

# THE MONTHLY GAZETTE

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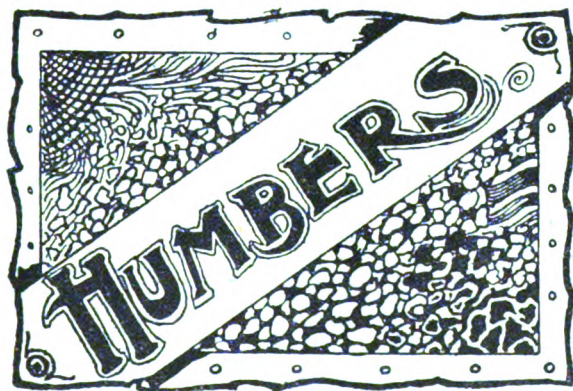
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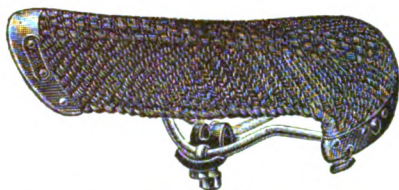
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*February 28th, 1895.*  
After a prolonged trial I have decided to use the Woods' Wire Saddle in the forthcoming race to Bordeaux to Paris, as I find it most comfortable and cool.—Yours truly,  
CHAS. LUCAS.

*March 29th, 1895.*  
Having tried your Wire Saddle over various rough roads, I find it one of the best and one of the easiest saddles I ever sat on, and, in my opinion, should be used to the front in 1895.—Yours truly,  
J. E. RIDOUT.

*April 3rd, 1895.*  
I am pleased to say I have given your Saddle a thorough trial. It is very comfortable, and I am decided to use it on my forthcoming ride to Moscow. Yours faithfully,  
R. L. JEFFERSON.

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reassured those who were, a year or two back, undoubtedly dissatisfied with the internal warfare which was then going on, and the secession of members has not only come to an end, but the Club is again steadily, though more slowly than before, advancing. And what a change has come over its membership. In place of being made up almost entirely, as in its earlier years, of young enthusiasts and clubmen, its membership is characterised by a stability as regards age, character, and social position, which in the younger days was scarcely dreamed of. The members of the Club to-day are in fact men—and women—for the Club has long since been thrown open to the fair sex—who have cast in their lot with it, not because other people do so, or because they belong to a club which requires it, or even because they occasionally ride a bicycle, but because they actually do *tour*, and as tourists a-wheel they see and appreciate the advantages it affords them. In the early days it was quite the exception to find a member who was not also a member of some local club. Now the boot is on the other leg, and the clubman is decidedly in the minority. As roughly showing the altered condition of the C.T.C. membership of to-day we analysed the candidates' list for the present month (May), and out of four hundred and ninety-two candidates for membership only sixty-two appear as members of other clubs! There are no less than thirty-five ladies amongst the candidates, whilst in the social scale the list for the month includes two baronets, one 'honourable,' one member of Parliament, four justices of the peace, nineteen clergymen, and seven medical men. The army is represented by one colonel, two lieutenant-colonels, three majors, two surgeon-majors, nine captains, and two lieutenants. There is one Q.C., and three candidates hold the degree of LL.B. Eleven are entitled to the degree of M.A., and fifteen to that of B.A., whilst seventeen others attach to their names various other distinguishing letters, which show them to be at least men of established position and mature age. The Club, too, is not by any means confined to the British Isles. Being a *touring* Club essentially, its 16,000 members of to-day do not by any means confine their operations to the narrow limits of these islands, and some idea of the present wide-spread influence of the Club may be gleaned from the fact that in this same list candidates hail from Pittsburg, Boston, Jamaica Plain, Nevada, Newhaven, Burlington, Milwaukee, New York, Baltimore, Philadelphia, Jersey City, Bangor (Maine), Stamford (California), Lincoln (Nebraska), Hawkinsfield (Georgia), Corning (N.Y.), Stelton (N.J.), and Madison (Wisconsin) in the States, as well as from Yokohama in Japan, Moscow, Odessa, and St. Petersburg in Russia, Ollhas in Portugal, Lodz in Poland, Madras in India, Paris and Rouen in France, Breslau in Germany, Sugin in Westphalia, Trieste in Austria, Toronto in Canada, Lausanne in Switzerland, and Turin and Modena in Italy. From this we think it will be seen that those wiseacres who have, because they have said it, looked upon the C.T.C. as moribund, have very considerably reckoned without their host, and seeing that to the tourist the advantages of the Club become more apparent every day, we have reason to believe that the condition of things which we have above sketched out will increase still further in the direction indicated as time goes on. The advantages of the Club to cyclists touring on the Continent, at any rate so far as France is concerned, by the saving of all trouble in connection with the machine with the Customs, is worth the subscription over and over again. The new system under which hotels of all grades are registered in the Club's Handbook, and upon which a definite and substantial advantage in the charges is secured to C.T.C. members without the possibility of their being relegated to the top floor, as has been the case sometimes in the past, to say nothing of the close attention which the Club pays to the erection of danger-boards, the improvement of the roads, and more particularly to the general conservation of the rights of cyclists, all tend to make the C.T.C. a most desirable body to be a member of."

The utterances of *The Cyclist* carry weight, and it is not surprising to learn that its views have been favourably commented upon by the daily and weekly press all over the kingdom, with the result that the attention of many who have not hitherto troubled to join the C.T.C. is now being directed to the consideration of the advisableness of taking such a step.

Still better news may, however, be recorded, and it consists of the fact that the Candidates' List in the current issue embodies no less than 876 names, as compared with 367 for the corresponding period of 1894; indeed, the figures eclipse any it has been our pleasurable duty to record since the year 1889, which year may be considered to have marked the zenith of the Club's popularity with the rider who joined simply because it was "the thing."

Furthermore, the status of the new adherents is more than maintained, for the present list includes one lady of title, sixty-six other ladies, one peer, one lord, two knights, seven honourables or right honourables, one M.P., eight J.P.'s and D.L.'s, thirty-six clergymen, fifteen doctors, two Q.C.'s, one LL.D., one LL.B., twenty-nine M.A.'s, eleven B.A.'s, fifteen of other degrees, two colonels, two lieutenant-colonels, two majors, one surgeon-major, four captains, one surgeon-captain, and nine lieutenants of the army or the navy. The *C.T.C. Gazette* is, we trust, as little given to toadyism as any journal, and we make public this rough analysis merely to exemplify the fact that even in the leading ranks of society there are those who believe the benefits the Club offers are tangible and undeniable, and who accordingly gladly seek to participate therein.

All this is very gratifying to those who have for years contended that the merits and the virtues of the pastime of cycling have only to be fairly tested by all ranks to ensure its universal adoption.

\* \* \* \*

Few of our readers will be ignorant of the fact that the agitation set on foot by the C.T.C. in January last has now proved successful, and that the First Commissioner of Works has announced in the House of Commons that upon the expiration of the forty days required by the rules cyclists will be allowed the use of the roads in Hyde Park from the time of opening up to 10 a.m.

This concession has only been wrung from H.R.H. the Duke of Cambridge, the Chief Ranger, upon the presentation of a requisition signed by some ninety members of Parliament, with several of whom the C.T.C. has been in active communication. To their spokesman, Captain Bagot, as well as to the First Commissioner, the thanks of wheeldom are due. We know of no way in which they can be better conveyed than by a rigid observance of the new rules, and by having painstaking regard for the rights of others.

\* \* \*

WHEN IS  
A  
FOOTPATH  
NOT A  
FOOTPATH?

This is not a prize conundrum; it is merely the problem that has engaged the attention of a local Bench and the Divisional Court at intervals for many months past.

It appears that in October last a cyclist named Thomas (who, by the way, held the rank of "Captain" in the Salvation



Army), residing at Maidenhead, was summoned for riding a bicycle upon a footpath at Bray, and was fined and mulct in costs.

The footpath in question was not a footpath by the side of a road or highway, but it was a footpath through some fields, and it was subsequently contended by the defendant's solicitor that this being so the provisions of the Highway Acts did not apply, and that the conviction was bad in law.

The Maidenhead Bench apparently rose superior to this consideration, for they refused to state a case, and the next stage in the proceedings was reached when the solicitor for the defendant appealed to the C.T.C. to take up the matter on behalf of his client and prosecute an appeal.

Now the defendant was not a member of the Club, and, as it was apparent that even if he had not been (wrongly) convicted under the Highway Acts he could in all probability have been proceeded against for trespass by the owner of the land over which the footpath ran, it was considered undesirable to interfere. At the same time the late Mr. P. Edward Dove, one of the R.C.'s for Middlesex, and a member of the Rights and Privileges Committee, offered, in his private capacity as a practising barrister, to take up the case *con amore*.

This offer of Mr. Dove's was at once accepted, and he in due time obtained in the Divisional Court upon an *ex parte* application a rule calling upon the magistrates to state a case.

Before, however, the rule could be made absolute Mr. Dove died by his own hand, and as there was every probability that the case would fall through unless the C.T.C. came to the rescue, the Club intervened, and through the instrumentality of Mr. H. St. John H. Bashall, then R.C. for Surrey (who also acted *con amore*), engaged counsel to argue the point.

The result that attended the hearing is revealed in the following cutting from the *Times* of the 23rd January:—

#### QUEEN'S BENCH DIVISION.

(Before Mr. JUSTICE LAWRENCE and Mr. JUSTICE WRIGHT.)

THE QUEEN V. SIMPSON AND ANOTHER, JUSTICES OF BERKSHIRE.—EX PARTE THOMAS.

This case raised a question of some interest to cyclists—whether it is an offence to ride a cycle on a footpath; and it also raised a question of far wider importance in all summary convictions—whether the magistrates can be directed to state a case on a point not raised or taken at the hearing. The defendant Thomas had been summoned for riding a bicycle on a footpath at Bray, near Maidenhead, and as he did not dispute the fact that he had so ridden, though he said he did not know it was unlawful to do so, he was convicted and fined. He raised no objection at the time, nor took any point of law, having no legal advice or assistance. But some days afterwards, on consulting a solicitor, he was advised that the only enactment creating such an offence was the provision in the Highway Act, 5 and 6 William IV., c. 50, which only, however, makes it an offence to ride on a bicycle on a footway by the side of a road or highway. And the footway in this case was not by the side of a road, but across some fields. And then an application (in due time) was made to the magistrates to state a case to raise that question, which, however, they refused to do, because no such point, and no point of law at all, was taken at the hearing, and so they dismissed the application as frivolous.

Mr. Hill (for Mr. R. L. Simey, indisposed), instructed by Mr. H. St. John H. Bashall, now moved for a rule for a

*mandamus* to the magistrates to state a case. There was no enactment making it an offence to ride a bicycle on a footpath, except the provision in the Highway Act, and that did not apply. And as to the objection that the point had not been taken at the hearing, it was not a legal objection, as it went to the essence of the offence, "*The Queen v. Howell*" (Law Rep., 9 Q.B.).

The Court thought that, as there seemed to be a substantial question whether an offence had been committed at all, there might be a rule for a *mandamus* to state a case.

Rule absolute accordingly.

It will be observed that the rule having been made absolute the next step would have been to call upon the Maidenhead Bench to show cause why the conviction should not be quashed, but when this step was about to be taken the chiefs of the Salvation Army interposed and refused to allow "Captain" Thomas to be party to any further proceedings, even although he might be fully indemnified as to costs. All further action has therefore been abandoned, and the only satisfaction the C.T.C. has obtained for its trouble and outlay is the knowledge that there is no doubt whatever that the conviction would have been quashed if the proceedings had been continued; and that with the recollection of the manner in which their interpretation of the law was viewed by the Divisional Court, the Maidenhead justices are not likely to again convict a rider summoned *under the Highway Acts* for riding a cycle upon a footpath *through the fields*.

✱ ✱ ✱

SOCIETY AND THE WHEEL. That cycling has for months past been advancing with giant strides in the affection of "the classes" has been very generally asserted, but if final confirmation of the fact were needed

it is forthcoming in the establishment of a West End club formed solely for their benefit. We had the pleasure a week or two since of assisting at the inaugural ceremony, which by the daily press is thus reported:—

"The opening of the Trafalgar Bicycle Club yesterday afternoon brought together a brilliant company in the pretty grounds of Catherine Lodge, Trafalgar Square, South Kensington. Among the company assembled were the Duchess of Marlborough and Lord William Beresford, Countess Howe and the Ladies Curzon, Lord and Lady Arthur Paget, Lord and Lady Curzon, Lord Rowton, Lord Hindlip, Mr. and Mrs. Shelley Bonteim, Mrs. Leo de Rothschild, Lord and Lady Albert Kennedy, Lady Feo and the Hon. Humphrey Sturt, Mrs. Bischoffsheim, Mr. and Mrs. A. Wilson, Miss Muriel Wilson, Mr. Gerald Paget, Sir William and Lady Call, Georgina Countess of Dudley, Sir Henry Calcraft, Lord and Lady St. Oswald, Mrs. Adair, Mrs. Smith Barry, Mrs. Maxwell and Miss Heron, Lady Sarah Wilson, Madame Von André, Major Wynne Finch, Lady de Trafford, Mr. Montague Guest, Lady Eden, and many others. Races for special prizes were run in the open track in the square, but society preferred to foregather on the pretty lawn surrounding the covered vélodrome. Tables were scattered about, and tea, coffee, and ices were dispensed. The ladies wore their brightest dresses, and the occasion was agreeably prophetic of a successful career for the club."

We may add that all arrangements for the supply of machines are vested in the hands of Messrs. Humble and Co., Ltd., whose interests are safe in the keeping of Mr. Walter Creswick, their courteous representative.

As to how far the new "craze"—as such—is likely to prove permanent one hardly cares to hazard an opinion, but no one who has participated in the health-giving properties of the wheel will doubt that at any rate a large percentage of those who make careful and judicious trial of its merits will be won over to its side for all time to come.

♦ ♦ ♦

THE NEW of the French Road Book has been a FRENCH much heavier task than was at first ROAD BOOK. anticipated. The new Editor, Mr. W. G. Waller Goodworth, who so kindly

undertook to revise and amplify—indeed to re-write—the first edition issued in 1887, has been engaged upon the work at intervals for several years past, but even so only Part I. will be ready for sale during the current riding season. This will, we trust, leave the press on Mid-summer day (the 24th inst.). It consists of 550 pages (not interleaved with plain paper as before), and it will be sold at 5/-, or 5/4 post free. It will include North, East, and South-East France, in fact all the ground lying north and east of the river Seine from Havre to Paris, and thence southward through Orléans, Bourges, Clermont Ferrand, and Perpignan. (Part II. will deal with the ground south and west of this line). Some idea of the magnitude of the undertaking may be gleaned from the fact that it deals with no less than 38,000 kilomètres (or 24,000 miles) of roads.

We shall now be glad to receive orders for the work and—in the case of those members who have made payment of the 3/6 charged for the first edition we were unable to supply—instructions as to what to do with the balance standing to their credit.

We may add that Part II. will in all probability be ready in the autumn, but that as many members may desire to visit those portions of France not covered by Part I. of the new edition, we will gladly re-purchase any reasonable number of copies of the first edition at half-price. Who will oblige in this particular?

♦ ♦ ♦

Our remarks under this head in the "A WORD OF WARNING." palatable to Mr. R. Banner Oakley, the promoter of the Road and Path Cycling Association. and, as a consequence, that gentleman has thought well to address a circular-letter to each member of the C.T.C. upon whose address he could lay hands. In this letter he complains, *inter alia*, of the construction put upon his recently issued prospectus at the April Council meeting, and points out that in it membership in the C.T.C. was not made *compulsory* but was only *recommended*. This error on our part is a trivial one, but we willingly correct it. When, however, Mr. Oakley proceeds to attack us in our official capacity, and asserts that we, "in a most high-handed and unjustifiable manner, expelled a member from the Club, and were ultimately obliged to reinstate him, and apologise for our conduct," he reveals his ignorance of truth as a practical principle, and libels us in a manner for which we could obtain speedy redress, were the game worth the candle. Similarly, when he insinuates that it was through his personal influence, if not by his personal

vote, that we "saved our position" as Secretary when the case in question came to be discussed, we repudiate his statement, and in addition denounce it as an unwarranted impertinence.

We have no space for the text of Mr. Oakley's long and involved manifesto, but we may briefly say that it bristles with inaccuracies, and that members will be well advised who give the Road and Path Cycling Association and any similar schemes with which Mr. R. Banner Oakley may be identified the widest berth possible.



### CHIEF CONSULAR VACANCIES. SPECIALLY IMPORTANT.

Through the resignation of the former officers, or the imminent retirement of the present ones, the following counties are in need of Chief Consuls:—

ENGLAND—	
CHESHIRE.	SHROPSHIRE.
ESSEX.	WESTMORLAND.
WALES—	
BRECKNOCK.	CARDIGAN.
SCOTLAND—	
CAITHNESS.	SELKIRK.
ORKNEY AND SHETLAND ISLES.	SUTHERLAND.
IRELAND—	
ARMAGH.	MONAGHAN.
KILKENNY.	TIPPERARY.
FOREIGN—	
BELGIUM AND LUXEMBOURG.	AUSTRIA-HUNGARY.
	SPAIN.

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.

BUCKS.—(*Chief Consul, Rev. E. B. Cooper, M.A., Grammar School, Amersham.*)—Fenny Stratford, Great Marlow, Great Missenden, Newport Pagnell, Prince's Risborough, Stoney Stratford, Waddesdon, Wendover, and Winslow.

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



ESSEX.—(*Chief Consul, pro tem., G. H. Evans, 10, Oakley Terrace, Sheerness, Kent.*)—Brentwood, Saffron Walden, and Southend.

KENT.—(*Chief Consul, G. H. Evans, 16, Oakley Terrace, Sheerness.*)—Bromley, Canterbury, Chatham, Deal, Rochester, and Sevenoaks.

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

YORKSHIRE (EAST RIDING).—(*Chief Consul, A. E. Paulsen, 85, De Grey Street, Hull.*)—Aldborough, Beeford, Cottingham, Flamborough, Hedon, Howden, Leven, North Cave, Pocklington, Sherburn, Skirlaugh, South Cave, and Welton.

YORKSHIRE (WEST RIDING).—(*Chief Consul, L. Kershaw, 20, Gladstone Road, Halifax.*)—Barnsley, Bawtry, Boroughbridge, Hellifield, High Bentham, Huddersfield, Ilkley, Keighley, Kettlewell, Knarborough, Malham, Ossett, Otley, Skipton, Snaith, Tadcaster, Thorne, Thornton (Ingleton), Todmorden.

