



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



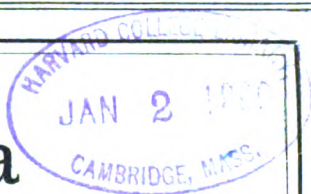
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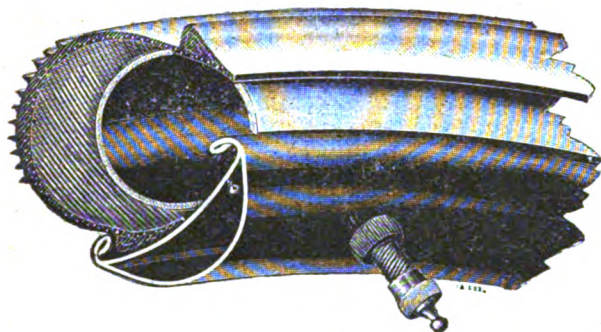
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THE MONTHLY GAZETTE



[FOUNDED 1878.]

[INCORPORATED 1887.]

And * Official * Record.

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

APRIL, 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.

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The coming holiday will bring with it for many a reader the opportunity **THE ROAD BOOK.** longing—the opportunity of helping forward the work of producing the remaining volumes of the Road Book.

Put briefly, the position of affairs is this. The whole of the original reports required in respect to the area to be treated of in Vol. II. have for some time been forthcoming, and the energies of the Editor are concentrated upon the preparation and distribution of the "draft," i.e., the routes as they are to appear in the book itself. This draft requires to be checked both by the contributor of the information and, where possible, by independent riders. The double check thus provided will, it is hoped, result in our being able to hand to the printers matter of so dependable a character that alterations in the printed proofs, due to faulty copy, will be conspicuous by their absence.

In the case of Vol. III. the work is in a less forward state, and original reports upon many roads are still needed.

Whether, therefore, a member be touring in the area to be dealt with in Vol. II., or in that to be dealt with in Vol. III., there is plenty of work lying to his

hand, and we shall be only too glad to benefit by his services. Those who can assist will oblige by communicating with us without delay; they will then receive full particulars of what is still required relating to the roads over which their projected tour extends.

Members who contemplate touring in the South and West of England at Easter will do well to provide themselves with a copy of Vol. I. A prospectus descriptive of its contents will be found herein, and every reader who has not as yet invested in the work is earnestly requested to do so, in order that funds may be forthcoming for the production of the subsequent volumes.

* * *

THE HANDBOOK. The new edition of this more than ever indispensable guide will, if all be well, leave the press in good time for Easter. (Members who have paid for

copies, and who with praiseworthy assiduity write three times a week to enquire when their order will be executed, will kindly accept this intimation). As explained last month, no member can in future derive the full benefit from the new hotel system and from his connection with the C.T.C., unless he provide himself with a copy of this manual. The little volume is necessarily more bulky than hitherto, but every effort has been made to curtail the information it contains, and place it within the smallest possible limits. The task of compiling it has been no sinecure, but it is to be hoped that the welcome it will meet with will amply repay the trouble entailed. All orders that may reach us not later than the first post on Wednesday, the 10th, shall, if possible, be dealt with before Easter.

The announcement made under this "A NOTABLE head in the last issue, to wit that, CONCESSION." subject to the approval of the Chief Ranger, the Duke of Cambridge, the roads in Hyde Park would presently be thrown open to cyclists—under certain reasonable restrictions—had hardly seen the light ere an official notification appeared in the daily press, to the effect that the statement was unauthorised, and that no decision had, as yet, been arrived at. The misunderstanding that arose—not as regards the attitude and the sentiments of the Chief Commissioner, but as regards the premature publication of the result of the appeal addressed to him—is due to the fact that the Chief Commissioner regarded our interview as private, and hence he made no secret of his personal predilections, whereas the correspondence that passed between us was, like the interview itself, for all we understood to the contrary, as public as such correspondence and interviews usually are.

The net result of the untoward publication of the Chief Commissioner's views will, we are assured, be that no effort will be spared by him to remove the opposition he still encounters in some quarters, and bring into operation the amendments to the ordinary regulations foreshadowed in our last. Meantime, however, cyclists must possess their souls in patience.

♦ ♦ ♦

The "Universal Lights Bill" prepared at the expense of, and introduced by, the C.T.C., has failed to obtain a place in the ballot in the present session of Parliament, and as a consequence there is nothing to hope for from the imperial legislature for many months to come. It is, however, gratifying to be able to record the fact that of the English County Councils, Durham, Warwick, and Surrey have declared for a bye-law dealing with the subject. The regulations applying in the two first-named counties are marred by the exemption of vehicles not upon springs, but in Surrey the Council have had the courage of their convictions and have introduced what may be regarded as a model bye-law. It runs—

LIGHTS TO VEHICLES.—During the period between one hour after sunset, and one hour before sunrise, every person driving, riding, or being upon and having charge of any carriage, cart, waggon, or other vehicle drawn by any animal, shall carry attached thereto a lamp or lamps, which shall be so constructed and placed as to exhibit a white light in the direction in which he is proceeding, and so lighted and kept lighted as to afford adequate means of signalling the position of the carriage, cart, waggon, or other vehicle: Provided that where one lamp only is so carried, it shall be attached to the off, or right, side of the carriage, cart, waggon, or other vehicle: Provided also that during the aforesaid period, every person having charge of any waggon or other vehicle used for the purpose of carrying timber, whether rough or sawn, shall, in addition to the above-mentioned white light, carry attached thereto a lamp or lamps, which shall be so constructed and placed as to exhibit a red light visible to persons overtaking such timber waggon or vehicle.

This regulation has first to be approved by the Local Government Board, but there appears to be little reason to doubt that the needful endorsement will be received, and that the bye-law will come into operation early in the present month. If only every other

county would follow in the footsteps of Surrey, there would be no necessity for a statute law; but how true it is that "there is much virtue in an if."



THE REPRESENTATION.

A vacancy in the representation of the Club upon the Council still exists in the county of

GLOUCESTER.

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 nominations have 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.

MARSHALL, WILLIAM MORRIS, Newent, Physician and Surgeon. Proposed by Douglas J. Wintle, Newent, and seconded by Charles Upton, Merton Lodge, Stonehouse.

CHIEF CONSULAR VACANCIES. SPECIALLY IMPORTANT.

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

CARDIGAN.
SALOP.

KILKENNY.
TIPPERARY.

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

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.

DEVONSHIRE.—(*Chief Consul, H. M. Rankilor, Blundell's School, Tiverton.*)—Ashburton, Brixham, Bampton, Chulmleigh, Clovelly, Colyton, Combe Martin, Hatherleigh, Kingsbridge, Lynton or Lynmouth, Okehampton, Princetown, Seaton, South Brent, South Molton, and Stokeham.

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

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

CONTINENTAL AND FOREIGN TOURING.

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

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

- I. France (out of print ; new edition preparing).
- II. Germany and Austria-Hungary.
- III. Belgium, Denmark, Holland, Italy, Norway, Russia, Servia, Spain, Sweden, Switzerland, and Turkey.

The price of the two last-named volumes is 3s. 6d. each (postage 3d. per volume extra).

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

HINTS TO THOSE WHO INTEND TOURING ON THE CONTINENT.

- 1.—The C.T.C. Continental Road Book is a *sine qua non* for those who cycle on the Continent, and intending tourists should first get the volumes of it that they will require, and then trace their trip by the aid of a good road map.
- 2.—It is no part of a Chief Consul's duty to furnish information which is contained in the books published by the Club.
- 3.—I have a stock of Continental road maps, guides (Bædeker's, Murray's, etc.), books of Travel Talk, Dictionaries in French, German, Italian, and Spanish, including Bellow's French ; Bædeker's Conversation Dictionary in English, French, German, and Italian, price 1s. 2d., post free (new.) Bædeker's "Nord de la France," 1887 (new), 2s. 6d., post free, and "The Continent."
- 4.—Temporary tickets of membership in the Touring Club de France, and the Handbook of that body, can be had from the Secretary, price 1s. 8d. and 9d. respectively.
- 5.—Our Foreign Handbook contains a vocabulary for cyclists that I compiled in English, French, German, and Italian, giving terms and phrases not found in any dictionary.
- 6.—Members living near London should, if possible, call on me by appointment, as I can answer questions faster *verbally* than by letter, and they can see the maps, guides, etc., that I have for sale. I am usually at home before 12.30 and after 5 p.m.

S. A. STEAD,

Chief Consul Foreign General Division.

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

THE EDITOR'S ALBUM.

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

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

Messrs. M. J. B. Baddeley, Bowness-on-Windermere ; C. W. Birch, Dartmouth ; J. L. Butler, Cheltenham ; G. A. de M. E. Dagg, Linslade ; W. R. Hughes, Ryde ; J. H. Poole, Bristol ; H. M. Ranklor, Tiverton ; W. Turner, Erdington ; H. Wilkinson, Bradford ; T. Wilson, Slingsby ; and A. J. Wise, Bournemouth.



The usual monthly meeting was held at the "Covent Garden Hotel, London, on Saturday, 16th March, 1895.

PRESENT :

- R.C. W. COSENS, Sussex, (Chairman).
 R.C. W. E. COWDELL BARRETT, Grouped Counties of England.
 C.C. Rev. E. B. COOPER, Amersham.
 R.C. H. GRAVES, Middlesex.
 R.C. STANLEY HEARD, Wales.
 R.C. M. ILOTT, Surrey.
 R.C. F. LEWIS, Kent.
 C.C. J. W. LLOYD, Newport.
 C.C. H. CROYDON ROBERTS, London.
 R.C. H. C. STAPLES, Kent.
 R.C. J. F. SYMES, Warwickshire.
 C.C. S. A. STEAD, London.
 R.C. C. WIGAN, Middlesex.
 R.C. L. J. WILLIAMS, Middlesex.

E. R. SHIFTON, Secretary.

RESOLUTIONS, ETC.

- 52.—"That the vacancy in the Representation in the County of Gloucester be deferred until next month, so as to admit of the publication of the additional nomination which has been received."
- 53.—"That Mr. Henry J. Moxon, of 1, Camden Terrace, Regent Street, Cambridge, be appointed Representative Councillor of the County of Surrey."
- 54.—"That Mr. Thomas E. Lowe, of 89, Darlington Street, Wolverhampton, be appointed Chief Consul of the County of Stafford."
- 55.—"That the Rev. Hugh Callan, M.A., of The Manse, Catrine, N.B., be appointed Chief Consul of the County of Ayr."
- 56.—"That Mr. Andrew M. Porteous, of the Bank of Scotland, Coldstream, be appointed Chief Consul of the County of Roxburgh."
- 57.—"That Mr. James Lennox, of Eden Bank, Dumfries, be appointed Chief Consul *pro tem.* of the County of Selkirk."
- 58.—"That Mr. Alexander F. Webster, of King Street, Toronto, be appointed Chief Consul of Canada."
- 59.—"That the Report of the Committee upon the Election of Representative Councillors, as circulated with the Agenda for September, 1894, be referred back to the Committee ; which Committee, be, and is, hereby strengthened by the appointment of Messrs. W. E. Cowdell Barrett, Weymouth ; Stanley Heard, Bideford ; F. Lewis, Bromley ; A. G. Rennie, Glasgow ; and H. Sturmeay, Coventry."
- 60.—"That in view of the opposition offered by Councillors resident in the area to be treated of in Vol. III. to the Report of the Map and Road Book Committee, as presented to this Meeting, consideration of the said report be postponed until the next Council Meeting, and in the meantime a Committee of Northern Councillors be appointed to formulate and submit the scheme they personally prefer."
- 61.—"That Messrs. G. Bartram, Sunderland ; A. Butterfield, Grantham ; J. Lyon Denson, Chester ; W. Dickinson, Blackburn ; F. L. Dodds, Stockton-on-Tees ; J. I. S. Heslop, Sunderland ; L. Kershaw, Halifax ; A. Lee, Brampton ; J. T. Lightwood, Lytham ; A. E. Paulsen, Hull ; E. M. Poole, Dewsbury ; T. W. Stainthorpe, Redcar ; G. Watson, Monkseaton ; and J. A. Williamson, Tynemouth, be the Committee referred to in the foregoing Resolution, and that Mr. J. A. Williamson do act as Chairman."

REPORTS OF COMMITTEES.

MAP AND ROAD BOOK (SCOTLAND).

- (a) The Chairman reported that the Editor had applied for payment of a further instalment of £20 on account of work done, and that he would be glad if the Council would sanction the disbursement ; he further stated that the Editor had submitted a plan by which he proposed to compile for immediate publication a skeleton route book of Scotland, which could be sold at a nominal figure until such time as the Road Book proper was ready. Whereupon it was resolved
- 62.—"That the suggested payment of £20 to Mr. Poyser, the Editor of the Scottish Road book, be approved ; but that the suggestion that a skeleton route book should be prepared in advance of the Road Book proper be not entertained."

MAP AND ROAD BOOK (IRELAND).

- (b) The Secretary reported that he had been requested by the Chairman of this Committee to lay before the meeting the correspondence which had passed between himself and the Editor, relative to the claim the latter has put forward for payment for work, which, he contends, is outside the scope of the agreement. The matter was gone into very carefully, and as it appeared that the only items for which the agreement does not clearly provide are—(a) the compiling of an index (this is arguable), and (b) seeing the book through the press, and that there is no immediate necessity to take action with regard to either of these matters, it was resolved

- 63.—“That the action of the Chairman of the Irish Map and Road Book Committee be fully endorsed by this Meeting, and that the Committee over which he presides be instructed to insist upon the due fulfilment of the contract entered into with the Editor; that they admit no liability outside the scope of the agreement without first submitting the matter to the Council; and that they report at their convenience what arrangements they think it desirable to make with respect to the two points (a) and (b) set out above.”

MAP AND ROAD BOOK (CONTINENTAL).

- (c) The Chairman reported that a Meeting of the Committee had been held, at which the Editor stated that the bulk of the book will be much greater than was anticipated, and as a consequence it will be necessary to divide it into two volumes. The Committee accordingly decided that the book should consist of two parts, Part I. to contain about 280 routes, and Part II. 268, the line of demarcation being drawn along the river Seine from Havre to Paris, and thence southwards through Bourges, Clermont-Ferrand, and Narbonne to Perpignan; Part I. to cover the ground north and east of this line. It was further decided at the Meeting in question that the original intention of the Committee (as already communicated to the Council) to insert in the book a key map, which shall serve as an index to the routes, shall be abandoned, and that members be recommended in the preface to invest in maps, the titles of which will be therein set out. The Editor is hard at work upon Part I., which it is hoped will be ready soon after Easter, and when this volume is disposed of the other will be dealt with immediately.

RIGHTS AND PRIVILEGES.

- (d) The Chairman reported that the Club had altogether failed to secure a position in the ballot for the Universal Lights Bill during the current session, and that in the meantime every assistance would be rendered to those County Councils that are willing to introduce a Universal Lights Bill. In this connection the Chairman stated that he had received from the Clerk of the Council for the County of Surrey the text of the new bye-laws which will come into operation in that County early in the forthcoming month. The bye-law relating to Universal Lights in this case is much more comprehensive and satisfactory than anything passed by any other County Council, and may, in the opinion of the Committee, well serve as a model for future action.

With respect to the opening of Hyde Park to Cyclists the Chairman regretted to report that the announcement made by him on the strength of the promise received from the First Commissioner of Works was, by the latter gentleman, considered to be somewhat premature, and as a matter of fact the old regulations have not yet been relaxed. The Chairman is, however, still in correspondence with the First Commissioner, and it is hoped that no considerable delay may arise in carrying the First Commissioner's avowed wishes and intentions into effect.

- 65.—“That the Scottish Map and Road Book Committee be authorised to spend a sum not exceeding £8, in remunerating Road Surveyors for supplying information regarding the roads in districts where it has been impossible otherwise to secure the necessary details.”
- (g) A letter from a Manchester Tailor asking that the C.T.C. would adopt a new form of cycling skirt, of which he was the patentee, was read, but it was decided to take no action in connection with the matter.

Comments upon the Agenda were received from the following absent Councillors:—The Revs. A. Hay, Scotland, and C. E. Ranken, Malvern; and Messrs. G. Bartram, Sunderland; J. L. Denson, Cheshire; W. Dickinson, Lancashire; F. L. Dodds, Yorkshire; G. H. Evans, Sheerness; L. Kershaw, Halifax; A. Lee, Brompton; J. T. Lightwood, Lytham; A. E. Paulsen, Hull; E. M. Poole, Yorkshire; H. M. Rankilor, Tiverton; A. G. Rennie, Scotland; J. A. Williamson, Tynemouth; and D. J. Wintle, Newnham.

The next Council Meeting will be held at Chester, on Saturday, the 20th April, 1895.

The Annual General Meeting.

The Annual General Meeting was held on Friday evening, the 15th March, 1895, at the Covent Garden Hotel, London, when some sixty to seventy members attended. The following places were represented:—Battersea, Bermondsey, Bideford, Brondesbury, Camberwell, Clapham, Farnborough, Fulham, Gospel Oak, Greenwich, Hackney, Hampstead, Hendon, Highbury, Highgate, Holloway, Isleworth, Kensington, Kilburn, Lewisham, London, Plumstead, Putney, St. John's Wood, Shepherd's Bush, Stepney, Upton Park, Walthamstow, Wandsworth, Wanstead, Weymouth, and Wimbledon.

The SECRETARY, at the request of the Chairman, read the minutes of the Half-yearly General Meeting, held at the Grand Hotel, Glasgow, on the 19th October, 1894. On the motion of Mr. CLARKSON, these were adopted as a true record.

THE ANNUAL REPORT.

Mr. ROBERT TODD moved that the Annual Report of the Council to the Membership, as set out on pp. 78 and 79 of the March *Gazette*, be taken as read. This was seconded by Mr. CLARKSON.

The CHAIRMAN inquired whether the meeting would take the Report as a whole or wished to go through it paragraph by paragraph.

Mr. TODD suggested that the latter course would be preferable, or otherwise the meeting would come to a close almost as soon as they had started (laughter).

Mr. CLARKSON, referring to Paragraph 3 of the Report, as to the attendance at Council meetings, said it seemed to him that out of so many who were able to attend, the attendance was certainly very small indeed. The constant change of situation of the meeting place appeared to him to result in certain members attending only one or two meetings. Three meetings was the largest number that any one member seemed to have been at, except in the case of one Chief Consul, Mr. H. Croydon Roberts, of London, who had attended five. All this he considered led to merely official administration of the C.T.C., inasmuch as it was impossible that any one member of the Council who attended once or twice a year could keep himself in touch with every question connected with the Club. He thought that seeing that in London there was an attendance of ten at one time, and at another an attendance of fifteen, and at Edinburgh an attendance of eleven, instead of going about the country to places like Bath, Belfast, and Newcastle-on-Tyne, where the attendance was very small, or a quorum not obtainable, it would be very desirable to confine the meetings to the larger centres, such as London, Edinburgh, and Dublin. He was a comparatively new member, and it seemed to him a waste of valuable opportunities to have their meetings so scattered, and consequently so ill attended. He did not know whether there was any possible means of remedying that in such a way that all Councillors should have a fair chance of attending the Council meetings.

