly General Meeting held in Glasgow on 19th October last.
- 2.—To adopt the Annual Report of the Council to the Membership.

3.—To adopt the Statement of Accounts and Balance Sheet for the year ending 31st December last.

Notice of Motion by the Council :—

4.—“That this meeting do authorise the Council to transfer from the Reserve Fund Account to the Depositors' Fund Account the sum of £211 2s., the amount uninvested under the latter head.”

### THE REPRESENTATION.

Vacancies in the representation of the Club upon the Council still exist in the following counties :—

#### GLOUCESTER AND SURREY.

Any two members residing within the area in which a vacancy arises are entitled to introduce a candidate upon the form obtainable gratis of the Secretary.

The following nomination has already been received :—

#### COUNTY OF GLOUCESTER.

FLAMSTEED, FRANCIS ALVERY DODSLEY, The Vicarage, St. George, near Bristol, Secretary to Public Company; proposed by C. T. Coulsting, 6, Grove Road, Redland, Bristol, and seconded by R. H. Wickham, 151, Cotham Brow, Bristol.

### CHIEF CONSULAR VACANCIES.

#### SPECIALLY IMPORTANT.

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

CARDIGAN.	ROXBURGH.
SALOP.	SELKIRK.
STAFFORD.	KILKENNY.
AYR.	TIPPERARY.

Any two members are entitled to nominate a candidate upon the form obtainable gratis of the Secretary, and, as it is highly desirable that these vacancies should be filled before the new Handbook goes to press, the co-operation of the membership to this end is cordially invited.

The following nomination has already been received :—

#### COUNTY OF AYR.

CALLAN, HUGH, M.A., The Manse, Catrine, Ayrshire, Clergyman; proposed by Rev. Alex. Hay, Kilmarnock, and seconded by J. R. Balfour, Beith.

### CONSULAR VACANCIES.

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

CAMBRIDGE.—(*Chief Consul, G. F. C. Searle, M.A., 11, Fitzwilliam Street, Cambridge.*)—Chatteris, Linton, Littleport, and March.

HERTFORDSHIRE.—(*Chief Consul, H. Croydon Roberts, 28, Notting Hill Terrace, London, W.*)—Abbotts Langley, Barnet, Baldock, Buntingford, Hatfield, King's Langley, and Watford.

LANARKSHIRE.—(*Chief Consul, J. B. Stewart, 124, Cambridge Street, Glasgow.*)—Abington or Crawford, Airdrie or Coatbridge, Blantyre, Bushy, Chryston, Douglas, East Kilbride, Lamington or Symington, Larkhall, Lesmahagow, Maryhill, Motherwell, Muirkirk, Strathaven, Shotts, Shettleston, and Wishaw.

LINCOLNSHIRE.—(*Chief Consul, A. Butterfield, Mostyn Lodge, Grantham.*)—Barton, Boston, Brigg, Holbeach, Horncastle, Long Sutton, Louth, and Skegness.

MIDDLESEX.—(*Chief Consul, H. Croydon Roberts, 28, Notting Hill Terrace, London, W.*)—Edgware, Hounslow, Staines, Twickenham, and Whetstone.

### THE CONTINENTAL HANDBOOK.

A complete list of the alterations and additions to the above work (the latest edition of which was published in 1891) will be procurable on and after the 30th inst. by all those who have already purchased copies of the book itself. A stamped envelope addressed to the Secretary will ensure receipt of the list in question.



The usual monthly meeting was held at the “Royal Talbot” Hotel, Bristol, on Saturday, 16th February, at 2 p.m.

#### PRESENT :

C.C. H. CROYDON ROBERTS, London (Chairman).  
R.C. W. E. COWDELL BARRETT, Grouped Counties of England.  
R.C. J. H. HERBERT, Staffordshire.  
C.C. TUDOR-LLEWELLYN, Chew Magna.  
C.C. J. W. LLOYD, Newport.  
C.C. H. M. RANKILOR, Tiverton.  
C.C. D. J. WINTLE, Newnham.

E. R. SHIFTON, Secretary.

- 27.—“That the resignation of Mr. L. C. Ducrocq, of Wokingham, as Chief Consul of the county of Berks, be accepted with regret.”
- 28.—“That the resignation of Mr. F. W. Haswell, of Shifnal, as Chief Consul of Shropshire, be accepted with regret.”
- 29.—“That the resignation of Mr. J. W. Harbison, of Drogheda, as far as regards the county of Meath, be accepted with regret.”
- 30.—“That the Rev. W. H. Young, of North Moreton Vicarage, Wallingford, be appointed Chief Consul of the county of Berks.”
- 31.—“That Mr. E. P. Kendall, J.P., of the Consolidated Bank, Helston, be appointed Chief Consul of the county of Cornwall.”
- 32.—“That Mr. G. H. Lovewell Blake, of 38, Hall Quay, Great Yarmouth, be appointed Chief Consul of the county of Norfolk.”
- 33.—“That Mr. W. R. Wilson, of 3, Regent Street, Wrexham, be appointed Chief Consul of the counties of Denbigh and Flint.”
- 34.—“That Mr. Joseph H. Moore, C.E., of 63, Eccles Street, Dublin, be appointed Chief Consul of the county of Meath.”
- 35.—“That Mr. Montague Ilott, of Beechfield, Bromley, Kent, be appointed Representative Councillor for the county of Surrey.”
- 36.—“That the Report of the Honorary Treasurer to the Council and the Membership be adopted.”
- 37.—“That the Report of the Finance Committee to the Council and the Membership be adopted.”
- 38.—“That the Statement of Accounts and Balance Sheet for the year ending 31st December, 1894, be adopted.”
- “That the Report of the Council to the Membership as circulated with the current Agenda be adopted.”
- (Lost to the following amendment.)
- 39.—“That the last sentence of paragraph 10 running: ‘As a consequence we urge upon members in the larger centres the advisableness of considering how far a similar experiment is likely to succeed in their locality,’ be deleted.”
- 40.—“That the report as amended be adopted.”
- 41.—“That the Report of the Irish Map and Road Book Committee, as circulated with the present Agenda, be adopted.”
- 44.—“That the *interim* Report of the Finance Committee, as amended, be adopted.”

### REPORTS OF COMMITTEES.

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

- (a) The Chairman reported that the work in connection with Vol. II. was progressing, but that no meeting of the Committee had been held for the purpose of appointing an Editor to Vol. III. on account of the fact that there was a possibility of the Council acceding to the suggestion of the Northumberland and Durham District Association that the work should be handed over to them, and that an Editor should be appointed upon the spot. As soon, however, as the decision of the Council upon this point was known a meeting would be held, and the result in due time reported.

#### MAP AND ROAD BOOK (SCOTLAND)

- (b) The Chairman submitted a statement from the Editor showing how his time had been filled in since the beginning of November, and explaining the steps he was taking with a view to completing



the missing routes. These steps included the making of application to the various Road Surveyors in each County, in regard to which the Chairman suggested that the Council would do well to make a grant to defray the incidental expenses. The Editor appeared to think that if the various Surveyors and others to whom application has been made furnish the necessary particulars promptly, the book will in all probability be ready for publication in July. The work has been considerably hindered by the lack of co-operation on the part of Chief Consuls and others.

The suggestion of the Chairman relative to a further grant was carefully considered, and the Secretary was directed to suggest to him the advisableness of his placing a motion upon the next Agenda dealing with the subject, or, in the alternative, circulating among the Council an *interim* Report setting out what is called for under this head.

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

- (c) The Chairman reported that no meeting of the Committee had been held, but that the work of setting the information into type is rapidly proceeding, over 100 pages having already been completed. It was feared that the book would prove to be more bulky than was originally anticipated, and that it would be necessary to divide it into two parts, but this and other matters will be the subject of careful consideration at the next meeting.

#### RIGHTS AND PRIVILEGES.

- (d) The Chairman reported that he had been in correspondence with more than fifty members of Parliament, each of whom was asked to ballot for a place for the Universal Lights Bill at the opening of the current Session, but that none of them had been fortunate enough to secure a position which was likely to result in the introduction of the proposed measure. There is, therefore, little to hope for in the way of Parliamentary intervention at present, and the efforts of the Committee will be concentrated upon the introduction of bye-laws on the part of the various County Councils.

He further reported that as the result of some correspondence with the First Commissioner of Works, he had obtained an interview with that gentleman, with the result that he was promised that, subject to the approval of the Chief Ranger, H.R.H. the Duke of Cambridge, the roads in Hyde Park should presently be thrown open to cyclists. The privilege in question will apply to the hours before 10 a.m., and after 7 p.m., from April to September inclusive, and before 10 a.m. and after 4 p.m. during the other periods of the year.

The Committee had intervened in the matter of the suggested introduction of restrictions upon the riding of cycles in Gothenburg, and it was hoped with good effect.

The Committee had had under consideration the case of "Thomas v. The Maidenhead Justices," a case in which the appellant was fined for riding a bicycle along a footpath through the fields, as distinguished from a footpath bordering the highway. A rule calling upon the Magistrates to show cause why the conviction should not be quashed had been obtained, but as it appeared that the appellant (who is a Captain in the Salvation Army) is forbidden by his Chiefs to proceed, it was doubtful whether the matter could be carried to a satisfactory conclusion. The Committee, however, recommended that they should be empowered to defray the out-of-pocket expenses (if such expenses do not exceed £5) incurred by Mr. H. St. J. H. Bashall, the solicitor who undertook to act *con amore* in the matter after the tragic death of Mr. P. Edward Dove, and that in the event of it being possible to carry the appeal to a satisfactory issue a sum not exceeding in all £10 should be voted by the Club to that end.

It was thereupon resolved:—

- 45.—"That the C.T.C. do contribute a sum not exceeding £10 to the purpose in question."
- (f) At this juncture a telegram was received from Mr. Bartram, of Sunderland, suggesting that a vote of thanks should be accorded to County Councillor Wraith, Durham, for his valuable aid in connection with the Universal Lights Bye-law in that county. It was thereupon resolved:—
- 46.—"That a vote of thanks be accorded Mr. Councillor Wraith for his valuable services in connection with the introduction of the Universal Lights Bye-law in the county of Durham."
- 47.—"That Mr. Leslie J. Williams, of London, be appointed a member of the Map and Road Book Committee (England and Wales)."
- "That a prize of five guineas be offered for the best design for a 'Rational' Ladies' Cycling Costume, and that a Committee of five lady members, to which Committee there shall be added the Ladies' (London) Official Tailor and the Editor of the *Gazette*, be appointed to adjudicate thereon." (Unanimously lost.)
- 48.—"That the Council do recommend the membership in general meeting assembled to transfer £211 2s. from the Reserve Fund Account to the Depositors' Fund Account."
- (g) A letter having been received from Mr. J. Bradney, of Shifnal, resigning office as Chief Consul, ostensibly upon the ground that he was being called upon to do work for the Road Book twice over, it was, after due deliberation, resolved:—
- 49.—"That the resignation of Mr. J. Bradney, of Shifnal, as Chief Consul of the County of Stafford, be accepted."

- (b) An application from the Hon. Sec. of the Northumberland and Durham District Association for the sum of £6 14s. 6d., being the amount of the expenditure of the Association for last year, which, if recouped, would put them in possession of £10 (the amount of the original grant) for 1895, was considered, but inasmuch as the matter had not appeared upon the Agenda the Secretary was directed to say that the proper course would be for some member of the Council interested in the Association to place a notice of motion to the desired effect upon the Agenda of the next meeting.

- (i) An application from a reverend member, who was the Chairman of his Parish Council, for a contribution toward the cost of erecting an enamelled iron map of the roads in his district upon a fingerpost in his parish was declined upon the ground that it would create an undesirable precedent, and could not possibly be carried into effect the country through.

#### ELECTION OF CHAIRMAN, VICE-CHAIRMAN, HONORARY TREASURER, AND HONORARY CONSULTING SOLICITOR.

- (k) The scrutineers having reported that the result of the voting for the office of Chairman was W. Kendall Burnett 42 votes and H. Croydon Roberts 13 votes, the Chairman declared Mr. W. Kendall Burnett, M.A., J.P., of 21, Belmont Street, Aberdeen, to be elected Chairman; Mr. William Cosens, The Bank, Hertford, to be elected Vice-Chairman; Mr. W. B. Gurney, 12, Booth Street, Bradford, to be elected Honorary Treasurer; and Mr. W. B. Tanner, of 110, Cannon Street, London, E.C., to be elected Honorary Consulting Solicitor.
- (l) Letters of apology for non-attendance were received from Mr. W. E. Northy (R.C. Devon), and Mr. Stanley Heard (R.C. Wales), each of whom was incapacitated and under the doctor's care.

Comments upon the Agenda were received from the following absent Councillors:—The Rev. W. H. Fea, Yorkshire; the Rev. C. E. Ranken, Malvern; Professor J. D. Everett, Ireland; Dr. F. Powell, Redhill; and Messrs. E. W. Burke, Ireland; L. Kershaw, Halifax; F. Lewis, Kent; J. T. Lightwood, Lytham; J. F. Symes, Warwickshire; H. C. Staples, Kent; and T. W. Stainthorpe, Redcar.

The next Council Meeting will be held in London, on Saturday, 16th March, at 10 a.m.

#### REPORT OF IRISH MAP AND ROAD BOOK COMMITTEE.

##### To the Council of the Cyclists' Touring Club.

Gentlemen,—The work in connection with the Irish Road Book has met with the same difficulties and hindrances as have already been experienced in the compilation of the companion volumes for England and Scotland.

The apathy and indifference displayed by individual members, and even by officers of the Club, is deplorable, and practically the whole of last summer was lost in trying to awaken their interest and obtain their assistance. The result can be briefly summarised thus:—out of some 800 routes required the C.C.'s have furnished less than 100; individual members about another 100.

The C.C.'s not mentioned in the following list have either failed altogether to attend to this important work or they sent such reports as were altogether useless. (A specimen will be submitted to the next Council Meeting.)

The following are the names of the C.C.'s, and the number of serviceable routes sent by each:—Messrs. McGahey, 32; Carey, 26; McGregor, 5; Tidmarsh, 12; Moore, 3; Kelly, 7; Bain, 12.

Among the private members who so far have materially assisted the Editor in his arduous task we would specially mention Messrs. J. W. Guinness, County Surveyor of Longford; J. H. Moore, C.E., County Surveyor of Meath; Thos. C. Sykes, of London; Rev. A. A. Bird, Middletown; T. G. Kingscote, Charleville; S. K. Kirker, C.E., Cavan; Hugh McCullagh, Belfast; and T. A. Atkins, of Dungannon; to these the thanks of the Committee and of the Council are very especially due.

Under the circumstances of this general failure to obtain the information necessary for the compilation of the work from the officers and members your Editor determined to circularise the R.I.C. (many of whom are enthusiastic cyclists), and ask for the information so far as the routes ran through their respective districts; this is being done, and so far a very generous and satisfactory response has been made; nearly 400 reports have been received, most of them being very suitable. (Specimens will be submitted to the Council Meeting.)

This procedure has added to and increased tremendously the Editor's work, and has also rendered necessary expenditure for clerical labour and for securing information from outside sources. Your Committee, therefore, recommend that a sum not exceeding £15 be placed at their disposal for the purpose of meeting this unexpected outlay. Your Committee consider that as there is every hope of the manuscripts, or a considerable part thereof, being completed by Easter, the time has arrived for the obtaining of estimates for the printing of the work. Mr. Copeland Trimble—a member of the Committee and a practical printer—has kindly consented to prepare a specification for printing the manuscripts in one or two volumes, as may be hereafter decided, uniform as regards appearance, etc., with Vol. I. of the British Road Book, but, if possible, not so thick.