### "RIGHTS AND PRIVILEGES."

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

### THE BRITISH HANDBOOK.

The Handbook for 1895 is now on sale. The book is admittedly a great improvement upon any of its predecessors, and every member should make it his duty to provide himself with a copy. Its contents comprise:—A full list of the hotels under contract with the Club throughout the United Kingdom, with particulars of the special tariff and discount applicable to each; a specially-drawn and valuable map; lists of officers; rules and regulations; instructions to Consuls; uniform and general information; hints as to touring, and repairing machines; a list of the Chief Consular Divisions, with the addresses of the officers set over them; railway rates; calendar; sunrises and sunsets; the phases of the moon; as well as a complete diary and riding record, etc., etc., etc.

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

### 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 — see "Editorial.")

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 quâ 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 handy and valuable little *vade mecum* known as "The Continong."

4.—Temporary tickets of membership in the Touring Club de France (available for three months), and the Handbook of that body, can be had from the Secretary of the C.T.C. at the reduced price of 2s. 6d. and 1s. 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.

### FRANCE.

During the absence from Paris of the Chief Consul, Baron a de Baroncelli, Captain H. H. A. Errington-Josse, of 4, Avenue Hoche, will act as Chief Consul *pro tem.*

### 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. S. C. P. Collier, Liskeard; M. Dear, Shanklin; A. F. Simmons, Lee; and group photograph of the Boston Spa C.T.C. Meet.

"A MARVEL OF MECHANICAL ACHIEVEMENT."—A Mr. Robert Perkins descants under this head in a recent issue of the *American Engineering Magazine* upon the evolution of the cycle. It is, however, to be regretted that the writer is "all at sea" with his facts, and that his treatise is in consequence wholly un dependable. Among other serious errors he commits are those of crediting Lallemand with having invented the first bicycle driven with the feet off the ground, and "Mr. D. K. Sharley, of the firm of Sharley Bros.," with having designed the "Kangaroo"! Every schoolboy could correct these and many other equally serious blunders on this side. American exchanges please note.



The usual monthly meeting was held at the "King's Arms" Hotel, Oxford, on Saturday, 11th May, 1895, at 2 p.m.

PRESENT:

R.C. W. COSENS, Sussex (Chairman).  
 R.C. O. H. BEATTY, Surrey.  
 R.C. M. ILOTT, Surrey.  
 C.C. J. W. LLOYD, Newport.  
 R.C. H. J. MOXON, Surrey.  
 C.C. Rev. C. E. RANKEN, Malvern.  
 R.C. J. ROBINSON, Hampshire.  
 R.C. G. E. STANLEY, Grouped Counties of England.  
 C.C. Col. W. STODDART, Bedford.  
 R.C. H. STURMEY, Grouped Counties of England.  
 R.C. C. WIGAN, Middlesex.  
 R.C. L. J. WILLIAMS, Middlesex.  
 C.C. Rev. W. H. YOUNG, Wallingford.

E. R. SHIPTON, Secretary.

RESOLUTIONS, Etc.

- 84.—"That the resignation of Mr. Oscar E. Taylor, of Chorlton-cum-Hardy, as Chief Consul of the County of Cheshire, be accepted with regret."
- 85.—"That Mr. Charles Edwin Robinson, of Kirkby Stephen, Westmorland, be appointed Chief Consul of the County of Westmorland."
- 86.—"That Mr. Joan Rahusen, of 13, Alexander Boersstraat, Amsterdam, be appointed Chief Consul of Holland."
- At this juncture the Chairman laid before the Meeting a letter he had received from Mr. R. Banner Oakley, complaining that the Report of the last Council Meeting, as set out on page 129 of the May Gazette, was incorrect where it stated that in the prospectus of the Road and Paths Cycling Association it was laid down as a condition that members joining that body must also become members of the C.T.C.—the fact being that membership in the C.T.C. was simply recommended. He requested that the error should be corrected.
- 87.—"That the Report of the Committee of Northern Councillors appointed by Resolutions 60 and 61 of the March Council Meeting to report as to how best Vol. III. of the British Road Book can be compiled and edited, be adopted."
- 88.—"That the Committee referred to in the said Report do consist of Messrs. G. Bartram, Sunderland; J. A. Williamson, Tynemouth; Arthur Lee, Brampton; J. T. Lightwood, Lytham; T. W. Stainthorpe, Redcar; and the Chairman of the Committee dealing with Vol. II.; that the said Committee do have power to add to their number up to the limit of two members, and that the appointment of the local sub-committee to aid and advise the Editor, be left in their hands."
- 89.—"That Mr. George Bartram, of Sunderland, be the Chairman of the said Committee."
- 90.—"That a hearty vote of thanks be accorded to Col. W. Pitman for his kind offer of assistance in connection with Vol. III. of the Road Book, though the Council regret their inability to accept the same."
- "That the resignation of Mr. H. Croydon Roberts as a member of the Map and Road Book (England and Wales) Committee be accepted." (Lost to the following amendment.)
- 91.—"That the resignation of Mr. H. Croydon Roberts as a member of the Map and Road Book (England and Wales) Committee be not accepted."

REPORTS OF COMMITTEES.

FINANCE.

- (a) The Chairman notified that there was nothing special to report.
- MAP AND ROAD BOOK (ENGLAND AND WALES).

- (b) The Chairman reported that he had called a meeting of the Committee, but as unforeseen obstacles bade fair to prevent a representative attendance he had cancelled the fixture. The work in connection with Vol. II. is, however, proceeding satisfactorily, and more definite information as to the exact position of things will be forthcoming at the next meeting.

MAP AND ROAD BOOK (SCOTLAND).

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

MAP AND ROAD BOOK (CONTINENTAL).

- (e) The Chairman reported that no meeting of the Committee had been held for the same reason that applied in the case of the Map and Road Book (England and Wales) Committee, but that the setting into type of the work was proceeding rapidly, and Part I. was well nigh completed. It will, however, be impossible to republish this in time for the Whitsuntide holidays, and Part II. will not be ready for some months to come.

RIGHTS AND PRIVILEGES.

- (f) The Chairman reported that many applications for advice and assistance had been received, and satisfactory replies made thereto.

The Committee still had under consideration the case of an assault committed upon some members of the C.T.C. in the neighbourhood of Nottingham, as to which they hope to report more fully to the next meeting.

Considerable assistance had been rendered to members in various parts of the country in their attempts to obtain the adoption of the Universal Lights bye-law by their County Councils.

The agitation in connection with the opening of Hyde Park had not been allowed to drop, and steps were being taken whereby the question would be raised in the House of Commons, mainly with a view to strengthening the hands of the First Commissioner, who was known to be favourable to the object the C.T.C. has in view.

- 92.—"That Resolution 158 of the December Council Meeting, held in Birmingham, be rescinded, in so far as it relates to the place at which the August Council Meeting shall be held."
- 93.—"That on account of the Northern Counties Camp and Meet taking place this year at Scarborough instead of Harrogate, the August Council Meeting appointed to be held at Leeds be held at York."
- (i) A further application from the Patent Agent referred to in the Report of the last Meeting for permission to register a trade mark embodying two wings was considered, and after further explanation it was resolved.
- 94.—"That permission be given the applicants upon their giving an undertaking that the wings shall in no case be used without the word 'Triumph,' which forms part of the design submitted to this Meeting."
- (k) A letter from Mr. E. M. Poole, one of the R.C.'s for Yorkshire, was read, suggesting that the C.T.C. should endeavour to obtain the signatures of all the members in the North Riding and of all cyclists who are get-at-able to a petition to be presented to the County Council in favour of the Universal Lights Bye-law. This suggestion was not considered quite practicable, but it was, after discussion, resolved.
- 95.—"That the Club do reprint and circulate its pamphlet dealing with the Universal Lights question from the standpoint of County Councils, and embody therein the Bye-law in force in Surrey, coupled with the recommendation that this may be adopted as the standard, and that the Club do appeal to members generally to use their influence to further the object in view."
- (l) Mons. A. de Baroncelli, the Chief Consul for France, notified the Meeting that he had appointed Capt. H. H. A. Errington Josse, of 4, Avenue Hoche, Paris, as deputy Chief Consul during his absence on an extended holiday, which appointment was confirmed by the Meeting.
- (m) A letter from Mr. G. Bartram, the Chief Consul for Durham, was laid before the Meeting, wherein it was suggested that those members who omitted to renew their subscriptions within the time allowed by the rules might, if they sent in their applications before the Whitsuntide holidays, be furnished with tickets without delay, and without extra payment. It was, however, pointed out that these parties were applied to no less than four times between the 1st December and the end of February without success, and, furthermore, that candidates who were usually late in ignorance of the C.T.C. have in all cases been called upon to pay the special fee of 2s. 6d. that attaches to the issue of a provisional ticket, whereupon it was decided to take no action in the matter.

Comments upon the Agenda were received from the following absent Councillors:—Rev. A. Hay, Scotland; Dr. F. Powell, Redhill; Messrs. W. E. Cowdell Barrett, Grouped Counties of England; G. Bartram, Sunderland; W. Kendall Burnett, Aberdeen; L. Kershaw, Halifax; J. T. Lightwood, Lytham; A. E. Paulsen, Hull; E. M. Poole, Yorkshire; H. M. Ranklör, Tiverton; and H. C. Staples, Kent.

The next Council Meeting will be held at Edinburgh, on Saturday, the 15th June, 1895. ("Scottish Meet" Day.)





## KENT MEET, 1895.

A meeting of Consuls and members will be held at the "Bell" Hotel, Maidstone, to discuss the above. A further notification will have already been sent to Consuls by post. It is hoped that a good attendance will be secured.

GEO. H. EVANS, C.C.  
FREDERIC LEWIS, R.C.  
H. C. STAPLES, R.C.

## COUNTY OF NOTTS.

The Chief Consul, Mr. J. W. Wright, reports:—The first meeting this year of local members was held on the 9th ult. at Southwell, and although the attendance was smaller than on previous occasions, it was in every other way equally successful. The *Nottingham Daily Guardian* reported the proceedings thus:—"The annual meeting of the Notts. members of the Cyclists' Touring Club was held last evening at the Saracen's Head Hotel, Southwell. The Nottingham contingent met near the Clarendon Hotel, and starting shortly after 2.30, proceeded by way of Trent Bridge, Radcliffe, and Gunthorpe to Southwell, where they were joined by the Worksop members. After tea Mr. J. W. Wright (Chief Consul) presided at the business meeting, and amongst those present were—Mr. A. Butterfield, Chief Consul for Lincolnshire; Mr. Foster, Consul for Lincoln; Mr. T. Chatterton, Consul for Worksop; the Rev. F. A. Wodehouse, B.A., Consul for Gotham; Messrs. G. P. Cooley, F. B. Whitty, R. L. Marshall, Trehelli, J. H. Ford, S. Hipkin, J. Spray, W. H. Wagstaff, P. Townsley, and others. The chairman presented some statistics, which showed that the Cyclists' Touring Club had nearly 16,000 members, and in Nottinghamshire about 150 cyclists were members of the Club. The eight Consuls were at Nottingham, Newark, Tuxford, Retford, Worksop, Sutton-in-Ashfield, Gotham, and Bawtry. Subsequently the Rev. F. A. Wodehouse read a paper on 'Some Aspects of Cycling,' in the course of which he said the love of exercise was inborn in every English child. Yet, after all, the means of exercise were comparatively few. Cricket, football, tennis, and rowing almost exhausted them. Cycling came, and added another and entirely new recreation. He delighted to think that the cycle had come as a boon and blessing to the patient, hard-working, but exercise-loving sons and daughters of the English nation. After the reading of the rev. gentleman's paper he was accorded a hearty vote of thanks on the proposition of Mr. Chatterton, seconded by Mr. Wagstaff, and a vote of thanks was also given to Mr. Wright for presiding."

The next meeting will be held on Saturday, July 6th, at the Ram Hotel, Newark; tea at five o'clock. The Nottingham members will start from the Trent Bridge (south end) at 2.30 prompt. Members in other districts are requested to communicate with their local Consul. All those who intend to be present at tea are requested to inform me a few days beforehand, as otherwise it is difficult to make the needful arrangements. As usual, we shall be pleased to see friends.

## COUNTY OF WILTS ANNUAL MEET.

Consuls, ask your cycling clubs and friends to the assembly at four p.m. on Saturday, June 22nd, at the "Castle and Ball" Hotel, Marlborough, when the Chief Consul will start for Savar-kne Ruins (three miles) for tea (2/-) in the Arboretum.

Members, bring your friends.

To facilitate matters members wishing for tea will kindly let the Chief Consul know by Wednesday, 19th June.

The Consuls at the meeting held at Swindon, on May 11th, decided on this fixture, and discussed various matters of interest. Present: Brockway (Marlboro'), Roynon (Calne), Loy (Chippenham), Goddard (New Swindon), Ryles (Trowbridge). Letters regretting the absence of other Consuls were read.

F. W. MARILLIER, C.C.,  
The Ferns, Clifton Street, Swindon.

## YORKSHIRE—WEST RIDING.

The Chief Consul reports as follows:—"A meeting of the members of the above-named Riding was held at the Crescent Hotel, Ilkley, on Saturday, the 18th ult. The chair was occupied by Mr. L. Kershaw, the Chief Consul. After the confirmation of the minutes of the previous meeting, the chairman presented to Mr. E. M. Poole, R.C., of Dewsbury, on behalf of the members, a beautifully illuminated address, which had been prepared by Mr. C. Pritchard, of Halifax, in his usual artistic style. The address read as follows:—

*Cyclists' Touring Club.*

To E. M. Poole, Esq., R.C. Yorkshire.

Dear Sir,—We, the officials and members of the Cyclists' Touring Club of the West Riding of Yorkshire, and others, desire to express our appreciation of the valuable and efficient services rendered gratuitously by you to our Club during the five years you acted as Consul, and subsequently for seven years as Chief Consul.

We are under many obligations to you for the unwavering courtesy and kindness you have always shown towards our members whenever they have sought your reliable aid and information, whether connected with tours or otherwise.

In asking your acceptance of this small tribute of our esteem and regard, we sincerely hope that you may be spared in health and happiness, and that as a Representative Councillor we may long have your willing and able assistance.—We are, dear sir, yours faithfully.

[Here followed about thirty signatures, including those of the Hon. Treasurer and Secretary.]

"There were present at the meeting members from Batley, Dewsbury, Halifax, Hull, Leeds, &c. The high wind which prevailed prevented many from being present. Mr. Poole very suitably acknowledged the gift, and said that any service he had rendered to the Club had been a labour of love.

"Letters of apology for their unavoidable absence were received from Messrs. Gurney (Hon. Treasurer), Shipton (Secretary), Dodds (R.C.), Fea (R.C.), Stainthorpe (C.C.), Cuttriss, Hoyle, Oulton, Pym, and many others.

"It was decided that a C.T.C. meeting for the whole of Yorkshire shall be held at Ripon on Saturday, 29th June, at 11 a.m.

"A vote of thanks to the chairman was carried, after which tea was partaken of, and brought a very pleasant gathering to an end."

## YORKSHIRE—EAST, NORTH, AND WEST RIDINGS.

There will be a joint meet, held at the Unicorn Hotel, Ripon, on Saturday, 29th June, at 11 a.m., when all C.T.C. members and their friends will be heartily welcomed, and it is hoped there will be a very large attendance.

## PROGRAMME.

Meet at 11 a.m.

One hour for social intercourse.

12 noon, cycle to Studley Royal for Fountains Abbey, or to Grewelthorpe for Hackfall Grounds (four and seven and a-half miles away respectively).

4 p.m., business meeting at Unicorn Hotel, Ripon.

5 p.m., tea at Unicorn Hotel, Ripon.

It is hoped that those members who are unable to be present the whole day will make an effort to be there in the afternoon in time for the business, and to take tea with the other members. It would greatly facilitate arrangements if the various consuls and members would let Mr. Paulsen know (not later than the Thursday previous) if they intend being present.

L. KERSHAW, C.C., West Riding.  
A. E. PAULSEN, C.C., East Riding.

T. W. STAINTHORPE, C.C., North Riding.



## GLASGOW AND WEST OF SCOTLAND.

The recent spins to Erskine and Helensburgh having proved so successful, a similar run, this time to the picturesque village of Row on the Gareloch, will take place on Saturday, 29th June. Tea at the hotel at 6.30 p.m. Every member of the Club is requested to turn out.

J. B. STEWART, C.C.



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

Companion wanted for a fortnight's tour in North Germany, early in July. Proposed route—Hamburg, Berlin, Dresden, Leipzig, Halle, Eisleben, Weimar, Gotha, Eisenach, Göttingen, Harz Mountains, Hildesheim, Brunswick, Hanover, Hamburg. Distance about eighty miles per day, two days Berlin, one for Dresden, and one for Leipzig. One preferred who would ride in all weathers.—H. B., 15, Blomfield Street, Upper Westbourne Terrace, W.

Doctor, over forty, wishes for companion for ten or fourteen days' tour in Warwickshire and Midlands about beginning of July. Bicycle, fifty miles a day. Chess player preferred.—Address No. 722, c/o the Editor.

Travelled English gentleman, single, and free from business engagements at present, is open for a day or few days' run through the summer with a congenial companion, "Christian believer," similar tastes and position to himself—is of the well-to-do independent crowd, stays at the best hotels, or can rough it; age 40; safety rider; 15st. 7lb.; pace six or sixteen miles per hour; fifty or 100 miles in a day, finds forty to sixty best; interested in photography; has small yacht in South of England; could arrange change about safety—yacht on longer run; would exchange photo. with gentleman rider.—Address "Southampton," c/o Editor.

ISLE OF MAN.—Advertiser intending to spend his holidays, July 20th to August 3rd, at Port Erin, would like to hear from another cyclist who proposes being in the neighbourhood at the date, and who would join him in excursions about the island.—B. CHAS. YOUNG, 57, Tenerife Street, Manchester.

Wanted, a companion for about fourteen days, either through Bavaria to Vienna, or North Italy; moderate expenses; about fifty to sixty miles a day.—W., c/o Hendy & Co., Southampton.

No. 1266 (care of Editor) contemplates a six weeks' cycle tour through France to N. Italy from middle of August, about fifty to sixty miles a day on fair roads. Expenses moderate. Will be glad to correspond with member similarly inclined, residing within sixty miles of London, and able to speak to some extent French, and possibly Italian.

Required, a square Bohemian camarade de voyage for bicycle tour in France, say Dieppe to St. Malo, for end of June. My age is 38.—Apply to "SUFFOLK," c/o the Editor.