Mr. COWDELL BARRETT did not agree with the last speaker in thinking that they required such an enormous attendance of Councillors at any given Council meeting. If they had thirty or forty present, he thought that probably the result would be that the business would take at least three times as long as if they had had only ten members present (hear, hear). As to the other point—as to the scattering of meetings over various parts of the country—it seemed to him that if the members of the Club agreed with what he had just stated, that they did not require a very large attendance at meetings (and it was a fact that they seldom failed to get a quorum), they would see that it was far more convenient to the members of the Council—and it was their convenience that should be studied in the matter—if the meetings were scattered over a wide area so that the members of the Council might not be put to any unnecessary

expense in travelling, which he thought would follow as a matter of course if there were only two or three large centres adopted.

Mr. CLARKSON again rose, and said there was a danger, it seemed to him, that instead of the Council really guiding the affairs of the Club, the tendency was that the officials—who no doubt did their duty admirably—really kept up the continuity of the work of the Club. In one case a member of the Council might attend one January and not be present again until the following January. This spasmodic attendance caused such Councillors to miss the necessary continuity of the business, which was preserved alone by the officials. If there were an opportunity given to the members of the Council to be present at more of the meetings, he thought the danger of mere official administration would be avoided.

Mr. CLARKSON then referred to Paragraph 6 of the Report, and said he noticed that the advertisement department seemed to be in rather a bad way. He supposed the Council had properly and systematically looked into it with a view to improving it if possible. In his opinion a *Gazette* of such standing as their official monthly, with a subscription of somewhere about 15,000 readers, ought to contain considerably more advertisements than the seven pages which he noticed in the March issue.

The CHAIRMAN here intimated that he would deal those and other points later on.

Mr. CLARKSON referred to Paragraph 9, and thought that the administration at any rate deserved praise for the improvement in the *Gazette*. It was always a great pleasure to him to read it both for the information it contained and the news. He thought that since last year it had developed wonderfully in that respect, and the administration certainly deserved every credit for it (loud applause). He was hopeful that the interests of the Club would be studied with a view of giving as much information as to touring opportunities, and places to be visited, and as to good roads and good countries to see as they possibly could in their *Gazette*. On Paragraph 11, Mr. Clarkson expressed a hope that the Handbook would be plain and explicit, so that they would be able clearly to understand their position with reference to hotel arrangements in order to obtain the advantages. He had in his riding about the country taken advantage of the opportunities given by the C.T.C. In some cases he had fared well. In other cases he had fared very ill indeed (laughter). He hoped the Handbook would make it as clear as daylight what were their responsibilities when they went into an hotel in order that they might not put themselves into the jaws of the lion and practically come out with their heads off (laughter).

The CHAIRMAN, in reply to the queries that had been raised, wished to say first of all that it had been the custom since the Club was started to hold the Council meetings in various parts of the country, to suit the different Councillors. All Councillors had a full agenda of each meeting, stating what was going to take place, and they all had opportunities of expressing their views for or against the different resolutions which might be set out. Perhaps it might be more convenient if they had head-centres such as were suggested, but he might mention that during the last twelve months they had a Sub-Committee appointed—of which he was a member—to go thoroughly into the matter and see whether it would be advisable to have such centres for the Council meetings or to go on as they had done in the past. After mature consideration and long discussion it was decided to have the Council meetings movable as they had at present. They all knew that their representatives lived in different parts of Great Britain and Ireland, and it would be rather hard on such members who lived in out of the way places to have to travel long distances at their own expense to attend Council meetings. As regards the advertising question he, as Vice-chairman of the Council, was very sorry to see the revenue on that account decreasing. It appeared to be somewhat serious, and the Finance Committee had taken the matter

into consideration, but at present could not say that they had found a remedy. The drawback was that they were unable to sell the *Gazette* and publish it weekly instead of monthly. If that could be done they would doubtless be able to get better advertising terms, but at present, and owing to the postage, they would be obliged to continue as they were. Then, as regards the hotel arrangements, he might say that the present idea had been a pet theory of his for the last three or four years. He had been of opinion that the members had not derived such advantages from the hotel system as they ought to have done. So a Committee had been appointed to go into the matter. That Committee met, and after due consideration had drawn up a scheme which he thought members would find greatly to their benefit. The new Handbook would show them plainly what the charges of the different hotels were, because they would be arranged under a new system of columns. There would be sixteen different columns with a different item in each, and at the end there would be a column for the discount to be allowed. He would draw their attention to the fact that they had a specimen of what the new Handbook would be like on page 74 of the then current *Gazette*. In conclusion he expressed his willingness to answer any further questions that might be raised.

A MEMBER whose name did not transpire said that he had noticed when sending his *Gazettes* to be bound in volumes that they had been printed on two or three different sizes of paper. Was it not possible, he asked, to obtain uniformity in this respect.

The SECRETARY explained that this arose from the occasional difficulty of avoiding overweight at the Post Office. Sometimes they had more inside advertisements, or it might be they had more pages of matter, and the printers had to shave the pages of the *Gazette* to just miss the two-ounce limit. He believed, however, generally speaking, that the printers did not cut below a minimum size; in fact he might say that they had recognised this difficulty, and, under no circumstances would they pare down the *Gazette* in future below certain limits (hear, hear).

Another MEMBER, referring to the shape of the membership ticket, thought that the present small round disc was very inconvenient. It was always getting lost, he said, and he asked whether something after the style of a railway season ticket could not be substituted. He thought that if this idea were carried out, the Club ticket would certainly be more convenient.

The CHAIRMAN, in reply to the last speaker, said that when the Club was first started they had these so-called season tickets. Complaints were then made that the Members left them at home, and eventually, when the new badge was started, it was decided to have the present form of circular discs which could be put into the member's badge, and could there repose in safety. He did not think the Council would entertain the idea of going back to the railway season ticket principle (hear, hear), and believed that the present arrangements met with the general approval of the members.

The SECRETARY said he would like to add that there was a still more weighty reason why the round ticket should be retained. In the old days it was open to any one to make the Club badge, but the badge in combination with the circular ticket was now patented, and no one could pirate it (hear, hear).

Mr. COSENS, referring to the hotel arrangements, said he did not think that any really valuable reply had yet been given to the member who raised the question. It would be a fair question for anybody to ask whether under the new arrangement some of the old hotels were not really going to charge a higher price than they used to do. In his experience he was quite sure that at some of the Hotel Headquarters, if they went there, and declared their membership, they really paid a higher price than any ordinary cyclist did. That was owing in some cases to the fact that they had a uniform charge for Headquarters of whatever class they

might be. That was proved when some of the new agreements were sent in signed by the proprietors, but before the agreements were signed by the Secretary on behalf of the Club, every item was closely scanned by him (the Secretary), and in numberless instances the agreements were returned to the hotel proprietors for revision, because it was discovered that the Club would really be gaining nothing by the altered arrangement, owing to the prices having been in the first instance increased in order that a little discount might be taken off. It would be a satisfaction to the members to know that under the new arrangements all the abuses which previously had existed would disappear entirely, and that they would in future really derive the advantages to which they by their membership were entitled (loud applause).

A member inquired when Volume II. of the Road Book would be out, and if there was any chance of its being available for the present season.

The CHAIRMAN explained that the Map and Road Book Committee, who had charge of Volume II., were doing their utmost, and were in hopes that it would be out by the end of June; but they could not say for certain. They were bringing as much pressure as they could to bear on the editor to have it ready by that time.

Mr. CLARKSON moved and Mr. BURT seconded the adoption of the Report. This was carried unanimously.

THE ACCOUNTS AND BALANCE SHEET.

The CHAIRMAN, referring to the above, announced that a member of the Finance Committee was present and would be prepared to answer, to the best of his ability, any question which might be raised. They would find in the *Gazette* a short report by the Hon. Treasurer, which he thought they would all say was very satisfactory, as also a report by the Finance Committee concerning the matters with which they had had to deal during the past year.

Mr. W. COSENS, as a member of the Finance Committee, moved the adoption of the Accounts and Balance Sheet. He thought upon the whole the figures worked out very satisfactorily, thanks entirely to the increased subscription. If it had not been for that, owing to the very large falling off in the amount received from advertisements, they would have had to face a very serious deficit. As one of those who had advocated an increased subscription he was exceedingly pleased to see that his prognostications had been verified. He was never one of those who were afraid to take "the leap in the dark." It never seemed to him that there was any serious risk of a large falling off in the membership, and the result had shown that only about 15 per cent. of the members had not renewed. In view of the fact that so many of the opponents of the increase tried to terrify them with pictures of something like 25 or 50 per cent., he thought that was a very satisfactory conclusion (hear, hear).

Mr. GOULDING seconded the adoption of the accounts.

Mr. CLARKSON wished to refer to the item in the balance-sheet as to the present value of the Hotel and Repairs' Signs, which it appeared had cost £590. Was that now, he asked, an asset of any value? Would the £364 12s. 4d., at which it figured on the balance-sheet, be obtained on a forced realisation, or was it an item that ought to be wiped out as being valueless? Then as to "Stocks, £743 17s. 11d." What was that? Was it a good asset? With respect to the Revenue Account, it seemed to him that rather a large amount of the income went in administration. This might be for the benefit of the Club, but it appeared that out of a total income from subscriptions of £2533, £2000 went in "Expenses of Management." He supposed the Council kept their eye on the expenditure to see that no amount was paid either in salaries, or carriage, or postages, etc., that could be avoided. He thought a determined effort should be made to reduce expenses to the bare minimum in order to keep their accounts well in hand, for although they managed to show a profit balance of £23 odd, yet it seemed to have been obtained by a kind of what he might term acutely ke n

book-keeping. (A Voice: "Juggling.") It was evident that somebody had had to look round to see where they could save a few pounds in order to make the Revenue Account appear to show a profit. In some of the subsidiary accounts he noticed there were profit balances carried forward. These profits, he supposed, were arrived at with the taking into account the cost of administration, rent, rates, taxes, postages, and other expenses. Under these circumstances it did not seem to him to be a very profitable business to sell badges, stationery, &c. If its fair proportion of expenses had been debited, it was probable that the Handbook Account would have shown a loss instead of a profit of £18 odd. It was really worth considering whether it was advisable to continue the sale of badges, stationery, &c.

Mr. PEARCE considered that the stationery account in particular was of such infinitesimal proportions, and the advantages to be obtained from it were so doubtful, that he suggested that it might be very well closed altogether.

Mr. HALL referred to the item in the balance-sheet "By Furniture and Fittings, cost £237 4s. 11d., less depreciation to date £200 15s. 11d., £36 9s. 0d.," and said that he had been informed that in the event of losing these by fire the insurance company would take the C.T.C.'s own valuation, and in settling the claim would only pay the £36 os. 0d.

Colonel SAVILE hoped the Council would always adhere to its old traditions and not attempt to make a profit on the Handbook. He thought the Handbook was the thing which should be supplied to the members as nearly as possible at cost price. If people bought the Club stationery and liked to use the crest and save themselves the cost of armorial bearings by all means charge them "anything you like," but the Handbook was on a different basis.

Mr. PEARCE presumed that the office fittings and furniture were insured against loss. He did not see the payment in the accounts.

The CHAIRMAN: Oh, yes, they are insured.

The SECRETARY: You will find the insurance premium, £2 12s. 6d., in the Revenue Account.

The SECRETARY thought that the present would be an opportune moment to announce that he had received a letter from Mr. Gurney, the Honorary Treasurer, regretting his inability to attend the meeting, and hoping that their gathering would be very successful. Mr. Gurney had been suffering from influenza, and he was not yet allowed to be out, but in the letter in which he communicated that fact to him (Mr. Shipton), he expressed his belief that the accounts would be so simple that there would be no real necessity for his (the Honorary Treasurer's) attendance that evening. He (Mr. Shipton) thought he had most of the information upon the points that had been raised, and at the request of the Chairman he would reply thereto. First of all, with regard to the stock of Signs shown in the Balance Sheet as £364 12s. 4d., they were asked by one of the members present whether or not that sum represented the value of the Signs if they had to be sold under the hammer? Well, he was free to confess that it did not. The value of the Signs if they had to be sold under the hammer would be their worth as old iron (laughter), but somehow they flattered themselves that the C.T.C. would not want to sell its Signs under the hammer just yet (loud applause), and consequently it seemed only fair to write off annually merely a percentage of the total cost (hear, hear). If they looked at the Balance Sheet they would see that £590 had been spent on Signs in the course of three or four years, and during that time they had written off £225; furthermore, they were continuing to write off at the same rate. Of course they were looking forward to the time when they would have written off everything (laughter). That would be an ideal day for the C.T.C. (laughter and hear, hear), and then if they were compelled to sell the Signs under the hammer they would have to the good at least the amount that they fetched as old iron (laughter and hear, hear). As to the item "Stocks" the £743 17s. 11d. was good stock. He would like to

draw the attention of the querist to the fact that very nearly the whole of that—over £500—at present consisted of volumes of the Road Book. In the British Road Book Account, on page 84 of the *Gazette*, £536 odd was invested in stock in respect of that book alone, so that they would require little persuading to believe that the balance was good value, and that they had that amount of stock on hand. The only account in which they had what might be regarded as somewhat fictitious stock was the Handbook Account. In this, a certain number of copies of the Continental Handbook, which was published in the year 1891, figured. Those copies stood in the account for perhaps more than they would ultimately realise, but that Handbook would have to do duty during the current year, and it was considered by the Finance Committee, by the Council, and by the Auditors somewhat premature to write off what balance might remain on hand unsold. That would be dealt with at the end of another season. With reference to the £50 which was carried forward in the Office Stationery Account to the year 1895, it had been suggested in a mild sort of way that the Finance Committee had juggled with the figures so that they might show a profit of £23. That might appear to be so at first sight, for it was an undoubted fact that if that £50 had not been transferred to the year 1895 a loss must have been shown for 1894. The transfer of £50 to the year 1895 was, however, decided upon in principle before the figures were actually made up, and the arrangement was perfectly *bond-fide*. The truth was this. They had started a new system of appointing hotels, and to carry that system into effect an initial expenditure of £50 as nearly as possible was called for in the way of stationery alone. Many additional expenses had been incurred which would eventually fall upon the revenue for the current year; but that £50 was obviously an unfair charge as far as the year 1894 was concerned. It was incurred in December, 1894, it was true, but the Club could not use the stationery during 1894, and it seemed quite fair to charge it to 1895, when they would begin to benefit by the new hotel arrangements. With reference to the profits, it had been suggested that upon the Badge Account the profit of £73 5s. 1d. might really and truly be a loss. The criticisms passed upon that point were quite germane to the issue, because all their profits were shown as *gross* profits. They must go to the Revenue Account and pick out for themselves what they considered to be a fair charge on each of the subsidiary accounts. The Finance Committee some years ago endeavoured to agree among themselves as to how to divide up fairly the establishment expenses between these various accounts, but that was much more difficult than at first blush appeared, and indeed it was practically impossible. It would mean keeping a Time Book, showing how much a clerk did towards the Handbook Account and the Badge Account, and so on. Therefore for many years now the accounts had been published in such a way that they got the gross profits on the particular department, and they got all the establishment charges in the Revenue Account. As to the Stationery Account, he could not quite follow the arguments which had been raised, because he had always regarded the "Stationery For Sale Account" as a very profitable thing. All he knew was that they sold at a much higher price than that at which they bought, and their gross profit for the year was £19 1s. 7d. It would be difficult to tell them what it had cost to work that department, but he did not think it had cost anything like £5. Now, if they could make a profit of £15 for an expenditure, as far as clerical labour was concerned, of about £5, upon a capital of less than £50, he did not think that was a bad profit (hear, hear). Next as to the furniture and its value. They would see that the first cost of this was very considerable by comparison with what it now stood at. They had spent from first to last since the offices were removed to London in the year 1883, £237 4s. 11d. on furniture, but they had written off

£200 15s. 11d., leaving a balance of £36 9s. To show them how satisfied the Auditors were with that valuation, he would mention that they had discussed the wisdom of ceasing to write off any more from the Furniture Account for a year or two. They might therefore take it that the furniture was worth at least £36.

The MEMBER who had previously spoken with regard to the furniture said it appeared to him that his point had been missed. What he had desired to emphasise was that he was informed, and believed, that in the event of a total loss of the furniture the insurance company would only pay upon the Club's own valuation.

Mr. SHIPTON said that was a startling announcement, but there must be something wrong somewhere, if, after having insured office furniture, stocks, etc., to the tune of £1000, they could only recover the amount to which the effects had been written down. He would ask their old friend, Mr. Todd—"a limb of the law"—who was present, to give them some information on the point.

Mr. TODD stated he did not profess to know very much about the matter, but he considered that the C.T.C. could recover the value of the furniture at the time of the fire, and not merely the amount put in the account. It might be said "You value it at £36," and they would then have to show it was worth more than that, and they would get simply the value. There was no doubt of that.

A MEMBER stated that a fire had occurred on the premises of a club to which he belonged, and they had some difficulty over the matter, with the result that they had not been able to recover more than the things were valued at in the Balance Sheet.

Mr. AMBROSE said it appeared to him that if they could not recover more than the amount stated in their Balance Sheet they would not be able to recover anything at all if they wrote off the whole amount. If they insured their furniture and things for £1000 and could get nothing for them the whole thing seemed absurd.

Mr. LESLIE WILLIAMS considered that even if in the course of time they did write off the whole amount of the furniture and fittings it did not follow that if they had a fire they could not recover the then actual value. No insurance company could bind them to their own figures. All they would have to do was to show what was in the offices at the time, and produce their original bills and any other evidence to prove what was the value of the things at the time of the fire.

Mr. CLARKSON pointed out that it was a very common thing in shipping companies to write off a considerable amount of depreciation year by year, and if a ship were lost at sea they got the insurance value of it and not the amount less the depreciation as shown in the books of the company. They recovered its value as a going vessel.

The SECRETARY said he would just conclude his remarks by stating that the office furniture, the Road Book stock, and all the property of the Club shown in the Balance Sheet was insured, and the policy had recently been endorsed to cover the extra risk that was involved in connection with the Road Book, of which they held the paper matrices. As to Colonel Savile's remark concerning the Handbook, there was no possibility whatever of the Club making a profit on this, inasmuch as it was now to be brought out in the much more elaborate shape rendered necessary by the new hotel system. In selling the Handbook at 1s. a copy for this year they would make a dead loss, and members must be prepared for some such announcement when the figures come to be presented in 1896. There was only one other subject which had been introduced, and that was the Establishment Expenses. He could only say that as far as he was concerned as Secretary he was no party to any waste. He believed Mr. Cosens would tell them that was a subject which received most careful consideration at the hands of the Finance Committee. As a Touring Club, they had a lot to do for the individual member. Every

member had to be communicated with not only when he wrote to the offices, but when he received his *Gazette*; there must be clerks to write wrappers, and a staff to keep the organisation in proper and efficient working order (hear, hear).