Your Committee have also obtained from Mr. Dagg a proposal for seeing the work through the press. He offers to do this for a sum of fifty guineas, but as your Committee are of opinion that the work ought to be well done for less than half the amount, they recommend that this matter be referred back to them for further consideration, inquiry, and report.

Signed, on behalf of the Committee,  
6th February, 1895. E. W. BURKE, Chairman.

# Annual Report

OF THE

## COUNCIL TO THE MEMBERSHIP FOR THE YEAR ENDING 31st DECEMBER, 1894.

## LADIES AND GENTLEMEN,

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

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

The renewals for 1894 numbered ... 10,897  
To which must be added the candidates for—

January ...	146
February ...	239
March ...	349
April ...	366
May ...	427
June ...	367
July ...	443
August ...	491
September ...	260
October ...	102
November ...	47
December ...	10
	3242

And the Life Members ... 27

Giving a grand total for the year ending December 31st  
last of ... 14,166

This number represents a decrease from the corresponding period of the previous year of 22.6, or rather less than 15 per cent. It will be recollected that this is the first year of the increased subscription, to which reference is hereinafter made.

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

January.	London	With an attendance of	10
February.	Bath	"	6
March.	Leeds	"	7
April.	Oxford	"	7
May.	Belfast	(No quorum)	"
June.	Edinburgh	"	11
July.	Newcastle-on-Tyne	(No quorum)	"
August.	London	"	15
September.	Manchester	"	9
October.	Glasgow	"	7
November.	Crewe	"	9
December.	Birmingham	"	9
Showing an attendance of			90

Or an average of 9 per meeting, as against 10 7/10 for 1893.

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

## REPRESENTATIVE COUNCILLORS.

	Attendance.	Highest Possible.
Bashall, W., Middlesex	...	0 12
Bashall, H. St. J. H., Surrey	...	0 12
Beatty, O. H., Surrey	...	2 7
Burke, E. W., Ireland	...	2 12
Burton, Capt. C., Hampshire	...	0 12
Constable, J., Yorkshire	...	0 12
Cook, R. Essex	...	1 12
Cosens, W., Sussex	...	3 12
Cox, T., Worcestershire	...	0 12
Derrington, J. P., Warwick	...	1 12
Denson, J. L., Cheshire	...	3 10
Dickenson, W., Lancashire	...	2 12
Dodds, F. L., Yorkshire	...	2 12
Dove, P. E., Middlesex	...	2 12
Everett, J. D., Ireland	...	1 8
Hay, A. (Rev.), Grouped Counties of Scotland	...	2 12
Heard, S., Wales	...	0 12
Herbert, J. H., Staffordshire	...	2 12
Heslop, J. I. S., Durham	...	2 12
Hott, M., Grouped Counties of England	...	2 12
Ingall, G. D., Middlesex	...	0 7
Jennings, O. W., Grouped Foreign Countries	...	0 12
Matthews, J. S., Grouped Counties of Scotland	...	2 12
McClelland, R. G. (Rev.), Grouped Counties of England	...	0 12
Ord, W. E., Lancashire	...	1 12
Pearson, W. H., Yorkshire	...	0 12
Phelps, W. S., Surrey	...	1 12
Rennie, R. G., Lanarkshire	...	2 12
Robbins, C. E., Gloucestershire	...	0 12
Scott, T. J., Lancashire	...	2 7
Stanley, G. E., Devonshire	...	3 10

Staples, H. C., Kent	...	2 12
Sturmey, J. J. H., Grouped Counties of England	...	2 12
Symes, J. F., Grouped Foreign Countries	...	3 12
Turner, D. F. D., Edinburghshire	...	1 12
Warner, F. H., Grouped Counties of England	...	1 12
Watson, G., Northumberland	...	2 12
West, H. Cope, Lancashire	...	0 5
White, J., Kent	...	2 12
Wigan, C., Middlesex	...	2 5
Williams, L. J., Middlesex	...	2 12

\* Resigned in July.

† Resigned in May.

It will be observed that the Representative Councillors who held office last year Messrs. W. Bashall (Middlesex), H. St. J. H. Bashall (Surrey), J. Constable (Yorkshire), R. Cook (Essex), T. Cox (Worcestershire), J. P. Derrington (Warwickshire), W. H. Pearson (Yorkshire), W. S. Phelps (Surrey), C. E. Robbins (Gloucestershire), D. F. D. Turner (Midlothian), F. H. Warner (Grouped Counties of England), Captain C. Burton (Hampshire), and Rev. R. G. McClelland (Grouped Counties of England) would have been disqualified for serving during the current year (had they sought re-election) in consequence of their not having attended the minimum number of Council Meetings (2), and that Messrs. J. D. Everett (Ireland), S. Heard (Wales), O. W. Jennings (Grouped Foreign Countries), and W. E. Ord (Lancashire) would also have been disqualified were it not for the fact that they have shown to the Council good reasons for exemption from the provisions of the rule.

## HONORARY TREASURER.

The Honorary Treasurer has attended one meeting of the Council.  
CHIEF CONSULS.

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

	Attendance.	Highest Possible.
Balfour, J. R., Beith	...	2 12
Bartram, G., Sunderland	...	1 12
Bradney, J., Wolverhampton	...	1 12
Burnett, W., Kendal, Aberdeen	...	3 12
Clarke, R., Kelsall	...	1 12
Cooper, Rev. E. B., Amersham	...	2 12
Graves, H., London	...	1 12
Kent, A. F., Stanley, Oxford	...	1 12
Llewellyn, Tudor, Chew Magna	...	2 12
Lightwood, J. T., Lymington	...	3 12
Lloyd, J. W., Newport	...	2 12
Marillier, F. W., Swindon	...	2 12
Martin, A., Glasgow	...	2 12
McGahey, R., Belfast	...	1 12
Naylor, J. H., Dublin	...	1 12
Oliver, W. G. M., Edinburgh	...	1 12
Poole, E. M., Dewsbury	...	1 12
Powell, Dr. F., Redhill	...	2 12
Ranken, Rev. C. E., Malvern	...	1 12
Roberts, H. Croydton, London	...	5 12
Stainthorpe, T. W., Coatham	...	1 12
Stead, S. A., London	...	1 12
Stewart, J. B., Glasgow	...	1 12
Stoddart, Col. W., Bedford	...	1 9
Williamson, J. A., Tynemouth	...	2 12
Wright, J. W., Nottingham	...	1 6

while Count A. Acquaviva d'Aragona, Guilianova (Italy); J. Alexander, Edinburgh; Rev. A. Bain, Westport; S. H. R. Baker, Charlottesville; Baron A. de Baroncelli, Paris; C. H. Bingham, Utrecht; H. Bonsall, Aberystwith; A. W. Breary, Douglas; L. Brown, Brentwood; H. Browne, Parsonstown; G. T. Bruce (M.A.), Inverness; E. Bruel, Geneva; A. Butterfield, Grantham; D. Caldwell, Ayr; M. C. Carey, Maryborough; H. J. L. Cary, Kildare; T. Charles, Swansea; G. Chipp, Huntingdon; J. F. Curtin, Oranmore; C. H. Donaldson, Jersey; E. C. Duchesne, Bournemouth; L. C. Ducrocq, Wokingham; R. W. Elgee, Wexford; G. H. Evans, Sheerness; W. E. Evans, Nottingham; W. S. Forrest, Barcelona; J. Forrester, Falkirk; H. W. Grimes, Gloucester; L. B. Gylensdeng, Christiania; J. W. Harbison, Drogheda; Rev. C. T. Harrison, Haverfordwest; F. W. Haswell, Shifnal; J. Horne, Leith; O. R. Hughes, Bangor; H. P. Huie, Kelso; Rev. J. Irving, Innellan; Colonel R. Irvin, Rathmoyle; E. L. R. Jones, Welshpool; W. Judd, Fareham; E. W. Kelly, Waterford; A. Lee, Brampton; J. Lennox, Dumfries; T. C. McDonogh, Galway; R. Y. Maxtone, Campbelltown; R. Macgregor, Londonderry; Rev. C. W. McDowell, Ennistymon; W. R. McTaggart, Cork; Rev. W. R. Moore, Carrick-on-Shannon; R. Rugg Monk, Plymouth; P. B. J. Nyst, Liege; C. E. Oliver, Derby; A. E. Pautsen, Hull; G. S. Perry, Rathdowney; H. Powell, Llandrindod; H. M. Rankilior, Tiverton; C. Rathay, Tain; R. A. G. Reid, Dorchester; T. Rhodes, Rathfarnham; W. I. Rowland, Aberystwith; A. Sandison, Wick; G. F. C. Searle, Cambridge; R. H. Shaw, Coldstream; E. Staal, Copenhagen; W. H. Stephenson, Walton; R. Stumph, Trieste; O. E. Taylor, Chorltoncum-Hardy; J. M. Thomas, Penryn; D. W. E. Thomas, Brecon; G. Thompson, Moseley; D. Tidmarsh, Limerick; C. A. Treuter, Leipzig; W. C. Trimble, Enniskillen; F. W. Weston, Boston (U.S.A.), and J. White, Rathmines (some of whom have not been long appointed), have not attended any meeting.



(5) The Statement of Accounts and Balance Sheet for the year ending the 31st December, 1894, together with the Report of the Hon. Treasurer and the Finance Committee is appended hereto.

(6) As bearing upon the finances of the Club we regret to have to report that the falling off in the advertisement revenue is maintained. This is a matter which is receiving our earnest attention, but while the *Gazette* continues to be subject to the regulations of the Book Post as distinguished from the Newspaper Post, we are not sanguine of being able to effect any marked improvement. The whole matter is hemmed in by difficulties which only those who have investigated it can properly appreciate.

The arrangement under which the Uniform was placed in the hands of a factor is still continued, and has resulted in an increase of the Royalty payable during 1893. This is in the main accounted for by the popularity of the new brown cloth.

The increased subscription has resulted—as was anticipated—in a decreased membership, there being 2049 less renewals, and 379 less candidates than in the previous year. *Per contra*, the finances of the Club—in spite of the decrease in numbers—have benefited to the extent of £288 14s. 6d., and £114 15s. 6d., by renewals and new subscriptions respectively. Had it not been for the falling off in the Advertisements item of £230, a still more favourable condition of things would have resulted.

(7.) The greatest of all the undertakings of the Club—that of the Road Book—continues to make progress, but we regret to say that the hope we expressed when addressing you a year since—to wit, that the second volume of the British Book would be ready for publication early in 1895—will not be fulfilled. We have left no stone unturned to secure the desired end, but the most we can now hope is that the second volume will be ready about the middle of the year. With the view of expediting matters where the other sections of the work are concerned, we have appointed separate Editors for the Scottish and Irish volumes, and we are about to do the same by Vol. III.—the one dealing with the North of England. It is hoped that the two first-named will make their appearance within the next few months, and that Vol. III. of the English Book will be published by Easter, 1896. The second edition of the first volume of the Continental Road Book, the editing of which was some time since undertaken *con amore* by Mr. W. G. Waller Goodworth, will, we hope, be ready for publication during the spring of the year; the first sheets are already in type, and as far as can be judged the work will prove to be an immense advance upon the first edition.

(8) The Rights and Privileges Committee has been unremitting in its efforts to secure for the Universal Lights Bill, drafted and introduced by the Club, a favourable hearing. The Parliamentary machine is, however, so congested that we are not sanguine as to the result where the present session is concerned. The bill was, last session, in charge of Mr. R. G. Webster, the member for St. Pancras, who, at much personal inconvenience, endeavoured to get it read a second time, but as the Government early monopolised the members' opportunities the end in view was not attained. Pending the introduction of a Statute Law bearing upon the question the Club continues to circulate with good effect the pamphlets dealing with the subject from the stand-point of the County Councils. The arrangement entered into with the French Government whereby members of the Club *bond-fide* on tour are allowed free entry for their machines at the chief French ports still continues, and will, it is hoped, be extended in time for the coming season. Three additional ports have been thrown open this year. The matter of Railway Charges has, like the erection of Danger Boards and other subjects in which the interests of the membership and cyclists at large are involved, continued to receive attention, and grants amounting in the aggregate to between £50 and £60 have, during the year, been made under these heads, apart from which a sum of £100 has been expended in issuing a Manifesto, setting out the obligations under which cyclists are placed and the rights and privileges to which they are entitled.

The danger boards erected by the Club since the new stock was procurable comprise the following:—

	Name of Hill.	Where Situate.
Bedford	Carlton	Near Pavenham.
Berkshire	Bisham	Bisham.
Buckingham	Rectory	Amersham.
Cheshire	Kelsall	Kelsall.
Derby	Ashover	Ashover.
	Camban	Buxton.
Devon	Marl Pits	Near Honiton.
Dorset	Charmouth	Near Lyme Regis (three boards).
	Chideock	Chideock.
	Oak	Epping.
Essex	Harb Road	Bournemouth.
Hampshire	Boarhount	Near Fareham.
	Blue Bell	Maidstone.
Kent	Boughton	Faversham.
	Wrotham	Wrotham.
Middlesex	Grove	Near Harrow Station.
	Muswell	Hornsey (two boards).
Northampton	Carlton	Near Middleton.
	Fox	Near Towcester.
Nottingham	Cavendish Vale	Nottingham.
Salop	Hermistage	Bridgnorth.
Somerset	Dunster Steep	Dunster.

Surrey	Hatch	Near Frensham.
	Thursley	do.
	Cross Ways	Upper Gattos, Merstham.
	Wray Lane	Kingswood.
	Hawks	Leatherhead.
	Pebble	Headley.
	Winkworth	Godalming.
Sussex	Old Town	Eastbourne.
	Lamberhurst Down	Near Lamberhurst.
	Budgenor	Midhurst.
	Friday	Fernhurst.
	Hurst	Rusper, near Horsham.
Westmorland	Broken Brow	Kirkby Lonsdale.
Worcester	Chances Pitch	Near Malvern.
Yorkshire	Staxton	Between Scarborough and Hull.
	Dyson	Near Ripponden.
	Glasshouses	Between Pateley Bridge and Harrogate.
	Well Flashes	Near Well.
	Hutton-Rudby	Hutton-Rudby.
Radnorshire	Disserth	Near Llandrindod.
Dumbarton	Cameron	Near Alexandria.
Forfar	Warburton	Near Montrose.
Kinross	Knock	Scotlandswell.
Perth	Dunalstair	Perth.
	Kenmore	do.
	Tummel Bridge	do.
Galway	Conamona	Between Cong and Leenane.

A considerable number of the boards supplied conjointly by the C.T.C. and the N.C.U. at a time when these bodies were in partnership in the danger board system and the C.T.C. defrayed half the cost of providing these warnings, have also been renovated and restored by the C.T.C.

(9) The *Gazette* continues to retain its hold upon the affections of the membership, and the improvements made therein have, we believe, been maintained.

(10) A wish having been expressed that a District Committee or Local Branch of the C.T.C. might be formed in Newcastle-on-Tyne, we some six months since gave our sanction to the experiment, and made a grant for that purpose of £10 from the Club funds. The result has been a re-kindling of the enthusiasm formerly observable where C.T.C. matters were concerned, and the discharging of an immense amount of good work for the benefit of cyclists generally.

(11) The hotel arrangements have again been the subject of careful and anxious consideration, and we have resolved to gradually supersede the existing headquarters and quarters appointments, with their fixed tariffs, by a scheme under which the hotel proprietor will first be required to state his ordinary charges to the outside public for certain specified accommodation, and, secondly, what discount he will allow to members of the C.T.C. who produce their tickets of membership. The new system will naturally require some little time to perfect, but we are sanguine that when once it is in working order it will prove to be a very great improvement upon the old.