Two members, lady and gentleman, riding pneumatic safeties, wish to meet with some members in the neighbourhood of Hampstead, with a view to companionship on short runs—Saturday afternoons, etc. Object, enjoyment rather than speed. Also would be glad to hear if there is a club open to both sexes in Hampstead.—Master of Science, No. 11, 934.

RHINELAND.—Three members, bicyclists, contemplate this trip, starting on the 20th July, and returning on the 5th or 6th August. Should any other cyclist think of going in the same direction at that time, with the intention of getting as much enjoyment out of the run as a moderate outlay would permit, kindly communicate with J. Simpson, 44, Wilkinson Street, Albert Square, S.W.—No. 3469.

A Manchester manufacturer, of fairly good position, about 55, would be glad to arrange a bicycle tour for three or four to eight or ten days during the summer or autumn, with one or two (or more) others for company. Is a Conservative and a Churchman, but entertains very broad views upon most questions, temperate and a moderate smoker, and takes very kindly to conversation on social, scientific, and moral problems, though can't be said to know much about them; fond of music but no musician. Would be pleased to correspond with any gentleman disposed to join him. Would defer much to the wishes of a companion as regards time, district, or distance, provided it be not above fifty miles a day.—H., c/o the Editor.



## NORTHUMBERLAND AND DURHAM DISTRICT ASSOCIATION.

A meeting of the District Committee was held at the Hotel Métropole (C.T.C. head-quarters), Newcastle, on Tuesday, April 30th, Mr. George Bartram (Sunderland), in the chair. There were also present:—Messrs. J. A. Williamson, G. Watson (Tynemouth), J. I. S. Heslop, R. J. Smith (Sunderland), J. M. Gibson, W. H. Atkinson, P. M. Laws (Newcastle), T. Philipson (Stocksfield), A. W. Blacklock, M.D. (Gateshead), and R. T. Lang, hon. sec. (South Shields).

Letters of regret were received from Messrs. W. Cross and W. A. Todd.

The Hon. Sec. reported that the negotiations with the North-Eastern Railway had now been brought to a successful conclusion, and a number of special fares for cyclists arranged. Some other minor matters in connection with these tours were discussed, and the Hon. Sec. was instructed to communicate with the General Manager of the railway on these points. Action was taken with regard to the roads from Ryhope to Seaham, and Chester Road, Sunderland. With regard to the action of the Tynemouth Town Council in prohibiting cyclists riding through East Street, Tynemouth, the Town Clerk had been communicated with, and had replied that the prohibition only applied to the Easter and Whitsuntide holidays, and the Wednesday and Thursday of the Newcastle "Race Week," and this action the Committee entirely approved. On the question of "Universal Lights" in Northumberland, the Hon. Sec. was instructed to write to the Cumberland County Council drawing their attention to the adoption of the bye-law in Durham, and stating that from information received the Committee believed that the Northumberland County Council would be willing to adopt a similar measure in conjunction with Cumberland, and so bring the three northern counties into line in this very desirable matter. The attention of the authorities was drawn to sign posts at Steel Rig, near Bavington, and Ponteland, both of which were in need of repair. It was decided to approach Sir Arthur Middleton with regard to the re-opening of Belsay Hall grounds, under certain conditions, to cyclists.

There is now every prospect that Vol. III. of the Road Book, dealing with the North of England, will be ready for next riding season. The sum of £4 2s. 6d. has been collected for the Road-menders' Prize Fund, made up as follows:—Mr. W. Cross, 10s.; collected by—Mr. G. Watson, 10s.; Mr. R. T. Lang, 10s.; Mr. T. Philipson, 10s.; Mr. G. Bartram, 9s. 6d.; Mr. R. J. Smith, 7s. 6d.; Mr. C. Cald-leugh, 5s.; Mr. J. I. S. Heslop, 5s.; Mr. P. M. Laws, 5s. 6d.; Mr. W. H. Atkinson, 5s.; Dr. Blacklock, 5s.; total, £4 2s. 6d.

As only new and, hitherto, untouched sources had been tapped, the Committee had every reason to feel satisfied with this result. The question of the local membership was gone into, and although this is highly satisfactory and steadily increasing, it was decided to ask the members to make a special effort, in view of the many advantages offered by membership, to increase the Northern total. A general meeting of the Association was fixed for Wednesday, May 22nd, at the Hotel Métropole, Newcastle, and the next meeting of the Committee for May 28th, at the same place.





By MISS F. J. ERSKINE.

There is no doubt about cycling for ladies being one of the features of this present season. One letter I have by me speaks of Battersea Park being crowded with bicyclists, and very enjoyable most of them must find the exercise these fine mornings. May many of these "butterfly riders" stick to their wheels, and ride steadily and reasonably all the year round.

The only thing is, that I fear once having found their wings—I mean their wheels—and balance, many will not be satisfied with a morning run, or an afternoon cycle at a club. When on horseback you have to consider your horse, when by rail your pocket; but cycling—the machine is ready to go thousands of miles if the rider can follow suit, and the rider who was aghast at the notion of walking from Kensington to Hampstead will find she can go ten miles as easily as one, and having done ten, there becomes a necessity to do twenty, and so on up the scale, till, unless she takes friendly warning, a "knock up" ensues, and the cycle is sold—at a reduction. So a word of warning just at first from an "old hand," who has achieved the feat of knocking up completely, may be of use to those lively beginners who say it's impossible to do too much.

The *Gentlewoman*, with a pluck and enterprise which does it great credit, has inaugurated a "Lady Cyclists' Column," with evidently, from the initial article, a practical rider at the helm. There are some who will write a lot about dress, and how to prevent sunburn, and how to look nice on the machine; but few tackle the actual grimy, oily, side of the sport. How to keep the machine as clean and smart as when new, how to keep it in good order when it's well, and repair it when anything goes wrong. What is the good of a rider being faultlessly turned out, with correct hat and neat gloves, natty waist belt, skirt, etc., etc., when she is as likely as not sitting a good half foot too low, with her knees up to her chin, and just getting along on a grubby dirty machine? As to being able to do anything in case the machine goes wrong, many ladies who ride know about as much about their machines' anatomy as a Heathen Chinee. Therefore, it is no small blessing that Miss Green, in her article in the May number of *Cassell's Magazine*, and "Ariel" in the *Gentlewoman*, both insist, not only on riding the machine, but knowing how to attend to it, in sickness as well as in health, and by so doing, and showing they can ride as well as write, they should earn eternal gratitude from many.

I do not know a more uncomfortable feeling than a machine going wrong far away from any good repairer. Village blacksmiths are worthy folk. I have a great liking for them, and some are intelligent and clever to a wonderful extent, but the stolid stare and "Noa, a doant know anything about them sorter things," is rather baulking, to put it mildly. Even worse, when touring abroad, the "Mais Mademoiselle—c'est impossible!" Now all this bother may be obviated by the cyclist knowing how to do minor repairs. The blacksmith, honest man, has all the strength to help, and if the weaker lady possesses the brains, and knows how the thing ought to be done, things are very much simplified. It's not difficult. Any one who possesses a C.T.C. Handbook will find a mine of information in the notes on repairing, and for the rest—common sense and observation will supply the rest. One thing, however, have a few duplicate bolts and

nuts for the most important parts of the machine. The cycle screw-threads are not the same as those to be got at any blacksmith's, and to force a screw means to ruin the thread.

Verily there are some queer things in dress evolved, but I think one of the funniest suggestions I ever read was recently, from evidently a converted equestrian, who gravely suggests top boots to ride in. Either all ankle action would have to have been foregone, or a fine development of blisters and chafes would gather about the tendon Achilles. Riding in gaiters is bad enough in all conscience. Were it not for dust and dogs I would never use them, but the heat of top boots!

Apropos of hats, I hope none of my readers pin theirs on, as it is most insecure and uncomfortable. Elastic, with a button and loop, is the best, and in windy weather a straw sailor hat, with hat guard, or a toque. The latter are hot for summer riding, but they do not catch the wind.

I am so glad brakes are now well before the public. Riding, and especially touring, no one should fail to have a reliable one. In England you can never be sure of your road. Only the other day I was driving along, and being flat country it never occurred to me that we might come across anything but slight rise and fall, but down one little rise I heard from the groom behind—"Put the brake on, Miss; it's a lot worse." Sure enough it was—an ugly pitch as ever was, with a sharp curve thrown in.

The makers argue that if machines are built light they will not stand brakes, but if not strong enough to stand them, then they are unsafe, and simply death traps to ride. As to expecting any woman to back-pedal alone down a severe hill, such a one as Crouch End Hill, or the long decline down from Hampstead, I say that not one in a hundred of average riders could do so, at all events without the strain fatiguing her tenfold more than spinning down with a reliable brake. It's a nasty feeling being on a runaway machine. The only way is to keep as cool as possible, and hold the steering firmly. If the machine gets away stick to the saddle, and try to steer. If the road is clear there may be a chance of getting through well. Keep the elbows into the sides, and sit as steady as a rock.

Another thing which is crying aloud for reform is the lady's saddle. They are all alike—unsuitable, uncomfortable, and badly planned. This will, I fear, be considered too sweeping, but I have heard enough lately on the subject to realise it is the cause of more not taking to the wheel. In the early days the cushioned seat was considered the acme of discomfort, and there was a good deal of truth in the contention. Still the fact it was a seat, not a saddle, went for a good deal, and I am free to confess it was no more uncomfortable than some saddles I have been on recently. Then came the Lamplugh & Brown suspension seat, a kind of hybrid between the seat, the saddle, and the pan seat. I rather fancy it is in this direction we must look for the ideal lady's saddle. One thing is abundantly certain, the peaked saddle for lady riders is dangerous, unsuitable, and must go.

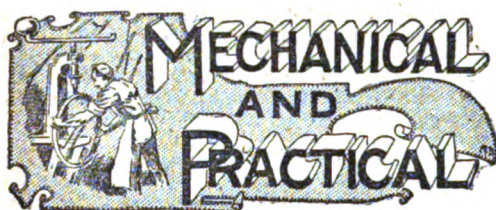
We try, it seems, to ring the changes on a seat which shall be soft, springy, cool, and light. This is a large order. Take a horse saddle. The best are made of smooth hog skin, and there is not a particle of spring, save from the horse under one.

We have the spring in the pneumatic tyres—the wire apologies for springs are just ornamental, and by causing the suspended leather to assume a V form, add to the discomfort of the saddle. The most comfortable saddle I ever rode on was a Lamplugh & Brown's Tubular Buffer on an Arab cradle spring. That was real comfort. It gave in every direction, was cool,—and though it was long and well used, yet this last autumn I was on it again, and it was as comfortable as ever.

A lady member of the C.T.C. wrote to the Editor on this subject, and the letter was sent on to me. I regret to say I have mislaid it, but if she will write to me c/o the Editor,

I will do my best to help her. As may be seen by the foregoing, it's but cold comfort I can give, nevertheless what can be done I will do.

Mr. Slaney, in the *Gazette* for May, inquires regarding clips for ladies' dresses. Personally I have but very small opinion of them, as they are apt to tear the dress. The safest are a connected pair of safety pins, having either a small metal chain or a strip of elastic sewn to the bow of each, and can be made by any rider. By their aid the fulness could be reefed in, and the rider be in comfort. The great thing in riding in skirts is to be sure that there is not an unequal distribution, one side tight the other side flowing loose. This is only a question of arranging one's dress carefully before mounting, and comes easily with practice. Can any member of the C.T.C. in his turn give me hints how to carry a quarter-plate photographic kit and tripod on a safety, so as not to scrape off all the enamel and plating?



By C. W. BROWN.

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After leaving the bearings of the modern safety, the part which next calls for particular attention is the chain. A few years ago chains were very imperfect, and even now they leave much to be desired. There are several patterns, but only one which seems likely to become universal in the near future. This is the block or "Humber" type. It consists of a series of steel blocks, varying on different chains from  $\frac{1}{4}$  in. to  $\frac{3}{8}$  in. in thickness, according to the strength required. These blocks are connected together by means of side plates of thin steel secured to them by rivets passing through suitable holes drilled through the blocks. These rivets are shouldered in order that no undue pinching together of the side plates may take place, and that the easy movement of

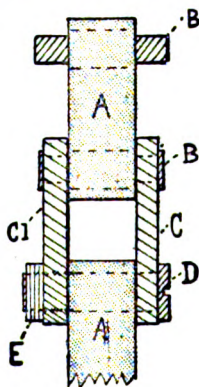


Fig. 18.



Fig. 19.

the blocks upon them may be assured. Fig. 18 shows a portion of this pattern of chain. AA are the blocks through

which the rivets BB pass, the central part of the rivets in the blocks being larger than the ends as indicated by the dotted lines, and thus forming shoulders. C and C1 are the side plates. D shows the point where the chain is not rivetted, but joined by the bolt D screwing into the link C1, and locked by the nut E. It is advisable that the end of this connecting screw should be slightly rivetted over the nut to prevent the latter working off, and more especially should attention be given to this on machines fitted with gear-cases allowing of oil-bath lubrication. Fig. 19 shows the same portion of a chain viewed sideways, and it will be noticed that the side plates are more hollowed out at one side, as marked at F. This is supposed to allow the chain to bed better upon the gear-wheel, but in practice it is not a very important point. All chains which are hollowed in the manner shown should be placed on the wheels with the hollows inwards, that is, facing the boss or centre of the wheels. The distance between the end of one block and the commencement of another, taken centrally and including the length of one block, is said to be the pitch of the chain, and it is usually one inch. It will be found that this distance represents the space between the teeth of the chain wheel measured centrally at points the exact distance from the periphery of the wheel to the centre of the chain rivets

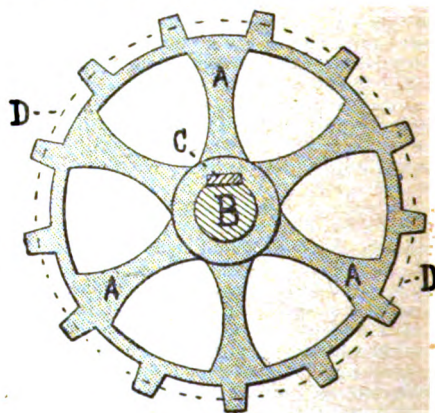


Fig. 20.

Cutts  
95

when the chain is properly on the teeth. Fig. 20 shows a chain wheel. A is the wheel, B the crank axle, and C the key by which the wheel is attached to it. The dotted circle D shows the pitch-line of the wheel. In practice the teeth come nearly to a point, and are also rounded off on to the periphery of the wheel, but the position of the pitch-line is not then so readily shown: hence I have left them nearly square. As the chain wears the pitch-line tends to get nearer the top of the teeth of the wheel. Dust and dirt upon the wheel will also throw the chain higher and thus form an artificial pitch. Upon the accuracy of a chain's pitch depends in a great measure the smooth running of a machine, but until lately it was common to find that the pitch of the links varied quite appreciably in one chain when measured with a millimetre gauge. A factor which prevented the chain manufacturers doing what was necessary to assure mathematical accuracy in this direction for some time (and which is even now responsible for slight imperfection in many modern chains), was that few if any cycle makers cut their chain-wheels really accurately. To do this expensive machinery has to be employed, and the cutters have to be continually examined and their variations corrected, which necessitates the use of



expensive master tools, which few firms have. Hence we find that most chains and chain-wheels are not really accurate, slight variations in pitch being the rule and not the exception. Now although it must be admitted that accurately-cut gear-wheels and a true pitch of chain are to be desired, another matter has to be considered in practice which many people overlook. I refer to the fact that really accurate chains and chain-wheels must be protected from dust by efficient gear-cases. Strange as it may at first appear, a gear-case is not of nearly so much utility upon a machine with a badly-fitting chain as it is upon one of extreme mechanical accuracy. The reason is simply this:—With an inaccurate chain of various pitches, the pitch-line will vary in proportion, and will, in a measure, adapt itself to circumstances. Thus dust will raise it more or less all round, but without materially affecting the chain. The latter will, of course, tend to tighten somewhat, but not nearly to the extent in proportion to its adjustment that an accurately-pitched chain would do. Hence it follows that all machines with accurate chains and properly-cut chain-wheels should be provided with gear-cases. The strain upon a chain when tightened by dust and mud is very great, and if it withstand it, it is more than likely that the frame of the machine will be twisted, owing to the pull of the chain drawing the gear-wheels nearer together. The proper adjustment of a chain is, therefore, a matter of very great importance, and, with the light chains now used, it is of vital necessity. Broken chains are common at the present day, and in a measure this is a good thing, for if the chains were made sufficiently strong to resist the strain that is often put upon them by thoughtless riders, worse damage would be caused by the twisting of the frames of the machines—a class of accident which is by no means so easily put right as a broken chain-link. I have no hesitation in saying that 90 per cent. of the chain fractures we hear of are entirely due to errors in adjustment occasioned by either neglect, carelessness, or ignorance of the riders. I may here remark that I have not broken a chain on any of my machines for over seven years. Yet Saturday after Saturday I see machines of perhaps identical construction with my own, which have met with this accident.

The usual method of adjusting the chain of the modern safety is by sliding the rear wheel back in the fork-end slots to which I have alluded previously in my remarks upon hubs. Fig. 21 will make the matter plain. A is the fork-end, and B and C the tubes to the saddle-lug and crank-bracket respectively. D is the spindle of the rear wheel hub, and E the draw-link, which consists of a ring provided with a tail, bent to lie in the slot of the fork, and provided with a thread. This tail passes through a small bridge-piece F over the back of the fork-end slot, which bridge is often held in position by two projecting pins GG fitting into corresponding holes in the fork-end. H is a nut screwing on the tail of the draw-link. The turning of this nut to the right will naturally pull the draw-link backwards, as it bears against the bridge F, and will thus drag the rear wheel backwards in the fork-slots. Of course the locking nut on the end of the hub-spindle must be loosened somewhat before the nut upon the draw-link is turned. When the chain is sufficiently tightened the locking nut on the hub-spindle must be screwed up, after which it is as well to see that the nut H on the draw-link is really tight, or it may work loose and be lost.