Mr. W. COSENS said that the Secretary had given him an opportunity of making a few remarks on the Establishment Expenses, and he was very glad to be able to reassure the membership as to the very careful manner in which the whole of the expenditure was overlooked, not only by Mr. Shipton—who acted always with the greatest desire to carry out not only the wishes of the Council, but the wishes of the membership as well—but also by the Finance Committee. The Finance Committee had papers sent round many times in the year, in which they had opportunities of criticising the different points which came before them in the matter of expenditure. When they met they did not gather at such places as Edinburgh and other far distant spots, but they met at the Central Offices (applause) where they had not only an opportunity of questioning Mr. Shipton, but they had a chance of looking into the books themselves. As a rule their meetings occupied the greater part of a day. He thought that fact—seeing that the members of the Finance Committee were men of business, and accustomed to the handling of business matters and the carrying on of businesses of their own or managing other businesses—shewed the great care that was taken in watching over the interest of the Club (loud applause). Mr. Gurney (the Treasurer) was a man who was most particular, and was never satisfied until he got to the very bottom of a thing. Moreover, he was a pronounced economist. If any Balance Sheet was brought before the membership, and was verified to be a satisfactory one, with a congratulatory report from the Treasurer, then they might take it that everything was “as right as rain.”

The Statement of Account and Balance Sheet were then adopted unanimously amid applause.

TRANSFER TO THE DEPOSITORS' FUND ACCOUNT.

Mr. WIGAN (on behalf of the Council) moved “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.” He explained that it was simply a matter of account. The £211 2s. represented deposits paid by persons who got the official signs. It was, from time to time, necessary for the Council to return these deposits on the return of the signs. They could not draw on the fund so long as it was on the first-named account, but they could do so if it were transferred to the second-named account.

Mr. LESLIE WILLIAM seconded.

The SECRETARY said that he held in his hand a letter from the Honorary Consulting Solicitor, Mr. W. B. Tanner, which bore directly on the motion before the meeting. Mr. Tanner was in full accord with the proposition, but he thought the shape of it should be altered, and had suggested the following as a substitute:—“That the Trustees of the Reserve Fund be and are hereby authorised and directed to transfer Stock held by them to the value of £211 2s. to Messrs. J. R. Balfour, E. W. Burke, W. Cosens, and J. A. Williamson, the present Trustees of the Depositors' Fund.” Mr. Shipton went on to say that Mr. Tanner had advised that the above was the legal way in which to deal with the matter, and he (Mr. Shipton) would suggest that some one present should move it in the form of an amendment.

Mr. PIERCE (after some further explanations by Mr. Shipton and Mr. Todd) moved and Mr. BURT seconded as an amendment the resolution drafted by Mr. Tanner. This was adopted, and was then put to the meeting as the substantive motion and carried *nem. con.*

The CHAIRMAN announced that he had received a letter from the Chairman of the Council, Mr. W. Kendall Burnett, of Aberdeen, to the effect that as the business before them

was purely formal, and the Vice-Chairman's residence close at hand, he had not thought it necessary to travel south. Mr. Kendall Burnett's letter went on to say—“The Club is, as you will see, in a thoroughly prosperous and healthy condition, and continue to do good work on behalf of the wheel in which we are all interested (hear, hear). The Council and its various Committees, along with our valued Secretary, are working with the utmost harmony and good feeling, and speaking as one of the oldest members I feel bound to say that I do not think the Club has, throughout its history, ever been better served in this respect (loud applause). Please allow me to add my thanks for your having re-elected me to the chair for the sixth time. I esteem very highly the honour of presiding over the deliberations of a Club like the C.T.C.” (loud and continued applause).

Mr. CLARKSON: I do not think we ought to break up this profitable meeting without expressing our thanks to the Chairman for having occupied the chair this evening, and to the Council for having looked after our interests, faithfully and well, and to the Honorary Treasurer, the Honorary Consulting Solicitor, the various Committees, and the Secretary and staff, and everybody concerned for their able interest and labours on our behalf.—This comprehensive vote of thanks, having been seconded, was carried by acclamation.

The CHAIRMAN: I thank you most sincerely for the resolution that has just been passed. During the past year it has been a great pleasure to me to preside over the Council and other meetings when our esteemed Chairman has not been able to be present. I am glad to see that the Report and Balance Sheet are so satisfactory (hear, hear). I think at last that we have turned the corner, and that we have now every prospect that the Club will continue to go on and flourish as it used to in the days of old (loud applause).

The proceedings then terminated.



CARR'S "ATHLECTIC" BISCUITS.

Messrs. Carr & Co., Limited., of Carlisle, have just placed upon the market a comestible bearing this title. It consists of two thin biscuits, between which is sandwiched a layer of chocolate. The novelty will be found to be convenient and sustaining when more substantial food is unprocurable. It is well worthy of the attention of Easter tourists.

ADAM'S CYCLE VALISE.

One of the neatest tool bags and valises combined is that recently sent us by George Sheldon, Bath Street, Walsall. The designer of it is Mr. Harold A. Adams, of Lower Ford Street, Coventry. It will hold all the spanners pertaining to a machine, the oil can, a short inflator, and a repairing outfit, and, if necessary, it will carry a waistcoat, a sweater, or a waterproof in addition. When used as a tool bag it folds into a length of 7¼ in. only, and it is easily attached to the rear of the saddle or to the handle bar.

PEARSON'S SPORTING ALBUM.—The enterprising conductor of *Pearson's Weekly* is publishing an Album of Sporting Celebrities, one of the recent issues of which contained portraits and short biographies of some well-known wheelmen.



By MISS F. J. ERSKINE.

Cycling costumes will soon be as plentiful as blackberries if riders go on inventing at the rate shown by the different communications which have come to me within the last three weeks. According to the *Princess*, an "enthusiastic lady cyclist has invented a dress on the lines of a safety riding habit. It allows freedom to the limbs, and yet looks just like an ordinary skirt. Outward and visible knickerbockers are unnecessary, and they merely indicate a desire to attract attention on the part of the wearer." The pity is that the name of this improved skirt is not given, or it might have been inspected, and perchance prove to be the unraveller of the knotty problem. It is well, however, not to expect too much; a safety riding habit may be safe, but very far from elegant when off the horse—or cycle.

Another costume is the invention of Lady Isabel Margesson, who is a practical bicyclist. The dress is made by the "Ladies' Tailoring Company," who are sole agents for it. The address is 6, Egerton Mansions, London, S.W. I was unable to accept the inventor's invitation to go to the "At Home," and personally inspect the dress, but hope to do so shortly. The description of the costume, taken from *Morning* is as follows: "The dress is indeed a most ingenious one, as well as very graceful. It was of fawn-coloured cloth, a tight-fitting coat with a long skirt which covers the saddle, knickerbockers, and gaiters. The petticoat, reaching below the knee, is of a complex pattern, hard to describe, but delightfully easy to wear, either for walking, bicycling, or any out-of-door game. The breadths in front, and at the back are literally aprons which button on to the side ones. When these are unbuttoned the movement is as free as if knickerbockers only are worn, whilst the appearance of a plain skirt remains. Buttoned together for walking, the skirt looks like any other, only a little shorter than is usually worn, except by mountain climbers or golfers."

There are also other "improved" skirts in the course of being worked out, so that in time we may arrive at the long-looked-for ideal. I am very far from contending ordinary skirts are perfection, but I must say, in the course of a good many years' riding, I can count on the fingers of one hand the different times my skirt caused me to come to grief. I believe that the chief factor in skirt accidents is loose braid. Every one knows how flimsily a dressmaker tacks on this most important piece of a dress. Not very long ago, a friend with whom I was riding had to be cut away from her pedal, but that was not so much the fault of the skirt as of the dressmaker's bad work. Then there is a kind of flimsy "lining," which works easily into holes, and catches the pedal nuts. Both loose braid and flimsy lining should be avoided. If the braid were honestly double-stitched, and watched, and the bottom of the skirt lined, as so many dresses for walking now are, with about six inches of soft leather—then I think there would be less trouble.

An old member of the C.T.C., writing under the *nom de plume* of "Cleopatra," gives me some kindly words of encouragement, for which I thank her heartily. It is not all pleasure trying to do what one thinks is best for the interests of the sport as a whole, and sympathetic words like hers—and those of others, total strangers to me, who endorse my action, and thank me for the stand which I have made in the best interests of the pastime—are much appreciated. These show me that the game is worth the candle, and, so far from

detering people from cycling, the knowledge that Rational Dress is *not* necessary will tend to augment the numbers who are every day taking to the wheel.

I had an instance of this the other day. A couple of ladies were talking over some newcomers to the neighbourhood, and one said "But they ride bicycles!" "Tricycles also!" said the other. "Indeed! But bicycles—they can't be ridden except in—ahem!" When told it was quite possible to cycle in a walking skirt this lady was much amazed, and departed still a little bit incredulous. And this is a sample of what I get asked everywhere. The men I meet say that their wives shall not ride in such dress; the women ask me if it is *really* possible to cycle in skirts. I hear of many taking to the wheel in all directions, but only one rational dresser has been seen in and about within my personal ken—and the wearer of that is not quite an advertisement.

The *Ladies' Pictorial* is amusing in the recognition it at last awards to lady riders. It touches lightly on the Trafalgar Club and suggests: "It is only to be hoped that it will not induce young women who have no club grounds to ride in to monopolise the thoroughfares too pitilessly, under the impression they are doing something smart. The exercise is healthy," it concedes, "and within the limits of club grounds they can do no harm—or good either." With Miss Squeers we may ask "Is this the end?" Is the noble art of cycling to reach its zenith when riders make circles upon a track, like a kitten runs round after its own tail? A smart club *à la* Hurlingham will be a good thing—but far better the glorious spins over the highways and byways of this pleasant land of ours, with an honest blue sky above, and not the murky apology which does duty in town.

Talking about roadways, does any one mean to help with the Road Book? We all know the use it is when planning a tour to know which roads are good, which bad, and which indifferent, and I hope some will have enough *esprit de corps* to put themselves out of the way for the general good.

If any one—man or woman—wants to read a good practical article on cycling they should get the *Windsor Magazine*, and read that by Mr. Shorland. This gentleman writes as well as he rides—in first-class fashion. I am glad to see the emphasis he lays on boots. It is the fashion apparently to be rational and unconventional. I wish some reformer would arise to improve or abolish boots. Kniepp is advocating bare feet for children, and I believe is not averse to children of a larger growth discarding the oft-times fashionable instruments of torture. Cyclists *cannot* be too particular about their feet. The rule is, a person takes a certain number; well, there are many who by rights ought to have every pair of boots or shoes made to measure. We should have fewer corns if this were more often done. The shoe for cycling must be fitted to the foot, not shaped into a pointed atrocity till the unfortunate wearer has her foot deformed for life. As to the vexed question of large feet or small feet, no one can go against nature. If your shoes are well made, well kept, and neat, the question of size is one no one need be ashamed of. Another thing—for cycling shoes have *stitched soles*, not nailed on with those tiny brass nails; they have a tendency to work through, play havoc with the stocking, blister the sole of the foot, and generally the business end of a shoe nail is a thing to be avoided.

About the feet themselves, care must be taken after long rides—especially if a novice. A tablespoonful of borax in a foot bath of hot or tepid water is recommended as a means of keeping the feet sound. If they blister, a very good precaution is to soap the inside of the stocking before starting, changing directly the ride is over. Alum and water is also good for hardening the soles. I think I mentioned in my last article that cotton stockings are the worst things possible to ride or walk long distances in, so also are tennis shoes. They are undoubtedly good for the grip they afford on the pedals, but they "draw" the feet and cause blisters sooner than anything else.

Of course I hope and trust none of my readers will be so unfortunate as to come off their machines, now that active riding has commenced, but if they should do so, and unhappily cut or otherwise maul themselves in the process, they should not fail to have with them a small bottle of boracic acid lotion, and a big stock bottle of the same at home. For cuts, bruises, and grazes, this simple non-poisonous lotion is one of the finest things known. The proportions are 1oz. boracic acid, 25oz. water. Any chemist will make it up in a minute, or any one may carry the powdered crystals, and mix them with water when wanted. A servant of ours ran a rusty nail into his hand between the thumb and first finger—as every one knows, without the rusty nail superadded, a most dangerous place. I made him wash the jagged tear with warm water, and dress it with the boracic lotion, and to my surprise and relief, for I feared we should lose a valuable servant by lockjaw, the wound healed and no ill effects followed.

Easter tours will be on the *tapis* soon after this sees the light, and perhaps a few words on roadside refreshment will not come amiss. Of course every one has his or her own particular tastes about lunch, but I have always found minced-beef or pounded-egg sandwiches very nice and sustaining. The bread should be somewhat stale, and the minced meat lean only; a little ham mixed in also gives a relish. Potted meat I have not found half so good. Then for others the old Swiss fare of bread and cheese, sandwiches, chocolate, and raisins is very hard to better. The chocolate should be good, either Menier, Cadbury's No. 1, or No. 2 Mexican chocolate, or a new sort which is universally used by climbers and walkers in Switzerland, the Swiss milk chocolate, made by Daniel Peter, of Vevey. It can be obtained at Luck's, Charing Cross Railway approach, and I believe in other large towns of England. It is not sweet; it is very smooth and most sustaining. I strongly recommend it to volunteer cyclists.

The revelations in *To-day* have made every cycle writer anxious to declare that, whatever others are, *he* is above suspicion. I may mention that when I recommend anything in the "Ladies' Page" I do it knowing the things to be good, and not from having any consideration given me. Were such a course pursued towards me, it would be at once the signal for me to have nothing to do with man or wares. The Editor has given me a free hand, and I mean to say frankly when a thing is good, or when it is not, without fear or favour, and I decline to be bought on any terms whatsoever.



YORKSHIRE (WEST RIDING).

TO MEMBERS OF THE WEST RIDING.

It has been thought desirable, with the view of bringing the members of the C.T.C. into more intimate relationship with each other, and to infuse more life and enthusiasm into the Club in this district, to call a meeting of the membership at the Royal Hotel, Boston Spa, on Easter Monday, April 14th, 1895.

The following are the arrangements for the day:—

- 1.0 p.m.—Meet to take place at Royal Hotel; two hours interval for friendly intercourse.
- 3.0 „ Business meeting (see agenda).
- 4.0 „ Tea, 1s. 6d. each.
- 5.30 „ Social.

May I rely on your hearty co-operation in this matter, so that our meet may be a thorough success. Ladies and gentlemen, whether members of the C.T.C. or not, will be welcome.

P.S.—Consuls would greatly facilitate arrangements if they could kindly let the C.C. know the number intending to be present.

AGENDA OF BUSINESS MEETING.

- I. To consider the best method of promoting the interests of the Club—
 - (a) By the formation of a local branch for the West Riding.
 - (b) By periodical meetings in different parts of the district.
 - (c) By devising more efficient methods of canvassing for membership.
 - (d) By arranging joint runs.
 - (e) By any other method that may be suggested at the meeting.
- II. To consider in what way we can best recognise the long service of Mr. Poole (the late Chief Consul) to the C.T.C.

LEONARD KERSHAW, Chief Consul.

20, Gladstone Road, Halifax.

COUNTY OF NOTTS.

The first meeting this year of the Notts. members and friends will be held on Thursday, May 9th at the "Saracen's Head" Hotel, Southwell. Tea at five o'clock. Members and friends from other counties will be cordially welcomed as on former occasions. Those members and others who intend to be present at tea are requested to let me know by the previous Saturday in order that the needful arrangements may be made. The Nottingham members will fall in near the "Clarendon" Hotel, Nottingham, at 2.30 p.m. on the day named. The Retford members are requested to meet in the Square near "Scott's" Hotel, Retford, at two o'clock. The Worksop members who intend to be present are requested to communicate with the Consul, Mr. T. Chatterton, 37, Potter Street, Worksop.

The meeting will not be announced in any other way than through the *Gazette*. Short addresses will be given upon matters of special interest to members of the C.T.C. and to cyclists generally. Further particulars will appear next month.

It is intended to hold another meeting on a Saturday. Date and place will be arranged at the Southwell meeting.

JOSEPH W. WRIGHT, Chief Consul.

9, College Street, Nottingham.

GLASGOW AND DISTRICT.

A meeting of members will be held at the "Erskine Ferry" Hotel, on Saturday afternoon, 27th April, when the programme for the summer will be discussed and a proposal for a few short tours submitted. It is expected that admission to the Erskine Policies will be obtained, and that football and rounders will be allowed. Tea will be ready at 6.30 p.m. Weather permitting a pleasant afternoon will be spent, and the acquaintanceships of our autumn meeting renewed.

The general rendezvous will be Erskine, at 5.30 p.m., but the Consuls and Chief Consuls will leave the respective districts as undernoted:—

Glasgow Botanic Gardens Gate	...	4.0	p.m.
Do. Ibrox Station	...	4.0	"
Hamilton	...	3.0	"
Bothwell, Clyde Hotel	...	3.15	"
Paisley, Gilmore Street Station	...	4.0	"
Johnstone, Ludoire Square	...	4.0	"
Greenoch, Tontine Hotel	...	3.30	"
Dumbarton, Elephant Hotel	...	4.0	"

J. B. STEWART,

124, Cambridge Street, Glasgow. Chief Consul.



By C. W. BROWN.

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Front wheel hubs differ but slightly from those of driving wheels, the only alterations being that they are of somewhat smaller size and that no chain-ring is fitted. They are of two types, namely, cone adjustment and the newer and better collar adjustment plan. In order to show the general appearance of a front wheel hub, and to complete the series of bearings, I give one illustration, Fig. 8. This is of the cone adjustment type, and if the reader will compare it with

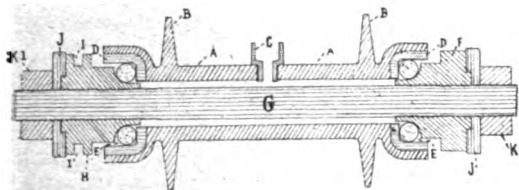


Fig. 8.

Fig. 1 [page 54, February Gazette], he will see that it differs from that only in the absence of the chain-wheel and chain adjustment washers. The parts of Fig. 8 are as follows:—**AA** is the body of the hub, **BB** the spoke flanges, **C** the lubricator, **DD** two hardened steel collars let into recesses in the ends of the body of the hub to form the ball-races, **EE** are the balls, **F** is the fixed cone screwed home against a small shoulder on the pin or axle **G**, **H** is the adjusting cone screwing on the axle and turned by a spanner fitting on the flats **II**, or sometimes provided with a milled edge. Both the cones **F** and **H** should have small shoulders to fit into corresponding recesses in the fork ends **JJ** as shown. The pin is held in position by the nuts **K** and **K1**, and the adjustment is effected by loosening **K1** and turning the cone **H** to the right, carefully following the instructions given with regard to the rear hub adjustment relating to Fig. 1, already mentioned. In placing a front wheel in a machine always see that the adjusting cone is on the left side so that should the locking nut come loose the tendency of the bearing will be to unwind the cone and not to tighten it, as would be the case were it on the right hand side of the machine and the usual right-handed thread employed. Further, always see that the small shoulders of the cones **F** and **H** are properly home in the recesses of the fork ends **JJ** before the locking nuts are tightened, or the cones may be broken. Always fasten the pin securely in the forks—seeing, of course, that the wheel is central—by the nut **K**, before proceeding to properly adjust the bearing by the cone **H**. I need not give an illustration of the newer pattern of hub with collar adjustment, for reference to Fig. 3, [page 55, February Gazette], will show this pattern, the only difference being the absence of the chain-ring, as shown in the illustration of the cone adjustment type just described.