(12) Having in view the fact that the present is the first year of the increased subscription, we regard the numerical strength of the Club as satisfactory, but we are more than ever convinced that considerable improvement might be effected in this respect if each member would make it a point to endeavour to secure fresh adherents from the many eligible people now taking to the wheel, and we appeal for his assistance accordingly.

Signed on behalf of the Council.  
W. KENDALL BURNETT, Chairman.

### HONORARY TREASURER'S STATEMENT. To the Council of the C.T.C.

Gentlemen,—The Balance Sheet for 1894 circulated herewith, does not, I think, call for very much comment at my hands. Our total Balance of Assets over Liabilities is £3549 3s. 10d., being an increase of £196 6s. 4d. on 1893.

This increase is derived by	£	s.	d.
Profit on Revenue Account	23	14	4
Entrance Fees carried to Reserve	162	2	0
Life Members	10	10	0
	£196	6	4

The amount expended to date upon the British and Irish Road Book—and which figures as an asset—again exhibits a large increase and stands at £972 12s. 4d.

Dealing with the Revenue Account:—the cost of *Gazette* has increased by £220, which is attributable to the decrease in advertisement receipts. Salaries show a decrease of £93 for the year. Profits on trading accounts are all steadily decreasing—though the Royalty payable on the Uniform Account shows a substantial improvement.

Owing to the increased rate of subscription, this item, with renewals, shows an increase of £400, as compared with the figures of 1893. The loss in numerical strength for same period is equal to 15 per cent.

Ample provision has been made for depreciation on signs, office furniture, and tailors' certificates.

It is a matter for congratulation that a sum of £20 comes back this year to credit of Revenue Account, which had previously been set aside for doubtful accounts.

It is also worthy of notice that this year the Club has expended some £58 in assault cases, danger boards, etc., as against only £5 in 1893.

It is intended to invest the £17 os. 9d. belonging to Life Membership Fund at an early date, and you will also be asked to support a motion authorising the transfer of £211 2s. 6d. from the General Reserve Account to the trustees of Depositors' Fund Account.

I am, Gentlemen, yours faithfully,

W. B. GURNEY, Hon. Treasurer.

## ANNUAL REPORT OF THE FINANCE COMMITTEE.

To the Council of the Cyclists' Touring Club.

Gentlemen,—In obedience to the resolution of the Council your Committee have much pleasure in presenting their Annual Report.

The Finance Committee met once at the Chief Offices during the last half-year, and at their meeting went fully into matters pertaining to the expenditure by the Club, both in the office and on general expenditure.

The balance sheet for the past year is annexed, and your Committee have every confidence in stating that it is most satisfactory. The balance on the credit side of the revenue account is one that merits special attention, having regard to the fact that last year was the first year in connection with the increased subscription.

Your Committee are pleased to find that the Council have acted upon the recommendation made by them in their last half-yearly report as to the advisability of getting out the whole of the volumes of the Road Book as early as possible, so that the capital expenditure under this head may be returned to the Club.

The *Gazette* has received the most careful consideration of your Committee during the past year, and they believe that the Council will agree with them in thinking that as now issued it is an improvement on what it was some two or three years ago.

The Committee acknowledge with pleasure the assistance they have at all times received from the Secretary and Editor, and in conclusion would again urge the attention of the Council to the membership roll and to the desirability of getting every member of the Club to canvass his cycling friends either to join the Club or renew his subscription.

Your Committee beg to thank the Council for the confidence bestowed upon them during the past year, and also for their unanimous re-election for the coming year.

Dated the 6th day of February, 1895.

W. COSENS.  
E. W. BURKE.  
J. R. BALFOUR.  
W. B. GURNEY, Hon. Treasurer.  
JOHN A. WILLIAMSON, Chairman.



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

Member and wife (riding safeties) wish to join another couple for tour in Normandy and Brittany, in second week in June; one with knowledge of language preferred. Requisites—economy with comfort, and a desire to enjoy the riding necessary for a pleasant tour.—W. Stansfield, Market Street, Hyde.

Companion, age 15 to 25, wanted, for two or three weeks' bicycle tour in Scotland; expenses £2 to £3 per week. Start after April 4th. Short distances daily preferred.—No. 885, c/o Editor.

M. Grandin, of 16, Rue La Fontaine, Paris—a member of the C.T.C. and a Councillor of the Touring Club de France—has arranged the undermentioned tour for a party, and will be glad to hear from any fellow-members who would care to join. Rendezvous: On the 21st March, at four o'clock in the afternoon, at *Montargis* (Hôtel de France), or (in case of bad weather) on the 24th for dinner at *Autun* (Hôtel de la Cloche).

Mar.	kil.	Avril.	kil.
25.—Cluny .....	82	5.—Marseille (by rail) .....	
26.—Villefranche .....	62	6.—Toulon (par Cassis) .....	68
27.—Lyon .....	46	7.—Ditto .....	
28.—Tain .....	89	8.—Frégus .....	96
29.—Grenoble .....	94	9.—Nice .....	70
April.		10.—Eagnes (by rail) Draguig.	
1.—Valence .....	00	11.—Aubagne .....	77
2.—Pierrelatte .....	66	12.—Marseille (by rail) .....	97
3.—Carpentras .....	53	13.—Arles (by rail) Nûnes .....	30
4.—Avignon .....	61		
		(Fontaine St. Vaucluse.)	

Return to Paris by rail or road, arrival on the 30th, in the evening.



A.F.P.—The particulars you send us would to many form interesting reading, but we fear that the majority would regard a record of 907 miles in five years as not worthy of mention now that a claimant to 21,053 in 1894 has appeared.

F.—The machines you mention and the methods adopted by the makers thereof were fully criticised in the *Gazette* last year. Put briefly, however, we may say that this is a "cheap and nasty" brand, listed at treble its proper value, and hence the (nominal) makers may well offer you fifty per cent. discount. The machines are markedly inferior to No. I., but of No. II. we have no knowledge.

TO LIVERPOOL MEMBERS.—The Chief Consul for Lancashire—Mr. J. T. Lightwood, Hope House, Lytham—is anxious to secure a good and capable Consul for Liverpool. There must be scores of C.T.C.-ites in that city eligible for the post, and offers of assistance will be cordially welcomed. These should be made at once, as the new Handbook is shortly going to press.

THE DURHAM LIGHTS BYE-LAW.—The following is the text of the Bye-law recently passed by the Durham County Council:—"During the period between one hour after sunset and one hour before sunrise, every person driving, riding upon, or having charge of any carriage, cart, waggon, or other vehicle on springs drawn by any animal on any public highway, shall carry attached thereto, and on each side thereof, efficient lamps, which shall be so constructed and placed as to exhibit lights in the direction in which such vehicle is proceeding, and so lighted and kept lighted as to afford adequate means of signalling the approach or position of such vehicle; and every person in charge of any carriage, cart, waggon, or other vehicle not on springs shall, when on any public highway and during the period above-mentioned, cause such vehicle to proceed at a walking pace unless it be so lighted as aforesaid. Every person who shall offend against the foregoing Bye-law shall be liable for every such offence to a fine not exceeding 40s., which may be recovered in manner directed by the Summary Jurisdiction Act before a Court of Summary Jurisdiction." The foregoing Bye-law has to be approved by the Local Government Board before it can come into operation, but as its terms are not unduly harsh, there is little doubt as to its acceptance. The introduction of the Bye-law is the work of Mr. Councillor Wraith—a member of the C.T.C.—to whom the Council at their last meeting accorded a vote of thanks, but full use was made of the machinery of the Club, by means of which pressure was brought to bear upon the various members of the Durham County Council. The result should encourage other cyclists who have seats upon similar bodies to follow in Mr. Wraith's footsteps.



# Cyclists' Touring Club.

## STATEMENT OF ACCOUNTS AND BALANCE SHEET for the Year ended 31st December, 1894.

W. B. GURNEY, Honorary Treasurer.

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

W. WESTCOTT & CO.,

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

### Dr. BALANCE SHEET 31st DECEMBER, 1894.

Cr.

1893. 31ST DEC. £ s. d.		1894. 31ST DEC. £ s. d.
	To Sundry Creditors, viz. :—	
535 12 6	Subscriptions paid in advance	497 0 6
19 6 0	Badges, &c., not delivered...	25 3 0
131 11 2	Sundry Persons .....	60 5 0
		582 8 6
	To Depositors for Signs, &c., viz. :—	
760 4 0	Hotel Keepers .....	858 18 0
225 15 0	Repairers .....	253 1 0
44 2 9	Tailors .....	45 2 9
3 10 0	Councillors' Badges .....	7 10 0
		1164 11 9
	To Balance of Assets over	
	Liabilities, consisting of :—	
64 8 6	Capital Account .....	88 2 10
3157 4 0	Reserve Fund Account .....	3319 6 0
131 5 0	Life Members' Fund Account	141 15 0
		3549 3 10
<u>£5072 18 11</u>		<u>£5296 4 1</u>

1893. 31ST DEC. £ s. d.		1894. 31ST DEC. £ s. d.
458 11 2	By Cash at Banker's and on hand	378 11 3
1392 6 6	Investments in Consols, viz. :—	
124 14 3	Reserve Fund (part of) .....	1392 6 6
953 9 9	Life Members' Fund (part of) ..	124 14 3
	Depositors' Fund (part of) ...	953 9 9
		2470 10 6
	By Sundry Debtors .....	218 1 6
	Less Reserve for Doubtful	
	Debts .....	22 2 6
219 6 1		195 19 0
15 16 0	By Dividend owing on Consols	6 0 1
882 10 6	" Stocks .....	743 17 11
	" Foreign C.C.'s Accounts ...	28 1 8
	Less Reserve for Doubtful	
	Debts .....	24 7 11
8 11 3		3 13 9
	By Furniture and Fittings, cost	237 4 11
56 9 0	Less Depreciation to date ...	200 15 11
		36 9 0
	By Hotel and Repairers' Signs,	
	cost .....	590 0 0
414 12 4	Less Depreciation to date ...	225 7 8
		364 12 4
	By Road Books (expenditure on	
522 19 0	uncompleted volumes), viz. :—	
	" English .....	766 12 3
	" Scottish .....	111 6 0
	" Irish .....	94 14 1
		972 12 4
	By Danger Boards, cost .....	55 16 2
	Less Boards erected .....	10 15 3
		45 0 11
	By Expenditure chargeable to	
	1895, viz. :—	
	On Gazette account .....	27 7 0
	On Stationery, Printing, and	
	other accounts .....	51 1 0
23 13 1		78 8 0
<u>£5072 18 11</u>		<u>£5296 4 1</u>

### Dr. LIFE MEMBERSHIP FUND ACCOUNT.

Cr.

1893. 31ST DEC. £ s. d.		1894. 31ST DEC. £ s. d.
	To Balance carried forward, viz. :—	
124 14 3	Invested in Consols in names	124 14 3
6 20 9	of Trustees .....	17 0 9
	Uninvested .....	
		141 15 0
<u>£131 5 0</u>		<u>£141 15 0</u>

1893. 31ST DEC. £ s. d.		1894. 31ST DEC. £ s. d.
131 5 0	By Balance, 1st January .....	131 5 0
0 0 0	" Life Membership—Subscriptions received	
	during the year .....	10 10 0
<u>£131 5 0</u>		<u>£141 15 0</u>

Dr.

## CAPITAL ACCOUNT.

Cr.

1893. 31ST DEC. £ s. d.	1894. 31ST DEC. £ s. d.
To Balance carried forward.....	88 2 10
	<u>£88 2 10</u>

	1894.
	31ST DEC.
	£ s. d.
By Balance on 1st January, 1894 .....	64 5 6
„ Revenue Account—Profit for the year 1894 .....	23 14 4
	<u>£88 2 10</u>

Dr.

## RESERVE FUND ACCOUNT.

Cr.

1893. 31ST DEC. £ s. d.	1894. 31ST DEC. £ s. d.
To Balance carried forward, viz.—	
Invested in Consols in names of Trustees .....	1392 6 6
Uninvested .....	1926 19 6
	<u>3319 6 0</u>
	<u>£3319 6 0</u>

1893. 31ST DEC. £ s. d.	1894. 31ST DEC. £ s. d.
By Balance, 1st January .....	3157 4 0
„ Entrance Fees received during the year 1894 .....	162 2 0
	<u>£3319 6 0</u>

Dr.

## REVENUE ACCOUNT.

Cr.

1893. 31ST DEC. £ s. d.	1894. 31ST DEC. £ s. d.
To Cost of Gazette (less Advertisements) ...	532 8 4
To Expenses of Management, viz. :—	
Office Stationery and Printing.....	400 17 2*
Less amount charged to 1895..	50 0 0†
	<u>350 17 2</u>
Salaries .....	1054 6 5
Rent and Gas .....	126 0 0
Carriage (including £32 19s. 7d. for Official Signs) .....	90 7 7
Travelling Expenses .....	41 7 4
Sundries and Petty Cash .....	81 6 8
Postages (General and Editorial and Rights and Privileges Manifesto).....	366 4 7
Reports of Meetings, Rent of Rooms, &c. ....	10 4 0
Legal Expenses (Universal Lights Bill) .....	16 16 0
Bank Charges .....	0 5 3
Fire Insurance .....	2 12 6
Advertising .....	0 0 0
Telegraphic Address .....	1 1 0
Renewal Fee on Badge Patents .....	16 6 0
Audit Fee and Accountant's Charges.....	26 5 0
Secretary's Guarantee .....	6 5 0
Finance Committee's Expenses .....	9 17 0
	<u>2200 1 6</u>
To Danger Boards erected (including Repairs and Carriage) .....	2732 9 10
„ Donations, viz. :—	<u>34 15 10</u>
Hutchinson's Case .....	10 10 0
Wright (Gainsboro') Case ...	1 1 0
Drake Assault Case.....	0 12 6
Police Court Cases (Aberdeen) Newcastle and Durham Association (Grant) .....	1 11 5
	<u>23 14 11</u>
„ Depreciation, viz.—	
Office Furniture .....	20 0 0
Hotel Signs .....	50 0 0
Tailors' Certificates .....	10 0 0
	<u>80 0 0</u>
„ Balance, being profit on year 1894 .....	23 14 4
	<u>£2894 14 11</u>

1893. 31ST DEC. £ s. d.	1894. 31ST DEC. £ s. d.
By Members' Subscriptions, etc., viz. :—	
1893. 1894. 12946 Renewals .....	10897 1906 19 6
3621 New Subscrip- tions .....	3242 567 7 0
1387 Fines .....	1186 59 6 0
	<u>2533 12 6</u>
By Dividends on Consols .....	66 0 4
„ Discounts .....	16 16 0
„ Provisional Tickets .....	49 5 0
„ Royalties .....	79 0 11
By Gross Profits, viz.—	
Uniform Account (see "Royalties") .....	0 0 0
Badges .....	73 5 1
Handbook .....	18 1 5
Stationery .....	19 1 7
Continental Road Book ...	19 17 10
	<u>130 5 11</u>
By Reserve Account (Foreign C.C.'s) amount not required and written back .....	19 4 6
Loss for the year 1893.....	0 0 0
	<u>£2593 9 11</u>

\* This sum includes expenditure on "Rights and Privileges Manifesto."

† This sum consists of special expenditure on new Hotel arrangements.

Dr.

## DEPOSITORS' FUND ACCOUNT.

Cr.

	1804. 31ST DEC. £ s. d.
To Balance carried forward, viz. :-	
Invested in Consols in names of Trustees.....	953 9 9
Uninvested .....	211 2 0
	<u>1164 11 9</u>
	<u>£1164 11 9</u>

	1894. 31ST DEC. £ s. d.
By Balance 1st January .....	1030 1 9
By Deposits received during the year on Hotel and Repairers' Signs, and Tailors' Certificates, etc. ....	134 10 0
	<u>£1164 11 9</u>

Dr.