This pattern of fork-end only allows of the draw-link pulling the rear wheel backwards, so that should an error in adjustment be made and the chain be found to be too tight, the only means of loosening it is to completely slacken the locking nuts on the hub-spindle and the nuts on the draw-links, and then push the wheel forward along the fork-end slot, after which it will generally be found that the chain is too loose and the adjustment must be begun again by tightening the nuts on the draw-links, care being taken not to do this so much as before. The fact that this pattern of fork-end does not allow of the draw-link exerting both pull-

ing and pushing power renders it somewhat inferior in theory to the class shown in Fig. 22, though the difference is not great in practice. The fork-end shown in Fig. 22 is substantially the same as that just described, and I have lettered all the parts identically. It will, however, be seen that the bridge piece F in Fig. 21 is dispensed with, and that the fork-end is provided with two small grooves KK. The object of these grooves is to receive a flange projecting from the nut L (which is in other respects an ordinary nut) screwing on the tail of the draw-link E. It will be seen that when this nut is turned to the right, its flange, working in the grooves KK, will press against their forward sides, and so as the nut is turned the draw-link will be pulled backwards bringing the rear wheel with it. Should, however, it be

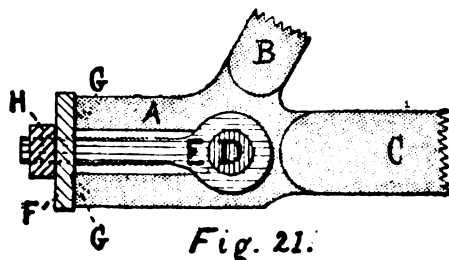


Fig. 21.

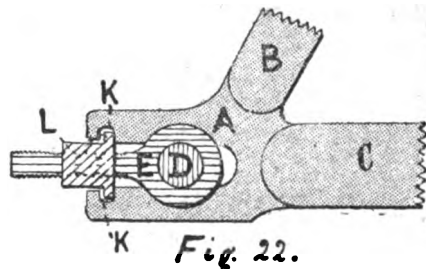


Fig. 22.

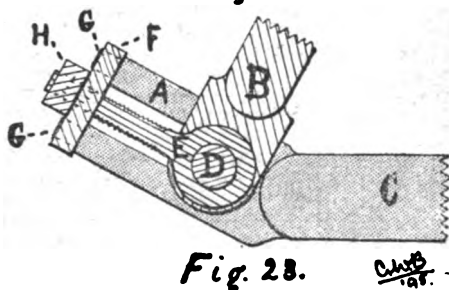


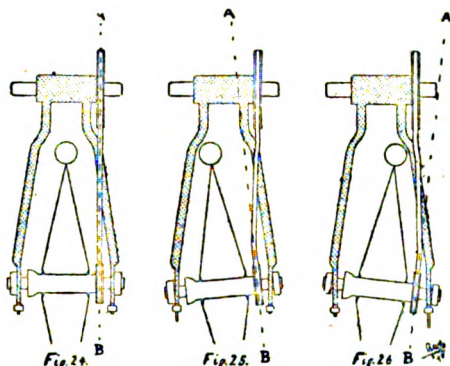
Fig. 23.

Chas. A. T.

wished to loosen the chain the nut L is simply turned to the left, when its flange will be brought into contact with the rear sides of the grooves KK, when as the nut is turned it will push the draw-link and rear wheel forward in the fork-end slot. Should the chain have been loosened in this manner, the nut L should always be turned to the right, after the locking nut on the hub-spindle has been properly tightened, in order that its flange may press against the forward sides of the grooves KK, and thus take the pull of the chain when the machine is ridden, as otherwise the locking nut on the spindle will be likely to allow the latter to slip forward in the fork-end and thus loosen the chain. Fig. 23 shows yet another pattern of rear fork-end. It is used by Messrs. Humber & Co. upon several of their machines. A is the fork-end, and C the tube to the crank-bracket, and it will be seen that the fork-end is made

to slope upwards towards the rear. The stay **B** from the saddle-lug is not rigidly connected to the fork-end, but passes over the hub-spindle, being allowed to swing backward from the saddle-lug as the rear wheel is pulled towards the end of the fork slot. The bridge-piece **F** in this pattern contains holes through which square pins **GG**, continuing from the fork-end, pass. The adjustment is effected in the same way as that of Fig. 21. The object of this pattern is to carry the back stays from the saddle-lug direct to the centre of the rear wheel at whatever portion of the fork slot it may be, but I do not think that there is any practical advantage gained by this.

One of the most important points to be remembered in the adjustment of a chain is that the chain wheels must run in exact line with each other, or in other words the crank-axle and the spindle of the rear hub must be perfectly parallel. Figs. 24, 25, and 26 will show my meaning. Fig. 24 shows a properly adjusted spindle and crank-axle. It will be noticed



that the dotted line **AB**, which is drawn parallel with the chain-wheel on the rear hub, and at right angles to the latter, passes exactly over the chain-wheel on the crank-axle, and that the chain is in perfect alignment. In Fig. 25 it will be seen that the left-hand draw-link has been pulled out too far, and that the hub is at an angle in the fork. The dotted line **AB** no longer travels straight to the crank-axle chain-wheel, but runs to the left of it, so that the chain is bent in sideways in two places as it passes from one wheel to the other. In Fig. 26 the right-hand draw-link has been pulled too far back, and the dotted line **AB** now passes considerably on the right of the crank-axle chain-wheel, and the chain is bent in consequence. Of course the drawings are exaggerated to make the matter plain, but care should always be taken to see that the chain is in good alignment. If it be not it will never run well, and, further, will be liable to break by reason of the side strain placed upon the rivets and links owing to its having to bend sideways as it passes from one gear-wheel to the other.\*

It will often be found that a chain is tight in one place and yet fairly slack in another. This may arise from two causes—either the links may vary in length (*i.e.*, the pitch throughout may not be accurate) or the gear-wheels may not be perfectly true. If either chain-wheel be defective in this particular it will generally be found to be the one upon the crank-axle, because this may be pulled over a little by the key or cotter-pin by which it is usually secured. In adjusting a chain which is slightly defective from either or both these causes, it is best to find which is the tightest place, and adjust by that, always bearing in mind that a chain should never be absolutely tight anywhere, and that on a machine unprovided with a gear-case, greater latitude should be allowed on account of dust and dirt tending to create a fictitious pitch, as already described. Chains which run in oil-baths, or are protected from dust so that no altera-

tion of the pitch-lines upon the gear-wheels—other than that occasioned by legitimate wear—can take place, may be adjusted much tighter than unprotected ones, and will be found to run well and quietly. At the same time it is well to remember that a chain is not a band or belt such as is used for connecting pulley-wheels of shafting, etc., and works under vastly different conditions. It may be taken that there should always be a slight slackness even on machines fitted with gear-cases permitting of oil-bath lubrication, and that about double the amount should be allowed when dealing with unprotected chains. On no account, however, must a chain be allowed to run so loosely that it is possible for it to mount the teeth of the chain-wheels. When this occurs, the chain will be in all probability thrown off and thus cause a serious accident, or in the event of it merely slipping a tooth, the frame may be sprung, for the leverage exerted by a chain in running off a wheel is very great. It is almost impossible to give too much care and attention to the correct adjustment of a cycle chain.

[\*In machines unprovided with a gauge or index by which the spindle may be accurately adjusted at each end, the clearance of the tyre in the forks may usually be taken as a guide to the correct chain alignment. Where, however, a gear-case is used the tyre will generally require to approach nearer to the gear-case than to the opposite and uncovered fork side.—Ed.]

[To be continued.]



BY G. DOUGLAS LEECHMAN.

How long is this ridiculous fashion for horizontal upper backbones going to last? It is all very well to build machines in several sizes, so that no rider need have an unnecessarily long portion of his saddle pillar projecting, but when makers have pointed with pride to their high back frames, I have sometimes been unable to refrain from inquiring whether they have arranged for the increase in height of the average rider also. I have recently received my new mount for the season, and the manufacturer, in his anxiety that I should be quite up-to-date, has fitted an *Sin* head and horizontal top tube. The consequence was that with my comfortable old saddle with Lycett air-pad, the reach was too long, and that even with a "flat" or, as I think it is better described, a "plane" handle-bar, the handles were much too low unless about 5in. of stem projected above the head. After a deal of time spent in manoeuvring with the frame of the saddle, I have at length, with the aid of one of Brooks' B28 clips, managed to get the reach short enough without banging down on something solid at every extra jolt in the road. This clip is a most ingenious little affair; for an ordinary L pin it gives four positions in height, and the pitch can be adjusted to any angle. Or it can be fitted to a pillar without any horizontal arm, and will then give two positions fore and aft, and adjust for pitch as before. The saddle has a frame or base of doubled wire, curved from end to end, and I have fitted the clip near the back so as to get a fairly forward position; under the circumstances I thought it advisable to support the front end of the saddle to relieve the shearing strain on the wire frame, but after riding some distance I was surprised to find that the nose of the saddle had lifted. No doubt I had not locked



the clip quite tight enough, but it shows how much one pushes back against the saddle in pedalling. To reduce the height of the saddle I tried reversing the under frame so that it bowed upwards instead of downwards, but the clip fits on so near the end of the curve that very little was gained by doing this, and there was hardly enough play before the stretcher wires bumped. The above experience may be useful to others who wish to use a saddle that has more than nominal springs, and to place it rather more forward than the joint in the saddle pillar will usually allow.

The handle-bar difficulty was got over by substituting a "ladies" bar, that is, a curved-up one, for the other; but even with this, one which is set up in itself about 2in., there is over 3in. of projecting stem. I do not dislike the present bar, as it gives a nice clear front, and is more in the line of pull than a plane bar, but even then the front wheel might have been 2in. larger (30in. instead of 28in.), and the head quite another inch longer, without upsetting the proper relative positions of the saddle and handles.

I find the 28in. steering wheel as compared with a 30in. as others have found it, it does not steer quite so well at speed, but is handier for getting round sharp corners, and vibration is more felt in the hands. I think I prefer the 30in.

My machines are generally rather suggestive of a museum, but that comes of writing Coventry Notes and things. Among other specialities I am trying a pneumatic brake. As the back wheel brake is hardly any heavier or more complicated than that for the front, I chose the former, and have fitted it just below the front end of the mudguard behind the bottom bracket. I have brought the rubber connecting pipe up between the backstays and over the bracket, so as to be clear of any oil that might be hanging to the under side of the bracket; it is then led up the lower backbone and head, and along to near the right handle, where the bulb is fixed. How do I like the brake? Well, it is very light and ingenious, and it has several advantages of its own. For example, when you come to a longish hill you can squeeze on the brake, and leave it on, thus relieving the hand of all strain; the brake can be put on when the machine is left standing, and in fact it combines in itself the advantages of a brake holder. As before stated it is particularly well adapted for application to the rear wheel, and the shoe being of rubber it does not injure the tyre. On the other hand, unlike the ordinary lever, it is not easy, if possible, to fit the bulb so that it is not in the way of the hand in ordinary riding, and yet where it can be squeezed without letting go of the handle. One squeeze of the bulb does not inflate the shoe enough to put on a considerable amount of brake power unless the shoe be set so near to the tyre as to risk rapid clogging with mud. It is difficult to release the brake gradually, to let out some air, but not all. For traffic riding, therefore, I think it is, as at present constructed, inferior to the ordinary plunger brake on the front wheel; but for a light machine that would not stand the plunger brake, or for country riding, or as an additional brake, I think it has much to recommend it.

**MORE TESTIMONY.**—An Antipodean member writes:—"As I became a member of the Cyclists' Tourist Club a few months ago, with a view to deriving some of its advantages, it may be of interest to you and my many friends to hear how I fared. I have just set foot again in my native land after an absence of about nine months on a most enjoyable holiday. I shall never regret joining the C.T.C., as the benefit that I derived from it is more than pen can tell; the hotels I found not only comfortable in every way, but reasonable in their charges, and I fail to see how it is that some members are always complaining. If all goes well next year I hope to be able to make a run through the Continent, when I will again have to call the C.T.C. to my aid."



*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.*

### "ATTITUDE IS EVERYTHING."

Sir,—Your correspondent, Capt. Killick, draws attention to a subject which must before long receive more attention than heretofore. There is no doubt that the manufacturers have for too long been catering for the professional rider, with the result that it is now almost impossible to obtain a safety bicycle built on rational lines, with the further result that the tourist and self-respecting rider for pleasure has to retire from the field in disgust.

I have for the past five weeks been trying to find a safety of 30lb. weight on which I shall not be compelled to adopt the attitude of a monkey on a stick. My search up to now is unsuccessful.

In the days of the old high "ordinary" such sights as are now presented to our pitying eyes were rarely met with. I fear that the attitude is now so largely adopted that it can only be discarded by some first-class riders setting the example, and probably winning a race or two in a rational attitude. Some good might also be done by the combination of sensible cyclists to effect this object. Personally I should be glad to actively support such a combination if the number of sensible cyclists are so large as your correspondent ventures to think. At any rate the movement might rely upon the sympathy and support of all doctors and professional men.

A. B. HUDSON,  
Vice-Capt. Richmond (Yorks.) C.C.

### CYCLE BEARINGS.

Sir,—I am not a manufacturer. Following Mr. Brown's advice, I asked the manufacturer from whom I have previously bought machines if it would be possible for me to have a hub of the "Elswick" or "Centaur" pattern. On receiving his criticisms I wished to have an independent opinion (to apply to the "Centaur" Company would therefore have been absurd), and naturally turned to the *Gazette* and Mr. C. W. Brown.

I hear that the complaints about loosening of bottom bracket bearings are largely due to the use on cheap machines of what is apparently a "Humber" pattern bracket, but really has the cone fixed by pressure of a screw at a single point.

Mr. Brown mentions other methods of fixing the adjustment, more complicated than the "Centaur" pattern. As I still wish to have a hub of that principle, and the two mentioned ("Elswick" and "Centaur") are apparently not obtainable, I am anxious to know what to look out for in the way of defects or shams. One cannot trust entirely to any manufacturer, for, however honest, he will probably have idiosyncrasies like other mortals, and, being human, will find it difficult to criticise his own pet inventions.

I quite appreciate Mr. Brown's wish to have adjustments theoretically perfect, but, in that case, to be consistent, he



should have advocated some device, as, *e.g.*, a belled sprocket wheel, for bringing the pull of the chain between the ball races, the present arrangement being so likely to cause uneven wear, and actual deflection of the bracket.

As regards the oil bath, I have no doubt that with a dust-proof bearing it would be satisfactory, but any oil not actually used in the races is merely collecting the dust, etc., of which there must always be a certain amount, to deposit it subsequently on the bearings. Consequently the ideal of lubrication would be to do it as far as possible by capillary action, and reduce the part of the bath not in actual use to a minimum. With a well-fitting gear-case a thorough soaking of the chain in clean oil every 1000 miles or so would perhaps be as efficient as an oil bath, and avoid the disadvantages of the latter as regards spilling, which are serious when the tyres suffer. Perhaps Mr. Brown, or some other member, can give the results of a careful comparison of the two plans.

J. ELLIOTT, No. 428.

### BRAKES.

Sir,—It is noticeable that from the days when the *Field* was the only receptacle for cycle votaries to the present day, although the advocates of brakes, leg-rests, mud-guards, and comfort generally have had the best of the arguments on paper, the great mass of riders have always refused to reduce their suggestions to practice, and seem likely to continue in the same mind in the future.

However, as the sport and its votaries get older the "comfortable" party will probably gain strength, and even if in a minority will soon be numerous enough to demand attention from the manufacturers.

Band brakes can be made powerful enough, for it is common knowledge that the heavy Sociables of the early Eighties, weighing some 160lb., could be pulled up anywhere at any speed by their lever band brakes, and my own experience has shown that band brakes can be fitted to the front hubs of *tall* bicycles, and be trusted to hold in a 50lb. machine on hills of 1 in 12, and yet not to throw the rider over the head by too powerful or too sudden an action.

Of course, *à fortiori*, it must be far easier to fit similar brakes to safety bicycles, which are 1-5th the weight of the sociables and are not liable to headers like tall bicycles.

Besides the wheels being about half the diameter of the older machines, the band has only half the contra leverage to deal with. It is all a question of fitting.

If you fear too great suddenness, make the brake double action (like the "nut-cracker"—an excellent idea) or to wind *against* the wheel.

The latter I found absolutely necessary on tall bicycles.

If you want more power increase the ratio of the lever—about 4 to 1 is a good ratio—or the size of the drum or both.

In all cases take care that the lever is fitted *at the band*, not at the steering handle only, as is usual.

With proper fittings so little strain ought to come on the hands, that two fingers will hold in the machine for half a-mile of 1 in 12.

A ratchet should always be fitted for long hills. Careful fitting will secure that the band touches nearly the whole circle of the drum when on, and be quite clear when off.

I have trusted entirely to band brakes on hills from one to eight miles long in Devon, Brittany, the Pyrenees, and Switzerland, and have never known my brake fail from oil or heating.

As for the mode of applying the power I have always found a turning handle far superior to a grip lever, because the latter throws all the strain on the fingers, the action, if long continued, is painful and galling, and as the play of the lever is limited to the length of the finger there is not room to get any real pressure.

C. R. HUTCHINGS.

Bournemouth, 12th May, 1895.

Sir,—In the *Gazette* for May you have several letters in reference to the general question of brakes, and these are based on the idea that the only two types to choose between are the ordinary brake on the tyre and the band brake.

I have now been riding machines for two years with a brake I had fitted up myself, and for which I have taken out patents. I have brake rings attached to the sides of the rim and levers are brought into contact with them by the ordinary



brake handle as shown on the accompanying block. I have ridden with this brake on all kinds of roads and in all weathers, not only in England, but touring on the Continent in some very hilly districts, and I have found it absolutely to be relied on under all conditions. It meets entirely the three requirements mentioned by "S. L. F." It does not scatter the dust, it is not affected in any way by wet roads, and the brake power is not interfered with through a puncture.

So far as I am able to see there is practically no wear in the brake rings, the only parts that will ever require replacing being the metal blocks which are pressed up against them.

I have made arrangements to have the brake rings attached to rims in London, and machines can be fitted with this brake by the City Gear Case Company, 31, Fumival Street, Holborn, E.C.

R. S. ERSKINE, No. 936.

Sir,—I have read with interest the letter from "S. L. F." on the above subject, and heartily confirm his views on the enormous danger that cyclists run in following the popular craze of riding without some means of steadying the machine in cases of emergency.

Band brakes do not recommend themselves to the safety, whatever their advantage may be on a tricycle, and there are many serious disadvantages in the spoon brake acting on tyres, and especially on pneumatic ones.

But "S. L. F." is a little behind in suggesting a brake that would act on the rim of the wheel, as a patent is already out for such a contrivance. This brake, the principles of which I have endeavoured to show on the accompanying sketch, will, I understand, shortly be placed on the market.

There are many advantages to be gained by this type or brake in addition to those stated by "S. L. F.," and a most important one lies in its perfect adaptation to corrugated or ridged tyres, which are now becoming so popular. The action of a plunger on this kind of tyre has always been prejudicial to the general use of brakes, and, indeed, has been held out as an argument against their application by people who would not object to a means of moderating pace if the attendant evils of the ordinary brake could be done away with.