One of the most important bearings of the modern safety is the head, and upon its proper construction and efficient adjustment a good deal of not only comfort but actual speed

depends. Yet this bearing is often neglected by the rider more than any other, while its real importance and the correct method of its construction are not fully understood by the trade. I will first describe the ordinary ball-socket head as at present made, and will then briefly treat of its glaring defects, which are at present generally ignored by most manufacturers.

Fig. 9 shows a ball-socket head of the usual type. **AA** is the short piece of tube brazed into the lugs **BB** and **CC** which forms the body or socket of the head. The lugs **BB** and **CC** are each recessed at the extreme ends of the socket to receive small hardened rings **FF** which form portions of the ball-races. They also receive the horizontal tube **D** of the frame and the lower tube **E** respectively. Through the socket **AA** passes the steering-post **HH**, constructed of tubing sufficiently small to allow a space of from $\frac{1}{16}$ th to $\frac{1}{8}$ th of an inch all round. This tube passes through the central holes of the crown plates **II** to which it is brazed, and should be

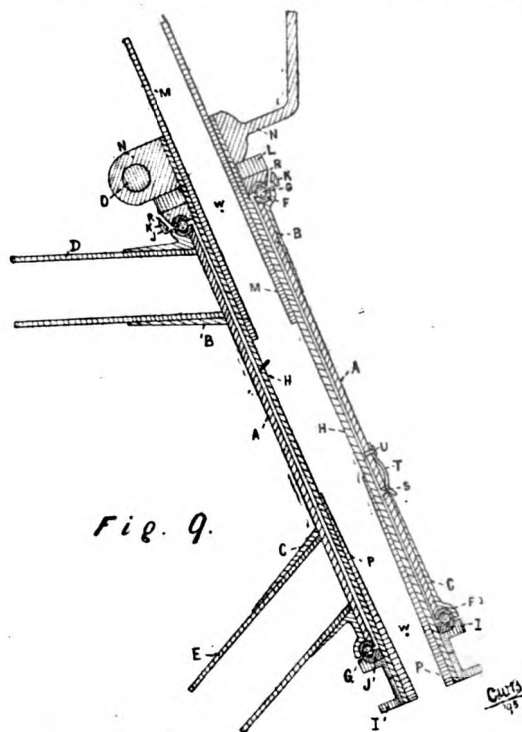


Fig. 9.

further strengthened by a bush or liner **PP**. The upper crown plate is recessed to receive a hardened ring **J1** which forms the second portion of the lower ball-race. The upper end of the steering-post **HH** is provided with a thread for a little distance above the socket of the head, and sometimes to its end, but more frequently the end is slightly swaged down above the thread and is left plain to receive the handle-bar clip, which is often combined with the lamp-bracket, as shown in the figure at **N**. This clip is split, as is the top of the steering-post for about an inch and a half down, so that by tightening the bolt **O** the clip and tube are contracted round the handle-bar stem **MM**, which is thus held securely. On the threaded portion of the steering-post the collar or ring **K** screws. This collar is either entirely hardened, or is recessed to receive an inner ring of hardened steel, which forms the top portion of the upper ball-race. The collar is turned by a claw spanner fitting into the holes **RR**, which are often drilled completely through the ring in order that they may

act as lubricators as shown in the illustration, or by either a milled or hexagonal edge, and is locked in any required position by the nut **L**. **S** is the lubricating hole for the bottom ball-race, covered by the spring **T**, which is held in position by the screw **U**, and keeps out dust. This lubricator is not often found even on first-class machines, as manufacturers are content to allow the bottom ball-race—which by the way has by far the greater strain of the two—to be lubricated by any overflow of oil from the top race, which may chance to run down the inside of the socket of the head. The lubricator **S** should always be insisted upon.

The method of adjusting this ordinary pattern of head is as follows:—Should the bearing become loose, which may easily be detected by standing beside the machine, grasping the handles and lifting the bar up and down, when the slightest give will be at once apparent, the nut **L** is loosened and the collar **K** turned round a little to the right, thus screwing on the steering post **HH** and tightening the balls **GG** between the hardened rings **J**, **F**, **F1**, and **J1**, in the V-shaped grooves in which they work. The collar **K** should only be turned a little at a time, and the nut **L** should be tightened enough to hold the collar at each trial, as its pressure helps to tighten the bearing by tending to push the collar **K** down on the thread of the steering post **HH**. When there is positively no shake in the bearing and yet the head works perfectly freely, the adjustment is complete and the nut **L** may be finally tightened. Sometimes, however, when a head has been much neglected, the cross strains to which this part of the machine is necessarily subjected will have worn the bearings slightly oval, and when this is the case proper adjustment cannot be attained. With a little attention, however, such a thing should never occur. It will be noted that the balls in a head do not make a complete circle of the bearing, but have a backwards and forwards motion, so that they seldom change places. Sometimes a head which has been neglected may be improved slightly by turning the steering post completely round about three or four times, if the front wheel will allow of this being done; or if the wheel will not pass under the backbone **E**, and it is not wished to remove it from the fork, the nut **L** may be loosened, and the collar **K** screwed up a bit so that the socket may be lifted a little and the balls pushed round for about a quarter of the race with a piece of wire. This will place the principal strain, which is mainly across, from front to rear and *vice versa*, upon fresh ones, but the improvement will be very slight, as the wear on the balls is infinitesimal compared with that of the races themselves. A little thought will show that the head of a bicycle works under vastly different conditions from those applying to the bearings of hubs, crank-brackets, and pedals. Not only do the balls never make a complete circuit of the bearing, but they have two distinct motions. One is to roll either backwards or forwards in the V-shaped races commonly employed as in the ordinary head-bearing, and the other is a side-motion entailed in describing the arcs of circles of which the points **WW** in the illustration are the centres. Fig. 10 will show my meaning better. **A** and **B** are the upper and lower portions of a ball-race of a head, the point **W** being the centre of the circle. **C** is the ball, and it is obvious that its points of contact with the races on the side nearest the point round which it has to revolve, and in doing which its secondary motion is occasioned, should be closer together than those on the outside, since the inside path or circle must necessarily be the smaller. Fig. 11 shows a ball race of a head as properly designed, and it will be seen that the points of contact on the side of the ball **C** nearest the point **W**, the centre of the circle to be described, are nearer together than those on the opposite or outside owing to the peculiar angles of the races. The dotted lines **DD** merely show the rounding of the extreme angles, which it is advisable to leave in order to prevent any tendency to split and do not effect the result so long as the balls do not touch the bottoms of the grooves. Fig. 12 is the simple formula for obtaining the correct angles of the grooves, which would vary in proportion to the radius of the circle and the

size of the balls used. The explanation is very simple:—Take a straight line **WB** and consider **W** as the centre of the circle of the bearing. Mark the radius of the circle to the centre of the ball **C**, and draw the perpendicular line **DE** as a guide. Now describe the circle **R** the exact size of the ball to be used in the bearing, and from the same centre describe a second circle **G** exactly three-fourths the diameter of **R**. From the point **W** draw two lines **WH** and **WI** at a tangent to the circle **G**, and note the points at which these lines will cross the outer circle **R**. These points are shown at **J**, **K**, **L**, **M**, and at each of these a tangential line must be drawn, the

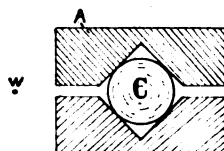


Fig. 10.

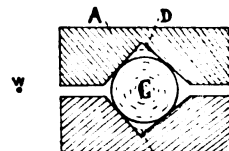


Fig. 11.

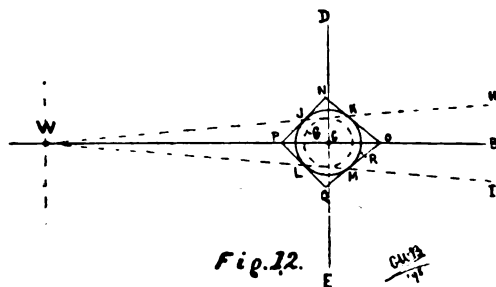


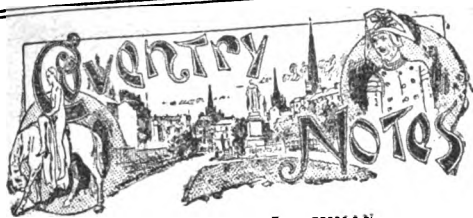
Fig. 12.

four lines meeting at the points **N**, **O**, **P**, **Q**. These lines will give the required angles of a ball-race which shall allow the ball to travel with two motions, neither of which shall affect the other, so that the inner side shall move in a smaller path than the outside, which it cannot do in a race cut as shown in Fig. 10 without slipping, and consequent extra friction. It will be noticed that if lines be drawn from **J** to **L** and from **K** to **M** the lines **JK**, **KM**, **ML**, and **LJ** will form a conical roller, which would, if set in motion on a flat surface, describe a perfect circle round the point **W**, which is exactly the secondary motion required in the balls of a head.

(To be continued.)

LUGGAGE BAGS.—A member residing in Persia writes:—“I notice in the January *Gazette* that No. 1717 inquires about luggage carriers to fit in the framework of safeties. I have used for some time one of that kind, and find my machine travels much better than when I carried luggage on handlebar or over the front wheel. A stiff leather bag would chafe the knees if made too wide, but one of the proper width, and slightly narrower at the top, would do much better than the usual carriers for over front wheel. I use a thin soft leather bag strapped to top tube, diagonal, and bottom tube, when full. If half full I fold the surplus over and strap it down; if empty I roll it up and strap it to the top tube. This kind I find very light, strong, and adjustable for varying amounts of luggage. It may not look so nice as a stiff leather bag, but it serves its purpose under all conditions much better.”

[The idea is ingenious, and we hope some enterprising bag maker may profit by “the wrinkle” and put a good valise of varying capacity on the market.—Ed.]



By G. DOUGLAS LEECHMAN.

I had the pleasure of attending the Manchester Show again this year. As a show it was a great advance and a great success, but there were not many novelties calling for attention. Robertsons Ltd. showed a special form of bottom bracket that is worthy of some notice. The back stays were brought straight to the bridge, and there terminated, while from the centre of the bridge a tube of about 1½ in. diameter ran forward to the barrel of the bracket. This should be a very rigid construction for a narrow tread machine, especially as the barrel, tube, and bridge were all cast in one piece.

If the flattery of imitation is anything to go by, the makers of low grade machines seem to think a good deal of the genuine barrel bracket. Not content with adopting the cylindrical form of the bracket, and disguising the form of the lock nuts, I noticed that one firm went so far as to provide projections on its cup-and-cone bracket, similar to those used for locking the discs in the other kind. The novice needs to be careful nowadays. Another make of machine was constructed with two rolls of balls at each end of the bracket and driving hub. These bearings were arranged on the cup-and-cone system, and the cones had each two grooves in them instead of one. The cups had long tapered inner surfaces. In such a thing as a ball bearing, where there is so little opportunity for mutual give and take, I think it would be almost impossible to get both rows of balls to do a fair share of the work when constructed on these lines, provided all the parts were properly hard. Further, I do not know that any appreciably better result would ensue from the distribution of the friction over the four rows instead of the two. The Ralpho bracket was a cross between the old style and the new. The parts were in the positions of a cup-and-cone bracket, but the cones were turned in one with the axle, and the bearing was adjusted by moving the cup; it was screwed outward to tighten the bearing, instead of inward. The object was to get the balls farther apart than in the Humber bracket, but I do not think there was much gain in this direction, except that the bearing would get wider with wear instead of narrower.

I have for some time been coming to the conclusion that to obtain the best result in a bearing the inner ball race must be as small as possible. Supposing a wheel were set up in a bearing arranged round the rim, on being spun it would stop almost as soon as the power were removed; but the smaller the bearing was made the longer the wheel would continue to spin. The innate friction of a bearing would appear to vary as the length of the radius of the inner ball race; the longer the radius the more leverage the friction has on the wheel. I am not at all satisfied that we have arrived at perfection in other details of our bearings, and may refer to the matter again next month. To return to Manchester.

Scott's spring frame was shown in an improved condition. The back stays are hinged behind the bracket, and the back fork rises vertically from the axle, the top of it being linked to a rearward extension of the upper backbone; the motion of the link is controlled by a spring. The front fork is hinged at the crown; I do not like this, as the least looseness at the joint is greatly magnified at the point where the tyre touches the ground, further the line of motion is backward and downward instead of backward and upward.

Two new patterns in tandem safeties were shown having the socket tube of the rear handle carried right down and

fixed to the front chain stays, thus becoming an additional and strengthening member of the frame; this is specially valuable in the "Triumph" which is stayed on the horizontal system. The "Rothwell" frame is triangulated, two ties running from the rear bracket to the front saddle pillar lug. The "Manchester Express" tandem, or rather one pattern of it, was made with a drop back, and the rear rider's handle bar was attached to her saddle pillar and came round the sides, as on the "Humber" tandem tricycle.

Beale's pneumatic hub was compact and much steadier sideways than these things generally are, but it was heavy; the transmission of the driving power to the rear wheel was neatly effected through slides working at right angles to each other.

The Helix, Collier (two speed), and Boudard gears were represented, the last being efficiently cased. There was also the "Mitre" safety as exhibited at the Stanley; I think my friend Mr. Brown overlooked it. The driving gear was duplicated, i.e., there were a pair of chain wheels and a chain on each side of the machine; there was a tandem at the Paris Show with duplicate gearing at the back, though the front was single. At first I was disposed to condemn the idea, but that was probably due to my being accustomed to do so when the duplicate gearing was provided for two-speed purposes, and only one gear was in use at one time. Here, however, both gears are always in work, and the consequence is that side strain is abolished from the bracket and hub bearings. With the two-speed contrivances there was always the probability that one set of gearing would be used more than the other, with consequent inequality of wear and impossibility of adjusting the chains satisfactorily. But in the "Mitre," even if the two gears not set up quite equally in the first place, or if for any reason one gets slacker than the other, they will always tend to wear to an equality, for the tighter one will get all the wear until it gets just as slack as the other, when they will be in tune again. Almost always the two gears would be equally in action, and any sideways give would be resisted by the opposite chain. It may not be worth while on a single machine, though I should not like to say it would not, but on a tandem it might quite likely prove a valuable modification, as tending to diminish the bowing to which these long frames are liable. With two chains at the back, and the front one arranged in the centre, there need be no side spring in a tandem frame, and the tread might be kept if not quite, yet almost as narrow as on a single. By advocating a central front chain I am not advocating the mounting of each crank axle in two separate bearings; the right way to do it is that adopted by Humber, Synner & Co. The "Humber" pattern brackets are swelled in the centre large enough to contain the wheels carrying the front chain, and these wheels are fixed on the centres of the respective axles. Apertures are cut through the enlarged parts of the brackets for the passage of the chain. Thus, though the chain wheels are fitted between the rows of balls, there is only one bearing for each axle, and it is adjusted by moving one of the discs in the usual way. A similar arrangement might, I think, be applied with advantage to the crank axle of the tricycle; this would combine the single adjustment of the safety bicycle bracket with the central chain, and the eccentric chain adjustment could be employed as on the "Humber-Synner" tandem. Again to Manchester.

The Pollitt tricycle was of the Phantom type—single rear-driving and double-front steering, something like the Olympia tandem but arranged for a single rider. The frame was kept low and the handles were independent, each rising up from its own head. A crossbar below the frame connected the steering wheels differentially. The low frame and open front make the machine very suitable for use by ladies and as a type it is both light and fast.

Tyres were fairly represented. The International is something like the Dunlop but the round wires are replaced by flat metal bands with the ends hooked together. Robertson's

tyre has the ends of the wires connected to two small eccentrics fixed to a spindle. The spindle projects through the rim and balances the valve; to tighten or loosen the cover the spindle is rotated and the eccentrics spread or contracted as required, carrying the ends of the wires with them. The Simplex was another new introduction: the cover encircled the air tube, and was lined with a special fabric in which the threads crossed at an angle greater (or less) than a right angle and ran more nearly parallel to the length of the cover than transversely to it, so that the tyre contracted on to the rim when inflated and an approximately tangential pull was obtained from the rim to the tread. The edges of the cover were made into a hooked form by an insertion of crimped wire and engaged in each other. The Scottish tyre was shown with further improvements, but I am describing it in another column. The W. & A. Safe tyre was there in full force from the $1\frac{1}{4}$ lb. racing, to the vehicle. I have had the pleasure of a short trial of this tyre and was certainly surprised to find how near to the pneumatic it came. The internal construction gives it a somewhat corrugated tread which is well calculated to prevent side-slip or skidding; for those who are "off" pneumatics I know nothing better.

Present appearances indicate that we are in danger of a reversion in the matter of handlebars. The great width necessary to overcome the steering peculiarities of the early safeties is no longer required, and we have lived to see the folly of much "dropping" or curving down. For both reasons we are now able to reduce the length of tube, and correspondingly increase the stiffness of what is left. But that is not the only point to be considered. If the handles be brought closer together than the shoulder joints it is obviously impossible to get a fair pull at the handles without contracting the chest, and this will very soon "blow" the rider, not to mention any injury that it may do to his constitution. There is quite a rage in America just now for contrivances which allow the handlebar to be set at various angles to the head, thus in a rough way raising or lowering the handles. Such arrangements are nearly always loose in the fitting, and they upset the pitch of the handles, which ceases to be comfortable if set far from a certain angle—about 35 degrees with the ground. If any rider cares to alter the position of his handles according as he is going to "scorch" or "potter" he can do it now in an ordinary English machine by simply lowering or raising the handlebar stem in the head. This may involve altering the brake, but with the Yankee notions it is impossible to fit a brake of the usual simple construction at all. If one could drop the handles a few inches at will while riding it would no doubt be a convenience, especially in hilly districts; for though one cannot ride up a long hill with arms at full stretch, still one does not want to have the reach in effect made shorter and shorter as the hill gets steeper, and that is what it amounts to with the usual bar. If any special contrivance be worth while, I think the object might be attained by dropping the bar more than usual, and turning the ends up and forward to carry the handles in the present position; then, when one wanted a longer reach for the arms, the parts of the tube lying below the handles could be grasped. The brake lever would be made to operate from the handle as at present. There are several other ways of arriving at the same end, but perhaps not quite so simply.