## "GAZETTE" ACCOUNT.

Cr.

	1803. 31ST DEC. £ s. d.
759 6 6 To Printing .....	
750 19 11 " Postage .....	758 12 8
103 4 9 " Contributions .....	376 10 9
	<u>105 7 11</u>
	<u>£1253 11 2</u>

	1804. 31ST DEC. £ s. d.
By Advertisements .....	933 1 10
" Sales of Gazette .....	7 10 6
" Loss .....	312 18 10
	<u>£1253 11 2</u>

Dr.

## BADGES ACCOUNT.

Cr.

	1803. 31ST DEC. £ s. d.
46 10 4 To Stock on hand 1st January .....	
234 17 8 " Purchases .....	44 14 9
77 6 5 " Profit .....	215 15 2
	<u>73 5 1</u>
	<u>£338 14 5</u>

	1804. 31ST DEC. £ s. d.
By Sales.....	313 19 8
" Stock on hand 31st December .....	44 14 9
	<u>£358 14 5</u>

Dr.

## STATIONERY FOR SALE ACCOUNT.

Cr.

	1803. 31ST DEC. £ s. d.
25 10 8 To Stock on hand 1st January .....	
26 10 0 " Purchases .....	37 9 7
24 12 5 " Profit .....	0 0 0
	<u>19 1 7</u>
	<u>£56 11 2</u>

	1804. 31ST DEC. £ s. d.
By Sales .....	39 3 6
" Stock on hand 31st December .....	37 9 7
	<u>£76 13 1</u>

Dr.

## HANDBOOK ACCOUNT.

Cr.

	1803. 31ST DEC. £ s. d.
71 18 8 To Stock on hand 1st January .....	
197 4 0 " Purchases, etc. ....	62 3 5
29 17 7 " Profit .....	179 13 3
	<u>18 1 5</u>
	<u>£299 18 1</u>

	1804. 31ST DEC. £ s. d.
By Sales .....	224 16 6
" Advertisements .....	12 0 4
" Stock on hand 31st December .....	62 3 5
	<u>£299 18 1</u>

Dr.

## CONTINENTAL ROAD BOOK ACCOUNT.

Cr.

	1803. 31ST DEC. £ s. d.
69 14 9 To Stock on hand 1st January .....	
4 14 0 " Purchases .....	55 6 7
17 19 1 " Profit .....	7 13 6
	<u>19 17 10</u>
	<u>£82 17 11</u>

	1804. 31ST DEC. £ s. d.
By Sales .....	37 1 3
" Stock on hand 31st December .....	55 6 7
	<u>£82 17 11</u>



## Dr.

**OFFICE STATIONERY, &c., ACCOUNT.**

Cr.

1893.		1894.		1893.		1894.	
31ST DEC.	£ s. d.	31ST DEC.	£ s. d.	31ST DEC.	£ s. d.	31ST DEC.	£ s. d.
53 11 6	To Stock on hand 1st January .....	53 0 0		4 0 0	By Sales .....	216 0 0	
291 10 2	„ Purchases .....	403 13 2		53 0 0	„ Stock on hand 31st December .....	43 0 0	
					„ Amount chargeable to 1895 carried forward .....	50 0 0	
				288 1 7	„ Balance carried to Revenue Account .....	350 17 0	
					„ Depreciation of Tailors' Certificates .....	10 0 0	
<u>£345 1 7</u>		<u>£456 13 2</u>		<u>£345 1 7</u>		<u>£466 17 0</u>	

## Dr.

**BRITISH ROAD BOOK ACCOUNT.**

Cr.

1893.	1894.	1893.	1894.
31ST DEC.	31ST DEC.	31ST DEC.	31ST DEC.
£ s. d.	£ s. d.	£ s. d.	£ s. d.
995 7 3	To Balance 1st January, 1894.....	156 15 6	By Sales 1st January to 31st Dec., 1894 .....
75 15 0	" Stock on hand 1st January, 1894.....	7 19 3	" Advertisements .....
246 7 8	" Further Expenditure, viz.—	629 16 2	" Stock, 31st Dec., 1894.....
	Salary and Expenses of	522 19 0	" Balance carried forward .....
	Assistant Editor .....		
	F. W. Cook petty Expenses .....		
	Expenses of collecting and		
	checking information for		
	Vol. II. ....		
	Advertising.....		
	Binding Books .....		
	Mounting Maps.....		
	Rent of Office.....		
	Sundries .....		
	275 10 1		
£1317 9 11	£1428 5 3	£1317 9 11	£1428 5 3

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

## Dr.

**SCOTTISH ROAD BOOK ACCOUNT.**

**Cr.**

		1894.		1894.
		31ST DEC.		31ST DEC.
		£ s. d.		£ s. d.
To Expenditure, viz:—			By Balance 31st Dec., carried forward .....	111 6
Ex-Editor's Remuneration				
(in full).....	40	0		
New Editor's Remuneration				
(on account) ..	50	0		
New Editor's petty Expenses	8	0		
Legal Expenses re agreement	4	3		
Printing and Stationery .....	9	2		
			111	6
			£111	6

## Dr.

**IRISH ROAD BOOK ACCOUNT.**

**Cr.**

[illegible]



By C. W. BROWN.

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Having dealt with the two principal types of rear hubs, I will now proceed to the crank-axle bearing of the usual rear-driving safety. This is one of great importance, and it should be constructed very strongly and with large balls, as it has to withstand enormous cross strains applied alternately by the feet of the rider, and also a more or less regular transverse strain, caused by the pull of the driving chain connecting the sprocket or toothed-wheel upon the crank axle with the similar wheel on the rear hub. This latter strain need not be a cross one, but up to the present few attempts have been made to correct this glaring defect in the important bearing under notice.

Like the hubs, crank-brackets are now of two distinct types, viz., the cone adjustment pattern and those known as the "Humber" type, which are adjusted by movable collars. A few years ago this latter pattern was rarely met with, but

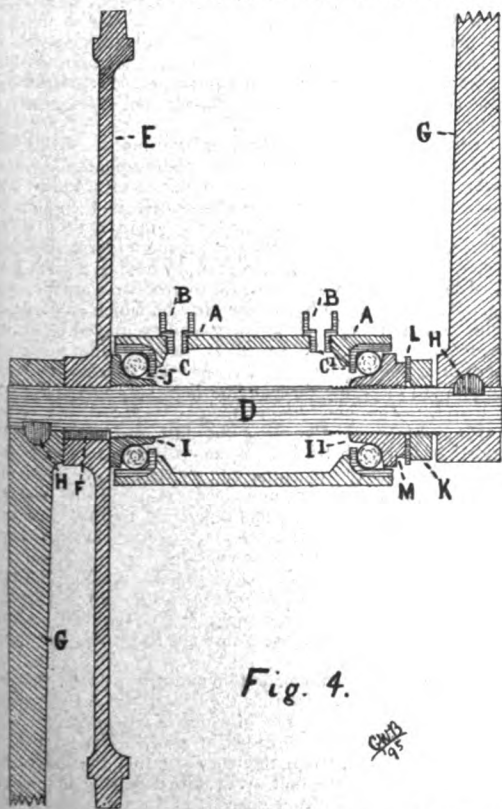


Fig. 4.

its many merits have at length been generally recognised, and it is now almost universal on machines of the highest class. I will, however, first deal with the older pattern of bracket.

Fig. 4 shows a crank-axle bearing of this class. AA is the body or barrel of the bracket, to which the horizontal tubes connecting it with the rear fork-ends are brazed, as are also the diagonal from the saddle-lug and the lower front tube or backbone of the frame from the bottom of the steering head of the machine. It will thus be seen that this barrel forms an important part at the junction of the four principal tubes of the frame, and it is of the utmost importance that it be rigidly held, as the whole of the rider's strength has to be applied through it. The ends of the barrel are recessed to receive two hardened steel cups C and C1 which form the main portions of the ball races. BB are the lubricators, though on some machines fitted with gear-cases the one nearest the chain wheel is dispensed with. D is the axle upon which the chain-wheel E is fastened either by a key as shown at F in the drawing, or if made in one piece with the crank G, held to the axle by the cotter-pin H, which also holds the crank in place. I is a hardened steel cone either screwed home against a small shoulder on the axle close to the chain-wheel, or driven on and sweated in position, the latter device being often employed on cheap machines. This is the fixed cone, and it is never interfered with in adjusting the bearing. It forms the other portion of the ball race on the chain side of the axle, the balls J running between it and the cup C. At the opposite end of the axle is another similar cone G1, free to screw upon a thread upon the spindle, being held in any required position by the locking-nut K. A washer, L, is often inserted between the nut K and the cone, but it is always best to hold the latter with a second spanner on the flats M while the locking-nut is tightened. On some of the cheaper machines the locking-nut is, like the cone, provided with a right-hand thread, i.e., it is turned to the right to screw it up, and to the left to loosen it, after the manner of an ordinary screw. When this is the case the small washer should always be used, and if this washer is D-shaped, fitting over a D flat on the axle, so much the better. Unless a washer is used, it is extremely difficult to tighten the locking-nut properly, without at the same time turning the cone G1. I much prefer, however, a left-hand nut, i.e., one that is turned to the left to tighten, screwing on a similar thread on the axle, which is turned down a very little smaller to admit of the arrangement, as when this is used the tightening of the nut does not tend to alter the position of the adjusting cone. I think, however, that all left-hand nuts should be clearly marked as such, as when a fine thread is employed it is often difficult to discover in a moment that the nuts are different from the ordinary kind. GG are the cranks and HH the cotter-pins with which they are usually attached to the axle. There are, of course, several other modes of fixing, such as keying, etc., but the cotter-pin arrangement is the one most often adopted, and is, perhaps, the best and simplest in practice. Crank-brackets of the type described are adjusted in the following manner:—

The locking-nut K is loosened and the cone I1 turned to the right by a suitable spanner gripping upon the flats M until the bearing has positively no shake. It should then be loosened from about an eighth to a quarter of a turn—the exact amount can only be found after several trials—and the locking-nut tightened against it. The bearing should then be turned in order to see that it runs freely: if it does not, the locking-nut must be again unscrewed and the cone slightly loosened. Never try the bearing until the locking-nut is tightened, because it is no use doing so, for if the nut is loose when the bearing runs well, and yet has no side shake, the axle will not revolve freely when the nut is tightened, as the pressure exerted upon the cone I1 will force the latter slightly inwards upon the threads, and so tighten the bearing. Most of the adjusting cones are made with right-hand threads, but seeing that the chain is generally on the right side of the machine, it is obvious that it would be much better if these cones had left-hand threads, for it will be observed that where right-hand threads are used,

should the locking nut fail to hold the cone securely, the friction will tend to wind the latter inwards, and so tighten the bearing, very likely entirely jamming it and causing serious damage to the cones and balls. As a rule, however, the cones are of the right-hand pattern, and as this particular type of bearing is rapidly falling into disuse, few firms have thought it worth while to improve upon it. I may here remark that the best way of detecting slight shake in crank-axle bearings of any pattern is to place the cranks in a perpendicular position. If they are then grasped at the pedal ends and pulled up and pressed down alternately, but without any attempt to turn them, the slightest shake in the axle bearing can be easily discovered.

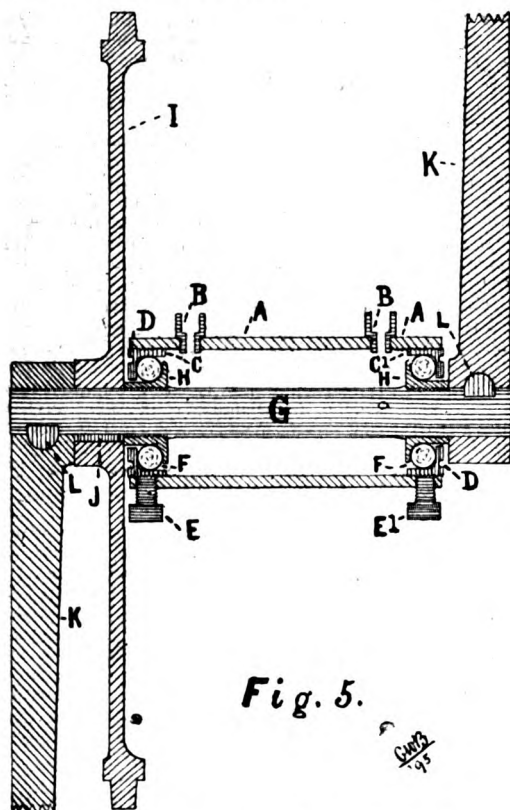


Fig. 5 shows a crank bracket of the "Humber" type, and this is the pattern now in general use on first-class machines. AA is the barrel of the bracket situated exactly as in the case of the cone adjustment bearing just described. BB are the lubricators. C and C1 are hardened steel collars screwing into the internally-threaded ends of the barrel, and forming the major portions of the ball-races. They are usually turned by a claw spanner fitting into the small holes DD, but are sometimes provided with flats for the purpose. E and E1 are two small set-screws, screwing through the barrel, which, when tightened, press against the collars C and C1, and so hold the latter in any required position. This is a common method of fixing the collars, but is not to be recommended, and will not bear comparison with the means I shall describe later. The principal objection is that when screwed up tightly the screws tend to push the collars to one side of the bracket and so may place them slightly out of truth. Again, should one of the screws work loose it will be very liable to be lost, while if it be the one on the chain side

it will be inside the gear-case if one be used, and if the case be a fixed one, it will be very difficult to re-fasten the collar C. FF are the balls, and HH two hardened cones screwed home against small shoulders on the axle G. These cones form the portions of the ball-races on the axle, but on most machines they are not used, the axle being merely turned to shape and case-hardened. This method is not so good as that in which hardened cones are screwed on tightly and then ground true on the axle, but it is cheaper, and hence its frequent adoption. However, in cases where the axle is turned to shape the general principle of the bracket is not altered, and the method of adjustment remains the same. I is the chain-wheel fastened to the axle G by the key J, or by any other suitable means. KK are the cranks fixed to the axle by the cotter-pins LL. The adjustment of brackets of this type is as follows:—

The set screw E1 is loosened and the collar C1 turned to the right, i.e., screwed further into the barrel of the bracket, the effect being to press the balls F tighter against the cone H, which pressure forces the axle very slightly to the left, thus tightening the balls at the opposite end against the collar C. Theoretically the adjustment should be made at each end, so that the chain alignment may not be in the least altered, but in practice it is sometimes impossible to get at the set screw or other device holding the collar C on the chain side, and hence the adjustment is generally effected on one side only. If, however, the gear-case is ever opened, it is as well to endeavour to adjust the crank-axle bearing at the same time, as the collar C can often be turned by a piece of stout wire placed in one of the holes D and tapped round with a hammer. The great difficulty is to get at the locking contrivance for this collar, and if it is found impossible to get a spanner to obtain a good grip of the screw or bolt, it is best to leave things alone and to be content with adjusting the bearing from the opposite end only, as if the locking bolt cannot be securely tightened up the collar C will be certain to come loose, and so cause a great deal of trouble.