The new patent brake I have alluded to above will, I feel sure, appeal to many who have hitherto ridden brakeless, and I can personally testify to its extreme simplicity and effectiveness.

J. T. BROWNE, Consul, Nuneaton.

[The brake described by our correspondent is apparently identical with the Erskine illustrated above. A similar device was exhibited at the Stanley Show in November last.—ED.]

Sir,—Mr. H. A. Garratt's memory is at fault, as he never consulted us at all on the purchase of a tricycle. He wrote in February, 1894, to say that he had been looking at one of our tricycles in our agent's shop window some days previously, that as an engineer he admired certain features of the machine, but regretted that we were relying on a spoon-brake instead of our old system of band-brake. Our correspondence clerk replied in a sense certainly and evidently hyperbolic. The colouring now imparted to the incident certainly surprises us.

The above might have been allowed to pass, but we write to say that we fit the band-brake with  $4\frac{1}{2}$ -in. drum to the No. 8B. tricycle when desired, as stated in our latest price list, yet very few ask for it. Lightness with strength and speed or ease—to line up well with the modern bicycle—is what buyers mostly take, and people would be surprised at the comparisons we receive.

May we presume to correct an error on the part of Mr. Garratt to prevent other people getting astray? He says that increasing the width of the band reduces the tendency to get hot. The fact is the exact contrary.

The "difficulty with the 'Quadrant' at corners" mentioned by some previous correspondent, and to which "Tommy Atkins" refers as "owing to the narrower tracks now adopted," is purely imaginative. The "Quadrant" is wider than the generality of modern tricycles. The steering of a tricycle is affected at corners and in gutters if the rider sits too far back. That is why we place the rider well forward, and why we do *not* make the steering-wheel smaller than the other two in spite of the advice of "T. A."

THE "QUADRANT" CYCLE CO.

Sir,—A fatal accident to a youth who was riding a brakeless machine seems to have led some writers to the press into the error that all such accidents would be avoided were brakes universally used. Older cyclists know that riders have sometimes lost control over their machines when going down hill in spite of having a brake. To what extent, then, is a brake a safeguard against accident in descending hills?

1. On a tricycle, most of your correspondents agree that a spoon brake is of little use, and that a band brake, or some equally efficient device, is necessary to give reasonable assurance of safety. A rapid dismount when danger threatens is possible from a safety bicycle, but is impossible from a tricycle.

2. On a safety bicycle the *novice* should by all means carry a brake, but he is not therefore to consider that he may ride down any hill with absolute assurance of safety. There is a limit to the power of all brakes, and the limit of a spoon brake acting on a pneumatic tyre is soon reached. Such a brake may have sufficient power on a moderate slope in dry weather, but in wet weather, on the very same road, may utterly fail.

3. The *experienced rider* may use a brake on a safety or not, as he deems best. He knows his own power of back pedalling, he uses caution in descending all hills, and he is able to slip off to the ground the instant danger threatens. The ease of mounting and dismounting is one of the great advantages of the modern safety bicycle, and one of the causes of its almost universal adoption.

4. Many novices remain novices for years simply because they rely too much on their brake for safety, and never learn to dismount rapidly. The ability to dismount rapidly is a far greater element of safety than the possession of a brake, especially the poor apology for one in the shape of a spoon as usually supplied. The instant that back-pedalling is overmastered by the steepness of the descent, or rather *just before* that instant, the experienced rider slips off backward to the ground. Unless a rider is quite certain that he can do this, let him by all means carry a brake. But every novice should practice rapid dismounting. He may find it of signal service even with the best brake in the world. He will never be really safe until he can do this. The dismount from the step is, of course, too slow. The dismount from the pedal is not always certain. The safest and most rapid dismount is from the arms and hands alone. Leaning slightly forward on the arms the body is suddenly slipped backwards off the saddle, the two feet coming to the ground at the same instant, and consequently there being no tendency to fall over to either side.\*

5. A proper band brake, or some equally efficient device, would be a welcome addition to the modern safety. The spoon brake on the tyre I will have none of, though I miss the pleasant coasting that was possible on my old "solid" fitted with band brake on the back wheel hub. Even with this excellent brake caution was of course required in descending hills, and many a rapid dismount had to be made when the slope overmastered the combined power of brake and back-pedalling.

6. Brakes or no brakes, there will always be accidents so long as there are careless and foolhardy riders, that is, so long as machines are ridden at random down all hills and in the midst of narrow and crowded thoroughfares by the inexperienced, and even by using every precaution we cannot expect to escape all accident. Considering the many thousand riders that every day throng the public ways, the wonder is that accidents are so few and so seldom fatal.

(Rev'd.) W. HAY FEA.

[\*The method of dismounting herein advocated has been productive of more than one fearful accident, and in our opinion is only to be resorted to in an emergency. Our correspondent appears to forget that riders are not all born acrobats, and that we all get old in time.—ED.]

Sir,—I seldom put my voice in the many discussions which go on in the *Gazette* columns, but one sentence in Mr. Garratt's letter on brakes calls for a vigorous protest. He describes the Hall brake as "a feeble thing,"..... "practically useless in wet weather," and then this "feeble" thing "answers well for going slowly down a steep hill."

I have, sir, sampled most forms of tyre brakes, and in my humble opinion the Hall is the best. It is not "a feeble thing." Why, sir, as the result of a statement as to its power which I made I was challenged to and did make the following test, viz. :—I said it would pull up a machine dead if fully applied at once, and probably smash something, and I was offered a new—(a first grade machine), and the challenger who did not believe in the power of the brake undertook to be responsible for any damage done the machine. I ran the machine square for a curb at a high speed and jammed on the brake, and—doubled up the forks! This is the "feeble thing."

It strikes me Mr. Garratt has omitted one of two important matters,—either the proper adjustment of the brake or the proper inflation of his tyres.

My experience has been that the Hall brake is powerful to the utmost degree, either in wet or dry weather, and as for its use down steep hills or long inclines—well, I have used it on all the Manx roads, and a brake that will hold a machine in hand on those roads (a series of hills and long inclines) is the brake I will recommend, and is the Hall.



But a word of advice; do not jamb the brake on suddenly, but gradually—this applies to all brakes—and see that the brake will exert a good pressure on the tyre at the *lowest degree of inflation you ever allow the wheel to be in for riding*. Then you cannot come to grief.

There is a further word might be said in favour of this brake—it is made of rubber blocks which take the wear to the saving of the tyre.

G. PHILIP GIRLING.

Dublin, May 16th, 1895.

Sir,—I fully agree with your correspondent "S. J. L. F." that a man who rides a brakeless machine on an unknown road, not only risks his own life but those of other persons. Thus while he saves a few ounces in weight, he rides 'o the common danger. The law, in my opinion, should prevent this, and require every rider to have an efficient brake, and as opinions may differ as to efficiency, its power to actually stop the hind wheel (if required) may be taken as a standard.

A band brake on the hind wheel can easily be made which will do this, and those who seem so much afraid of oil on the brake talk nonsense. I regularly oiled my band brake to prevent a disagreeable noise, and found it thoroughly efficient nevertheless. It is only when the brake is too small, or is badly constructed, that there is any difficulty. A drum 4in. in diameter and 1in. wide forming part of the hub of a wheel not exceeding 28in., and properly clasped by the band, will stop any bicycle in a few lengths, even if oiled.

By the obstinacy of makers we now have nothing but spoon brakes, which destroy the tyres, strain the front forks, cover the machine and rider with dust and mud, and are quite unreliable in an emergency. In short, they are only approved of by those who seldom or never use a brake at all. To say nothing of other objections, a rider who regularly uses his brake would never put up with the dirt from a front wheel spoon, if he could get any other.

I feel sure that Mr. Haggard's difficulties did not arise from oil, but from the drum being too small in proportion to the driving wheel or from lack of proper adjustment of the band levers.

JOHN CORY WITHERS, No. 5251.

P.S.—The drum should be not less than one-seventh of the diameter of the driving wheel, or if fixed on the crank axle not less than one-seventh of the gear of the machine. Thus a bicycle geared to 63 with 28-in. driver would require a 9-in. drum on the crank axle to be as efficient as a 4-in. one on the wheel.

### THE WEAR AND TEAR OF LIGHT MACHINES.

Sir,—As my experience with light machines differs very much from that of your previous correspondents, perhaps a relation of them may prove of interest to your readers.

*Machines.*—Early in 1892 I purchased a full roadster, with gear-case, brake, guards, and hammock saddle—the weight all on was 32lb. I rode this machine over 4000 miles.

For the 1893 season I purchased a road racer with roadster tyres and gear-case—weight 26lb. I rode this machine over 3000 miles.

Early in 1894 I bought another road racer similar to the last, but brought up to date in points of detail. I rode this about 3000 miles.

This year I am riding a 23lb. road racer, with gear-case and wood rims. Up to the present time I have covered about 1200 miles, and the machine has given me the greatest satisfaction.

*Wear and Tear.*—Neither of the above machines cost me anything for repairs, and at the end of the season neither showed any signs of wear in the bearings, and very little on the chain and chain wheels.

*Tyres.*—I have used Duniop road tyres on all. I find these began to bulge in places towards the end of each season, and I had them re-lined with canvas before selling—one burst before re-lining. I find the Welch-Duniop cover punctures with flints in a manner altogether unknown to me with the smooth cover. Up to the present time this season I have punctured five times with flints, and previously—since the introduction of the pneumatic tyre—I had never done so.

*Brakes.*—For two years previously to 1893 I found that the spoon plunger brake damaged the front tyre considerably. I tried the band brake, but that was very unsatisfactory. In 1892 I returned to the spoon brake, but applied it very little owing to the fear of damage to the tyre. This gradually taught me to control the machine without the aid of a brake. In 1893 I discarded the brake altogether, and have never wanted one since. True, as one has said, "one may not want a brake but once a year, but when it is wanted it is wanted badly," and for the sake of that one emergency—if there were no means of stopping the machine but by the application of a fixed brake—I should always have one fitted. This emergency has never arisen in my experience, but I have practised stopping the machine with my toe applied to the tyre as it passes the front fork. This does not damage the machine or hurt the foot if carefully done. Of course this is only a resource in case the machine should, from some cause, get beyond control, but with a light machine it is easily held in complete control on all ordinary hills. I may mention that I live in a hilly country where it is impossible to get a mile without a hill. I do not *advise* any one to go brakeless, but my own opinion is that for one with the necessary nerve there is no more pleasurable method of cycling than on a *light*, brakeless machine such as I am now riding, and which I believe is amply strong to withstand all the road riding I can give it.

In conclusion I may state that my weight is eleven stones; I have cycled since the seventies; I usually travel about twelve miles an hour, occasionally much more; I have never had a fall from either of the machines above-named, and have toured on each with luggage up to 28lb. weight. The machines are highest grade made by a firm justly celebrated for their light machines.

No. 1484.

Sir,—Allow me to thank your correspondents in turn for their notice of my letter in the April *Gazette*. Mr. C. Gorham's experience (p. 143) is interesting, as it shows what can be done with a good machine, viz., 4550 miles for an outlay of a few shillings. But he may be a light-weight, which makes all the difference. I attribute my heavy expenses to having overweighted the mount, the back-forks and spokes of a 37lb. bicycle being unequal to a rider of over 160lb. on hilly roads. I have, therefore, increased the weight of machine at back by 5lb., and it now goes safely and well. My firm belief—after the purchase and repair of several machines—is that most roadster bicycles under 40lb. are unfit to carry over four times their dead weight, and a proportion of 3½ is better, in order to avoid any extra strain or work. Yet your correspondent No. 7467 (who rides 14½ stone) says that he has ridden 5000 miles on a machine of 38lb. all on. If the dead weight of a bicycle is reckoned by the weight of the strengthening material only, and especially necessary in the parts directly beneath the rider, the net weight of this bicycle would hardly exceed 30lb., and the proportion would be as 203 to 30, or over 6½ to 1. Until we have material of much greater strength or elasticity than at present, these conditions must be wholly inadequate to bear a long strain of the kind referred to, and No. 7467 can hardly look for the same good fortune to attend him in the near future. He seems, moreover, to have had one severe accident already, and even the excellence of his tyres could not save him long, as shown by the bursting of the cover on the driving-wheel. The accident on God-

stone Hill two months later may have been indirectly due to the same cause, as the rear wheel is again involved, and this breakdown of the hinder parts is almost an invariable result of overweighting. I must beg to differ from No. 5657's opinion in saying that a 37lb. machine is too heavy for a 160lb. man. He weighs 150lb., and has ridden a machine of 33lb. for a year only—700 miles—so that his experience is too limited at present to be of much value. But let him beware of the 28lb. '95 machine unless his roads are a dead level, and fairly smooth (not macadam). The craze for light-weight machines seems to increase daily, in spite of warnings from those who have tried and suffered. The cry is "Still they come." But a good pull at the purse strings (if nothing more alarming should occur) will check many from their foolish course in time, let us hope, to prevent many a fatal result, and makers will no longer pander to this public fancy. It would be a boon to all sober cyclists if the former would issue a general register of the proper weights suitable for all, making a fair deduction (or otherwise) for any quality of material used. The present demand for light machines, however, is too pressing to admit of any hard and fast conditions of this kind. I must thank Mr. E. Cannan for his kind reply (p. 145), and shall look with impatience for the next number of your valuable *Gazette*.  
Chiddingfold, Surrey. A. F. PARBURY, No. 4074.

## CYCLE SADDLES.

Sir,—I venture to say a few words on the matter of cycle saddles. I am a cyclist of twenty years' experience, and a surgeon, my special work bringing me constantly in contact with matters affecting the physical needs of the young.

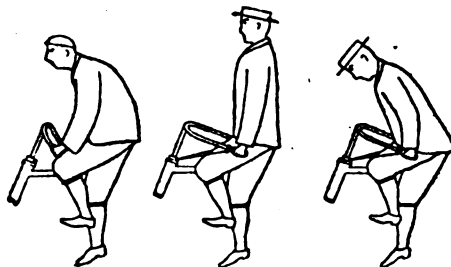
I would say, to commence with, that the cycle should have a *seat*, not a *saddle*. There should be no pressure whatever upon the perineum, especially upon the front portion, which (in males) contains the urethra (I am presuming that your readers know the elements of their own anatomy), whilst there should be full play for the muscles of the back of the thighs and the buttocks. The seat should also take the weight of the body through the bony structures naturally formed for that purpose, and through no other parts. These bony points are quite small in area, and the corresponding parts of the seat should be also quite small, whilst these latter must be separate, allowing space between them, and capable of adjustment laterally, to fit the formation of various riders.

The necessity for avoiding interference with the up and down movement of the thighs makes it necessary that adjustment of the pads of the seat should be made in the slope from, before backwards. All these points can be obtained in a very simple way, and have been so obtained in a seat which is now on the market, and which I am riding myself with complete comfort, and am recommending to all young riders of both sexes. Mr. Burgess, of Brighton, the inventor and maker of this seat, has kindly given me every opportunity of fully testing it. Like all practical things it is the simplest apparatus possible, and fills all the special needs of the case.

With regard to the question of the difficulty of keeping one's seat upon a forward sloping seat, I may further remark that this difficulty is entirely owing to the vicious posture assumed by nearly all cyclists on the modern safety machine. It is recognised by all riders, scorchers, tourists, and veterans alike, that the one point needful is that we shall secure the *straight arms*; this is a point never to be given up, therefore we cannot gain a natural and healthy upright posture by raising the handles, they being shaped as is now usual. Any man who has tried to sit upright with the handles raised and in front of the body soon has to give it up and return to the stoop, with the handles low and forward. Now, I grant fully the necessity for the straight arm, but I assert that it need not be obtained by low forward handles. I advocate the upright position, but it must be with the straight arm,

and moreover, leaning forward must be a possible posture on the same machine; there must be full choice of either an upright position when going easily, down hill, or with the wind, whilst when going at speed, uphill, or against the wind, a forward position must be attainable. This forward position, however, must not be a *stoop* but a *leaning forwards* with the shoulders braced back, and no contraction of the upper part of the chest.

The means to obtain all this are very simple; rejecting the low forward handles and the high forward handles, I simply use the low backward ones, a wide, long, and low handle bar; steering for a day or two is a little awkward, but is soon got over; any amount of down-pull may be used, the machine can be lifted along and is full of life, the arms aid the legs, and full choice of two healthy and effective positions is available.



I enclose rough sketches to illustrate my contention, one of the orthodox position, the only one possible with low forward handles, and two illustrating the choice available with low, backward, wide handles.

I have purposely placed the legs in the same part of the tread in each sketch.

GERARD SMITH.

37, Gloucester Place, London, W.

Sir,—Last summer I was fortunate enough to hear of a Pneumatic Cycle Seat, patented by Mr. Burgess, of Preston Road, Brighton, which quickly ended what had been to me for ten or twelve years the greatest drawback to cycling—stiffness and soreness caused by the saddle. I tried many, including two pneumatic, on a variety of springs. The Burgess seat requires no springs with pneumatic tyres; it consists of two pneumatic rings  $5\frac{1}{2}$  in. in diameter,  $1\frac{1}{2}$  in. thick, resting on strong light circular plates covered neatly with thin brown leather. The tyre pump will inflate them.

One's bones fit into the depressions in centre of said rings; there is no peak to give trouble; the legs being in front of said seat all tendency to slip back (as on a wedge-shaped saddle) is avoided when putting on pressure up hill.

I felt that I must slip off when first trying it, but, convinced that it was correct in principle, tried it again to stick to and appreciate the best cycle saddle I have ever met with.

G. J. LENNY.

Sir,—I wish to cordially endorse No. 7889's criticism of the Henson pneumatic saddle. It seems to have the makings of a most comfortable saddle in it, and yet falls short on account of disadvantages that the makers could surely overcome. No saddle soreness can possibly result from its use, but it decidedly throws you on the handles. I thought little of this in short runs, but after several days' touring in the country last month, I was laid up for several days with acute pain in the arm and shoulder, ascribed by my medical man to strain. The pressure of supporting oneself partly by one's arm *must* be done away with if the saddle is to succeed, as I think it should. We so much need an anatomical saddle. I may add that I cannot ride with an ordinary saddle at all, but find no soreness or stiffness of any kind with this.

No. 11,034.



Sir,—As I have ridden the Henson Anatomical Saddle regularly for two seasons now, I think I can tell No. 7889 how to get over the difficulties he complains of, as, not only do I, like himself, find it does away with all painful bruising, but now I have got it in correct position I find it most perfect and luxurious riding. No. 7889 only requires to have a longer L pin so that he can get the saddle further back and then also put it an inch or two lower.

I also found strengthening the L pin by inserting another short piece of tube inside made the clips act well, but why not use another clip if he has found any better.