The question of width of tread is one of considerable interest and some difficulty. As often happens, a closer study of the subject leads to modification if not change of view. The matter involves two points: the effect upon the rider, and the effect upon the machine. What is beneficial to the one may be detrimental to the other. Taking the rider first, I think there can be no doubt that the feet do pass each other very closely in walking, and in fast running they probably curve a little in their motion, so that the foot-steps all (both right and left) fall into one line, and the reason is because the work of running is harder. Though the position in cycling is, or should be, more like sitting, yet

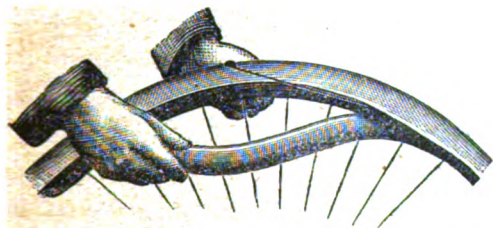
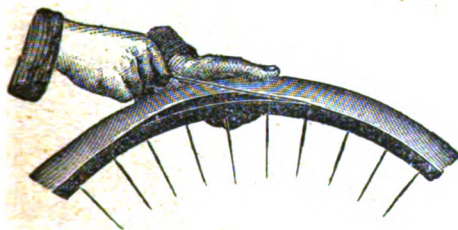
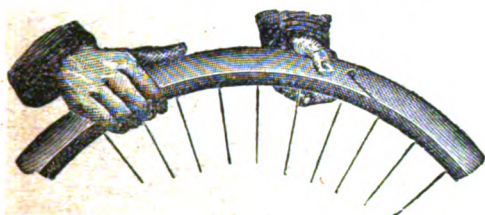
the work to be done resembles in several important respects that of walking or running. In each case mainly one leg is in operation at a time, and the extension of the leg takes place between the weight of the body and the ground or pedal. To make the most use of the weight of the body it should be balanced over the part of the leg that is applied directly to the ground or pedal; in other words, the foot should be brought into the central plane of the body, and the tread should have no width at all. In the other direction the weight may be brought over the foot either by leaning forward or by pulling at the handles. Even for ordinary road work we require all our available resources and incidental advantages to facilitate climbing hills and fighting against the wind. Purely from the rider's point of view, therefore, theoretically the narrower the tread the better; but there may be other factors in the case to modify the theory. Turning to the machine. The bottom bracket and its supports have to withstand the lateral leverage caused by the downward pressure alternately exerted on each pedal, and also the continuous backward pull of the chain on one side only, usually the right. To reduce the sideways pedal leverage on the bracket alone, the feet should be brought as close in, not necessarily to one another, but to the ball races at the respective ends of the bracket. The cranks are now often set fairly close in to the ends of the bracket, especially when of the "Humber" type, but there is almost always an extravagant waste of space between the body of the pedal and the face of the crank. This no doubt arises from makers quoting the length of the axle as the width of the tread, which it is not. As different people require pedals of different width, the fairest measurement would be between the insides of the inner pedal plates. To withstand the pull of the chain, the chain itself should run as nearly as possible to the centre of the machine, and the crank-axle ball race should be carried as nearly up to the plane of the chain as possible, or even through it. In this connection the position of the other ball race is comparatively insignificant, and if the left crank can be set in a little closer to the centre of the machine, because there is no driving gear to clear, I think the left corresponding (left) leg, which is usually the weaker, may as well be given the advantage of the better position, and the leverage of the pedal on the bracket and frame reduced at the same time. One of the advantages of the crank-carried chain wheels that are becoming so common is that, as they occupy no space on the axle, they allow the bearing to be carried right out to the crank, though the opportunity is by no means so often availed of as it should be. The lateral strain upon the frame at the crank bracket is no doubt in proportion to the actual width of tread. The consequent lesson therefore appears to be: Reduce the lateral leverage of the pedals on the crank axle bearing to the lowest limits, carry the chain as near to the centre as possible, and extend the ball race on the chain side as far as possible relatively to the chain; otherwise, make the tread as narrow as is consistent with the well-being of the other parts of the machine.

It may be well to recall the fact here that if the ball race on the chain side be carried beyond the chain line, the pull of the chain no longer sets up a cross strain on the whole bearing, but a like, though very unequal strain, on the two rows of balls, and both members of the back stays are thrown into compression (so far as this strain is concerned), instead of the chain stay alone being in compression and the other in tension. The nearer the ball race to the chain line, whether inside or outside of it, the less the strain on the ball-race at the other end of the bearing.

LOCAL CLUB DOINGS.—The Ealing District Cycling Club has just wound up the year by adopting a satisfactory and gratifying report, in which an increase of membership is recorded. Books of rules and programmes for the coming season have also reached us from other similar organisations.



The Scottish pneumatic is one that is clamouring most earnestly for consideration at the present time, and it has good grounds for claiming attention. It is a wired-on tyre with separate air tube. Both edges of the cover are alike, so I need describe only one of them. The wire lies in a sheath as usual, and is just long enough to go round; to each end is secured a small boss. These bosses have a hole through parallel to the wire, one is tapped with a right hand screw thread, and the other with a left. Into the holes in the bosses is screwed a short bar, also screwed with a right hand thread at one end, and a left at the other; one end of the bar is continued in a light wire which is provided with a flat metal handle at the end. It is evident that by twisting the handle the bar is rotated, and this causes the blocks

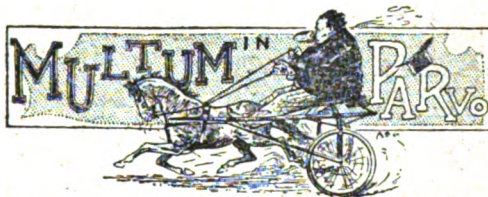


to travel along it, either towards each other or apart, and this in turn tightens or loosens the wire ring in the edge of the cover. Supposing the tyre requires to be opened, it is deflated and the cover pulled inwards away from the edge of the rim; this is continued round the wheel until the handle is disclosed, when it will spring up as shown in the first figure. Hold the wheel with the left hand, and with the other turn the handle five or six complete turns to the left; this will separate the blocks and enlarge the wire ring, causing the edge of the cover to bulge up as shown in the second figure. Hook the fingers under the edge of the cover and run them round the wheel; this will open the tyre, and the air tube can be withdrawn, as in the third figure. The way to close the

tyre will be obvious; the air tube is replaced and partly inflated, the edge of the cover is put back in the rim, and is secured by turning the handle to the right until one feels that it is "up"; then the handle is tucked under the edge of the cover, and the inflation may be completed.

The details of the tyre are very well carried out. The wires are chemically treated to prevent rust, and the screwed parts of the fastening are enclosed in the edge of the cover, only part of the handle lying outside. The cover may be had with a non-slipping tread, consisting of deep grooves set longitudinally, after the manner of Hancock's non-slipping tyres in the solid days. The inflator is a large one, about 18 inches long by 1 inch diameter, telescopic handle. The connecting-tube is detachable, and may be stowed away in the piston rod, while a neat dust cap covers the screw hole from which it is removed.

I have had one of these tyres running on my front wheel for some months, including the past wintry weather, and when I removed it last night it was in first rate condition. It is particularly easy to manipulate, and its fastening is independent of inflation. I am having it fitted to both wheels of my new machine.



TO LIVERPOOL MEMBERS.—We are asked to state that "Robinson & Price, Ltd., have just opened a branch depot at 21, Basnett Street, Liverpool, for the display of the 'R and P' Cycles, so favourably known for high class work. This central position will be particularly convenient for members on the Cheshire side."

SIGNS OF THE TIMES.—At the last annual dinner of the London County Cycling and Athletic Club, the chairman, Sir W. T. Marriott, Q.C., M.P.—who is an enthusiastic cyclist—when proposing the toast of the evening, said that all the rich classes were now taking to cycling heart and soul (cheers). He had heard that in America cycling was so common that everybody who walked had to carry a bell, so that the cyclist might know when a pedestrian was approaching (laughter and cheers). He (the chairman) had no doubt that it would soon come to that in London, and a very good rule indeed (laughter). It would relieve the cyclist of a great deal of bother, and make the wretched foot-passenger know what were his duties to society (great laughter). He mentioned that in the House of Commons a question had been put as to a case of running down a nursemaid and a perambulator containing two babies, who were both killed, it was alleged, by a cyclist, who rode away. It was further asked if special legislation was not necessary. The Home Secretary, on making inquiries, informed the House that the babies were uninjured; that the cyclist did not run away, being himself upset; and that fewer accidents were caused by cycles than by any other class of vehicle throughout the metropolis (cheers). Cyclists were now very differently regarded by the owners of vehicles, and a great many of those who drove four-in-hands now rode bicycles themselves. What was needed was perfect good feeling all round, and all should try to make the navigation of the streets as easy as possible (cheers). In concluding a warm tribute to the benefits of cycling, the Chairman said that it preserved youth for us all until the day we died (loud cheers).

"THE CYCLE."—An eminently readable article upon this topic appeared in the last issue of *The New Review* from the pen of Mr. J. K. Starley, the inventor of the modern rear-driver.

TO MEMBERS GENERALLY.—Through a printer's error the final line of the last *Gazette* was dropped out of page 92. The words it contained were "the tram rail be taken at a wide angle.—Ed." We regret the omission, but as time did not admit of our seeing final proofs in page form, we cannot upon this occasion personally accept even a share of the blame.

STORAGE AT SURBITON.—Mr. W. S. Bonnett writes:—"Cyclists resident in and around Surbiton can stable their machines at a low yearly or monthly charge, at Mr. T. W. Lake's new premises in Victoria Road, close to the Surbiton Station. Accommodation of this kind was provided for some time by another tradesman in the same road, but had to be discontinued owing to the place being let for other purposes."

TO EASTER TOURISTS.—The many members who will be awheel at Easter are reminded of the fact that the holiday will bring with it many opportunities of securing desirable candidates for admission to the C.T.C. All who have provided themselves with a copy of the new Handbook will have at their disposal blank forms of application, of which good use can be made, and we hope as a result to see a record list for "the merry month of May."

"NAIRN'S NEWS OF THE WHEEL."—When commenting in a recent issue upon the advent of this our latest contemporary, we referred our readers to the advertisement pages for further particulars. The advertisement pages were, however, innocent of any reference to the paper, and as a consequence we think it desirable to say that it may be obtained of Barber, Cursitor Street, W.C., or through any newsagent.

"AS ITERS SEE US."—The *Sunday Times* is not without a good word for the Club, *vide* the following:—"The report to be presented at the annual meeting of the Cyclists' Touring Club next Friday is, on the whole, a satisfactory one. The number of members, it is true, is less than at the end of the previous year, but the reduction is but the natural corollary to the increase in the subscription. A membership of over fourteen thousand is by no means to be despised, and the way in which attempts are made from time to time by interested parties to discount the status, value, and importance of the Club are deplorable and contemptible. The Cyclists' Touring Club has done, and is doing, a large amount of good work for cycling and cyclists, and now that the pastime is becoming 'fashionable,' with a consequent extension of privileges in prospect, a due meed of praise should not be withheld from those who have borne the heat and burden of the day."

The *Greenock Telegraph* also pats us on the back:—"We would advise intending tourists to begin now to plan out their summer tours. Much of the enjoyment of these comes from the careful preparation that has taken place beforehand. As a preliminary, we would recommend our cycling readers to invest 3s. 6d. in the membership ticket of the C.T.C. Its monthly *Gazette* will put him up to many points essential to his enjoyment, while its army of consuls and chief consuls can always be laid under contribution for gratuitous and freely-rendered advice." Other papers please copy.

A GOOD OMEN.—The candidates for the present month number 520, as opposed to 367 for the corresponding period of last year. "A long pull, a strong pull, and a pull all together" would result in a "record" year.

THE CAMPS.—The Northern Counties' Camp, for so many years held at Harrogate, is to be removed to Scarborough, and the Southern Counties' fixture is to be completely reorganised with a view to recovering its lost popularity. We are, however, afraid that Camps have had their day.

THE COMING SEASON.—Members who are interested in the development of local meets and runs will find several announcements under another head worthy of their attention. Residents in the West Riding of York, and in Glasgow, Nottingham and neighbourhood are being specially catered for.

ANOTHER CONCESSION.—At the moment of going to press we hear from Mr. R. T. Lang, the hon. secretary of the Northumberland and Durham District Association of the C.T.C., that the agitation set on foot by that body for reduced rates for the conveyance of members and their machines on the North Eastern line has been successful. Further particulars will appear in the next issue, but those who would benefit by the arrangement at Easter should put themselves into communication with Mr. Lang, whose address is 27, Westoe Parade, South Shields.

"HEAR, HEAR!"—Mr. G. J. Chapple, of Westminster, the member to whom we last month acknowledged our indebtedness in the matter of the agitation for the use of the roads in Hyde Park, tells us that, as Chairman of the Works Committee of the local Vestry, he is able to report that they are boring smaller holes in the new sprinklers of the water carts, so that in future the dust may be adequately laid, and a running puddle avoided.

PUNCTURE PROOF TYRES.—It may be considered a somewhat sweeping assertion to make, but not one of the puncture-defying devices we have as yet seen, has so far impressed us with its value that we have been able to recommend it to enquirers. The Puncture Proof Pneumatic Tyre Co. have, however, at last come so near to the ideal that we are able to say we believe they have solved the problem of how to defy punctures without materially decreasing the resilience of the tyre. We are having a pair of these tubes fitted to a machine, and as soon as we have subjected them to a practical test we will report further.

TO FRENCH TOURISTS.—Members who may contemplate touring in Normandy and Brittany at Easter may be glad to hear that Caen has been added to the list of French ports at which the ticket of membership of the C.T.C. is an *open sesame*. The London, Brighton and South Coast Railway Company will, on and from the 1st of May, develop their present communication between Newhaven and Caen into a regular passenger service, and will run boats each way three times a week.

Pressure upon our space necessitates the holding over of The Companion to the Road Book (illustrated), Wheel Wanderings, Jetsam and Flotsam, Correspondence, and other interesting matter.



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.

SIDE-STEERING TRICYCLES.

Sir,—I have ridden the tricycle for nearly thirteen years now, and agree with your correspondent in his plea, in the *March Gazette*, for the return to the side-steerer, as I find the bar-steerer cramps the rider, requires, generally, his two hands to steer straight, requires more room to turn in, is not so easy to turn, nor so safe (if any speed is on), and is generally more unmanageable and uncomfortable in this our hilly country. Our old friend *Bicycling News* in its issue for June 8th, 1887, says:—"We have personally always looked on the 'Cripper' or handle-bar steering system for tricycles as principally a 'sop' to old bicyclists. We do not believe that there is any power gained, except that which arises from imagination, by adopting a handle-bar instead of side-handles. . . . An open front, particularly in a tandem, is not to be pooh-poohed, and lessened vibration would be welcome to all."

I can personally testify to the greater comfort, greater power, greater speed, and longer distances feasible, provided the side-steerer be the machine ridden. It is, in my opinion, quite three or four miles an hour faster than those of the "Cripper" type. As my first tricycle was the good old "Arab," and I have also ridden the "B.S.A.," the "Marlborough Club" (bar-steerer), Singer's "Apollo" (side-steerer), the "Royal Mail," the "Centaur," the "Matchless," the "Rudge," with the two small side wheels and one large one, the "Howe" tricycle, and some dozen others, latterly (since 1888 or 1889) of the handle-bar order, I think I may fairly say I have had considerable experience in tricycle riding, and I will add that I have never felt so safe, nor so comfortable, as when on the side-steerer. Why did not the makers of the side-steerer take the hint "B.N." gave them in the paragraph from which I have quoted? If a return to the side-steering tricycle—but with adjustable handles—comes about, I for one will hail such return with enthusiasm, and cycling for me will be less of a toil and more of a pleasure, and more beneficial to my health than it now is.

The importance of the subject is the only excuse I can find for the length of this letter. C.T.C., No. 3134.
Ryde, Isle of Wight.

THE RIDGE TYRE.

Sir,—I observe from your foot note in the *March Gazette* that only two letters had been received on this subject. If further experience is desired by your February correspondent I give mine for what it is worth.

I have ridden the Dunlop longitudinal ridge over several thousands of miles during the last year, and, comparing it with the ordinary Dunlop, I find:—

(1) Resilience.—On good hard dry roads it is rather less resilient, on muddy and dust-covered roads it is more resilient than the plain tyre. The reason for this is that the ridge acts like the keel of a boat, piercing the mud or dust and reaching the hard bottom of the road, whereas the plain tyre swims on the mud, losing its resilience.

(2) Side Slip.—In this respect it is thoroughly satisfactory. I have driven through the greasiest of roads without any tendency to side slip.

(3) Puncture.—It has been well tested, 6000 miles without a single repair. I have frequently found a thorn in the ridge which had failed to reach the inner tube. As to tramway lines I have found no trouble, but of course a cyclist must take the lines at a sufficient angle, otherwise he will come to grief.
R. BRUCE ARCHIBALD. No. 8409.

Sir,—For the information of your several correspondents who have spoken so kindly of Dunlop tyres with Ridge covers, will you allow us to explain that we discontinued using these covers in consequence of our experiments showing the greater superiority of the Welch covers, which are even less liable to slip than the Ridge, and possess the advantages of not slowing the tyre (as the Ridge did under certain conditions), of taking brake wear better, and not throwing the mud so much as either the Ridge or smooth covers. They are also free from the disadvantage noticed in the case of the Ridge tyre, of catching in tram lines.

We regret to notice that two of your correspondents complain of dictatorial treatment on the part of the Company. If either of the gentlemen will have the kindness to write to us detailing particulars of the occurrence complained of, they will find every disposition on the part of the Company to meet every reasonable demand.

Possibly the tyre which your correspondent "Value for Money" found so unsatisfactory was an imitation Dunlop, of which we regret to say there are many in existence. Our tyres are guaranteed for twelve months and we are perfectly willing to interpret our guarantee liberally.

THE PNEUMATIC TYRE CO. LTD.

THE IMPROVED GAZETTE.

Sir,—Allow me to pick up the gauntlet thrown down so jauntily by Mr. Faulkner, and vindicate the course pursued up to the present by the Council. The best answer to his query—"When are we going to have the *Gazette* issued weekly?"—is to be found in the Balance Sheet, or rather the Revenue Account, which shows there was an actual loss of £532 8s. 4d. on the *Gazette* for 1894. A weekly number during the riding season, plus the monthly ones after closure, would mean about 36 numbers per annum. Now, sir, if 12 numbers cost £532 8s. 4d., how much 36 numbers will cost is a problem any fairly intelligent man who has penetrated as far as the rule of three in the science of figures can solve, providing always you allow him plenty of time. I am delighted to see that we practically closed the year with a profit of £23 14s. 4d., but this would not materially assist in settling the extra liability of £1064 16s. 8d. with which Mr. Faulkner desires to saddle us. Supposing Mr. Faulkner received *carte blanche* in Club affairs, do you think the contingency of the C.T.C. becoming involved in financial difficulties would still be as remote as was believed when drawing up the prospectus, stating that no portion of the member's liability was ever likely to be called for?

Before proposing fresh outlay it is generally thought better in a well-regulated family to consider where the funds are to come from, and as far as I can see from the study of this and previous Balance Sheets, I do not believe any sane man with a knowledge of the position would sanction a plan involving such a tremendous expenditure on the *Gazette* alone. The doubtful theory that a *Gazette* improved to the tune of £1064 16s. 8d. would produce a greatly increased

sale need scarcely be taken into consideration when one remembers that the total sales for 1894 only amounted to £4 13s. 6d. [This represents the sale of back numbers to members of the Club.—ED.] What if the sales *did* advance by 500 per cent?

The second point raised by the "plaintiff" is the value of the *Gazette* as an organ of intercommunication between members. I believe the delay complained of to be a blessing in disguise, as the quarantine of some thirty days places a check on John Bull's notorious passion for rushing into print and inundating one with trashy lamentations. Any serious subject a member may wish to discuss with his *confrères* will not be hurt by a few weeks' respite, and a less important question had far better be addressed to the Chief Consul set over the respective district, or to the Secretary direct. The only *désagrément* I find in a monthly issue is the delay caused to cyclists desiring a companion for a prospective tour, but that might, I think, be easily remedied.