It will be seen that the "Humber" pattern of bracket has the same advantages over the cone adjustment one as the similar type of hub has over the older pattern, in that it is more oil-retaining and far more dust-proof, as the openings round the axle at the ends are only about a third of the circumference of those necessary in the older pattern of bracket. It is, however, improved by having a small hole drilled in the underside and tapped to receive a small screw plug. This hole will allow of the dirty oil which accumulates at the bottom of the barrel being easily removed by simply unscrewing the plug. When this is done, paraffin should be poured in at the lubricators, and after the bearing has been spun allowed to escape through the hole in the underside of the barrel. The plug should then be replaced, as it serves the two-fold purpose of keeping out dust and ensuring bath lubrication to the balls. It is no bad plan to remove the saddle pillar from the machine and drive a cork down the diagonal for some distance, and it will be found that in many cases this will make a wonderful difference to the amount of dirt getting into the crank-bracket. Some machines have the diagonals stopped in this manner by the manufacturers, but a great many have not. The dirt enters either through the split in the diagonal by which the saddle-pin is gripped, if the latter be placed very high, or in the cases where hollow saddle-pillars are used, through the tubing of which they are formed.

Fig. 6 shows an arrangement frequently used for locking the adjusting collars. In this the barrel end A is provided with a lug B, through a hole in which a wedge-shaped bolt E passes, which bolt is threaded at one end and provided with a nut F, which, when tightened against the lower face of the lug B, draws the bolt down, thus causing it to press on the edge of the adjusting cone C, and so fixing the latter in any required position. Like the set-screw shown in Fig. 5, the bolt tends to push the collar slightly to one side of the barrel, but not to such a marked extent.



Fig. 7 is another, and in some respects a better plan, in which the end of the barrel A is also provided with a lug BB, but is split, so that a bolt E passing through a plain hole in the upper portion of the lug, and screwing into the lower part, grips the end of the barrel round the adjusting collar C, thus holding the latter in place. The bolt E is itself locked by the nut F. In both Figs. 6 and 7 the other

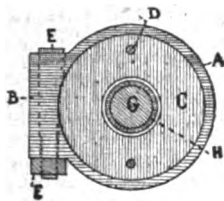


Fig. 6.

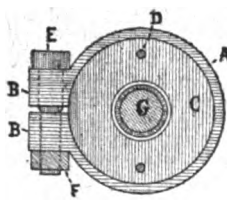


Fig. 7.

letters correspond with the parts described in Fig. 5. The method of holding the cone C in place shown in Fig. 7 is undoubtedly a good one, but even with it there is a possibility that the collars may be thrown a little out of truth, and hence I prefer the simple locking-ring as used on the rear hub shown in Fig. 3 (see p. 55 of February *Gazette*).

With regard to the adjustment of crank brackets, I may remark that it is always as well to take the opportunity of the chain being removed for some cause, to overhaul the crank-axle bearings, as their condition can be much better ascertained when the axle is free to run independently of the rear wheel. Of course I do not say that it is necessary or even expedient to remove the chain every time the bearings under notice require attention, but it is a good plan to seize an occasion when the work can be more easily performed, should such an opportunity occur.

(To be continued.)



By MISS F. J. ERSKINE.

"If Candlemas Day be bright and clear,  
There'll be two winters in one year."

So runs the old Dominican rhyme, and what is more, it is well known to have more truth in it than the majority of kindred sayings. Several times within the past century it has proved true—therefore it is a subject for thankfulness that the 2nd of February, in the greater part of England, was dull and snowy, with hardly one gleam of sunshine, so this year at least, if the saw holds good, we shall not have a repetition of the present arctic weather once it has taken its departure. We could not bear a repetition of the eight degrees below zero readings of the thermometer, of the birds starving and frozen to death by hundreds, of the snow-bound roads, rendering a cycle ride somewhat akin to a spell on the treadmill, of water-jugs and chemicals, pumps and pipes all frozen into blocks—certainly once in a year is enough for all these pleasures.

The February *Gazette*, I regret to see, contains some letters reflecting on the attitude I have taken up about the "Rational" dress. Whilst I still retain my opinion as to the fact that the dress is quite unnecessary, I now perceive that I have allowed my zeal for the sport to outweigh discretion on some points. The old rhyme, "When next you speak of

things you view, think others see as well as you," should have had more place in my thoughts and influence on my writing. But my critics must remember that though not new to literary work, I am new to the conduct of the "Ladies' Page." I see now I was wrong in expressing my feeling of disgust so strongly, but I believed then—for the matter of that, I do still—that the "Rational" costume was, and is likely to do harm, not good, to cycling interests.

The crucial question is, "Is this dress a fashion—or a necessity?" I think the former. Its success consists not in the fact of its indispensability, but that it bears the fashionable Hall-mark of Paris as a backer. In that case, it will flourish for a brief time, then a wave of opinion will rise against it, and the "Rational" dress will retire to limbo—with the coal-scuttle bonnet, the crinoline, and the Elizabethan farthingale. What I fear is, that cycling will suffer when the wave passes over. Rightly or wrongly, many will say they would willingly ride, but not in such dress. For such waverers, I am glad that an opportunity has occurred to ventilate the fact, that for ordinary rides a plain walking dress is all that is required. I can quite understand that for those who desire to beat records, or to figure on the racing path, a special dress is needed, but I am glad to see the major part of the cycling press is severely opposed to such exhibitions.

A practical lady rider writes to me:—"Theoretically I am in favour of Rational Dress, but practically I see many difficulties. . . . If I had to carry my skirt always on my handle bar, I'd as soon wear it." It is all very well to get up in this semi-theatrical garb, when riding round—say Battersea Park or on the Brighton road. Between London and London-super-Mare, people are well broken in to oddities of all sorts. But take a long and extended tour in the Northern or Eastern counties, in full "Rational" dress, let the rider put down faithfully all her experiences, and I am much mistaken if she does not rue the day she ever discarded skirts.

The main idea seems to be amongst the advocates of the "Rational" that cycling dresses have hitherto been of a nature akin to Court trains, at least as far as I can gather from allusions to "flowing skirts" or a "gigantic candle-stick extinguisher." As a matter of fact, the best skirt is one extending to about the shoe top—no further—and rather scanty in width. When mounted this sits so closely that whilst there is ample room for the knees to work there are no yards of stuff to fly out like a balloon. I think that if we tried to evolve a suitable skirt, instead of discarding it, our efforts would not be wasted.

I fancy the lady whom C.T.C. No. 3010 saw on the tandem, was sitting too low. That fact and the long cranks would account for the ungainly effect. It is comforting to read further on that a Zouave lady rider looked very odd, also from ill-adjusted parts.

Mr. Richards in his laborious defence of "Rational Dress" is very erudite, but not very much to the point. Regarding sections 1 and 2 I beg to suggest that two wrongs do not make one right. As regards point 3, the test would be absurd. Women hitherto have been "hampered" for generations by the skirts, and are inured to them. A man, on the contrary, has had free limbs since he could walk, and if the trial did come off—given equal strength on both hands—I fancy it would not be the woman who would give in first. About the head wind, there is only one practical course—man or woman, "Rational" dress or skirts—and that is, to slow down to a steady slogging pace, making no effort to spurt against the gusts, which is simply as much labour lost as if pommelling a feather bed; take advantage of every bit of cover, and endure the discomfort with the best grace you can. Such is the lesson that experience has taught me, and I think that most practical riders will endorse it.

Now that the riding season is within measurable distance of beginning, we all recognise the value of a good Road Book in planning rides and tours. It has occurred to me that many ladies would be glad to help in the

composition of the second and third volumes of the C.T.C. Road Book. As a rule we have more time for riding than our fathers and brothers, husbands and cousins; they, in many cases, are employed all day, and get perhaps an evening run or a Saturday afternoon at the most. If every lady member would undertake to carefully survey, say, five or ten miles round a given centre, and send in her report to the Chief Consul of the locality, or one of their own number who would collect reports and send in to the C.C., much might be accomplished. There is nothing difficult in the work. It requires accuracy and observation of surface and gradients, but nothing more. Should this idea meet with favour, I will hope, with the Editor's permission, to give a "plan of operations" in my next paper. (By all means.—ED.)

The accident to a lady learning bicycling—which I mentioned in my last letter—shows plainly the danger of learning to ride on concrete floors or those which are boarded. Should an out-of-door grass or cinder track be unattainable, such floors should be covered with tan or even matting to prevent harm coming of tumbles. We all know the difference between a tumble when skating on rollers and a fall on ice which has some feet of water under it. To come down with a crash on a hard unyielding surface of board or cement is to wilfully incur a great deal of unnecessary danger. The best place to learn the safety bicycle is on a tennis lawn; there is no risk of side slip, and if you do roll over, the damage is less on the grass than anywhere else. The question of foot gear for riding is one which merits a little attention. Tan leather shoes are my favourites, not because they are fashionable, but because they are cooler than black, which absorb the rays of the sun, and if the feet are at all tender cause great discomfort. Another thing is, they are easy to clean. If on a tour the "Boots" will not polish them properly, if the dirt is sponged off and the rider has some polish with her, in a few minutes by dint of a small hard brush, some polish on a bit of flannel, and an old silk handkerchief the brown leathers are bright, as if new. It is as well to keep your bottle of composition, not send it down in any case, as the common and ordinary boots will use far too much, and a one shilling bottle of Lutetian cream will go no way if this is done. I learnt wisdom in this abroad, as no power on earth would make the porters do them decently, so most of the wearers of brown leather boots and shoes did their own. (A light-coloured shoe possesses the serious drawback from a lady's point of view, that it makes the foot appear three sizes larger than a black shoe would do.—ED.) Gaiters also are the subject of divided opinion. This I am surprised at, as to every one who has done much cycling over dusty, shingly roads the annoyance of the small sand and stones filtering into the shoes must have been abundantly manifest. They should be of the same colour as the dress to look really well. Butterick sells a very good pattern to those who care to try making them at home. It should not be forgotten that the place where the button holes come should be lined with a strip of thin leather. Unless this is done the strain of the buttons will soon cause the holes to give.

Stockings also are an important point. On no account should cotton ones be worn. They are certain to rub into holes and cause blisters and sore feet. Either knitted silk or else wool, with thinner wool feet. They should be full long at the toes so as to obviate any pressure. To those who cultivate correct ankle action, I must recommend the "Perfecta" shoe, made I think by Goy. The specialty lies in the sole being a composite one of leather, then a layer of cork, then a covering of buffalo hide. The teeth of the rat-trap pedals bed in the cork, the hide will not tear, and all need for toe-clips or fear of losing the pedal is obviated. They are most luxurious to ride in.

We are within measurable distance of Easter, and given good weather many will take a short tour then. To those going to the south coast I should like to suggest a visit to the

interesting old towns of Winchelsea and Rye, taking them in the inverse way. Round about these old towns the place is alive with interesting relics. Taking Hastings as a centre there is Bodiam Castle—Northiam with a grand old house of the Elizabethan period—Icklesham with its fine stone carving. Guestling Church, which was nearly a 1000 years old, and has unhappily been destroyed by fire since my visit. Then there is Appledore, and many other quaint places in the Romney Marsh district. The road from Rye to Winchelsea was—when I was there some years ago—the most perfect three miles of level I ever rode on. Often and often my sister and I raced over it on our heavy machines at the rate of twelve or fourteen miles an hour, to the astonishment of the natives, who in those days were primitive folk, and had never before seen ladies on machines. The first time three of us went there folks rushed to doors and windows "to see the show."

Volume I. of the Club Road Book deals exhaustively with the roads in this district, and no tour south or west of London should be planned without it. The Handbook is, of course, indispensable in *all* parts of the Kingdom.



TO READERS GENERALLY.—The attention of each member is directed to the fact that if he have any friend or acquaintance who desires to become a fully fledged member before Easter, the application should reach the Secretary not later than the 20th instant. A form of proposal is enclosed herein, and it is hoped that the number of those who do not by its means secure a desirable recruit may prove the exception rather than the rule.

Pressure upon the limited space at our disposal necessitates the holding over of much interesting matter, including:—"The Companion to the Road Book" (illustrated), "Wheel Wanderings," "Jetsam and Flotsam," "Coventry Notes," "District Committees" (including the Annual and Monthly Reports of the Northumberland and Durham District Association), etc., etc.

"THE CYCLE TAX IN BRUSSELS."—In reply to the query of a Kensington member on page 45 of the February issue Mr. H. F. Olds write:—"I went on a cycling tour in Belgium for a month last summer, eight days of which I spent in Brussels, and during the whole of that time I was not asked for my number. The reason for this, however, I don't know, as it is the law in Belgium that all cyclists shall pay a 5s. tax, and have a number on their machine."

TO EASTER TOURISTS AND TO MEMBERS GENERALLY.—Attention is directed in another portion of the current issue to the changes which have been made in the Handbook, by the introduction of the new hotel system, and the fact is pointed out that to derive any material benefit from the hotel arrangements every member must in future invest in a copy of the book. It may not in this connection be amiss to say that to derive the fullest benefit from his connection with the C.T.C., every member must also possess a copy of the Club Road Book. Vol. I., dealing with the country lying south of the Bath road—from Kent to Cornwall inclusive, is the only volume ready, but as it covers some of the finest touring ground in the kingdom, members who are undecided as to the direction to take at Easter will do well to invest in a copy. The price to members is 5s. 4d. post free.

THE M. H. C. A.—A little Hand-book embodying the rules and the programme of the Mowbray House Cycling Association has reached us at the hands of the hon. secretary. It will be of interest chiefly to those who are of opinion that cycles purchased upon a co-operative system—whereby each rider has the use of a machine one week out of four—are likely to prove a boon and a blessing. Copies of the pamphlet can be obtained at Mowbray House, Norfolk Street, London, W.C., at 3d. each.

“AMALGAMATION.”—Following upon the appearance and arising out of the able article upon “District Associations, and How to Work Them?” contributed by Mr. R. T. Lang, to the last *Gazette*, a discussion has arisen in the pages of *Bicycling News* upon the question as to whether or not the time is ripe for such a step. In a lengthy but one-sided editorial our contemporary gives it as its opinion that the day for “amalgamation” has gone by, and that it only remains for the C.T.C. to go down on its knees to the N.C.U. and beg to be “absorbed” by that body! But one can excuse much when one reflects that *Bicycling News* was the next week “absorbed” by its Midland rival *Sport and Play*.

“THE PNEUMATIC BRAKE.”—“Geordie” writes here-  
 agent:—“Last summer I got one of these brakes, which, like Mr. Gorham’s, was without valve. I soon arrived at the same conclusion as he, namely, that the air was too yielding to be effective. I accordingly filled the brake (including bulb) with water, and find it very satisfactory. The only objections are that it takes four or five seconds before it acts, and that it adds about  $\frac{1}{2}$  lb. to the weight. It will not leak out so readily as air, and the point where it leaks is at once found. Mr. Gorham speaks of reaching forward for the bulb. Can he not bring the clip nearer the end, so that the bulb extends along the under side of handle, where an ordinary brake handle would be?”

“WHO IS LIABLE?”—A legal member of the Council replies to the query of a Kentish member on page 47 of the February *Gazette* thus:—“Under the circumstances, if correctly stated, the owner cannot sustain his claim. The hirer is not, in the absence of a special agreement to that effect, liable for accidents properly so called, but only for damages arising from his negligence in the use of the machine. If the owner asked him when he took the machine out if he were an experienced rider, and he assented, but was really an unskilled rider, that fact might be construed as negligence, because a novice cannot be trusted with a machine over greasy roads. If rider is under twenty-one there is no enforceable contract. Nevertheless, under the circumstances I should offer to halve the damage with the owner.” Another member—a practising barrister—replies to the same effect.

“CYCLE V. BREAK.”—In the January issue we referred to the fact of a Bristol rider having secured a verdict and substantial damages against the Bristol Tramways Company for injuries received in a collision. We have since learned that at the last sitting of the County Court the Company moved for a new trial before a jury, they employing London counsel. Mr. F. E. Weatherly opposed the motion on behalf of Mr. Desprez, the plaintiff, and characterised the action of the Company as an attempt to reverse his Honour’s (Judge Austin’s) decision by a “wriggle and splash” before a jury. His Honour, in refusing the application with costs, remarked that the Company might have had a jury in the first instance had they so desired. The plaintiff (who, by the way, has since rejoined the C.T.C.) may congratulate himself that his case was tried before a level-headed and impartial judge, instead of before a jury, as there were nine occupants of the break called for the defence as against the two riders of the tandem tricycle.