I had been compelled to give up riding until I found the Henson saddle. No. 3907.

#### DONEGAL.

Sir,—I hope to tour in the North of Ireland in August, and should be glad if any member of the C.T.C. who knows anything of the country beyond Derry would give me the result of his experience. Any information would be acceptable, especially particulars as to route, hotels, and points of interest. Thanks to the several excellent articles that have already appeared in the *Gazette* (especially the one by Mr. McGonagle), I know the country between Belfast and Derry fairly well, but beyond this I have not been able to obtain any information that would be of service to the cyclist. I wish I could induce Mr. McGonagle to write an account of his tour beyond Derry. I feel sure many would be glad of the opportunity of reading another article from his facile pen. I have always regarded the January number of '94 (a penny postage issue) as a model of what our *Gazette* ought to be. Are there any good maps of this district?

J. G. W. (1957).

#### THE IMPROVED GAZETTE.

Sir,—I hardly think it would be possible or necessary to furnish members of the C.T.C. with a *Gazette* each week during the season.

Many of us find that our *Gazette* furnishes us with quite enough reading matter of this description to last us till the next monthly number. The *Gazette* at the present time is well calculated to please its many grades of members. The "Notes on Tours" are not too voluminous—for these can only be of use to a small proportion of readers; the practical observations of Mr. C. W. Brown are eminently useful; the correspondence has always something of interest in it, and one takes an interest in the rights and privileges of individual cyclists which are so well looked after in its columns. To propose to issue twenty more numbers a year, equal in merit to the present monthly numbers, is going rather too far. One can always have too much of a good thing. The proposition seems to me useless. It will entail a great deal more labour and expense on the Club officials, and will give the members the pleasure of paying double as much subscription for numbers which they do not want.

With regard to cheapening production by selling the *Gazette* to non-C.T.C.-ites; let us if we possibly can keep it to ourselves. Can we expect outsiders to pay threepence for it in its present form? I venture to say there is not more than a pennyworth of interest in it for them. And if we give them their full value, it will be taken at the expense of the members. In fact, it will no longer be, as it is now, a means of binding the members together, of keeping them interested in the Club and its doings, and of giving them free scope in ventilating their ideas and in seeking for information.

I contend that the *Gazette* at the present time answers all requirements; and that any change as to administration or character is uncalled for. The only practicable way to carry out Mr. Faulkner's suggestion would be to issue a weekly supplement. This would be a two- or four-leaved pamphlet, such as could be sent in a half-penny wrapper or envelope, and containing Club notices, answers to corre-

spondents, lighting-up time, prospective tours, sectional meets, and anything of immediate use. This I think would cover all the requirements of those interested in this subject without being a serious burden on the Club.

I quite agree with Mr. Faulkner as to the advisability of forming local branches. It would be sure to make the C.T.C. more popular. I hope and trust that some influential person will form a branch in North-East Lancashire.

GAZEBO (No. 10,936).

Chorley Rectory, Lancs.

#### THE NEW HANDBOOK.

Sir,—I find that the Handbook for 1895-96, though stouter and heavier than the previous issues, contains only 284 pages, as compared with 295 pages in that for 1894. It is also disfigured by advertisements, and the red cover is not so neat as the old grey. However necessary the advertisements may be for financial purposes, I think it would be well to keep the Handbook as compact as possible, as it should be your care to render it especially portable. I sincerely hope you will see your way to return to the old style in future. No. 2932.

["No. 2932" is somewhat out in his reckoning. The current year's Handbook consists of 418 pages, the fact being that the entries in the tabular portion, running as they do across each opening, necessitate double paging thus—97-97 and so on. The appearance of advertisements in the book is much to be regretted, but the revenue they bring in reduces the heavy loss which would otherwise ensue.—ED.]

#### DORSET ROADS.

Sir,—I would like to draw attention to a very pleasant route not mentioned in the Road Book which is, in my opinion, the best and easiest road from Weymouth to Bridport (but not to be recommended to those travelling from the West). It is by way of Nottington or Chickereil to Portesham, Abbotsbury, Swyre, and Burton Bradstock, the total distance to Bridport being about the same as by the route suggested in the Road Book. The scenery on the latter half of the journey is magnificent, and though a very hilly road, it is a less fatiguing and infinitely less monotonous run than that by the main road.

W. E. COWDELL BARRETT,  
R.C. Grouped English Counties.

#### PNEUMATICS v. CUSHIONS.

Sir,—There has been so much written of late on the subject of the various tyres for bicycles, etc., and the use of the pneumatic tyre with all its undoubted advantages has been in many cases attended with so great disappointment and discomfort, that I am induced in the interests of my fellow cyclists to call attention to the "Safe" tyre, advertised of late in our *Gazette*.

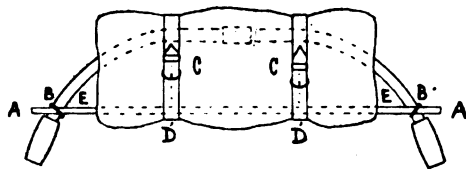
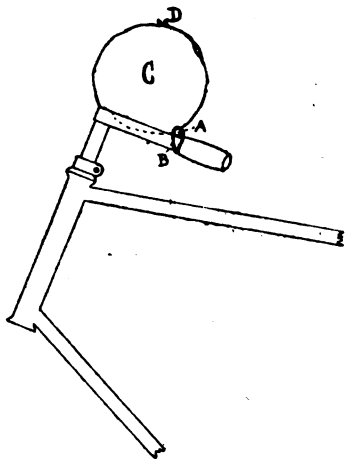
I have had a pair of these in use for the last two months on a bicycle previously shod with pneumatics, which were, by the bye, a continual source of annoyance, and I can now most strongly recommend the "Safe" tyre to my fellow members, to all in fact to whom it is of paramount importance that they should not be in a constant state of anxiety with respect to the condition of their tyres. The "Safe" tyres are as comfortable, as speedy, and far safer than any pneumatics.

WM. NORRIS MARSHALL, R.C. Gloucestershire.

[Although we confess to never having made trial of the "Safe" tyre, we venture to doubt Dr. Marshall's assertion that it is as speedy as a pneumatic. This cannot possibly be, for reasons which will be apparent to any thinking mind; it may, however, be quite speedy enough for many people, nevertheless.—ED.]

## A CHEAP LUGGAGE CARRIER.

Sir,—Having seen many suggestions for carrying luggage when touring, but none similar to the plan which I use myself, I venture to send you a sketch and explanation. I think the price, 3d., puts it within the reach of all; and, so far as my experience goes, I have found it to be best of all carriers, having tried many others.



AA—A  $\frac{3}{4}$  in. bamboo cane, price 2d.  
 BB—Secured by *thongs* at the points indicated, price 1d.  
 CC—Luggage parcel in waterproof made up in roll shape.  
 DD—Ordinary straps passed round parcel, bar, and cane, and drawn moderately tight.

A complete change and other extras can be carried on a safety bicycle (up to 12 or 14 lb.).

Luggage is in view always and perfectly secure.

Can be attached or detached in one quarter of a minute.

The cane ends can be left projecting about four inches, and if securely tied may be used as handles in hill climbing. Waterproof cape, sweater, &c., may be run through at EE.

The machine, with the parcel fixed in this way, will be found to be almost self-steering. H. WILLIAMS,

No. 1830.

## RATIONAL COSTUME FOR LADIES.

Sir,—Allow a *pater familias* with cycling wife and daughters a word upon the Rational dress question. As generally worn, Rational dress is unfeminine and objectionable. But why? Not on account of the knickerbockers, or divided skirt, but because the body is invested with coat and shirt-front, and so on, of a kind only suitable to a man's form. The masculinity of so-called Rational dress lies far more in the upper than in the lower portion of the garb. If lady-riders who are adopting the so-called Rational dress would only be rational enough to dispense with stiff collars and mannish coats, and to wear appropriate upper garments, with proper neck-ribbon, etc., a great deal of the prejudice against the new fashion would be removed. To my mind, sir, a woman, whether cyclist or pedestrian, in a mannish "body," is a far more unseemly apparition, even if her

nether woman be to all appearance undivided, than the lady rider who adopts so much of our costume as fits the facts of nature, and the exercise in which she is engaged, while retaining the essentially feminine elements about her head and heart.

No. 3709.

## CAMPING-OUT TOURS IN FRANCE.

Sir,—As I intend making a camping-out tour through Brittany with one or two friends next autumn, I should be obliged if you would let me know—

1st, If passports are a necessity to prove nationality, etc.?  
 2nd, If the authorities object to the pitching of tents by the roadside?

3rd, Particulars of a good, light, waterproof material, suitable for making a tent to hold three, and capable of being carried on a tandem bicycle.

4th, If any of your correspondents have carried out such a tour? and if so to kindly put me in communication with them.

F. A. BAUME, C.T.C. 5643.

[In reply to queries 1 and 3 we would say (1) It is always desirable that a passport should be taken on a foreign tour, the cost is but 2/-. For further particulars apply to the Passport Department, Foreign Office, London, S.W. (3) The pneumatic tent of the Scottish Tyre Co. might meet the case, or, in the alternative, the Tortoise Tent Co. may be able to fill the bill. Perhaps some reader can answer the remaining questions.—ED.]

## THE ROAD AND PATH CYCLING ASSOCIATION.

Sir,—In a circular which has reached me to-day, a member of the C.T.C. informs me that, having found fault with the management of the *Gazette* and the present advantages of the Club, he has sent in his resignation. So far so good.

I also find that the same gentleman wishes to start a new association for cyclists and asks his fellow-members of the C.T.C. to send in their resignations in order to join the new venture. Certainly not!

The C.T.C. is not in my opinion what he is pleased to call "a venerable although perhaps decaying concern," and I have no wish to show my appreciation of the services which the Club has rendered, and renders still, to cyclists, by deserting it.

I am, and intend to remain, dear sir, a faithful member of the C.T.C. No. 926.

May 16th, 1895.

## THE "CLINCHER" TYRE.

Sir,—I do not wish to rush into print, but I have had such experience of "Clincher" tyres that I have been surprised not to see some reference to them in the *Gazette* correspondence. I know of several cyclists with similar unsatisfactory experience of them, and makers and agents are beginning to condemn them hereabouts (Lincoln). "Faults" appear after a very short time, which are decidedly not due to puncture or hard wear. The faults bear a uniform character, and run diagonally across the cover, which suggests that they are due to the canvas being used "on the cross."

I had a new "Swift" last October, and the back tyre already shows signs of rapid dissolution. I think this is the right moment to let members know who are about to take new mounts what they may be doing in getting "Clinchers."

J. E. WEST, No. 874.

P.S.—I am pleased with the new Handbook and *Gazette*, and wish the latter came weekly. It seems inexplicable to me there should be any difficulty about advertisements in such a paper, with such a high-class circulation. J. E. W.

\* \* Many letters and articles—illustrated and otherwise—are unavoidably held over in consequence of the abnormal demand made upon our space by the Candidates' List, to which reference is made elsewhere.





## OF THEORY AND EXPERIMENT *VERSUS* PRACTICE; WITH A SUGGESTION.

By FRED W. FOSTER.

The scientific problem of the economy of forces involved in the design and construction of cycles chiefly for pace, seems to be viewed in three ways by those interested.

1. Some men with large experience and knowledge of cycles and cycling, finding themselves unable to explain the reasons for some given point in cycle construction which they believe in and which seems to, or which does, run counter to practice in other branches of mechanical construction and to mechanical theory, lapse into the dogmatic statement that theory is a worthless guide, and that practice is the only safe index to the value of any cycling construction or contrivance.

Such is the attitude of practical men who ignore the special uses and relative values of theory, of experiment, and of practice.

Their case is hopeless. Such men have wrecked many business concerns and have lost thousands of pounds of their own and of others' money by trusting in practice alone.

2. "Yes. That seems to be right mechanically in theory, but I find in practice that another way is better; I cannot explain why."

This reply has in substance been given by men with large experience and knowledge of cycles and cycling, when their attention has been drawn to some point in the design or construction of cycles which seemed to be, or which was, in disagreement with practice in other branches of mechanical construction and with mechanical theory.

They fail to see that they may have been hoodwinked by practice.

Such is the attitude of intelligent cycling experts who only partially believe in practice, knowing it to be not wholly trustworthy, and who nevertheless neglect theory and experiment, chiefly perhaps because of their difficulty.

Their case is hopeful. Such men readily grasp new ideas, and, when permitted to do so by constructing firms, adapt them to the improvement of machines.

3. Others, with varying degrees of knowledge and experience of cycles and cycling, and with some knowledge of scientific methods of research, seek, when any problem or doubtful point in cycle design or construction arises, to solve such by theory and experiment, whilst keeping an eye on practice.

Such seem to be the three chief mental attitudes of those interested, in face of the problems involved in the design and construction of cycles.

What then are the special and the relative values of theory, of experiment, and of practice, as guides, in valuing special design and structural details in cycles?

Theory is of value in the exact ratio of the largeness of its agreement with the facts with which it deals, and which it tends to explain, to organise, or to de-limit. It is theory mainly that has led to improvements in cycle design.

Experiment proclaims exactly the value and the limitations of theory, and helps to determine the relative values of variant designs. Experiment is equivalent to practice, minus any error involved in the *personal equation* of the individual practising.

Individual practice, as a guide to the general or comparative value of any cycle or of any given part of cycles, is worthless when it leads to any wide divergence of opinion on any given matter, because it includes the error of the individual—i.e., *personal equation*.

This error arises from individual experience (large or small) and individual habit (good and bad), and from the influence of design and construction in the cycles (good and bad) which the individual has previously used, which all combine to form in the mind a mental "gauge," with which, consciously or unconsciously, the practiser compares any new construction or new cycle.

Each individual practiser thus compares any new construction or cycle with a "gauge" which differs immeasurably from the "gauge" of every other practiser.

In cycling practice the error due to this *personal equation* cannot be eliminated.

The attitude generally assumed in face of any new construction or cycle is one that obviously obtrudes the *personal equation* and leads to an attempt to judge the new construction or cycle (merits and demerits together) by the old (merits alone)—demerits one is accustomed to are apt to be ignored. That which we are not used to (however intrinsically good it may be) suffers in comparison with that which we are used to. The mere unaccustomedness often prevents merits in new constructions being rightly valued.

Only when the resulting opinions from individual practice are massed, and then yield so marked a preponderance in favour, or in disfavour, of any particular construction or cycle as to neutralise the massed errors of the individual *personal equations*, does practice become trustworthy as a guide to value.

Manufacturers practice in this way upon their customers. A manufacturer adopts a certain design and construction—which he has taken but scant or no trouble to test by theory and experiment—and makes it his standard pattern for a season. Complaints about ill-designed or constructed parts of it reach him, and next season he alters his standard pattern accordingly.

Practice is thus a wasteful guide to value, because it only becomes of full value by the survival of the fittest. It is the method of the prodigal. The estate is squandered whilst learning how to build cycles.

The wary manufacturer squanders the estates of his customers, whilst *they* practice, in order that *he* may learn how to build cycles.

### A SUGGESTION.

Cyclists might combine to improve the design and construction of cycles in a less wasteful way than the above by promoting a scheme for a cycle design committee. Such a committee could draw up minutely detailed blank specifications for a safety bicycle, for a tandem bicycle, and for a tricycle, and then submit various parts of such specifications to scientific, mechanical, and cycling experts to be reported upon by them as to the theoretical aims of the design of each part, and the customary better methods of design and construction of such parts, together with a scheme of relative strengths for each part, and with statements of the reasons for each selected design and construction. Experiments upon certain points might then be instituted and placed in scientific and expert hands to effect and be reported upon. Such a scheme might be carried out if one-fifth of our members would subscribe a shilling postal order each. If a strong committee were nominated many cyclists would subscribe their guineas, and the manufacturers might be expected to subscribe handsomely.

Work on the above lines would probably be the means of effecting and registering as much improvement in the design of cycles within one year as would otherwise take the bulk of manufacturers alone many seasons to effect.

Standard patterns would thus be evolved and full specifications published in the *Gazette*, with the points indicated which might best be varied for reasons of special lightness, of special strength, and of cheapness of production.

This scheme would tend to a levelling-up in value of all cycles built in future.



**THE LATEST RECRUIT.**—Count Tolstoi has suddenly developed a passion for cycling. He has joined the Moscow Cycling Club, and rides his machine every day for an hour, accompanied by several members of his large family—most of them ardent cyclists also. This is good for a man of sixty-seven. He learnt to ride in a very short time.—*The Echo*.

**AS IT SHOULD BE.**—Thanks to the energetic action of Mr. W. E. Cowdell Barrett, of Weymouth, one of the R.C.'s of the C.T.C., a local contractor has been made to refund the cost of repairing the cycles of two of the members of the Volunteer Artillery Cycling Club. The machines came into contact with an unlighted bar fencing some repairs recently being made to a side road between Weymouth and Dorchester.

**AN ENCOURAGING SIGN.**—At a recent meeting of the Main Roads Committee of the Cheshire County Council, a resolution passed by the Anglesey County Council, to the effect that some laws should be framed to compel all vehicles to carry lights after dusk, was received, and it was resolved—"That in the opinion of this committee it is desirable that a Bill should be promoted as a Government measure to compel all vehicles to carry lights after dusk, and that a copy of this resolution be forwarded to the Secretary of State."—*The Cheshire Observer*.

**UNIMPEACHABLE TESTIMONY.**—A Lancashire member writes:—"Whilst sending you applications for membership by five persons, and postal orders to the value of £1 2s. 6d., I desire to mention two facts which show clearly that membership is of advantage. Two years ago, along with three other riders, I dined at the appointed hotel in Carmarthen, and on the bill being delivered, and the membership of two of the number being declared, the bill was reduced by 4s. Last summer, along with the same two members, I was at the Station Hotel in Inverness, and had tea, supper, bed, and breakfast, and the bill was reduced by 10s. on the membership of the three being declared. The latter, as you will see, is nearly equal to our three subscriptions for a year. Facts like these go a long way with intending members."

**THE WHEELMAN AND HIS DETRACTORS.**—At a recent meeting of the Flintshire Standing Joint Committee it was "resolved to issue placards for the protection of people against cyclists, and also for the protection of cyclists against misbehaviour on the roads"—whatever that may mean. The discussion that preceded the resolution was notable mainly from the fact that it revealed the inbred prejudice of some of the non-cycling members of the committee—one of whom coolly proposed that riders should be numbered, in bold figures, on their backs—and showed that in Mr. G. A. Parry wheelmen possesses a champion who believes in justice and fair play. The *Liverpool Echo*, commenting upon the matter, sums up a very reasonable leader by the remark that "the recognition of mutual rights is calculated to greatly increase the comforts of the road."