As Mr. Faulkner refers us to the British Medical Association, I trust he will excuse a question which undoubtedly contains the matter in a nutshell. What is the subscription? If the Journal is in its line superior to the C.T.C. *Gazette*, and the paper and type so much better, I shall be surprised to hear that the subscription is on a level with our purely nominal one.

Though one of those self-same "new members," I have read the *Gazette* for the last two years regularly, and having always admired the wholesome tone of the Club journal and its absolute immunity from the "quips and sentences and these paper bullets of the brain" so abundant in the cycling Press of to-day, I should be sorry indeed if a policy of blood, fire, and bluster were to be adopted.

The saying, "All's well that ends well," has evidently influenced Mr. Faulkner in the choice of his last proposal—the formation of local branches—with the hope of "catching votes," but the subject having no bearing whatsoever upon the question "sur le tapis," I will not trespass further on your limited space than to say that I thoroughly agree with it.

Pitsmoor, Sheffield.

P. ST. JOHN TYRWHITT.

BAND BRAKES.

Sir,—This is a "hardy annual," which I for one have cultivated for many years past, without, however, any great show of "flower." I am as firm a believer in it as ever, and am greatly amazed that after long trial has proved it a success for the old tricycles, and even on the ordinary high bicycle, there should be any question of its desirability for the pneumatic safety.

It is perfectly easy so to fit it, either to front or back hubs of safety or tricycle, so as to get any desired amount of power with next to no strain on the hands. I am having a triplet pneumatic quadricycle so fitted now, and shall be pleased to refer any real brake-lovers to my maker if they wish similar fittings.

I am glad to see a maker like Mr. Cousins take the matter up, but as at present advised I think the brake is better worked by a turning-handle than any lever, where these have to be combined with a bicycle steering-handle.

Bournemouth.

C. R. HUTCHINGS.

Sir,—Few things in connection with cycling strike me as more remarkable than that the cycling community at large who ride any sort of pneumatic tyres should not almost unanimously demand from the makers band brakes.

I see inquiries as to how long tyres ought to last; and every sort of contrivance to reduce the inconvenience of puncture is freely advertised, so that the general deterioration of tyres and the annoyance arising from puncture are evidently widely felt, and yet riders as a rule use the plunger brake.

I remember some years ago seeing in our *Gazette* a caution to a rider to see that his steering-wheel tyre was well cemented, or when using his spoon brake it might stretch his tyre, gather it into a slack loop, and either throw it off altogether, or cause it to jam in the fork. Such was the effect expected on the comparatively narrow solid tyres of that time.

A few days ago, at a cycle dépôt not far from Holborn, I was urged to waive my objection to the plunger brake because the one they showed me was a hollow metal cylinder; "but," said the man who was extolling it because it would not catch gravel like the lengthy spoon, "you must look out when the metal is worn through, or the sharp edges of the hole will cut your tyre." Metal worn through! How? By friction with the precious all-important covering of a delicate air bag. "Action and re-action are equal and in opposite directions," and it is clear that exactly the same amount of chafe has been distributed over the tyre as has worn away the metal plunger, in addition to which there has been the upward and backward drag, against which your tricyclist was warned as I have said.

Some few riders may be able to appreciate the difference which the extra weight (say 8oz. or 10oz.) of the band brake would entail, but ninety-nine out of a hundred could not do so. Occasionally it might not act, but, per contra, very often the plunger acts too much. I have never found my band brake fail me on a tricycle, and I found my plunger brake damage my tyre on my bicycle.

Why then is the plunger almost universal? The only reason I can assign is that makers for some reason won't fit them if they can avoid it; three leading firms have recently declined to make me a machine with a band brake. Is it to keep business brisk for the tyre makers? If not, why is it that I should find any difficulty in getting what I want? I want a bicycle with a band brake and two-speed gear; I have written to and called on at least twelve makers, and I can't get them to even consider it. Will you kindly assist me by enabling me to appeal to your readers for some information, or perhaps an offer from some reliable firm?

One firm I wrote to was kind enough to tell me the two-speed gear was in their experience not worth the expense, and was unsatisfactory when fitted, which seems to me a strange way of doing business, since I, for whom the machine was presumably being ordered, had not asked their opinion, and consider a two-speed gear absolutely essential to real enjoyment.

Are the trade anxious to please the public, or must the public accept the dictates of the manufacturers? 4192.

THE WEAR AND TEAR OF LIGHT MACHINES.

Sir,—Eighteen months ago I bought a semi-racing safety, Silvertown tyres, weight 37lb. and geared to 67½. My weight is 160lb, or 4½ times the machine. Is this a fair proportion? It would seem not, as break-downs were frequent in the back part of frame and forks. The cost for actual repairs in one and a-half years was as follows:—

New spokes to back wheel, etc.	£1 5 6
Repairing tyres	0 19 4
New forks and stays	1 0 0
New chain	0 9 0
Repairing tyres, frame, etc.	0 18 6
Sundry repairs	0 12 2

£5 12 6

The cost of tyres alone came to about £2. This total expense is £3 15s. a year, or 20 per cent. on the original value of the machine. Now it has been considerably strengthened, and weighs 42lb., I trust the future outlay will be much less.

Your correspondent "E. Cannan" gives valuable testimony on Dunlop tyres, though scarcely flattering to the

makers. Will he add what was the cost of the five renewed "covers?" He seems to have accomplished a distance of 16,887 miles in nineteen months, or rate of 10,140 miles per annum. So perhaps the result in tyre outlay is not excessive after all. The damages appear to be due chiefly to riding over stones and bad roads. My cost of £2 was on 3220 miles of careful riding and fair roads, or 12s. 6d. per 1000. The cost of new tyres is now 30s. each, and the front tyre has certainly not suffered more than 2s. 6d. per 1000 miles. By this calculation we have in round numbers 10s. per 1000 for the outlay on hind tyres, Silvertown, and a new tyre would be required for every 3000 miles. This seems a very high estimate, and I shall be glad to have an opinion from others on their experience. Much, however, will depend on the weight of rider, speed, condition of roads, etc., and no hard and fast rule can be made without all particulars being given. Many riders again will walk one mile in every ten, which must save a lot of wear. As I usually adopt this leisurely style of progress, my experience so far is not encouraging.

Chiddingfold, Surrey.

A. F. PARBURY, No. 4074.

RATIONAL CYCLING DRESS FOR WOMEN.

Sir,—It is very commendable indeed, Miss Erskine's openly and honourably acknowledging that she was wrong in expressing her "disgust" at the Rational Dress as strongly as she did. Of course it is matter for regret to dress reformers that their cause cannot have her able support. But she can't see things from our stand-point any more than we from hers. So we must only agree to differ amicably, and parting good friends, each side go their own way. May I say that I fear Miss Erskine missed the point of "number 3" (in my recent defence of Rationalism). I never proposed pitting a male against a female rider; but that a man who thinks R.D. unnecessary by actual trial should compare the effect of long skirts with his usual dress when cycling on a windy day, and that such a woman should in like manner *fairly test* the rational against the ordinary costume. *This has actually been done*, and of course with the result that any one might anticipate, i.e., the utter condemnation of the long skirt. It is not necessary to race; moderate riding will bring out the difference plainly enough. The trial can be made alone. I dislike and distrust Paris fashions perhaps a great deal more than Miss Erskine does, and I admit the force of her remarks on the subject. Thanking you, Mr. Editor, for your courtesy, I have now said my last word on Rational Dress in the C.T.C. Gazette.

EDWARD M. RICHARDS.

Monksgrange, Enniscorthy, March 9th, 1895.

CYCLE BEARINGS.

Sir,—Having consulted a manufacturer as to the merits of the collar adjustment which Mr. C. W. Brown so strongly advocates, I am informed that such collars do not really lock, but that the bearings in such hubs, etc., tend, on one side or the other, to tighten up. I should be glad to know what Mr. Brown thinks of this objection, which would be very serious.

Mr. Brown also lays great stress on the even adjustment on both sides, which keeps the chain in line. It seems to me that any deflection of the cog-wheels due to uneven adjustment would be absolutely insignificant, now that bearings run with such slight wear and tear, compared with the inevitable deflections caused by the twisting (through small angles) of the bottom bracket or back forks, or slight damage (only too likely to result from an insignificant jerk or knock) to any of the parts concerned.

If this is the case, the only positive advantages to be claimed for the "new" pattern hubs, etc., are the better oil-bath and the possibility of altering the adjustment without touching the lock-nuts. As to the oil-bath, those who have

tried it in the Carter gear-case will, I imagine, have found that much oil and much dirt are synonymous, and I believe the result with the hub is the same.

If the "locking" be a fraud, I fancy there are a good many who would, after balancing *pros* and *cons*, stick to the "old" hub, and unless Mr. Brown can dispose of my objections, they will include

J. ELLIOTT, No. 428.

Charterhouse, Godalming.

THE TOURIST TRICYCLE.

Sir,—Your correspondent "Viator" is evidently a Tory in cycling matters, in other words he sticks to the same-makers.

In the year 1891 I purchased a "Quadrant" tricycle, one of the old type, and I continued to ride it up to August, 1893, when a college friend persuaded me to get a bicycle. I still stuck to the same firm, and rode the bicycle up to last December, having in the meantime stored my old tricycle. Having removed from Otley, in Yorkshire, and finding that in the Lake District the bicycle seemed hard work, I brought out my old tricycle once more, and was astonished at the ease with which it ran. I have continued riding it since, and I don't think I shall change again. To my mind a tricycle is less mental worry than a bicycle. With a bicycle, a certain pace must be maintained, or else there is no choice but to dismount; whereas with a tricycle, though possibly rather slower (not much over these roads), my experience is that I keep cooler and enjoy myself more. Your correspondent's words I can quite endorse as far as they apply to me (I am not thirty yet, so hardly middle-aged!) "that to those whose pleasure it is to *travel* rather than to *race*, the tricycle has advantages over the bicycle. On these roads bicycle riding is racing, tricycle riding is not. No. 700.

Sir,—In reply to your correspondent "Viator," I would strongly advise him to try the "New Quadrant No. 8b." I purchased one at the beginning of last season and have found it most satisfactory in every respect, and vastly superior to any tricycle I have yet ridden, and I have had many good machines and have been a tricycle rider for fourteen years. The machine is, I think, as fast as many bicycles of about the same weight. It has 26-inch wheels geared to 60, Palmer roadster tyres, and a Carter gear-case, and these last two points may have something to do with its good running qualities. With regard to the tyres I may mention that I have not yet had a single puncture, after having ridden 1500 miles, and the machine has not yet required any repairs or given any trouble whatever. With respect to the splashing from the small side wheels I have certainly found that a drawback on one or two occasions when riding through heavy rain or over very wet roads, but I think this objection could be got over by using a pair of the detachable wire gauze mudguards, made by Williams & Sons, 46, Curtain Road, E.C., which were exhibited at the Stanley Show of 1893, and advertised in some recent numbers of the *Gazette*. I have not yet tried them, but intend doing so, as I have no doubt they would answer their purpose well. In my opinion the "Quadrant No. 8b" is the nearest approach to the ideal tricycle that has yet been produced.

F. H. WARREN.

Sir,—Allow me a small space to give my testimony to the value of the tricycle as an all-the-year-round mount. For many years I was a strong advocate of the tricycle, and I rode various makes up to the year 1888, when I adopted the safety bicycle, and from that time till January, 1894, I rode no other style. Feeling the want of a mount which would serve me in winter as well as summer, in wet weather as well as fine, I invested in a "Quadrant 8b" at the beginning of last year, and I will give to the best of my ability an honest and unbiassed opinion of the merits and demerits of my mount. The machine has 28-inch wheels, Dunlop tyres, spoon brake to front wheel, gearing 57 inches, direct

steering. Using the machine mostly in wet weather I very soon found that as a mud-slinger it "licked Creation." This I remedied by fixing a pair of Williams's wire gauze guards on the side wheels and a broad leather guard over the one on the front wheel; this effected a complete cure for the mud nuisance. As to speed I consider it about a mile an hour slower than the safety, with a head wind or side wind two or three miles slower according to the strength of the gale. Through mud or heavy roads I am of opinion that it is about as fast as a safety; on bad roads the three tracks are a decided disadvantage as compared with the single track. As to size of wheels I should not advocate larger than 28 or 30 inches. I am strongly of opinion that a band brake on the axle should be a *sine qua non*; I was persuaded that a spoon brake was thoroughly efficient and effective; well, I am sorry to differ, but *it is not*.

To sum up, I consider the tricycle the best machine for business purposes, on account of its absolute safety on greasy roads, its luggage carrying capacity, its not requiring to be propped up when stopping, and the freedom from watchfulness which is necessary on the single-track machine, especially in towns. Before closing this letter allow me to say that to a rider who has become thoroughly at home on a safety, the tricycle will never be exactly the same thing to him that the two-wheeler has been; there is an indescribable feeling of union between the rider and the machine that is never felt on the three-wheeler, and much as I appreciate the good qualities of the latter, I should be very loth to discard the safety.

Halifax.

DA CAPO.

Sir,—In reply to "Viator":—I have ridden a new pattern "Quadrant" tricycle for a year, and am thoroughly pleased with it except in one very important point, namely, the brake. This latter is quite unreliable. The machine was sent with a metal spoon, which tore the rubber off the front wheel down to the canvas during a tour of only 175 miles in the hilly Lake District. And even then it did nothing more than slightly retard the pace when the wheel was quite dry, and in wet weather the brake might as well have been left at home.

The company then put on a rubber spoon, which certainly stops the machine if applied when going *uphill* or on heavy *level* roads against the wind, but is of little use when "coasting" down a slope, or in wet weather. Besides, if I only apply the brake for twenty yards it is necessary to dismount to clean the dust or mud off shoes and stockings, and it makes the machine in a terrible mess. Otherwise, excepting a few minor faults, I could not wish for a better tricycle. I have ridden several makes (all by first-class firms) during the last ten years, but this "Quadrant" is the first spoon-brake machine I have ridden, and I will *not* buy another tricycle unless fitted with a proper band brake. The "Quadrant" people practically admitted that their only object in not fitting a band brake was to save a few ounces in weight, and so be able to call it the "lightest tricycle on earth."

If in a year or so I want another machine (which is probable), I shall select the best band-brake-fitted tricycle I can see, and shall pass by all spoon-brake machines without even considering any other points of the machine.

J. C. TAYLOR, No. 4116.

Croydon, 8th March, 1895.

Sir,—Having ridden a tricycle for the last twelve years, I feel that I am competent to express an opinion on this class of machine, and therefore venture to answer "Viator." I have had during this period the following makes:—Howe, Rudge, Humber, Cheylesmore, Sparkbrook, and four Quadrants, my present mount being the Quadrant, No. 88, and I unhesitatingly say that this machine is by far the best

I have ever used, its principal advantages being ease of propulsion and reduction of vibration. On this machine I have been able without undue exertion to ride up hills I would never have attempted before. I admit that the old Quadrant steering was very good, and the foot-rest thereby afforded very comfortable, but I always thought that the complicated nature of this steering apparatus was open to objection, and consider that the present simple direct steerer is, taking it all round, the better. The spoon brake is perhaps not quite so powerful as the double band on axle, but I have found it quite sufficient, and I hold that a tricyclist should, no more than a bicyclist, depend entirely on his brake. The only fault I have to find with the latest Quadrant is that it seems to require more care in turning sharp corners than its immediate predecessor did. After having ridden a season with pneumatic tyres I shall certainly never go back to the solid or cushion, and I cannot help thinking that "Viator" will yet come to appreciate the advantage of the pneumatic. The one track of the bicycle has allured me, and this season I am going to ride a bicycle, but "Viator" must not therefore suppose that I am a "scorcher." I never race, and am generally satisfied to travel from eight to ten miles per hour.

No. 1427.

A WEEKLY GAZETTE AND THE TOURIST TRICYCLE.

Sir,—I for one joyfully accept J. T. Faulkner's proposal for an extra weekly issue of the *Gazette* during the height of the season. Surely a lot of us would pay 6d. extra for each publication towards its expenses. I am a tricyclist, and, accepting all that I read about the difficulty of getting what I want for the £30, I have to pay makers for what I don't like. Perhaps a reminder to them, if made once a week, might before the end of the century secure for the slow division a comfortable, useful tricycle. As it is, I always have to fight for a band brake on the hind axle, and then get it too small. Tricyclists are as long suffering as shareholders in many undertakings, both being apparently specially made to prove the greed of machinists who *sua si bona nocent* might secure better prosperity by making what is wanted. And they won't, God bless them!

GILBERT ELLIOT.

THE WELCH-DUNLOP NON-SLIPPING TYRE.

Sir,—Noticing in the present number of the *Gazette* that a correspondent (Mr. Hopkins) inquires as to the qualities of the Welch Non-slipping Cover, perhaps the following experience may prove of interest to him and also to those members who contemplate investing in the new tyre and cover.

My present machine is a '95 "Premier" road-racer, with 28 by 1½ and 30 by 1¾ inch tyres of the above pattern, without brake. On Saturday last I went for my first spin upon it. Those of our members who know the country around our city are no doubt aware of the gradients on the surrounding hills. In consequence of the thaw the mud (partially snow and ice) varied from one inch to two inches in depth for most of the journey, and was of that thick greasy kind peculiarly adapted for "the merry side-slip."

Notwithstanding that (1) (though a safety rider for some years) it was my first run on the above machine, and I was accordingly not accustomed to it, and (2) the necessary back-peddalling on very steep hills is apt to cause a machine to slip by reason of the necessity of occasionally moving the steering-wheel from side to side slightly in order to keep the balance at a very slow pace, I was surprised to find that the journey passed off without the suspicion of a slip of any kind. This, I think, under the circumstances, is sufficient testimony, to me at least, that I have found a practical non-slipping tyre.

HERBERT G. WARREN.

Bath, 27th February, 1895.

THE BADGE.

Sir,—I am one of those much-coveted individuals—a new member, and being already proud of my connection with so worthy an institution as the C.T.C., and being desirous of proclaiming the fact to all the world, I intend donning the Club's uniform, and should also very much like to wear the Club's badge; but alas! the price of that pretty ornament forbids.

I am acquainted with a fair number of C.T.C. members, not one of whom wears the badge, for the sole reason that they do not feel justified in spending 6s. 6d. on one.

By all means let our millionaire members have their gold and silver badges, but ought not the poor mortals who are not fortunate enough to pay income-tax to have their plated badge for, say, 2s. 6d., even if they dispense with the ticket-holder at the back.

To put it vulgarly, would it not "pay" as an advertisement, as well as in the much larger numbers sold.

Manchester. No. 3330. .
[We have frequently pointed out to querists such as No. 3330 that the value and, *ergo*, the cost of the C.T.C. badge lies not in the value of the metal of which it is made, but in the workmanship. Much of this has to be put in by hand, and the substitution of base metal for silver would not, in consequence, result in a reduction of even twenty-five per cent. As regards the suggestion that the badge might be made without the ticket-holder at the back, we would say that as now constructed the badge and ticket in combination form the subject of a patent which is the exclusive property of the C.T.C., and which ensures the Club against the pirates who formerly imitated it.—ED.]

SADDLES.

Sir,—There must be many members of the C.T.C. besides myself who find the ordinary leather saddle, with its barbarous peak, not only uncomfortable, but dangerous.