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 TOURIST TRICYCLE.

Sir,—I am glad to see that “Tommy Atkins” has reopened the question of an ideal tricycle.

I think there is no doubt that a revival of tricycle riding is setting in. The increased number one meets with on the road, and the attention manufacturers seem to be giving to the tricycle, show this to be the case. No doubt to the young, and to those whose greatest pleasure is to bowl along at a headlong pace, the bicycle has its advantages; but to the middle-aged and to those whose pleasure it is to travel rather than to race, the tricycle has advantages over the bicycle.

With the exception of a few preliminary months, I have invariably ridden on a “Quadrant” of the old pattern, and I never expect to meet with a better machine. But the makers have now revolutionised the “Quadrant,” and I want to know whether actual riding experience establishes that the new pattern is such an improvement on the old as the makers and their agents wish us to believe.

To begin with, the makers have abolished the essential feature that gave the machine and the company their name—the quadrant steering. Now, besides giving a comfortable rest for one’s feet, the old “Quadrant” undoubtedly gave a rigidity and ability in the machine to hold its course which were very delightful. What have the makers given us in exchange? They say, greater facility in steering, and a saving in weight—both to my mind doubtful benefits over those we have lost.

Next, the makers have reduced the size of the driving wheels, and in their latest pattern make all wheels of the same size. I like a large wheel, and doubt if you can get the same comfort in riding or momentum with a small one. No doubt the smaller the wheel, the easier it is to set in motion, but the large wheel, when running, has greater momentum, and retains its velocity far longer than the small wheel. One sees this principle every day; in the hansom cab, and in the locomotive engine. Again, it seems to me that the steering wheel should be small compared with the driving wheel, because of the ease it thus gives in steering. My driving wheels are 40in., my steering wheel 26in., but the makers make none such now.

Next as to the all-important subject of tyres. Mine are solid, and therefore obsolete. I recognise the superior merits of cushion tyres, but not of pneumatics. I do not care to be splashed from head to foot, nor for the extreme freedom from jolting, nor do I want the risk of danger or trouble of repair caused by a breakdown. Yet all the best machines are now made with pneumatic tyres only.

Lastly as to the brake. I am only used to the band brake which I understand and believe in, but again I am told that I am old and antiquated and that the spoon brake is the thing. It seems to me, however, that the former, when gradually and carefully applied, is applied more easily, and with better results than can be possible with the latter.



From the above you will observe that I am one of that large class who, as "Tommy Atkins" says, want a reliable machine to tour and potter about on, and whom the makers have so greatly neglected for a long while. And I shall be greatly obliged, and so doubtless will others, if any of your readers who have ridden the latest pattern of the "Quadrant" will give us their experience of it, especially in relation to the above points.

VIATOR.

13th February, 1895.

Sir,—Having ridden many different makes of tricycles during the last ten years, my experience may be of some value to intending tricyclists.

As regards size of wheels, I had a decided objection to small wheels, and formerly had my tricycles built with large wheels. Having had a tricycle, a Rudge No. 1, for two years, with their standard pattern of small wheels, I find from experience that there is no fault to find. This machine has good cushion tyres. I have ridden it daily for over two years, and the tyres are as good as new. I ride in all weathers, and during all this frost and snow I ride daily to and from business on it. This machine has a good brake on axle.

I have also another Rudge fitted with Dunlop pneumatic tyres; brake on front wheel. This machine is an excellent one, standard size wheels. For fine weather nothing could be better; for muddy weather I prefer cushion tyres, because in wet and dirty weather the wheels throw up a quantity of mud, and in frosty weather like this one has to be very careful to avoid punctures, as unfortunately our roads are strewn with what they call ashes, which consist of pieces of clinker, half bricks, scraps of hoop iron, and the general refuse of cinder heaps.

As to the two sorts of brakes, I should strongly insist on a brake on the axle. I consider this an absolute necessity. In wet weather the front wheel brake is of little use, to say nothing of the mud scraped into one's shoes, injury to tyre, and non-efficiency. I have a Carter gear-case on the pneumatic, and I consider this worth all the extra cost. The weight of this machine is 40lb., the cushion I should say 45lb. to 48lb. As to the workmanship, I have ridden daily for two years and never had any breakage of any kind; but I take care of my machines, and do not ride "records," but I ride for convenience and pleasure.

In towns I consider the tricycle far and away the better machine. In crowded streets one can stop or crawl, and, in many instances, had I been on a bicycle I should have had accidents. On a tricycle there is no nerve strain, and the mind is not on the tension. I can ride further in a day and feel less tired, and enjoy it more. If I wanted to get from one place to another in a remarkably short space of time, no doubt I could do it quicker on a bicycle, but then I should prefer the train.

One seldom sees a bicyclist look as if he were thoroughly enjoying himself—nine times out of ten he wears an agonised expression, and in almost every case rides with a bent (more or less) spine, intent on the few yards of road in front of him, and oblivious of the surrounding scenery.

One can comfortably carry parcels or luggage, and stop to light a pipe or speak to a friend, and converse with a companion with comfort. I believe that the tricycle in the long run will hold its own, but the makers must put a good band brake on them, or one loses the long rests down hill, which in a long run give so much advantage to a tricyclist.

Birmingham.

Bos.

#### THE BAND BRAKE.

Sir,—"Tommy Atkins," in his article on the tourist tricycle, strongly advocates the band brake for the three wheeler. I will go one further, and would most strongly urge its use for bicycles.

Its advantages are such that it must eventually come into use for pneumatic-tyred bicycles, more especially now that non-

slipping ridges and projections are becoming the fashion, and upon them even the rubber brake plays such havoc that the plunger brake can only be used in cases of emergency, and would, when coasting down hills, soon result in the destruction of the tyres.

To wit. One season's wear of a rubber plunger brake has nearly worn out one of Hancock's non-slipping cushion tyres, while the rear wheel tyre is hardly worn at all; whereas with the band brake I have two pairs of '93 Dunlop tyres, which have had two years' hard wear, and with the exception that they are perishing of old age, are hardly worn at all, and might possibly run another season. It would be impossible to use any plunger brake on these now.

Another point is the small power required to apply the band brake, the pressure of either a finger or a thumb being quite sufficient, hardly more than pressing an electric button.

I may mention that I fix the brake lever on top of handle-bar, the end of lever ending where the handle commences. The other end of the lever is connected direct to the band brake by the brake rod without any intermediate cranks or other appliances. The direct pressure on lever is easier to maintain than the pull up, which soon gives one the cramp, whereas the downward pressure is assisted by the weight of the body.

Like most things, the band brake is not perfect; it will not act if grease or oil (which is generally the result of carelessness) gets on to the band; this is easily remedied by the application of a little resin to the band. Another fault is, that it is apt to screech at times; this does not militate against the power of the brake, and it even serves instead of a bell.

Perhaps its worst fault is that often the band does not clear itself of the band wheel, and therefore it sets up a retarding friction when it is supposed to be "off"; a majority of those I have examined do this, which fault I believe I have overcome. Therefore, considering that the band brake is almost indestructible, with this last fault remedied it must become the brake of the future.

GEO. COUSINS.

Seabreeze Cycle Works, Birchington-on-Sea.

#### HOW LONG SHOULD PNEUMATIC TYRES LAST?

Sir,—In reply to Mr. Edwin Cannan in February *Gazette*, for which I thank him, I have not been so fortunate as he has, and got very poor wear out of my tyres (Dunlops). Those who know my machine think so too. Could any member state his experience of the "Woodley tyres?"

I quite agree with Mr. Brown in his remarks in the January *Gazette* as to the dictatorial treatment by the Pneumatic Tyre Co.

VALUE FOR MONEY.

#### THE "STEEL LIGHTNING SPEEDIFIER PUNCTURE PROOF BANDS."

Sir,—May I give, for the benefit of other members, the result of some months' experimenting with the above?

I may premise by saying that when I changed my machine last year I got, as a trial, a light safety (Swift) fitted with Dunlop tyres, road racing. I had so much trouble with punctures to the front wheel that, seeing the advertisement as above, I fitted one for trial. After using it for some months it seemed to answer so well that I then determined to fit another to the driving wheel. Very foolishly, instead of doing the job myself, I sent the machine to the agents to be so fitted. I had not ridden a couple of hundred miles when the tyre suddenly collapsed (of course in a most awkward place and time). I stripped off the cover for examination and found the ingenious workman had put on the band the wrong way, despite printed instructions and numerous arrows printed on the band to show the direction. The inner tube was pulled nearly in two close to the valve. I cut off the band, repaired the tube, and managed to get home. In this instance I have no complaint against the makers, who met

me most fairly—I may say generously—in the matter. But on a new band being fitted, the right way this time, the same thing occurred within a very short while, the valve being nearly torn out of the tube. After this I discarded the band on the driving wheel, but retained it on the leading wheel, where so far it had given no trouble; but last week, finding the front tyre leaking, I took it apart for repair. Immediately on slackening the outer check nut on the valve tube, the valve tube sprung round to an acute angle with the rim, showing that the tube had been creeping in the rim. On taking apart, I found the patch of canvas around the valve was nearly frayed off, and two triangular holes torn through the tube—exactly what would happen if the band was creeping round the tube and holding to it every here and there.

Needless to say, I took off the patent band, which no doubt is perfectly effectual in preventing punctures from outside, but appears to do far more damage in itself, owing to its creeping tendency. I should add that the rims are Westwood's Patent. WM. CROSS, C.E.

#### NOTES ON THE SHOWS.

Sir,—Of course it was only to be expected that some of the manufacturers, whose goods I adversely criticised in my Show Notes should attempt to prove me in error, and hence the letters on the subject in last month's *Gazette*. I will reply to these letters in the order in which they appeared.

The first on the list is that of the Quadrant Cycle Co. I know perfectly well what a hinge in the centre of a frame does and does not do. The vibration experienced in the handles of safeties arises mostly from the front wheel, and, although a centrally-hinged frame makes the backward and forward vibration of the bar somewhat less, it does not materially decrease the shocks passing up the front fork, which must necessarily be directly felt upon the handle-bar. The only machine I can call to mind in which this upward vibration was entirely stopped is the "Whippet."

"C.T.C. 1350" has evidently overlooked one important fact when he advances the theory that two crown plates are as strong as three, and that in cases where the latter number are employed the central one does not take any strain. As a matter of fact this middle plate is *not* a pivot, but is a flat piece of metal passing round the steering post and each fork blade, being securely brazed to each. Before the bottom or top plate can break, the central one must either have come loose from its brazing (which is hardly likely) or must twist, and as the plate is usually constructed of a piece of steel about one inch wide and three-sixteenths of an inch thick, it is capable of resisting considerable force before twisting can result. Again, supposing for the sake of argument that it were possible for the bottom plate to break without the central one twisting, it is obvious that the machine would still be held by two plates, and that, consequently, a serious fall would be prevented, while the additional weight is not worth considering. I am referring, of course, to tandems.

I fully agree with Mr. Hopkins that the width of tread should be measured between the centres of the pedals, but it has become the generally recognised custom to count the distance between the outside edges of the crank bosses, *i.e.*, really the length of the crank-axle, as the tread. Now there are certain limits to this which cannot be altered, unless some mechanical or physical law is to be violated. Most roadster machines are fitted with 2in. tyres to the driving wheels. Let us, therefore, find what is the narrowest possible tread under these circumstances. From the centre of the tyre to the crank-axle end on the chain side, we find that the following limits are about the narrowest possible:—To the edge of tyre, 1in.; clearance between tyre and back fork or gear case,  $\frac{1}{4}$ in. (really this is too little); width of gear-case (outside), 1in.; clearance between gear-case and crank end,  $\frac{1}{2}$ in. (this in machines whereon special methods of attaching the pedals are employed); width of crank (at pedal end),  $\frac{3}{4}$ in.; total measurement from centre of tyre,  $2\frac{3}{4}$ in. Now there is no chain or gear-case to be considered on the other

side of the machine, but, nevertheless, it is most unmechanical to shorten the axle on that side, as by so doing the pedals will be out of truth, and the rider be placed more or less lop-sided on the machine. Therefore it follows that we must double  $2\frac{3}{4}$ in. to get the width of tread, the result being  $5\frac{1}{2}$ in. Of course on machines with smaller tyres this may be reduced a little, but I am satisfied that it is narrow enough for all practical purposes, and on machines with small tyres, I would give the preference to greater wheel clearance rather than to a reduced tread. It must also be remembered that the crank-axle bearing as at present constructed is one subjected to constant cross and uneven strains, so that it is advisable to place the ball-races as wide apart as possible. I am certain that a tread of the width I have named is narrow enough, while its mechanical advantages are very obvious. Narrow treads, arrived at by placing the crank-bracket out of the centre, cause an unequal strain on the frame of the machine, and, as I have pointed out, it is impossible to get a 4in. tread in any other manner. I, like Mr. Hopkins, have a hole drilled in the underside of my crank-brackets to allow dirty oil to escape, but screw plugs should always be fitted to these holes to keep out the dust thrown up by the front wheel.

I am sorry that Mr. Linley has seen fit to adopt such a tone as he has done in his letter, because I really let his wheel off very lightly. The very fact that he uses a clutch in the hub so that it is absolutely impossible for the rider to back pedal puts his present plan out of court in my judgment, and I fancy a good many practical riders will share my views. I am amused at Mr. Linley's endeavour to discount my opinion of his purely mechanical contrivance by citing my early error regarding the pneumatic tyre. I had thought that the way in which I acknowledged my mistake in a matter the principles of which were hardly at that time understood by even the makers of the tyre, would have been sufficient. However, my *one* mistake is to be remembered, and the innumerable instances in which I have been correct are to be forgotten. Un-dropped handle-bars, large chain wheels, the general adoption of the "Humber" pattern bracket, among the things which I said would have to come, and the deaths of countless fads which have been defended in these columns by their respective inventors with all the virulence displayed by Mr. Linley, are to go for naught! However, I am pleased to note that Mr. Linley will not discuss the matter of his gear-wheel further with anybody who has not tried it. This is very considerate of him, as it will tend to keep the *Gazette* clear of the subject, and so leave room for more profitable correspondence.

With all due respect to Professor Everett I must still adhere to my statement respecting his spring wheel. It would, no doubt, have been better had I said that the springs hooked through the hub flanges, but I do not fancy that this makes any material difference, as the wheel did touch the forks when pinched against the sides. It was free from lateral shake as the term is generally understood, but not from *side-spring*, which was my principal point of objection. I still think that the springs would be liable to break with wear, and if they weigh half an ounce each they will add nearly 24lb. to the weight of the machine, taking the average number of spokes in a wheel. I really cannot say that I think the wheel likely to be of any practical utility.

I exceedingly regret the slip of the pen which described the "Elliptic" safety as gearing the smallest portion of the elliptical toothed wheel on the lever with the largest side of the hub wheel when the pedals were ascending or descending. It should, of course, be the other way about. I am fully aware that the "Facile" pedal path was not elliptical. The fact is, however, that levers, whether the pedal paths are elliptical or not, do not run smoothly at high speeds. I am only sorry that I am unable to convince Mr. Harrison of this fact before he wastes more time and money in trying to whip a dead horse into life. Levers, other than those with simple reciprocal motion (I can call

to mind at the moment of writing only two, namely the "Extraordinary" and the "Devon," but there were others) have been tried before, but what possible chance have they now-a-days? I may add that novelty just for novelty's sake is no merit in cycle construction, as Mr. Harrison would seem to infer.