**MORE CONCESSIONS.**—The Hon. Sec. of the Northumberland and Durham District Association of the C.T.C. writes:—"Our District Committee in Northumberland and Durham continues to make its presence felt. The original prospectus of the special fares which the Committee had induced the North Eastern Railway to grant to cyclists, contained a clause that passengers would not be allowed to break their journey, and consequently, the traveller was compelled to travel to the station to which his ticket was issued, and return from that fixed. A breakdown or a sudden change in the weather would thus have placed the tourist in the awkward predicament (unless he happened to be near the station from which the return was fixed) of having a useless ticket upon his hands, or having to pay ordinary fare from the station where he embarked. The committee promptly drew the attention of the General Manager of the Company to this, with the result that, after June 1, tourists will be allowed to leave the train or rejoin it at any station on the line over which the ticket carries. Thus the cyclist may either commence his tour from a point more suitable to him (or her) than the actual station fixed by the ticket, and return from any point within the limit which, from any cause, may be more convenient."

A few ruffians can do more harm to the pastime in a day than a thousand respectable wheelmen can undo in a year, and the latest evidence of this fact comes from Northumberland. Sir Arthur Middleton has always allowed free ingress to his grounds at Belsay Hall, grounds which have only received that slight touch of art which brings out all the grander beauties of nature. At last, however, he has been compelled to withdraw this privilege owing to the destruction of plants and flowers by irresponsible visitors, the culminating act of these predatory beings having been their conduct in standing upon the lawn and staring in upon the family during dinner. No man cares to have his wife and daughters made a common spectacle, and the worst phase of the matter is that the offenders are believed to have been cyclists. Our District Committee made application to Sir Arthur to allow any of our members free admission to the grounds, pointing out the strong point of the C.T.C., viz., that its membership is usually recruited from the respectable section of wheelmen, and that it is this class which it represents, but the proprietor declined to accede to the request. "To do so," he said, "would be to resign the privacy of a home," and, although we believe no member of the C.T.C. would unduly intrude upon the family at Belsay, we cannot be surprised at Sir Arthur Middleton's feelings after what has occurred. He, however, generously agreed to throw open his grounds to our members on Whit-Monday, and any member of the C.T.C. presenting his ticket of membership on that day will be admitted. Even for this little, in these days, we must be thankful, and we feel certain that Sir Arthur will have no cause to regret his action. Belsay Castle is thirteen miles north-west of Newcastle, on the Newcastle-Jedburgh road. It is a noble specimen of architecture, and adjoining it are beautiful gardens, and picturesque quarries from which the stones to build the mansion were obtained. Amidst all the wild scenery of Northumberland there is little to equal the exquisite beauties of the grounds of Belsay. The ruins of the old castle, built in the fourteenth century by John de Middleton, stand a little to the north-west of the Hall. The view from the battlements is superb. The Middleton family is over 700 years old, and has played no small part in Border history. Rambling through these ancient parks, and heavy-wooded dells, or round by the old lake, little imagination is required to conjure up mediæval scenes of love or battle, of merriment or sadness, for on this historic ground must many a hard fight have been fought and, may be, many a plaintive love-tale told.



**GOOD HEARING.**—The County Council for the Isle of Wight is debating the advisableness of introducing the Universal Lights bye-law.

**UNIVERSAL LIGHTS—SURREY TO WIT.**—The new bye-law is now in force throughout the county. Under it vehicles of every description must carry a light or lights (if one only be used it must be affixed to the right or off side), and timber carriages must also show a red light to the rear. Other counties please copy.

**TOURS IN NORTH WALES.**—Mr. O. R. Hughes, the Chief Consul for Anglesey and Carnarvon, asks us to notify the fact that he has mislaid a letter and stamped envelope sent him by a member requiring route information, whose identity he does not know. He will be obliged if the writer will repeat the query.

**KILLARNEY LAKES.**—A Waterford member writes:—"I do not know whether the fact might interest your readers, but in case it might, I may tell you that Killarney and the roads round that part of the world are in excellent order. I was there for five days lately, and am of opinion that *now* is the time for cycling there, as the tourist season has not yet thoroughly opened, and the place is much more enjoyable than when packed with visitors." We can, from a personal experience dating back many years, strongly recommend the trip from Dublin round the coast and so to Killarney, by "the Prince of Wales's route," the charms of which are fully set out in Baddeley & Ward's "Thorough" Guides.

**COOL, VERY!**—The following excerpt from the report of the proceedings of the Forfar District Committee will be read with interest. (The italics are ours):—"A letter was submitted from Mr. Baxter, Dundee, Hon. Secretary of the Scottish Cyclists' Union, stating that numerous complaints had been made regarding the leaving of hedge cutting on the highways, the complaints being made more particularly with regard to the Dundee and Arbroath Road, and stating that cyclists would feel obliged if the attention of the Surveyor was called to the matter. It was agreed, on the suggestion of Mr. Whyte Hatton, of Eassie, that the Surveyors be asked to try to keep the roads as free from thorns as possible, *for the benefit of sheep passing, however, and not for the benefit of cyclists.*" Obviously, only "mutton heads" need apply to the Forfar District Committee.

**SOME EXPERIENCES ON THE SOUTH COAST.**—A London member writes:—"I have been on a tour during Easter along the South Coast—from Weymouth to Eastbourne, and between New Shoreham and Worthing did not find any part of the road washed away. As Route 90 in the Road Book says that between New Shoreham and Worthing the road has been washed away for nearly three-quarters of a mile in length, I thought I would write to inform any member of the C.T.C. who may be taking this route, that the road is now in good repair. I may say that I have obtained two candidates for the C.T.C. during the last month; one of them has been touring with me during Easter, and has thus found out the advantages of being a member of the C.T.C. I have found the British Road Book from Kent to Cornwall invaluable during my Easter tour, and hope that the other volumes will soon be out."

**SPAIN.**—A member will be glad of any information about the condition of the roads in Spain.

**BARNARD CASTLE.**—Two boys who pleaded guilty to damaging C.T.C. danger boards in this neighbourhood were recently fined 5/- and costs.

**AS IT SHOULD BE.**—Among the many missives eulogising the new prospectus the following reaches us from Dublin:—"Please send a dozen forms of the prospectus-application. I got a member instanter on his reading the one in the *Gazette*."

**"ATTITUDE IS EVERYTHING!"**—The letter from Captain Killick under this head in the last *Gazette* has been reproduced in the daily press in more than one quarter. It cannot be too widely known that the hump-backed attitude adopted by the average rider is as needless as the rejection of brake and mudguards is idiotic.

**TO CONSULS AND CANVASSING MEMBERS.**—During the month just ended a supply of the new prospectus-application forms, coupled with the special circular-letter, for use in the case of desirable candidates, has been sent to every Consul throughout the kingdom, and it is earnestly hoped that he has not been slow to make use of them.

**THE UNIVERSAL LIGHTS BILL.**—The Leamington and South Warwickshire C.C. made good use at the recent election of the pamphlets issued by the C.T.C. upon the Universal Lights question, for they obtained from the Hon. A. Lytton (the successful candidate) a promise to vote in favour of the principle when opportunity offers.

**THE BITER BIT.**—Lord Ronald Gower has been disburdening himself to the papers on the subject of cycling to the following extent:—"Cycling has become not only a nuisance in town and country, but a danger. Why does not the Chancellor of the Exchequer impose a tax on all bicycles or tricycles not used for professional purposes? I believe I am not of a vindictive or sanguinary nature, but I confess to being glad when I hear of some mischance befalling the people who have invented this new pest. Even our once quiet country lanes are no longer safe from this danger, and one is liable to be cut into halves by some demon 'Arry or diabolical 'Arriet careering like so many Mazeppas on their infernal machines." This is not the first time that a tax on the wheelman has been proposed, but since cycling has become a national pastime it is one of the most unpopular schemes that could be brought forward. Cycling is an occupation that brings health and strength to thousands of hard-worked clerks and dwellers in cities who would otherwise never catch a glimpse of the country from one year's end to the other, but by whose enjoyment Lord Ronald Gower appears to consider that his own is polluted. We believe that Lord Ronald Gower has a certain reputation as a virtuoso—an amateur painter and poet; but a reputation is easily gained by the rich and titled amateur, who has not to compete for it in the open market, and no reputation, however hardly earned, entitles a man to sneer at the innocent recreations of his hard-worked fellow creatures. Instead of a tax on cycles, it would be well if the Government could impose a tax on the superior person and his offensive airs. His extinction would be a much greater benefit, and would be much less missed by the world at large than even that of the light-hearted riders who have the effrontery to come between the wind and Lord Ronald Gower's gentility.—*Sheffield Independent*.

## ALTERATIONS AND ADDITIONS

TO THE

## BRITISH AND IRISH HANDBOOK, JUNE, 1895.

## CHIEF CONSULS.

Page 9.—*Insert* J. Rahusen, 13, Alexander Boersstraat, Amsterdam.  
*Insert* C. E. Robinson, Kirkby Stephen.

Page 10.—*Erase* O. E. Taylor, 122, Sandy Lane, Chorlton-cum-Hardy.

## TABULATED LIST.

Page 97.—*Turvey*—*Insert* M. F. Cock, M.R.C.S., Richmond House, as Consul, and W. Hinde as Repairer.

Page 98.—*Insert* Aston Clinton and Bell, No. 1, 1/-; No. 2, 1/3; No. 3, 1/6; No. 4, —; No. 5, 1/6; No. 6, 2/-; No. 7, 3/-; No. 8, —; No. 9, 1/6; No. 10, 2/-; No. 11, 2/6; No. 12, -/6; No. 13, -/9; No. 14, -/6; No. 15, -/6; No. 16, -/6; Discount, -/2.

Page 99.—*Beaconsfield*—*Insert* (The Old Swan exhibits a misleading sign).

*Princes Risborough*—*Insert* (The Nag's Head exhibits a misleading sign).

Page 101.—*Cheshire*—*Erase* O. E. Taylor as Chief Consul.  
*Helston*—*Insert* T. B. James as Consul.

Page 105.—*Liskeard*—*Erase* Bell.

Page 109.—*Ashburton*—*Insert* C. J. Whitmore, Park Gate, as Consul.

*Bideford*—*Insert* Tanton's, No. 1, 1/6; No. 2, 2/-; No. 3, 2/6; No. 4, —; No. 5, 2/-; No. 6, 2/6; No. 7, 3/-; No. 8, 3/6; No. 9, 2/6; No. 10, 3/6; No. 11, 4/6; No. 12, 1/6; No. 13, -/9; No. 14, -/9; No. 15, 1/-; No. 16, 1/-; Discount, -/2.

*Bovey Tracey*—*Insert* Union, No. 1, 1/-; No. 2, 1/6; No. 3, 2/-; No. 4, —; No. 5, 2/-; No. 6, 2/-; No. 7, 2/6; No. 8, —; No. 9, 1/6; No. 10, 2/6; No. 11, 3/6; No. 12, -/6; No. 13, -/9; No. 14, 1/-; No. 15, 1/-; No. 16, -/6; Discount, -/3.

*Buckfastleigh*—*Erase* J. J. Mitchell as Consul.

Page 110.—*Exeter*—*Insert* tp G. W. Charles, 43, Sidwell street, as Repairer.

*Holsworthy*—*Erase* M. S. Derry as Consul.

Page 111.—*Kingsbridge*—*Insert* W. Fairweather, 40, Fore street, as Consul, and C. Steer, Mill street, as Repairer.

*Insert* Kingswear and F. Strickland as Consul.

*Lynton*—*Insert* Globe, No. 1, -/9; No. 2, 1/-; No. 3, 1/3; No. 4, 1/6; No. 5, 1/3; No. 6, 1/6; No. 7, 1/9; No. 8, 2/-; No. 9, 1/9; No. 10, 2/6; No. 11, 3/-; No. 12, nil; No. 13, -/3; No. 14, -/4; No. 15, -/6; No. 16, -/4; Discount, -/2.

*Moretonhampstead*—*Erase* White Hart, H. Q.

*Newton Abbott*—*Insert* A. S. Waddington, 73, Queen street, as Repairer, and not as Consul as stated in May list.

Page 112.—*Torquay*—*Erase* Q. from Pavilion (Temperance), and *insert* No. 1, 1/3; No. 2, 1/6; No. 3, 1/9; No. 4, —; No. 5, 1/9; No. 6, 2/-; No. 7, 2/6; No. 8, —; No. 9, 1/9; No. 10, 2/3; No. 11, 3/-; No. 12, nil; No. 13, -/6; No. 14, -/6; No. 15, 1/-; No. 16, -/6; Discount, -/3.

Page 116.—*South Shields*—*Insert* tp Harford & Co. as Repairers.

Page 118.—*Insert* Horndon-on-the-Hill and Swan, No. 1, -/9; No. 2, 1/-; No. 3, 1/6; No. 4, —; No. 5, 1/3; No. 6, 1/6; No. 7, 2/6; No. 8, —; No. 9, 1/-; No. 10, 1/6; No. 11, —; No. 12, -/3; No. 13, -/6; No. 14, -/6; No. 15, —; No. 16, —; Discount, -/2.

Page 122.—*Gloucester*—*Erase* Bell H. Q.

Page 126.—*Shirley*—*Erase* N. Ward as Consul.

Page 127.—*Stubbington*—*Erase* Red Lion Q.

Page 128.—*Ledbury*—*Erase* H. Q. from Feathers and *insert* No. 1, 1/6; No. 2, 2/-; No. 3, 2/6; No. 4, —; No. 5, 2/6; No. 6, 3/-; No. 7, 3/6; No. 8, —; No. 9, 2/6; No. 10, 4/-; No. 11, 5/-; No. 12, 1/6; No. 13, 1/-; No. 14, -/9; No. 15, 1/-; No. 16, -/6; Discount, -/4.

Page 129.—*Baldock*—*Insert* Rev. H. G. Cockerton, Clothall Rectory, as Consul.

*Barnet*—*Insert* F. Gardner, Holmesdale, Hadley Wood, as Consul.

*Bishops Stortford*—*Erase* Plume of Feathers, Q.

*Hemel Hempstead*—*Insert* F. Beckley, 72, Marlowes as Consul.

*Hoddesdon*—*Insert* F. W. Millard, Bresco Road, as Consul.

Page 130.—*St. Albans*—*Insert* North Western, No. 1, 1/3; No. 2, 1/6; No. 3, 2/-; No. 4, —; No. 5, 2/-; No. 6, 2/-; No. 7, 2/6; No. 8, —; No. 9, 2/-; No. 10, 3/-; No. 11, 4/-; No. 12, -/6; No. 13, -/8; No. 14, -/6; No. 15, —; No. 16, —; Discount, -/2; and T. R. Marriott, London Road, as Consul.

*Stevenage*—*Insert* R. W. K. Edwards, Grammar School, as Consul.

*Ware*—*Erase* A. G. Goodfellow as repairer.

*Watford*—*Insert* C. A. Goodman, 6, Church Street, as Consul.

Page 133.—*Blackheath*—*Erase* (t)

Page 134.—*Insert* Erith and Cross Keys, No. 1, 1/-; No. 2, 1/3; No. 3, 1/6; No. 4, —; No. 5, 1/3; No. 6, 1/6; No. 7, 3/-; No. 8, —; No. 9, 1/9; No. 10, 3/6; No. 11, 3/9; No. 12, -/6; No. 13, -/6; No. 14, -/6; No. 15, 1/-; No. 16, 1/-; Discount, -/2.

Page 144.—*Brentford*—*Insert* J. Goodman, Harrington Cottage, Kew Bridge Road, as Consul.

Page 145.—*Insert* Edgware and S. G. Allpress, High Road, as Consul.

*Insert* Hampstead and R. A. Northcott, 179, Adelaide Road, as Consul.

*Hounslow*—*Insert* T. Nash, The Firs, as Consul, and tp R. Wyatt, High Street, as Repairer.

*Isleworth*—*Insert* Northumberland Arms, No. 1, 1/6; No. 2, 1/9; No. 3, 2/-; No. 4, —; No. 5, 1/9; No. 6, 2/-; No. 7, 2/6; No. 8, —; No. 9, 1/6; No. 10, 2/-; No. 11, 2/6; No. 12, -/3; No. 13, -/6; No. 14, -/3; No. 15, -/6; No. 16, -/6; Discount, -/2; and E. H. Docker, Dudley House, Spring Grove, as Consul.

Page 146.—*Potter's Bar*—*Insert* C. T. near Church.

*Staines*—*Insert* tp W. Lacey, 77, High Street.

*Teddington*—*Insert* J. H. Child, Stratton Villa, Albert Road, as Consul.

*Whetstone*—*Erase* Bull and Butcher, Q.

*Pontypool*—*Erase* H. Q. from Crown, and *insert* No. 1, 1/6; No. 2, 1/9; No. 3, 2/3; No. 4, —; No. 5, 2/-; No. 6, 2/-; No. 7, 3/-; No. 8, —; No. 9, 2/6; No. 10, —; No. 11, 3/6; No. 12, -/6; No. 13, -/3; No. 14, -/6; No. 15, 1/-; No. 16, -/6; Discount, -/13.

Page 147.—*Downham Market*—The Consul's name is E. Pope, and the Repairer is Z. D. Newell.

Page 148.—*Wells-next-the-Sea*—Crown, item No. 15 is -/6.

Page 154.—*Southwell*—*Erase* Q. from Saracen's Head, and *insert* No. 1, 1/-; No. 2, 1/6; No. 3, 1/9; No. 4, —; No. 5, 1/9; No. 6, 1/9; No. 7, 2/6; No. 8, —; No. 9, 2/-; No. 10, 2/6; No. 11, 3/-; No. 12, nil; No. 13, -/9; No. 14, -/7; No. 15, —; No. 16, —; Discount, -/3.

Page 155.—*Burford*—*Insert* Bull, No. 1, 1/6; No. 2, 1/10; No. 3, 2/-; No. 4, 2/6; No. 5, 1/9; No. 6, 2/-; No. 7, 2/6; No. 8, 3/-; No. 9, 2/-; No. 10, 3/-; No. 11, 3/6; No. 12, -/9; No. 13, -/9; No. 14, -/6; No. 15, 1/-; No. 16, 1/-; Discount, -/2.

*Henley-on-Thames*—*Erase* Q. from Feathers, and *insert* No. 1, 2/3; No. 2, 1/6; No. 3, 2/-; No. 4, —; No. 5, 1/6; No. 6, 2/-; No. 7, 3/-; No. 8, —; No. 9, 2/-; No. 10, 2/6; No. 11, 3/-; No. 12, nil; No. 13, -/8; No. 14, -/6; No. 15, -/6; No. 16, -/4; Discount, -/2.