I should be glad if those who have tried them would give their experience of

- a. Pneumatic saddles (ordinary, and pneumatic spring).
- b. Wire saddles.
- c. Saddles of an entirely different form, advertised as "anatomic."

The question is of special importance to those who often ride long distances. The evils of the "peak" saddle, originally modelled upon the horse saddle, with little regard for the different conditions of the rider, are sufficiently notorious among medical men, and it is strange that it should have survived so long. C.T.C., No. 13,117.

OLLO PODRIDA.

Sir,—A few notes and queries of doings and experiences in 1894 and hopes and prospects for 1895 may be of some interest for the average rider.

Hotels.—Starting just outside Bristol on August 20th, I rode through Gloucester, Worcester, Bridgnorth, Chester, Lancaster, Kendal, Newby Bridge, (steamer to) Ambleside, Keswick, Carlisle, Glasgow, Tarbet Hotel, Lochgoilhead, Ardlui, (steamer to) Inversnaid, Loch Katrine, (steamer to) Trossachs, Callender, Stirling, trained home from Stirling—in all, a distance of over 500 miles, occupying a fortnight. The weather was, on the whole, fine (I only got wet through twice), and the scenery in the Lake District and in Scotland of course superb. I stayed at C.T.C. hotels always, and on this run found them all that could be wished. I may particularly mention the Keswick Hotel at Keswick, where I stayed two nights. The advantage of membership in the C.T.C. is very apparent when staying at first-class hotels. My average at C.T.C. houses for dinner, bed, breakfast, &c., was 9/-; at the Tarbet Hotel (not C.T.C.), for precisely the same accommodation, 13/6. What struck me most was that, staying as I did at numerous hotels, I never met a single cyclist at any one of them during the whole journey. I met

a few (very few) tourists on the road, but none at the hotels. Is my experience singular? I am inclined to think that although cycling has increased enormously, touring has decreased, particularly amongst those who can afford to use the best hotels.

Luggage Bags.—I carried an entire change, bar a coat, in a bag fitting into the frame of the machine. I found it most tiring, having to keep the legs wide apart to prevent knocking my knees against the bag, and I shall never use one again. Fortunately, on the route I went, I was often able to send forward the bag by train. I have tried carrying all luggage on the handle-bars, but this makes the machine top-heavy. Now that most riders mount direct from the ground without using a step, and without hopping along on one leg behind the machine as used to prevail, there would seem no reason why the luggage should not be carried behind the saddle, on a carrier supported by the back-wheel mud-guard, but I know of no fitting advertisement for the purpose. If any members have tried such a plan, their experience would be interesting, for the difficulty of carrying luggage much interferes with touring on the safety bicycle.

Mudguards.—For touring and winter riding it is best to use the ordinary metal mudguards. Last Whitsuntide I rode from Land's End all through Cornwall and Devon practically in pouring rain all the time and thoroughly enjoyed it, but on ordinary rides mudguards take all the life and go out of the machine, and are consequently left at home, the result being that if the rain comes on the rider soon becomes covered from head to foot with mud, and an object to be jeered and hooted at as he passes through towns and villages. What is wanted is for touring and winter riding fixed guards that will fully protect the rider. None of the fixed guards do this. The mud is thrown under the front guard and covers the shoes and gaiters with mud. Also for summer riding some device, weighing practically nothing, that the rider can carry in his satchel, and that will see him home fairly clean.

Tyres.—I used Dunlop's, with Edwards's covers. The tyres, $1\frac{3}{4}$ inch both wheels, are first rate, and the covers absolutely prevent side-slip, but they do not last. Mine were new in April and practically worn out (of course only the driving-wheel tyre) in September. The rubber gave way all round the corrugations, exposing the canvas. The wet soon rots this, and then the tyre bursts. I hope the Dunlop-Welch arrangement for 1895 will be an improvement in this respect. I consider $1\frac{3}{4}$ -inch tyres ample for both wheels, and the tyres are stronger and can be inflated harder than 2-inch. This year I am going to try $1\frac{3}{4}$ by $1\frac{1}{2}$ inches.

Saddle.—Brook's B 90 is heavy, but is a most comfortable saddle. I suffer a good deal in that line, and have tried pneumatic saddles, gammocks, and also other saddles by Brooks, but I can find nothing at all approaching the comfort of the old B 90.

Waterproof.—I used one of Lucas's ponchos, and found it protected my coat and upper parts most effectively. This is most important, as it is almost impossible to carry a second coat with you when touring. I found my coat after travelling all day in the rain quite dry except a spot on the back due to perspiration, and this was of little consequence outside a dry shirt and waistcoat.

Company.—For company I had myself alone, and unless you can find a man who rides your pace it is better so. If your companion rides a little faster than you do it is most tiring trying to keep up, and if he rides slower it is most aggravating having to wait for him.

1895.—For this year I am going to try the Boudard Gear (because Humbers recommended it, and because I think it may be better to drive high gears by means of a counter-shaft rather than direct). The gear I have selected is 72 inches, probably too high, but as a set off and in view of recent correspondence, with 7-inch cranks. Has any one tried the Boudard Gear on wheels smaller than the regulation 28 by 30? I am inclined to think a machine with 26 by 28 wheels would be faster, lighter, and stronger. With the present direct-driven safety the chief reason, I suppose, for not using

smaller wheels is that it is impossible to get high gears without using an enormous chain wheel if a less-sized driver than 28 inches is used. With the Boudard this does not apply, and you can easily obtain any required height of gear. Thus:—

Driver.		Boudard.	Gear.
26in. x	{ 8 teeth on crank axle 10 " hub }	x $\frac{11}{10}$	= 67 $\frac{1}{2}$
26in. x	{ 8 teeth on crank axle 9 " hub }	x $\frac{11}{9}$	= 74 $\frac{1}{3}$
28in. x	{ 8 teeth on crank axle 10 " hub }	x $\frac{11}{10}$	= 72 $\frac{1}{2}$

with a plain gear for a 26-inch driver you would require 22 teeth on chain wheel, and 8 teeth on hub to get 71 $\frac{1}{2}$ gear.

R.Y.F., No. 4425 (1894).

THE CLUB ACCOUNTS.

Sir,—As one who attended the General Meeting on Friday last, perhaps I may be allowed to make one or two remarks following the criticisms of the accounts as then presented. I had not studied them sufficiently at the time to feel prepared to speak.

On analysing the Revenue Account, which, of course, is the main thing in the statement, I find that the cost per member in 1893 and 1894 is as follows, for sundry items, viz. :—

	1893. d.	1894. d.	1894(corrected). d.
Cost of Gazette.....	4'5	9'0	7'7*
Stationery	4'1	6'0	5'0*
Salaries	16'6	18'0	15'3
Other items (lumped)	9'8	13'4	—
Donations	—	35	—
Subscriptions and fines	31'0	43'0	—

The third column is based on the membership of 1893 and the money items of 1894, and those marked * would therefore probably be increased had the membership not fallen. Salaries, however (about which a member spoke), would on this last basis have declined to 15'3d. per head, so that the administration cannot be said to be out of bounds. The figures are instructive. The greatest loss is on the Gazette, owing to failure of advertisements.

Might I further point out that I think the form of account should be altered in the following respect?

As the Club is not a profit-paying concern, and the depreciation shown in Revenue Account does not appear to form a Sinking Fund for renewals, it should in future disappear from that account, and show in a new account, to wit, "Stock Account," and further that the so-called "Capital Account" should be "Capital (Net Revenue) Account," e.g. :—

STOCK ACCOUNT.			
Dr.	£ s. d.	Cr.	£ s. d.
To Furniture, etc.	237 4 11	Depreciation to date ...	426 3 7
Hotel Signs	590 0 0	Balance	401 1 4
	£827 4 11		£827 4 11
CAPITAL (NET REVENUE) ACCOUNT.			
To Balance	£ s. d. 158 2 10	By Balance	£ s. d. 64 8 6
		By Revenue Account...	93 14 4
	£158 2 10		£158 2 10

I was pleased to see the meeting pass off so well, a change since the Club got rid of the "progressives" of two or three years back. One word more of congratulation on the improved state of the contents of the C.T.C. Gazette, a contrast to the verbose reports of the time referred to.

C.W.B., No. 6186.

P.S.—As a means of realising the "Stock" shown in the accounts (chiefly the Road Book) might I suggest that every member should purchase a copy of the Road Book?—a book which is invaluable to tourists, and of great and increasing value as a mere book.

March 18th, 1895.

THE STEEL LIGHTNING "SPEEDIFIER" PUNCTURE-PROOF BANDS.

Sir,—Referring to the result of the experiments with the steel puncture-proof band, related in last month's issue by Mr. William Cross, C.E., we find that the only complaint he has to make about the band is the "creeping" tendency, and possible damage (in consequence) to the tube where attached to the valve. We may at once admit that this is not the first complaint of a similar nature that we have received and carefully investigated. Our experience has proved that the cause of the creeping is the fault, first, of the tyre itself having no permanent attachment to the rim, and secondly, that the tyre has not been kept sufficiently inflated. You, sir, will remember that it is a "Dunlop" motto to "pump hard," and unless this be done creeping must inevitably take place. It must be obvious to everybody with any knowledge of the ways of pneumatic tyres that creeping must first of all take place upon the tyre cover, inasmuch as the cause of creeping is the friction set up between the tyre cover and the road surface; and therefore, unless the tyre cover itself be creeping, the band within cannot creep. The tendency of many riders is to have their tyres insufficiently inflated, and where tyre covers which rely upon their attachment to the rim by inflation only are not sufficiently blown up, creeping must take place.

To deal now with possible damage to the air-tube at the valve, caused by the band creeping with the cover, we would explain that Mr. Cross has not had his band properly fitted. What has occurred is this. The elastic edges of the band have not been clear of the flat metal part of the valve which forms the attachment to the rim, and have caught under it; and consequently the band instead of moving with the cover has been dragging the air-tube in its endeavour to resist the creeping. The statement of Mr. Cross absolutely proves this to be the case, for unless the band were jammed it would have crept with the cover, and thus there would have been no tearing strain upon the tube. "Rome was not built in a day," and it is most difficult to teach workmen—who should have some mechanical knowledge—to take the trouble to carefully read the printed instructions upon the band, and the "instructions for fixing" sent out with each band. We can assure you, sir, that we have had the most astonishing experience of ignorance in this matter. Nothing is simpler than fitting the band. First remove the tyre cover, then see that the valve is firmly fixed to the rim, next spring the elastic edges of the band over the air-tube, and replace the cover—looking carefully during progress of inflation to ascertain that the elastic edges of the band are not pinched between the rim and tyre-cover. If this be done, we guarantee our bands neither to break, wear, nor cause any injury whatever to the tyre. We may mention that we have sold many thousands of our two kinds of bands (both made with our patent elastic attachment); and only in cases of careless fitting has any trouble arisen. We are always anxious to remedy any defect, even when caused by the carelessness of other people, and we shall be most happy to supply Mr. Cross with two new bands, free of cost, if he will send us his wheels so that we may fit them ourselves.

Before concluding we may mention that we have introduced for 1895 a self-closing air tube, which may be used with all kinds of detachable tyres. This invention is, we believe, one of the most ingenious that has ever been introduced. The tubes we supply are pure floating Para rubber, and the weight is scarcely 20z. more than the weight of ordinary Dunlop tubes. Their puncture-healing qualities you, sir, have kindly witnessed, and their wearing qualities you will have full opportunity of testing in your own machine. We will ask your readers to refer to your advertising columns for further particulars respecting them.

THE PUNCTURE-PROOF PNEUMATIC
TYRE CO., LIMITED.

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.
 BARNSTAPLE—J. N. Brewer, Cross Street.
 BATH—*Gould & Son, 23, Milsum Street, and 1 & 2, George Street.
 BEDFORD—J. Beagley, 5, High Street.
 BERLIN (Germany)—W. Köpse, W. 8, Mohrenstrasse 50.
 BERNICK-ON-TWEED—Paxton & Purves.
 BIRMINGHAM—*Husband Bros., 21, Paradise Street.
 BLACKBURN—Tomlinson & Co., 17, Aspen's Buildings.
 BOLTON—J. Boyd & Co., 21, Fold Street.
 BOURNEMOUTH—W. Rogers & Sons, 1, Albany Terrace.
 BRADFORD—Macvane Bros., 17, Darley Street.
 BRIDGNORTH—W. Jones & Co., Waterloo House.
 BRIGHTON—R. Needham & Son, Castle Sq., Old Steine, and Palace Place.
 BRISTOL—Randall & Walls, 50, Park Street.
 "—*B. Thomas & Co., 54, Park Street.
 BURNLEY—J. Leadam, 5, Red Lion Street.
 BURTON-ON-TRENT—W. Brown, 184 and 185, Station Street.
 BURY—J. Burrow, Silver Street.
 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.
 CARDISLE—H. L. Pass, 10, English 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.
 DONCASTER—G. Goldthorpe & Son, St. George Gate.
 DORCHESTER—H. Bascombe, High West Street.
 DOUGLAS (Isle of Man)—J. Hale, 6, Athol Street.
 DUBLIN—*T. J. Callaghan & Co., 15 & 16, Dame Street.
 "—*Pim Bros., Ltd., 75, South Great George's Street.
 DUDLEY—W. R. Kneale, 251, Castle Street.
 DUNDEE—Tocher & Henry, 63, Reform Street.
 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, Market Street.
 FALMOUTH—W. Gooding, 34, Market Street.
 FLORENCE (Italy)—L. Dotti & Co.
 FOLKESTONE—W. Ward, 38, Guildhall Street.
 FROME—Swaine & Son.
 GLASGOW—R. W. Forsyth, 13, 17, Renfield Street.
 GLOUCESTER—Wareing & Son, 3, Westgate Street.
 GREAT GRIMSBY—C. H. Thompson, 112, Cleethorpe Road.
 GUILDFORD—J. Levy & Co., Bank House.
 HALIFAX—W. H. Graydon & Son, Northgate and Crossley Street.
 HANLEY—T. & R. Gilman.
 HAVERFORDWEST—Greenish & Dawkins, 24, Market Street.
 HEREFORD—C. Wits.
 HULL—C. H. Capes & Son, 20, Savile Street.
 ILFRACOMBE—R. Jewell, 123, High Street.
 INVERNESS—H. Fraser, 23, Bridge Street.
 IPSWICH—W. Damant, Old Bank Buildings.
 JERSEY—E. P. Falle, 10, Beresford Street.
 KIDDERMINSTER—Thos. Bennett, 6, Oxford Street.
 LEAMINGTON—T. Claxton, 106, The Parade.
 LEDBURY—C. Wits.
 LEEDS—L. W. Rowland, 36, Albion Street.
 LEICESTER—*F. Brett, Peterboro' House, Granby Street.
 LEOMINSTER—C. M. Binyon, 1, Corn Square.
 LIMERICK—Cannock & Co., Limited.
 LINCOLN—J. W. Martin, 2, Silver Street.
 LIVERPOOL—*G. E. Young & Co., 49, Dale Street.
 LLANELLY—Davies & Parry, Compton House.
 LLANGOLLEN—*Morris & Hughes, Castle Street.
 LONDON—H. Brinkman, 253, Oxford Street, W.
 "—Clare & Son, 102, Fenchurch Street, E.C.
 "—T. H. Holding, 77, Maddox Street, W., and 4, King Street, Cheapside, E.C.
 "—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 6s. Breeches or Knickerbockers—Brown cloth, 18/6; Grey cloth, 19 6s. 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—*Meggett & Co., 22, Cross Street.
 MARLBOROUGH—J. Russell & Sons, High Street.
 MIDDLESBROUGH—J. Newhouse & Co., Albert Road.
 MULHOUSE (Alsace)—H. Dussere.
 NANCY (France)—J. Gallé Fils et Grandmaitre, 23, rue St. Dizier.
 NEWBURY—A. Smith, 38, Northbrook Street.
 NEWCASTLE-ON-TYNE—J. Turnbull, 43, Pilgrim Street.
 NEWPORT (Isle of Wight)—G. B. Purkis, 51, High Street
 "—(Mon.)—Widdings, Limited, Bon Marché.
 "—(Salop)—H. Harper, Market Place.
 NEWTON ABBOT—C. Pope, 42, Courtenay Street.
 NORTHAMPTON—Blacklee Bros., Gold Street.
 NORTH SHIELDS—*D. Hill & Co., Howard and Union Streets.
 NORWICH—Downes Bros., 29, London Street.
 NOTTINGHAM—W. Gabbatts, 20, Market Street.
 OXFORD—E. E. Shepherd, 6, Corn Market Street.
 PARIS—J. Drouart, 9, Rue de l'Echelle.
 PERTH—W. Byars, 88, High Street.
 PLYMOUTH—L. Sansom, 17, George Street.
 PORTADOWN—*W. Paul & Son, 46, High Street.
 PORTSMOUTH—See Southsea.
 PRESTON—W. Elton, 11, Lune Street.
 RAMSGATE—G. Wellen, 40, High Street.
 READING—E. P. Silver, 17, King Street.
 REDRUTH—J. Evans, Tower House.
 RETFORD—C. J. Merryweather, Bridge Gate.
 RHYL—Hughes & Son, 56, High Street.
 SCARBOROUGH—J. 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, 66, 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.
 "—*B. C. Jenkinson, 28, Mount Pleasant.
 UTRECHT (Holland)—J. de Gooijer, jr., 304, Kromme Nieuwe Gracht.
 UXBRIDGE—Carrick & Coles, Waterloo House.
 VIENNA I—F. Kadlecik, Rothenthurmstrasse 31.
 WALSALL—Barrett & Forrester, Park Street.
 WARMINSTER—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, 90, 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. Whittling, Bahnhofstrasse.
 "—T. A. Harrison, Anglo-American.

List of Candidates, April, 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).**

BEDFORDSHIRE.

Dix, C.	28, Chaucer road, Bedford
Kershaw, J. B., M.A.	54, Castle road, Bedford
Kirby, C. H.	4, Rothesay road, Luton
Macdonald, Rev. T. M., B.A.	Greenfield, Amptill

BERKSHIRE.

Bacchus, R.	Burghfield Manor, Reading
Crowther, A. H.	East Lodge, Wokingham
Stephenson, E.	Church Cottage, Sunningdale
Timberg, R.	110, Oxford road, Reading

BUCKINGHAMSHIRE.

Carter, J. S.	The Timbralls, Eton College
Cockshott, A., M.A.	Eton College
Downes, H., L.R.C.P.	Burnham House, Burnham
Parry, Rev. A. L., M.A.	Grassholme, Dinton, Aylesbury

CAMBRIDGESHIRE.

James, M. R.	King's College, Cambridge
Whitley, E. N. (Cambridge U.C.C.)	Trinity College, Cambridge

CHANNEL ISLANDS.

Hennequin, J. H.	2, Colomberie villas, St. Heliers, Jersey
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CHESHIRE.