With regard to the letter from the "W. & A. Safe" tyre proprietor, which you kindly forwarded to me for perusal, I can only say that I did not in my Show Notes enter into the merits of this tyre as compared with any other substitute for pneumatics. It may possibly be as good as any tyre of this type. What I meant to say was, that compared with an ordinary pneumatic tyre it is completely out of it. I notice that in one of the testimonials as to its speed the writer merely says that the racing pattern is *faster than the roadster*. The italics are mine.

I am exceedingly sorry that your contributor "Tommy Atkins" should have thought that when I referred to the predictions that the "Quadrant" system of swivel bearings might prove a failure I alluded to his remarks upon these which appeared last year. I can assure him that I did not, and I think he will remember that I myself was very dubious as to the success of the arrangement in question. Therefore, my remark applied to my own doubts and to those of one or two other people, and not specially to your correspondent, and I can only regret that he should have considered that they were in any way personal.

C. W. BROWN.

#### THE IMPROVED GAZETTE.

Sir,—I was pleased to see you pluming yourself on the above, but surely it has come none too soon! The paper and type hitherto used has been most trying to read—many a time have I had to put aside the paper partly read on that account alone. And now, sir, when are we going to have the *Gazette* issued weekly? As an organ of inter-communication between the members of the Club its value is rendered very small comparatively by the long intervals between its appearance. If one wishes the opinions of some of his *confères* on any topic he addresses a letter to the *Gazette*, and he must wait until near the middle of next month ere his letter appears, and only then in case he has posted it early in the month and is fortunate enough not to be crowded out. Then he must perforce wait another month ere he can have a reply, and probably by that time his interest in the point has simmered down to nothing. If we could have a weekly *Gazette* during the season, say from March to August, it would be a great step in advance, would make the Club more attractive, and would be the most effective means of bringing in that "new member"—which you, sir, have been so persistently bothering us about in the past. Another association to which I belong—the British Medical—owes much of its great success to its ably-conducted weekly journal, and I think we might well follow the example of that powerful association in two points:—

1.—A more spirited policy with regard to the chief organ of our Club, viz., the *Gazette*.

2.—The formation of local branches.

I hope you will find space to insert my letter and endeavour to test the general feeling of the Club on this point, for with many of us it is quite impossible to attend the annual meetings of the Club and so ventilate our ideas there.

Stretford, Manchester.

J. T. FAULKNER.

#### A HINT FOR EASTER.

Sir,—The following summary of the last five years' Easter tours, undertaken by a party varying from four to eight members, may be interesting to some of your readers at this season of the year, showing how much can be seen in a short time by a little organisation.

Each tour was started and finished in a S.W. suburb of London, and time occupied was from four to five days.

1890—Tour to Bournemouth, *via* Putney, Surbiton, Guildford, Alresford, Winchester, Romsey, Lyndhurst, Bournemouth; return *via* Romsey, Winchester, Basingstoke, Blackwater, Staines, Hampton, and Kingston.

1891—Tour to Shanklin, Isle of Wight, *via* Esher, Guildford, Liphook, Petersfield, Portsmouth, Ryde, Sandown, Shanklin; return *via* Ryde, Cowes, Southampton, Winchester, Virginia Water, Chertsey, &c.

1892—Tour to Weymouth, *via* Esher, Guildford, Alton, Winchester, Romsey, Wimborne Minster, Dorchester, Weymouth; return *via* Dorchester, Blandford, Salisbury, Basingstoke, Virginia Water, Staines, Hampton, &c.

1893—Tour to Coventry, *via* Windsor, Henley, Benson, Oxford, Banbury, Stratford, Warwick, Coventry; return *via* Leamington, Banbury, Brackley, Buckingham, Aylesbury, High Wycombe, Cookham, Maidenhead, Slough, Hounslow, Kew, &c.

1894—Tour to Bath and Cheltenham, *via* Windsor, Reading, Newbury, Marlborough, Bath, Stroud, Cheltenham; return *via* Cirencester, Wantage, Pangbourne, Reading, Virginia Water, Staines, &c.

All these tours proved most enjoyable and successful, and I shall be glad to give further particulars to any fellow member desiring information. CHAS. T. DICKINS, No. 3957. [All the trips above-mentioned, save that relating to 1893, may be traced in Vol. I. of the British Road Book, which is still on sale.—ED.]

#### RIDGE TYRES.

Sir,—If my experience of the "Ridge" tyre is of any service to Mr. Kennedy, I am glad to give it him. I had a pair fitted last Easter, since which time I have ridden them constantly in all weathers, and have at times purposely picked out muddy places, side slopes, etc., for the purpose of testing them. They have never attempted the ghost of a slip, and I feel quite as confident of their good behaviour as ever I did of a solid tyre.

As to punctures I can only say that I have never had one, though I often ride through Southampton, where I suppose one would be as likely to get one as anywhere, and I fancy these tyres are safe without a puncture-proof band. Neither do I think that they reduce the speed at all. As to their wear, being Dunlops, the letter of Mr. Cannan on page 68 will in my opinion apply to them, for to look at mine, which have been now used continuously for about ten months, you would think they had been put on not as many days.

W. CLAXTON, No. 321.

Sunnyside, Woolston, Southampton.

Sir,—If my experience of the tyre alluded to by Mr. W. Kennedy in your last number is in any way borne out by that of other members of the Club, I fear that you must be overwhelmed by the number of replies extolling its merits for touring purposes. I rode some 300 miles over rough roads in the Midlands during a short tour last year, and have both before and since subjected the tyre to the roughest treatment. As to punctures or slipping, I have never experienced either, and my tyres appear to be as good as when I bought them. There is no doubt that the solid ridge surrounding the tyre detracts from its resiliency to a small extent, and the change from the "Ridge" tyre to, say, a Palmer, is distinctly noticeable; but for touring purposes and freedom from inconvenience, I am unaware of anything that will touch it. I am inclined to think that the narrow tread is also advantageous.

F. E. D. ACLAND.

[Contrary to the surmise in which the writer of the foregoing indulges, no other reply to Mr. Kennedy's query has reached us. We believe the merits and demerits of the "Ridge" tyre are fairly summarised by Mr. Acland, save where its use over tram lines is in question. Here the "ridge" from which the tyre takes its name is a distinct source of danger in certain states of the weather, unless



## 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.  
 Ayr—Currie, Rae & Co., Ailsa Buildings.  
 BAILE (Switzerland)—V. Settelen.  
 BARNSTABLES—J. N. Brewer, Cross Street.  
 BATH—\*Gould & Son, 23, Milsom Street, and 1 & 2, George Street.  
 BEDFORD—J. Beagley, 5, High Street.  
 BERLIN (Germany)—W. Köppl, 5, Mohrenstrasse 50.  
 BERNICK-ON-TWEED—Paxton & Purves.  
 BIRMINGHAM—\*Husband Bros., 21, Paradise Street.  
 BLACKBURN—Tomlinson & Co., 17, Aspsden's Buildings.  
 BOLTON—J. Royd & Co., 21, Fild Street.  
 BOURNEMOUTH—W. Rogers & Sons, 11, Albany Terrace.  
 BRADFORD—Macvean Bros., 17, Darley Terrace.  
 BRIDGE-NORTH—W. Jones & Co., Waterloo House.  
 BRIGHTON—R. Needham & Son, Castle Sq., Old Steine, and Palace Place.  
 BRISTOL—Randall & Walls, 50, Park Street.  
 "—\*B. Thomas & Co., 54, Park Street.  
 BURNLEY—J. Leedman, 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.  
 CHATHAM—J. W. Taylor, 191, High Street.  
 CHELMSFORD—J. P. Green.  
 CHELTENHAM—S. King & Son, 35, Winchcomb Street.  
 CHESTER—J. T. Davis, The Cross.  
 CHICHESTER—W. Long & Son, Southgate.  
 CIRENCESTER—G. Fraser & Son.  
 CORK—J. Drew, 34, Princes Street.  
 COVENTRY—B. Riley, King's Head Buildings.  
 CREWE—Vickers & Son, High Street.  
 DARLINGTON—W. G. Wallis, 4, North Gate.  
 DERBY—\*Gamble & Cunningham, 54, Sadler Gate.  
 DEVIZES—Parsons Bros., 3, St. John Street.  
 DUNCASTER—G. Goldthorpe & Son, St. George Gate.  
 DORCHESTER—H. Bascombe, High West Street.  
 DOUGLAS (Isle of Man)—J. Hale, 6, Athol Street.  
 DUBLIN—\*T. J. Callaghan & Co., 15 & 16, Dame Street.  
 "—\*Pim Bros., Ltd., 75, South Great George's Street.  
 DUDLEY—W. R. Kneale, 251, Castle Street.  
 DUNDEE—Tocher & Henry, 63, Reform Street.  
 EDINBURGH—\*Gulland & Kennedy, 55, North Hanover Street.  
 ELY—H. Kempton & Co., High Street.  
 EXETER—\*J. & G. Ross, 227, High Street.  
 FARNHAM—W. Surman, 4, High Street.  
 FAVERSHAM—F. C. Jackman, Marke 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 Streets.  
 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.  
 "—W. J. Pile, 22, Philpot Lane, E.C., and 71 and 73, Park Street, Camden Town.  
 "—The West End Clothiers Co., 37, Ludgate Hill, E.C.  
 "—FOR LADIES ONLY.—John T. W. Goodman, 28, Albemarle Street, Piccadilly, W.  
 (Mr. Goodman, although not the holder of an official appointment as gentlemen's tailor, is yet prepared to cater in the best West End style for those members who are willing to pay the following prices:—Lounge jacket—Brown cloth, 48/-; Grey cloth, 50/-; Norfolk jacket—Brown cloth, 53/-; Grey cloth, 55/6. Breches or Knickerbockers—Brown cloth, 18/6; Grey cloth, 19/6. Trousers—Brown cloth, 21/-; Grey cloth, 22/-; Waistcoat—Brown or Grey cloth, 15/6.)  
 MAIDENHEAD—R. Whitaker & Sons, 12, Queen Street.  
 MAIDSTONE—H. Taylor, 25, Gabriel's Hill.  
 MANCHESTER—\*Meggitt & Co., 22, Cross Street.  
 MARLBOROUGH—J. Russell & Sons, High Street.  
 MIDDLESBROUGH—J. Newhouse & Co., Albert Road.  
 MULHOUSE (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. Gabbatiss, 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. Wellden, 40, High Street.  
 READING—E. P. Silver, 17, King Street.  
 REDRUTH—J. Evans, Tower House.  
 RETFORD—C. J. Merryweather, Bridge Gate.  
 RHYL—Hughes & Son, 56, High Street.  
 SCARBOROUGH—J. Etches & Son, Huntriss Row.  
 SHEFFIELD—R. R. Neill & Co., 12, Change Alley.  
 SHREWSBURY—W. F. Watkins, 6, Pride Hill.  
 SOUTHAMPTON—J. H. Gilham, 29, Hanover Buildings.  
 SOUTHPORT—\*E. Trounson, 213, Lord Street.  
 SOUTHSEA AND PORTSMOUTH—\*Chase & Tighe, 82, Palmerston Road, Southsea.  
 "—John Maltby, Commercial Road, Landport.  
 SOUTH SHIELDS—Mackey & Co., 23, King Street.  
 STIRLING—Jas. Robertson & Sons, 16, Murray Place.  
 ST. LEONARDS—\*H. Angliss, 44, London Road.  
 STOWMARKET—F. Ward, Ipswich Street.  
 STRATFORD-ON-AVON—S. Williams, 25, Bridge Street.  
 SUNDERLAND—\*J. Gillies & Son, 56, Fawcett Street.  
 SWANSEA—H. Thomas & Son, 9, Heathfield Street.  
 SWINDON—R. L. Mugford, 15, High Street.  
 TAUNTON—Josiah Lewis, 11, North Street.  
 TORQUAY—Montgomery & 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., 394, Kromme Neuve Gracht.  
 URIDGE—Carrick & Coles, Waterloo House.  
 VIENNA—F. Kadletz, Rothenthurmstrasse 31.  
 WALSALE—Barrett & Forrester, Park Street.  
 WARMINGHAM—Foreman & Son, 23, Market Place.  
 WATFORD—\*J. P. Taylor, 95, High Street.  
 WESTON-SUPER-MARE—\*Tytherleigh & Son, Church Road.  
 WIGAN—Coop & Co., 23, Walgate.  
 WINCHESTER—F. W. Flight, 60, High Street.  
 WINDSOR—R. Whitaker & Sons, Peasod Street.  
 WOLVERHAMPTON—H. B. Burslem, 19, 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. Whittingler, Bahnhofstrasse.  
 "—T. A. Harrison, Anglo-American.

## List of Candidates, March, 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.

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

**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.

Sworn, G. V. Abingdon

### BUCKINGHAMSHIRE.

Miles, F. W. Red Lion Hotel, High Wycombe  
Ounsworth, H. R. Yever villas, Iver  
Wilkinson, F. 126, High street, Eton

### CAMBRIDGESHIRE.

Arnold, Miss H. M. 95, Chesterton road, Cambridge  
Dakyns, H. G. Trinity College, Cambridge  
Harvey, J. H. F. Jesus College, Cambridge

### CHANNEL ISLANDS.

Renouf, J. G. 20, Cheapside, Jersey

### CHESHIRE.

Cohen, M. Queen's Hotel, Alderley Edge  
Earl, Miss J. The Magazines, Bromborough  
Hartley, Miss B. M. Lyne Lea, Cheddle Hulme  
Law, J. 2, New Ferry terrace, New Ferry  
McAllister, S. Highfield, Glebelands road, Ashton-on-Mersey  
Nickels, J. 9, Euston grove, Birkenhead  
Ridehalgh, W. 10, Kingsmead road, North Oxtou  
Thornthorn, H. "The College," Bowdon

### CORNWALL.

Pengilly, A. 2, Hartley villas, Helston

### CUMBERLAND.

Hayton, F. Papcastle, Cockermouth  
Tremble, D. Clifton villas, Cleator Moor

### DERBYSHIRE.

Hillbard, J., jun. Greenside House, Hackenthorne, near Rotherham

### DEVONSHIRE.

Brockway, W. High street, Honiton  
Coles, F. J. (Plymouth C.C.) 99, Old Town street, Plymouth  
Cornish, C. H. (Plymouth C.C.) 1, St. Andrew's place, Plymouth  
Crews, T. (Plymouth C.C.) 10, Emma place, East Stonehouse  
Gill, Prof. E. P. 52, Albert road, Stoke, Devonport  
Harris, J. U. 7, Hampton place, St. Maychurch  
Heard, A. E. (Plymouth C.C.) 4, Argam villas, Stoke, Devonport  
Hodge, W. G. (Exeter C.C.) 43, Sidwell street, Exeter  
Jackson, J. G. (Plymouth C.C.) 2, Sussex street, Plymouth  
Miller, F. J. 5, Westwill street, Plymouth  
Parkhouse, B. (Plymouth C.C.) Queen Anne House, Tavistock road, Plymouth  
Parsons, F. H. (Plymouth C.C.) 18, Napier terrace, Plymouth  
Perry, E. B. 64, St. Aubyn street, Devonport  
Popplestone, W. G. (Plymouth C.C.) Thorne Park House, Mannamend, Plymouth  
Pound, A. J. (M.A.B.L.) Wolborough Lodge, Newton Abbot  
Rome, J. A. D. Riversleigh, Bovey Tracey  
Skinner, C. P. 84, Cobourg street, Plymouth  
Tucker, H., jun. (Plymouth C.C.) Belvedere, Mannamend, Plymouth  
Watts, C. J. 4, Devon terrace, Totnes  
Whiddbourne, H. (Plymouth C.C.) 1, St. Andrew's place, Plymouth  
Williams, C. P. Park hill, Paignton

### DURHAM.

Allen, R. H. 112, Broughton road, South Shields  
Bowe, W. (Dunelm C.C.) Palace green, Durham  
Duckworth, W. H. Poplar House, Crook. R.S.O.  
Longden, A. 8, Church street, Durham  
Luck, R. A., J. P. Middleton St. George, Darlington  
Readford, T. A. (South Shields C.C.) Victoria road, South Shields  
Ritch, D., J. P. Ormonde street, Jarrow  
Robinson, R. W. York road, West Hartlepool  
Seal, W. 163, Askew road, Gateshead  
Smith, H. Market Cross Chambers, High street, Stockton-on-Tees  
Stephenson, G. (Darlington W.C.C.) Norton, Stockton-on-Tees  
Watson, J. A. 36, James street, Tudhoe Grange, Spennymoor  
Watson, A. C. " " "

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Dines, G. E. 56, High street, Maldon  
Johnson, Mrs. R. Manor place, Braintree  
Robert, Miss N. K. Arden Cottage, Romford

## GLOUCESTERSHIRE.

Bartlett, W. C. West Market place, Cirencester  
 Carrow, Commander W. G. R.N. Long Marston, nr. Stratford-on-Avon  
*Herapath, Miss V. A.* Stoneleigh, Colham Park, Bristol  
 Tillard, H. C., B.A. 32, College road, Clifton  
 Willis, H. 50, Queen's square, Bristol

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Ashby, G. B.A. Upham, Bishops Waltham  
 Baker, A. W. (Alton C.C.) High street, Alton  
 Griffith, Captain E. H. Fairview, Ash Vale, Aldershot  
 Hodges, S. S. 29, Hampshire terrace, Southsea  
 Humfrey, Captain B. G. Glen Parva, Osborne Road, Farnboro'  
 Logan, Lieut. H. S. Malplacet Barracks, North Camp, Aldershot  
 Murray, B. C. 19, Partlands avenue, Ryde, Isle of Wight  
 Rowe, A. Newport road, West Cowes, Isle of Wight

## HEREFORDSHIRE.

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*Ewing, Mrs. R.* " "  
 Ewing, J. A. " "  
 Jackson, T. Ganwick Cottage, Barnet  
 Lucas, F. The Grange, Lyonsdown road, New Barnet  
 Lucking, W. J. Tiffenden, New Barnet  
 Plowright, F. S. (Cowley C.C.) Hadley road, New Barnet  
 Scales, T. W. (Cowley C.C.) West Lynne, New Barnet  
 Spicer, B. (Cowley C.C.) Richmond road, New Barnet

## KENT.

Blane, Colonel R. A. Lindfield Lodge, Folkestone  
 Hardingham, N. Meadowcroft, Plaistow lane, Bromley  
 Randall, H. 78, Plumstead Common road, Plumstead  
 Treacher, W. G. 3, Morley road, Lewisham  
 Williams, Rev. C. L. (M.R.C.S.) Christ Church vicarage, Ramsgate

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 Bell, J. (Ormskirk C.C.) 7, Aughton street, Ormskirk  
 Brocklehurst, J. Homefleet, Aighburth drive, Sefton Park, Liverpool  
 Coleborn, T. H. 497, Cherry lane, Walton  
 Cronshaw, J. (Blackburn C.C.) 42, Lancaster place, Blackburn  
 Crook, A. 7, Redearth road, Darwen  
 Deacon, R. A. 82, Bishop street, Brook's Bar, Manchester  
 Ellwood, J. H. Greenodd, Ulverston  
 Ffarington, H. N. Mariebonne, Wigan  
 Galley, W. H. R. Erstwood, Blundellands  
 Geldart, T. 44, West street, Oldham  
 Geldart, W. E. (Zingari C.C.) 10, Fern street, Oldham  
 Holland, W. H. (N. Manchester C.C.) The Elms, Higher Broughton  
 Kay, J. (Darwen C.C.) 2, Sunny Bank street, Darwen  
 Kelly, J. L. (V. C.C.) 100, County road, Walton  
 King, J. E. London and Midland Bank, St. Anne's-on-Sea  
 Lee, H. R. High Mount, Whalley road, Accrington  
 Lee, J. R. Sunny Brow road, Middleton  
 McClure, J. (Ormskirk C.C.) 2, Derby street, Ormskirk  
 McVean, J. D. Blake House, Lees  
 Pollard, G. N. 13, Union street, Oldham  
 Pycroft, E. 4, Vine street, Stretford road, Manchester  
 Scott, T. M., M.B., (Edinburgh University C.C.) 68, Colne road, Burnley  
 Shaw, H. 32, Boston street, Hulme  
 Shaw, R. T. 62, Higher Cambridge street, Manchester  
 Smith T. 5, Elton street, Chorlton-on-Medlock  
 Stork, A. Sunny Bower villas, Tottington, near Bury  
 Storey, R. Market place, Garstang  
 Suttle, P. Leaholme, Holland road, Chorlton-cum-Hardy  
 Sutton, A. E. 42, Russell place, Great Harwood  
 Tomlin, G. jun. 1, Cliff street, Preston  
 Wallwork, W. Lower House, Bromley Cross  
 Weall, A. B. 57, London road, Blackburn  
 Whittaker, D. 89, Duke street, Southport  
 Wilson, E. L. 8, York place, Oxford street, Manchester

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*Greasley, Mrs. J.* " "

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 Lines, A. " "  
*Thornton, Mrs. F. L.* Paxton House, Lincoln  
 Watkinson, W. H. 59, Stirling street, Grimsby

## MIDDLESEX.

Alexander, W. F., M.A. Toynbee Hall, Commercial street, E.  
 Aspden, E. H. 62, Tachbrook street, S.W.  
 Barrow, G., F.G.S. (Belsize B.C.) 28, Jermyn street, S.W.

Barrow, J. (Belsize B.C.) 176, Brecknock road, N.  
 Bartlett, B. S. 113, Blenheim crescent, Notting Hill, W.  
 Bartlett, H. J. " "  
 Bethell, C. Ellesmere House, Templeton place, Earls Court, S.W.  
 Dangerfield, E. (Belsize B.C.) 23, Acton lane, Harlesden, N.W.  
 Daw, Z. W. The Glen, Stanmore  
 Denison, The Hon. H. A., 30, St. James's square, S.W.  
 Donaldson, H. Cecil House, Parkholme road, Dalston, N.E.  
 Graham, J. C. 2, Douro place, Victoria road, Kensington, W.  
 Harvey, W. Garfield villa, The Ridge, Child's hill, N.W.  
 Hingston, H. H. School House, Buckingham terrace, N. Kensington, W.

Hooke, F. J. 93, Hampstead road, N.W.  
 Janson, R. 298, Camden road, N.  
 Kemp, H. B. 5, Berkeley gardens, Kensington, W.  
 Kirby, C. J. (N. London C.C.) 119, Newgate street, E.C.  
 Lawrence, B. H. (Canonbury Crawlers C.C.) 104, Milton road, Stoke Newington, N.

*Lawrence, Mrs. E.* 3, Ifley road, W.  
 Mair, Sir J., Bart. 5, Devonport street, Hyde Park, W.  
 Mingard, W. V. (Medburn Rovers' C.C.) 2, Richmond crescent, Barnsbury, N.  
 Mogford, H. S. 7, Wine Office court, E.C.  
 Pepper, W. 446, Fulham road, S.W.  
 Pinkney, D. G. 36, Denning road, Hampstead, N.W.  
 Powell, W. 40, Rosaville road, Fulham, S.W.  
 Potter, H. G., F.S.I. Gardnor House, Hampstead, N.W.  
 Pownall, Rev. G. S., M.A. Fulham Palace, S.W.  
 Roberts, J. G. 18, Lower Phillimore place, W.  
 Scully, J. F. 20, Sussex villas, Kensington, W.  
 Skeet, E. B. 23, Park lane, Clissold Park, N.  
 Smith, T. W. 137, Victoria street, S.W.  
 Smith, W. (Medburn Rovers' C.C.) 46, Streatley road, Brondesbury, N.W.

Spurrier, T. H. 22, Brooklyn road, Shepherd's Bush, W.  
 Walker, E. J. Fairview, Willesden Park, N.W.  
 Walter, P. F. Cornwallis villa, College road, Harrow.  
 Ward, G. A. 469, Seven Sisters road, N.  
 Williams, T. E. (Ranelagh Harriers C.C.) 10, Pitt street, Campden hill, W.  
 Willott, J. 16, Edward street, Hampstead road, N.W.  
 Winter, H. S., B.S. (Medburn Rovers C.C.) 62, Plympton road, Brondesbury, N.W.  
 Wood, T. E. Glebe Lodge, Enfield.  
 Wood, W. V. 8, Castellain road, Maida hill, W.  
 Wray, Capt. J. C., 63a, Elizabeth street, Eaton square, S.W.

## MONMOUTHSHIRE.

Green, Rev. E. Beacley Vicarage, near Chepstow

## NORFOLK.

Dixon, A. G. 12, Nelson road South, Yarmouth  
 Loynes, H. E. (Fakenham C.C.) Wells  
 Read, G. O. Thetford

## NORTHAMPTONSHIRE.

Edmonds, F. R. 12, York road  
 Sedgman, P. The Square, Raunds

## NORTHUMBERLANDSHIRE.

Bell, C. 32, Percy gardens, Tynemouth  
 Cowen, W. C. B. 23, Kingsley terrace, Arthur's Hill, Newcastle-on-Tyne  
 Leach, W. E. (Corbridge C.C.) Main street, Corbridge  
 Pearson, J. 11, Bowden terrace, Gosforth  
 Robson, J. E. High street, Wooler

## OXFORDSHIRE.

Foster, C. B. Swinbrook Vicarage, Burford  
 Gadeny, H. G. 3, Cornmarket street, Oxford  
 Gould, J. Rowsdon, Ifley road, Oxford  
*Gould, Mrs. J.* " "  
 Kingston, G. S. E. Keble College, Oxford  
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Denny, A. Chetwynd Bank, Newport  
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 Purnell, C. J. Park Corner, Parkitten, near Bristol

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 Jenkins, C. (Wolverhampton C.C.) Merridale road, Wolverhampton  
 Welshman, W. H. (North Warwickshire B.C.) 3, Castle, Wolverhampton

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Appleton, F. 19, Kidderminster road, Croydon  
 Baldwin, W. 38, Moffat road, Thornton Heath  
 Brewer, A. H. (West Norwood C.C.) 44, Norwood road, Herne Hill  
 Davis, J. H. 316, Coldharbour lane, Brixton, S.W.  
 Dods, C. D. (Bath Road C.C.) 97, Elms road, Clapham, S.W.  
 Gent, H. G. (Wandsworth T. and B. Club) 25, Rossiter road, Balham, S.W.  
 Heywood, W. H. 47, Mervan road, Brixton Hill, S.W.  
 Klumpp, R. J. 20, Effra road, Brixton, S.W.  
 Martin, S. Bolney Grange, Havelock road, Croydon  
 Munn, W. (Bath Road C.C.) 74, St. John's road, Clapham Junction, S.W.  
 Wratten, F. P. Hellingley, Dingwall avenue, Croydon

## SUSSEX.

Evill, C. H. 1, Grange gardens, Eastbourne  
 Harding, G. S. East Preston, Angmering Station  
 Harrington, J. 11, Albion terrace, Horsham  
 Harrington, Mrs. J. Carlton Cottage, The Causeway, Horsham  
 Taylor, O. T.

## WARWICKSHIRE.

Atkins, F. 39, Witton road, Birmingham  
 Buckley, J. S. 47, Northbrook street, Dudley road, Birmingham  
 Fenley, E. B. Mill House, Castle Bromwich, near Birmingham  
 Fricker, W. F. 31, Clarendon street, Aston  
 Maycock, J. H. 1, Earl street, Coventry  
 Owen, W. T. 23, Colmore row, Birmingham  
 Saunders, H. (Anfield B.C.) West Orchard, Coventry

## WILTSHIRE.

Rumsey, D. G. W. Wilsford House, Devizes

## WORCESTERSHIRE.

Brummitt, T. R. 76, Worcester street, Kidderminster  
 Canadine, H. (Stourbridge Rovers' C.C.) 84, High street, Stourbridge  
 Clifford, R. N. Load street, Bewdley  
 Connelly, A. J. (Polytechnic C.C.) Hindlip Hall, Worcester  
 Taylor, H. R. 9, Oxford road, Acoccks Green

## YORKSHIRE.

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 Aydon, T. 20, Darnbro' street, York  
 Brown, S. High street, Cleckheaton  
 Browne, W. H. 15, Claremont terrace, York  
 Cattell, E. 389, Shoreham street, Sheffield  
 Chesterman, H. G. The Rise, Endcliffe vale, Sheffield  
 Gray, R. E. Esk House, Whitby  
 Hansell, G. H. 53, Linnocus street, Hull  
 Hanson, W. 24, Clare road, Halifax  
 Hartley, W. 41, Seymour terrace, Leeds road, Bradford  
 Holt, E. H., B.A. West House, Horbury, near Wakefield  
 Hooy, Miss E. M. 82, Norfolk road, Sheffield  
 Jobson, T. 37, Edgehill road, Sheffield  
 Park, T. 40, Catherine street, Elland  
 Pickering, F. (U.M.C.A.C.C.) 23, Crescent road, Sheffield  
 Tyrwhitt, P. St. J. 155, Burngreave road, Pitsmoor, Sheffield  
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 Windle, D. A. East view, Barnoldswick, near Colne  
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 Kidd, T. 27, Lumsden street, Glasgow  
 McCallum, C. 7, Fairley street, Ibrox, Glasgow  
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DUBLIN CYCLE AND TYRE SHOW, JANUARY 26-30, 1895.

*Extract from the "Irish Times" of 20th January.*

The Dublin Cycle Show was continued yesterday in the Rotunda, and the attendance both in the afternoon and evening was of goodly dimensions. The various stalls attracted a deal of attention, and the interest taken by visitors in the many Exhibits was maintained throughout. The Show will well repay a visit, whether as an exhibition of all that pertains to cycling, or as a means of enjoying the many entertaining side shows. The Puncture Proof Company are again making a good show. The steel speedifier band is a great improvement on last year's band, and they show a long list of records and races secured by some of its users, including the Irish end-to-end record twice. Their novelty, however, is the self-closing inner tube, which attracted so much attention at the English Cycle Shows. In appearance it is exactly like an ordinary air tube, with the exception of a strip of canvas on the tread. The process makes the tube no heavier, and leaves no "sticky" matter behind, the tubes shown being quite dry. These tubes were tested not only by pins, but also by nails and pieces of wire, but no escape of air could be detected. This is really an invention of the highest importance to the tyre trade, and we think its use must become almost universal.

*Extract from the "Irish Daily Independent" of 20th January.*

THE PUNCTURE PROOF COMPANY.

At Stand to the Puncture Proof Tyre Company show they have grasped the tyre question by improving their inventions, and the self-closing inner tube must now be classed as the greatest invention amongst the many recent improvements in tyre construction. In appearance it does not differ from an ordinary tube, the weight is not increased, and the process leaves the rubber as dry as before, and on puncturing with pins, nails, &c., time after time, no escape of air could be found. We are informed that some of these tubes have been used in the South of Ireland for a considerable time with the most satisfactory results, and our opinion is that it is the best thing this Company have introduced, and that its use will become very general. They also show the steel speedifier band on which many records have been broken, including a large number of the best Irish road records.

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