Barker, S.	Dunham road, Bowdon
Barker, N.	
Barrow, W. D., M.B., M.R.C.S.	Borough Hospital, Birkenhead
Billson, E. L., B.A.	Stanley road, Hoylake
Buckley, G. (Cheadle C.C.)	11, High street, Cheadle
Davey, W. Martin	4, Caroline place, Cloughton
Dulley, E. H.	2, Rock lane, Rock Ferry
Fairbrother, H.	Orchard street, Hyde
Gaddum, A. G.	Green walk, Bowdon
Hansford, G. L.	2, Addison villas, Timperley
Hansford, F. V.	
Hawker, W.	Arran, Orrell road, Liscard

Jones, J. Lloyd (S. Wirral C.C.)	Pengwern Villa, New Chester road, Rock Ferry
Kendall, F. A.	Saxtonhurst, Rock Ferry
Kendall, F. H.	
Kerr, J.	Lynton Villa, Bowdon
Livingstone, G. D.	Sandyway, Cloughton
Mines, E.	46, Rock Lane, Rock Ferry
Siblethorn, J.	222, Kingston, Hyde
Whitnall, S. E.	The Grange, Wilmslow
Williams, S. A.	Brookside, Upton, near Birkenhead
Williams, W. H. B.	125, St. Anne street, Chester

CORNWALL.

Oats, F. F.	Carne House, St. Just, R.S.O.
Robinson, H. O.	Wadebridge

CUMBERLAND.

Baines, Rev. W. L.	Presbytery, Cleator
Bilsborrow, Rev. J. R.	
Finch, Rev. S. B.	Egremont, Carnforth
Gall, Y. Le	12, Devonshire street, Carlisle
King, W., M.A.	The Tower, Portinscale, Keswick
Pass, H. L.	10, English street, Carlisle
Starling, A. C.	High School, Whitehaven
Turner, Rev. F. A.	Workington

DERBYSHIRE.

Bothamley, W. W.	84, Curzon street, Derby
Knowles, R.	Ednaston Lodge, near Derby
Knowles, Mrs. R.	
Philpott, Rev. O.	"The School," Derby

DEVONSHIRE.

Barrett, W. A.	22, South Devon place, Plymouth
Carver, Major W. E.	Altnachree, Westward Ho
Fairweather, W. J.	40, Fore street, Kingsbridge
Hall, C. D.	Inland Revenue, Exeter
Merrick, G. H. (Three Towns Wheelers C.C.)	21, Cecil street, Plymouth
Pascoe, F.	1, Manor street, Plymouth

DURHAM.

- Angus, G. T.
 Boddy, Rev. H. A. V., M.A.
Boddy, Miss M. E.
 Buckham, F. W.
 Cook, W. H. (Idlers' C.C.)
 Crawhall, J.
 Dodshon, E. (W.)
 Featherstone, R.
 Forster, W.
 Graham, E., jun.
 Green, J. T.
 Guy, F. C.
 Henderson, T.
 Howe, F. (Eldon C.C.)
 Luck, R., M.A., LL.M. (Darlington B.C.)
 Maxey, J.
 McClelland, A. P.
 Murray, J. (Consett and District C.C.)
 Pollock, G. S. (Southwick C.C.)
 Proctor, H.
 Savory, G.
 Snowball, J.
 Starforth, A. W.
 Thompson, F. H.
 Thompson, R.
 Wood, H. A.
- 8, Cobden street, Stockton-on-Tees
 Vicarage, Thorpe Thewles, Ferryhill
 " Alderene House, Lanchester
 16, Peel street, Sunderland
 The Square, Stanhope
 3, Belle Vue terrace, Spennymoor
 6, Chester crescent, Sunderland
 10, Airey terrace, Gateshead
 East Howle, Ferryhill
 10, Thornhill terrace, Sunderland
 3, Evelyn terrace, Gateshead
 Ferryhill
 225, High street, Gateshead
 Osborne Villa, Darlington
 High street, Spennymoor
 19, Laura street, Sunderland
 The Villa, Consett
 32, Stockwell street, Southwick,
 Sunderland
 2, Romer terrace, Stockton-on-Tees
 9, St. Michael's place, Sunderland
 1, Gordon terrace, Southwick, Sunderland
 2, High street, Spennymoor
 Stanhope
 10, High Southwick, Sunderland

ESSEX.

- Jackson, W. H.
 Lambert, W. C.
 Pelham, H. G. G.
 Puckle, H., M.A.
 Snell, B. A., M.A.
 Stokes, H.
- 114, Grove road, Walthamstow
 203, Ham Park road, Forest Gate
 The Rectory, Buckhurst Hill
 Felsted School
 Wickham Bishop's Rectory, Witham
 High street, East Ham

GLOUCESTERSHIRE.

- Addison, L. P., M.A.
 Beavis, C. E.
 Beavis, J. D. W.
 Butler, M. E.
 Favre, C. J. A. A.
 Fletcher, E. S.
 Gee, A. V. H.
 Harmer, A. C.
 Nash, A.
 Smith, A. A.
 Smith, V. P.
 Smith, P. B., Surgeon-Major-General
- New Church street, Tetbury
 33, Canynge square, Clifton
 Haywood House, High street, Cinderford
 Hawthorn Villa, Lightpill, Stroud
 7, Lansdown place, Cheltenham
 15, Hope square, Clifton
 Herbertsville, Cheltenham
 Glenfall Lawn, Cheltenham
 Christ Church Lodge, Western road, Cheltenham
 " Park Villa, Cheltenham

HAMPSHIRE.

- Aker, Major J. L.
 Atkins, H. F.
 Gardner, W. R.
 Hall, H.
 Kelf, Sergt. G. H. (G.C.C., Winchester)
 Lee, W.
 Mumby, B. H., M.D.
 Poosa, C. (Bournemouth B. & T.C.)
 Randall, A. L.
 Scott, P. M.
 Scottsdale, J. (Alton C.C.)
 Thwaites, G. (Portsmouth Rd. C.C.)
 Welch, J. (Larmer Tree Road C.C.)
 Wilson, M. F. G.
- Florence Villa, Boscombe
 16, Firs glen, Bournemouth
 Brooklyn, Southcote road, Bournemouth
 94, Queen's road, Buckland, Portsmouth
 Station Hospital,
 the Barracks, Winchester
 Ovingdean, Surrey road, Bournemouth
 Chesterfield, Elm Grove, Southsea
 6, Triangle, Bournemouth
 7, Alexandra terrace, Pokesdown, Bournemouth
 The Rectory, Havant
 High street, Alton
 242, Kingston road, Portsmouth
 Ambleside, Middle road, West-
 bourne, Bournemouth
 Bagenholt, Northlands road, Southampton

HERTFORDSHIRE.

- Cheston, C. F., jun.
Cheston, Mrs. C. C.
 Christian, T. H.
 Huxley, J. W.
 May, W.
 Pope, Rev. A. F., M.A.
Smith, Miss C. M.
Smith, Miss M. I.
- Great Amwell House, Great Amwell, Ware
 " " Melbourne House, St. Albans
 Glendalyn, Hadley Wood
 Woodlynch, Hadley road, New Barnet
 The Furlong, Tring
Hamper Mills, Watford
 " " "

KENT.

- Anderson, W. J., B.A.
 Bayley, H. B.
 Blane, A. R. A.
 Bond, H. C., M.A. (Bromley C.C.)
 Cox, G. F. (Maidstone Church Institute C.C.)
- 8, Vanbrugh Park road, East Blackheath
 3, Blackheath rise, Lewisham
 Lindfield Lodge, Folkestone
 Park School, Bromley
 Sunnyside College
 road, Maidstone

- Elmore, T. A. (Maidstone Church Institute C.C.)
 Ferrard, R. H.
 Giles, A. K.
 Goodwin, E.
 Kingdon, Z. H.
 Osmond, H. B., F.R.C.O.
 Purcell, J.
 Widgery, J. H.
 Worsfold, H. M.
- 66, King street,
 Maidstone
 St. Mary's mount, Bexley
 Welhurst, Green Street green, Orpington
 40, Chubworthy street, New Cross
 17, Mycene road, Westcombe Park
 Salisbury House, Broadstairs
 17, Tower road, Dartford
 38, Park road, Bromley
 Athlone, Mottingham

LANCASHIRE.

- Adams, C. M., F.C.S.
 Ainsworth, F.
 Anderton, F.
 Ashe, J. F.
 Ashe, J. W. O.
 Bailey, H. O.
 Bolton, T.
 Bowden, J. H.
 Branscombe, B. W. H.
 Branscombe, H. A.
 Brien, J. W.
 Baldwin, W.
Briggs, Miss D. L.
 Catterall, E.
Catterall, Mrs. E.
 Clarke, W. R. C., B.A. (Hulme Social Club C.C.)
 Clegg, W. E.
 Clegg, J. E.
 Darlow, T. F.
 Eaton, C. H.
 Fowler, W. E.
 Graham, J. (Wigan Wheelers C.C.)
 Green, H., C.E.
 Gresham, F. (Manchester Southern C.C.)
 Grundy, E. (Ormskirk C.C.)
 Hall, J. M.
 Hall, P. G.
 Hammond, W. A. (Manchester Southern C.C.)
 Hindle, J. L.
 Holboer, P. A.
 Horrocks, W. T.
 Howson, C. J.
 Jackson, J. (Cheetham B.C.)
 Macfadyen, D. R.
Mayall, Mrs. E.
 Noakes, G. M.
 Pearl, W. A.
 Peart, H.
 Porter, J. H.
 Pratt, J. C.
 Riley, W.
 Ripley, A.
Scott, Mrs. T. J.
 Settle, J. A.
 Stowell, H.
 Taylor, J. P.
 Thierens, J.
 Thomas, J. (Garstang C.C.)
 Thompson, G. F.
 Tongue, C. H.
 Turner, H. G. (Manchester B. Club)
 Walkden, S.
 Warren, T.
 Wheeler, W. H.
 Wilkinson, A.
 Wilkinson, J. W. (Linacre C.C.)
 Wilson, W. T.
 Wilson, S. S.
 Wood, G. E. M., M.B.
 Wood, H. S.
- 171, Lord street, Southport
 102, Walmersley road, Bury
 30, Claremont grove, Barlow moor, Didsbury
 28, Balmoral road, South Shore, Blackpool
 " Breightmet hill, Bolton
 Blackshaw fold, Breightmet, Bolton
 12, Dicconson street, Wigan
 Woodbine House, Westoughton, near Bolton
 22, Bury New road, Higher Broughton
 40, Canning street, Liverpool
 69, Bold street, Liverpool
 Castleton villas, Manchester road, Rochdale
Clarence Lodge, Victoria Park, Manchester
 Morningside, St. Ann's-on-the-Sea
 23, Park street,
 Cheetham
 30, Market place, Oldham
 41, Duke street, Southport
 92, Litherland road, Bootle
 43, Bewsey street, Warrington
 23, King street, Wigan
 108, Fishergate, Preston
 Oak Bank, Stretford
 Town End House, Aughton, Ormskirk
 Glynwood, Tatchcock road, Huyton
 Landfield House, Harbord road, Waterloo
 7, Brownsville road,
 Heaton Chapel
 24, India buildings, Cross street, Manchester
 147, Lloyd street, Greenheys, Manchester
 77, Manchester road, Bolton
 159, Barkerhouse road, Nelson
 81, Hobson street, Oldham
 46, Lloyd's house, Albert square, Manchester
Lydiate House, Lydiate, near Liverpool
 Ivy Lodge, Moss lane, Aintree
 5, Newton avenue, Longsight, Manchester
 7, Elton street, Everton road, Chorlton-on-Medlock
 2, Kensington place, South Shore, Blackpool
 Eversleigh, Edge lane, Liverpool
 Wilton terrace, Croft lane, Hollins, near Bury
 86, Hornby road, Blackpool
South View, Wigan road, Ormskirk
 73, Orlando street, Bolton
 Chorley Rectory
 Park terrace, Greenodd, Ulverston
 Fernleigh, Burscough
 Wyre Cottage, Bonds, Garstang
 29, Newstead road, Liverpool
 48, Stanley street, Bury
 Eldon grove, Manchester
 131, Burnley road, Accrington
 335, Park road, Oldham
 Lurlei, Breeze hill, Bootle
 48, Oriel road, Winton
 Glenlea, Roby
 36, Victoria street, Blackpool
 County Asylum, Rainhill
 6, Thomas Holden street, Bolton

LEICESTERSHIRE.

- Baum, E. Y.
 Charlesworth, A. E.
 Faulkner, A. H. (Leicester Rovers C.C.)
 Macleod, A. L., M.A., M.B.
 Patey, J. N. (Stoneygate C.C.)
- 25, Tyndale street, Leicester
 Oakdale, The Fosse, Leicester
 St. Mary's Mills, Leicester
 58, Hinchley road, Leicester
 6, Newtown street, Leicester

LINCOLNSHIRE.

- Chapman, W. O. (Horncastle C.C.)
 Russell, A. P., M.D.
 Teesdale, F. U.
- Cagthorpe House, Horncastle
 The Lawn, Lincoln
 121, Monks road, Lincoln

MIDDLESEX.

- Addison, J. 32, Norfolk square, W.
 Ashton, G. 38, Old Bond street, W.
 Bayly, Major A. W. L., D.Sc. 7, Waterloo place, S.W.
 Beggs, J. E., B.A. Hospital, Stamford hill, N.
 Bryant, R., D.Sc. 122, Wightman road, Harringay, N.
 Bryant, Mrs. R.
 Bunn, J. W. (Hammersmith C.C.) 59, Cambridge road, Hammer-smith, W.
 Campbell, W. McO., J.P. 57, Montagu square W.
 Cavendish, R. F. 6, Carlos place, W.
 Chapman, F. K. 84, Eccleston square, S.W.
 Chee-man, L. H. The Chestnuts, Winchmore Hill, N.
 Cleather, Col. W. B. G. 19, Gayton road, Harrow
 Clover, M. 16, Devonshire terrace, Hyde Park, W.
 Cooper, G. B. (Catford C.C.) 4, Furnivals Inn, W.C.
 Cooper, R. S. 5, Silver street, New Oxford street, W.C.
 Copeman, S. M., M.D. 19, Cromwell crescent, Kensington, S.W.
 Daniels, U. 109, Saltram crescent, West Kilburn, N.W.
 Don, J. 87, Harley road, Harlesden, N.W.
 Deacon, F. J. (Ealing and Acton C.C.) 23, Hamilton road, Ealing, W.
 Dumbell, H. E. 7, Walpole gardens, Strawberry Hill, Twickenham.
 Dumbell, C. H.
 Edwards, H. J. 81, Pimlico road, S.W.
 Edwards, H., B.A. Albert House, St. Paul's road, Highbury, N.
 Fearon, D. R., C.B. 142, Lexham gardens, Kensington, W.
 Ferard, J. E., B.A. 39, Palace street, Buckingham gate, S.W.
 Fey, H. Enfield
 Forbes, W. G. G. 60, Charing Cross, S.W.
 Fortis, R. M. Russell House, Tavistock square, W.C.
 Giddings, G. C. 13, Callow street, Fulham road, S.W.
 Gorham, J. M. 66, Victoria street, Westminster, S.W.
 Griffin, W. T. 13, Foulden road, Stoke Newington, N.
 Hall, W. W., M.D. 195, Belsize road, N.W.
 Hall, Miss J.M.
 Hammond, P. 79, Lupus street, S.W.
 Harben, R. Clevedon, Cyprus road, Finchley, N.
 Harvey, E. 7, Denmark street, Islington, N.
 Hearn, J. Cow and Calf, Eastcheap, E.C.
 Howard, Hon. H. 1, Palace green, S.W.
 Howell, E. E. 80, Hatton garden, E.C.
 Hunt, G. B. 423, High road, Gunnersbury, W.
 Kerry, Right Hon. Earl of 1, Connaught place, W.
 King, C. B. Mount Vernon House, Hampstead
 King, W. J. 4, Whitecross street, E.C.
 Lamley, G. 6, Longridge road, South Kensington, S.W.
 Larken, P. M. 76, Caversham road, Camden road, N.W.
 Law, C. A. 2, Ovington square, S.W.
 Leese, W. H. 21, Cambridge square, Hyde park, W.
 Mocatta, H. Education Department, Whitehall S.W.
 Murphy, J. P. 2, Gladsmuir road, Whitehall park, Highgate, N.
 Noakes, H. G. 10, Atherton terrace, S.W.
 Palmer, A. (Bath Road C.C.) 12, Mare street, Hackney, N.E.
 Potter, W. C. 40, Rosaville road, Fulham, S.W.
 Powell, H. E. 22, Gordon place, Kensington, W.
 Raynor, L. G. S. 21, Nassau street, Berners street, W.
 Reeve, R. Conservative Club, St. James's, S.W.
 Richardson, C. E. 58, Avenue road, North Finchley, N.
 Ring, G. C. 44, Gresham street, E.C.
 Robins, J. G. 31, South Eaton place, Eaton square, S.W.
 Rushton, F. H. 50, Sinclair road, West Kensington, W.
 Slater, E. V. 71, Princes gate, S.W.
 Smith, O. H. 20, Esmond road, Bedford park, W.
 Smith, S. S. 14, Lower Sloane street, S.W.
 Stevens, H. P. 12, Drayton Green road, Ealing Dean, W.
 Stone, V. 3, Plowden buildings, Temple, E.C.
 Symons, E. 4, Eaton avenue, Hampstead, N.W.
 Thomas, W. G. 19, The Holtons, South Kensington, S.W.
 Tennant, W. G. 368, Hornsey road, Holloway, N.
 Toop, H. 17, Vicarage gate, Kensington, W.
 Wasse, A.
 Wasse, F.
 Webb, T. H. (Cowley C.C.) L. & S.W. Bank, Roseberry avenue, Clerkenwell, E.C.
 Wheeler, C. B., M.A. 7, St. Stephen's crescent, Baywater, W.
 White, S. 3, Regents Park terrace, N.W.
 Wilshire, N. T. M., M.Sc. 31, Stanley gardens, Hampstead, N.W.
 Wilshire, Mrs. N. T. M., B.Sc. " " " "

MONMOUTHSHIRE.

- Bosanquet, V. H. C. Dingestow Court
 Burgoyne, A. J. Bryndovey, Pontypool road, Pontypool
 Fowler, E. G. (Pontypool B.C.) Hill grove, Pontypool
 Woolley, J. E. (Pontypool B.C.) 8, George street, Pontypool

NORFOLK.

- French, L. H. Lacon's bank, Norwich
 Utting, S. W. Stanley avenue, Thorpe, Norwich
 Wilson, W. C. Ellorby, Nicholas street, Thetford

NORTHAMPTONSHIRE.

- Tudsbury, Rev. R., B.A. Broughton, Kettering

NORTHUMBERLANDSHIRE.

- Brady, J. Wooler
 Ditchin, T. Oakville, Granger Park road, Newcastle-on-Tyne
 McArthur, C. 9, Falconar street, Newcastle-on-Tyne
 Richter, L. E. 17, North terrace, Newcastle-on-Tyne
 Saint, J. Bedlington Colliery, R.S.O.
 Stoney, Mrs. G., jun. 90, Meldon terrace, Heaton

NOTTINGHAMSHIRE.

- Gill, H. 3, Cobden chambers, Pelham street, Nottingham

OXFORDSHIRE.

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 Thomas, E. (Llangollen C.C.)
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 Bryndyflryn
 Greenheys, Llangollen
 31, Castle street, Llangollen
 Woodville House, Llangollen
 Ashfield terrace, Llangollen
 31, Castle street, Llangollen
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 17, Castle street, Llangollen
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 53, High street, Montrose
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