Page 159.—**Chard**—Insert Rev. C. F. A. Wimberley, M.A., School House, as Consul.

**Cheddar**—Erase H.Q. from Cliff and insert No. 1, 1/3; No. 2, 1/6; No. 3, 2/-; No. 4, —; No. 5, 2/-; No. 6, 2/6; No. 7, 3/-; No. 8, —; No. 9, 2/3; No. 10, 3/-; No. 11, 3/6; No. 12, -/6; No. 13, -/9; No. 14, -/9; No. 15, -/9; No. 16, -/6; Discount, -/2.

**Dulverton**—Insert Carnarvon Arms, No. 1, 1/6; No. 2, 1/9; No. 3, 2/6; No. 4, 2/6; No. 5, 2/-; No. 6, 2/6; No. 7, 3/6; No. 8, 4/-; No. 9, 2/6; No. 10, 4/-; No. 11, 5/-; No. 12, 1/6; No. 13, -/6; No. 14, -/9; No. 15, 1/-; No. 16, -/6; Discount, -/2.

**Glastonbury**—Erase H.Q. from Crown, and insert No. 1, 1/6; No. 2, 2/-; No. 3, 2/6; No. 4, —; No. 5, 2/6; No. 6, 2/9; No. 7, 3/-; No. 8, —; No. 9, 2 6; No. 10, 3/6; No. 11, 4/6; No. 12, 1/-; No. 13, 1/-; No. 14, -/9; No. 15, 1/-; No. 16, -/9; Discount, -/2.

Page 160.—**Langport**—Insert A. E. Challis, High Street, as Consul.

Page 162.—**Wincanton**—Insert Bear, No. 1, 1/3; No. 2, 1/6; No. 3, 1/9; No. 4, —; No. 5, 1/6; No. 6, 1/9; No. 7, 2/-; No. 8, —; No. 9, 1/6; No. 10, 2/-; No. 11, 3/-; No. 12, -/3; No. 13, -/6; No. 14, -/4; No. 15, -/6; No. 16, -/3; Discount, -/2.

Page 164.—**Brandon**—Erase H. Claxton as Repairer.

Page 167.—**Ewell**—Erase Q. from Glynn Arms and insert No. 1, 1/-; No. 2, 1/3; No. 3, 1/6; No. 4, —; No. 5, 1/6; No. 6, 2/-; No. 7, 2/6; No. 8, —; No. 9, 1/6; No. 10, 2/-; No. 11, 2/6; No. 12, -/6; No. 13, -/6; No. 14, -/3; No. 15, 1/-; No. 16, -/6; Discount, -/2.

Insert **Frimley** and **White Hart**, No. 1, 1/-; No. 2, 1/6; No. 3, 2/-; No. 4, —; No. 5, 2/-; No. 6, 2/6; No. 7, 4/-; No. 8, —; No. 9, 2/6; No. 10, 3/-; No. 11, 4/6; No. 12, -/6; No. 13, 1/-; No. 14, -/3; No. 15, -/6; No. 16, -/6; Discount, -/3.

Page 168.—**Guildford**—Insert White Horse, No. 1, 1/6; No. 2, 2/-; No. 3, 2/6; No. 4, —; No. 5, 2/-; No. 6, 2/-; No. 7, 2/6; No. 8, —; No. 9, 2/6; No. 10, 4/-; No. 11, —; No. 12, -/6; No. 13, -/6; No. 14, -/6; No. 15, -/9; No. 16, -/6; Discount, -/2.

Page 173.—**Maresfield**—Erase A. J. Wright as Consul.

**Petworth**—Insert A. J. Wright, Lombard Street, as Consul.

**Seaford**—Erase Bay H.Q.

Page 176.—Insert C. E. Robinson, Kirkby Stephen, as Chief Consul of Westmorland.

Page 177.—**Bradford-on-Avon**—Insert J. W. Spencer, Atworth, Melksham, as Consul.

Page 178.—Insert **Shrewton** and **Catherine Wheel**, No. 1, -/9; No. 2, 1/-; No. 3, 1/9; No. 4, —; No. 5, 1/3; No. 6, 1/9; No. 7, 3/-; No. 8, —; No. 9, 1/-; No. 10, 1/6; No. 11, —; No. 12, -/3; No. 13, -/6; No. 14, -/6; No. 15, -/9; No. 16, -/4; Discount, -/14.

**Wootton Bassett**—Insert Cross Keys, No. 1, 1/-; No. 2, 1/4; No. 3, 2/-; No. 4, —; No. 5, 1/6; No. 6, 2/-; No. 7, 2/6; No. 8, —; No. 9, 2/-; No. 10, 3/6; No. 11, 4/-; No. 12, -/6; No. 13, -/9; No. 14, -/4; No. 15, 1/-; No. 16, -/6; Discount, -/3.

Page 181.—**Worcester**—Insert Great Western, No. 1, 1/6; No. 2, 2/-; No. 3, 2/6; No. 4, —; No. 5, 2/-; No. 6, 2/6; No. 7, 3/-; No. 8, —; No. 9, 2/6; No. 10, 3/6; No. 11, 4/-; No. 12, 1/-; No. 13, -/6; No. 14, -/9; No. 15, 1/-; No. 16, -/6; Discount, -/2.

Erase Q. from King's Head, and insert No. 1, -/9; No. 2, 1/4; No. 3, 2/-; No. 4, —; No. 5, 2/-; No. 6, 2/6; No. 7, 2/6; No. 8, —; No. 9, 1/4; No. 10, 2/-; No. 11, 2/6; No. 12, nil; No. 13, -/8; No. 14, -/8; No. 15, —; No. 16, —; Discount, -/2.

Page 182.—Insert **Hemingbrough**, Half Moon, No. 1, -/9; No. 2, 1/-; No. 3, 1/6; No. 4, —; No. 5, 1/-; No. 6, 1/6; No. 7, —; No. 8, —; No. 9, 1/-; No. 10, 1/6; No. 11, 2/-; No. 12, nil; No. 13, -/4; No. 14, -/3; No. 15, —; No. 16, —; Discount, -/14.

**Hornsea**—Insert R. Webb, Railway Street, as Consul, and D. Smith, Market Place, as Repairer.

Page 183.—**Market Weighton**—Insert G. A. Reed, Market Place, as Consul.

**Welton**—Erase Q. from Green Dragon, and insert No. 1, 1/3; No. 2, 1/6; No. 3, 1/9; No. 4, —; No. 5, 2/-; No. 6, 2/6; No. 7, —; No. 8, —; No. 9, 2/-; No. 10, 2/6; No. 11, —; No. 12, nil; No. 13, -/6; No. 14, -/6; No. 15, —; No. 16, —; Discount, -/3.

Page 192.—**Wrexham**—Erase Gregson as Repairer, and insert R. J. Kendrick, 1, Henblas Street, as Consul, and **tp** J. J. Hendrick, Queen Street (C.S.), as Repairer.

Page 199.—**Turriff**—Insert **tp** W. Bain, Schoolhill, as Consul.

Page 204.—**Langholm**—Erase Crown H.Q. and insert Buck, No. 1, 1/3; No. 2, 1/6; No. 3, 2/-; No. 4, —; No. 5, 1/6; No. 6, 2/-; No. 7, 2/6; No. 8, —; No. 9, 2/3; No. 10, 4/-; No. 11, 5/6; No. 12, -/6; No. 13, -/9; No. 14, -/6; No. 15, -/6; No. 16, free; Discount, -/3.

**Lockerbie**—Insert Blue Bell, No. 1, 1/6; No. 2, 1/9; No. 3, 2/-; No. 4, —; No. 5, 1/9; No. 6, 2/-; No. 7, 2/-; No. 8, —; No. 9, 1/6; No. 10, 2/6; No. 11, 5/-; No. 12, nil; No. 13, -/6; No. 14, -/6; No. 15, —; No. 16, —; Discount, -/2.

Page 205.—Insert E. A. Glen, 56, Elm Row, as Consul.

Page 215.—**Kelso**—Insert Border (Temperance), No. 1, 1/-; No. 2, 1/6; No. 3, 1/9; No. 4, —; No. 5, 1/6; No. 6, 1/6; No. 7, 2/-; No. 8, —; No. 9, 1/6; No. 10, 2/6; No. 11, 3/-; No. 12, nil; No. 13, -/4; No. 14, -/3; No. 15, -/2; No. 16, -/1; Discount, -/12.

Page 220.—Insert **Kellinardish** and **Carraigadrohid**, No. 1, 1/-; No. 2, 1/3; No. 3, 1/6; No. 4, —; No. 5, 1/6; No. 6, 1/9; No. 7, 2/3; No. 8, —; No. 9, 1/9; No. 10, 3/-; No. 11, —; No. 12, nil; No. 13, -/4; No. 14, -/6; No. 15, -/6; No. 16, -/6; No. 17, -/6; Discount, -/2.

## INDEX.

Amend in accordance with foregoing.



No. 9912.—Your experiences are interesting, but as they relate to a bicycle of 55lb. they obviously are not relevant to the discussion now proceeding upon "the wear and tear of light machines."

T. E. M.—We know of no breed of dog that can be recommended to follow a machine, "say fifty miles," and no lover of the brute creation would dream of making the experiment. If a dog be taken it should only be for short distances, and the pace should always be well within the limit of the powers of the animal; even then the merciful owner will indulge in frequent "easies." In no other way is the practice justifiable.

No. 2635.—The bad taste of the rider to whom you refer is unquestionable, but we doubt whether any good would accrue from exposing his conduct in the *Gazette*. He should be dealt with locally.

"Festina Lente."—The brake in which you are interested is illustrated in the current number.

No. 1745.—Many thanks, but another report had already reached us.

N. J.—We confess to not having made the acquaintance of the "Atlas" Lady's Safety, and hence we cannot advise you either way as to investing therein.

"B."—There is a general consensus of opinion not alone among medical men, but among all experienced riders, that the "monkey back" attitude is as harmful as it is unnecessary. Your experiences, therefore, would seem to prove either that you are an exception to the general rule, or that you have stuck to the baneful habit too long to be able to cure yourself of it.

SATISFIED.—A recently-elected member—a clergyman—writes:—"I should be glad to be of what help I can to you, but I have but little spare time, and my only ability lies in speaking well of the Club, obeying its simple rules, and helping by my example to put down all foolish and damaging customs and practices in the way of riding. This I will always endeavour to do, and I hope the Club will go on and prosper. By all means raise its tone and standard, and you will have the support of all decent riders. I am greatly pleased with the *Gazette* and cannot conceive what more members can want for their money. Their temerity amazes me!"

## 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.  
 BARNSTABLE—J. N. Brewer, Cross Street.  
 BATH—\*Gould & Son, 23, Milsom Street, and 1 & 2, George Street.  
 BEDFORD—J. Beagley, 5, High Street.  
 BERLIN (Germany)—W. Köpsel, W. 8, Mohrenstrasse 50.  
 BERWICK-ON-TWEED—Paxton & Purves.  
 BIRMINGHAM—\*Husband Bros., 21, Paradise Street.  
 BLACKBURN—Tomlinson & Co., 17, Aspend's Buildings.  
 BOLTON—J. Boyd & Co., 21, Fold Street.  
 BOURNEMOUTH—W. Rogers & Sons, 1, Albany Terrace.  
 BRADFORD—Macvean Bros., 17, Darley Street.  
 BRIDGORTH—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. Leedam, 5, Red Lion Street.  
 BURTON-ON-TRENT—W. Brown, 184 and 185, Station Street.  
 BURY—J. Burrow, Silver Street.  
 CAMBORNE—J. Vivian & Brother.  
 CAMBRIDGE—J. Gillings, 14, Alexandra Street.  
 CANNOCK—C. H. Cope.  
 CANTERBURY—J. G. Jackman, 6, Parade.  
 CARDIFF—E. J. Baker, 33, Queen Street.  
 CARLISLE—H. L. Pass, 10, English Street.  
 CHATHAM—J. W. Taylor, 191, High Street.  
 CHELMSFORD—J. P. Green.  
 CHELTENHAM—  
 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.  
 FAIRHAM—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, 115, 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.  
 ILFRACOMB—R. Jewell, 123, High Street.  
 INVERNESS—H. Fraser, 23, Bridge Street.  
 IPSWICH—W. Damant, Old Bank Buildings.  
 JERSEY—E. P. Falle, 10, Beresford Street.  
 KIDDERMINSTER—Thos. Bennett, 6, Oxford Street.

LEAMINGTON—T. Claxton, 106, The Parade.  
 LEDBURY—C. Wits.  
 LEEDS—L. W. Rowland, 36, Albion Street.  
 LEICESTER—\*F. Brett, Peterboro' House, Granby Street.  
 LEOMINSTER—C. M. Binyon, 1, Corn Square.  
 LIMERICK—Cannock & Co., Limited.  
 LINCOLN—J. W. Martin, 2, Silver Street.  
 LIVERPOOL—\*G. E. Young & Co., 49, Dale Street.  
 LLANELLY—Davies & Parry, Compton House.  
 LLANGOLLEN—\*Morris & Hughes, Castle Street.  
 LONDON—H. Brinkman, 253, Oxford Street, W.  
 " Clare & Son, 102, Fenchurch Street, E.C.  
 " T. H. Holding, 7, Maddox Street, W., and 4, King 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 6s; Grey cloth, 19 6s. Trousers—Brown cloth, 21/-; Grey cloth, 22/-; Waistcoat—Brown or Grey cloth, 15 6s.)  
 MAIDENHEAD—R. Whitaker & Sons, 12, Queen Street.  
 MAIDSTONE—H. Taylor, 25, Gabriel's Hill.  
 MANCHESTER—\*Meggit & Co., 22, Cross Street.  
 MARLBOROUGH—J. Russell & Sons, High Street.  
 MIDDLESBROUGH—J. Newhouse & Co., Albert Road.  
 MULHOUSE (Alsace)—H. Dussere.  
 NANCY (France)—J. Galile Fils et Grandmaitre, 23, rue St. Dizier.  
 NEWBURY—A. Smith, 88, Northbrook Street.  
 NEWCASTLE-ON-TYNE—J. Turnbull, 43, Pilgrim Street.  
 NEWPORT (Isle of Wight)—G. B. Purkis, 51, High Street  
 " (Mon.)—Wildings, Limited, Bon Marché.  
 " (Salop)—H. Harper, Market Place.  
 NEWTON ABBOT—C. Pope, 42, Courtenay Street.  
 NORTHAMPTON—Blacklee Bros., Gold Street.  
 NORTH SHIELDS—\*D. Hill & Co., Howard and Union Streets.  
 NORWICH—Downes Bros., 29, London Street.  
 NOTTINGHAM—W. Gabbatins, 20, Market Street.  
 OXFORD—E. E. Shepherd, 6, Corn Market Street.  
 PARIS—J. Drouart, 9, Rue de l'Echelle.  
 PERTH—W. Byars, 88, High Street.  
 PLYMOUTH—L. Sansom, 17, George Street.  
 PORTADOWN—\*W. Paul & Son, 46, High Street.  
 PORTSMOUTH—See Southsea.  
 PRESTON—W. Elton, 11, Lune Street.  
 RAMSGATE—G. Wellden, 40, High Street.  
 READING—E. P. Silver, 17, King Street.  
 REDRUTH—J. Evans, Tower House.  
 RETFORD—C. J. Merryweather, Bridge Gate.  
 RHVL—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, 58, Fawcett Street.  
 SWANSEA—H. Thomas & Son, 9, Heathfield Street.  
 SWINDON—R. L. Mugford, 15, High Street.  
 TAUNTON—Josiah Lewis, 11, North Street.  
 TORQUAY—Montgomery & Dolbear, 49, Fleet Street.  
 TRALEE—B. Smith & Co., 4, Denny Street.  
 TROWBRIDGE—W. Beaven.  
 TUNBRIDGE WELLS—J. Pickett & Son, 25, Grosvenor Road.  
 " \*B. C. Jenkinson, 28, Mount Pleasant.  
 UTRECHT (Holland)—J. de Gooijer, jr., 394, Kromme Nieuwe Gracht  
 UXBRIDGE—Carrick & Coles, Waterloo House.  
 VIENNA I—F. Kadlecik, Rothenturmstrasse 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. Whittlinger, Bahnhofstrasse.  
 " T. A. Harrison, Anglo-American.



## List of Candidates, June, 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.

Haig, W. S. 41, Waldeck avenue, Bedford

### BERKSHIRE.

*Cayley, Miss V.* Forest Lodge, Binfield  
Craven, The Hon. R. C. Ashdown Park, Shrivenham  
Miller, J. C. M.A. Knoll Lodge, Mortimer  
Sheppard, W. T. (Conservative C.C.) Clewer Green, Windsor  
Wethered, G. Rayfields, Maidenhead  
Young, W. H. N. Moreton Vicarage, Wallingford

### BUCKINGHAMSHIRE.

Butler, W. H. 5, Church square, High Wycombe  
Bellairs, C. Red House, Datchet  
*Bellairs, Mrs. C.* " " " "  
Ward, Colonel M. F. Upton Park, Slough  
*Ward, Miss G. A. C.* " " " "  
*Ward, Miss M.* " " " "

### CAMBRIDGESHIRE.

*Harwood, Miss M. E.* 12, Newham terrace, Cambridge  
Sephton, R. P. Caius College, Cambridge  
Watts-Sylvester, T. H. E., B.A. " " " "  
Worledge, T. E., M.A. 19, Bateman street, Cambridge

### CHANNEL ISLANDS.

Maurier, Lieut. G. du Fort George, Guernsey

### CHESHIRE.

Ayrton, A. G. The Bank, Tattenhall  
Barker, K. Dunham road, Bowdon  
Barnes, M. 11, James street, Flowerly Field, Hyde  
Burton-haw, J. 125, Wellington road S., Stockport  
Cochrane F. Sale grove, Sale  
Dolson, R. 5, King street, Rock Ferry  
*Ellis, Miss E.* 9, Rock park, Rock Ferry  
Grenfell, A. G., M.A. Mostyn House, Parkgate  
Haram, G. E. S. Park Side, Prenton road East, Birkenhead  
Harrop, J. (Egremont C.C.) Clovelly, Belgrave street, Liscard

Hattrick, R. 12, Moss grove, Birkenhead  
Hewitt, W., B.Sc., A.R.S.M. 16, Clarence road, Birkenhead  
Humphreys, R. B. 3, Hamilton street, Rosse  
Hutchinson, R. J. 67, Church street, Birkenhead  
Mathews, A. H. Egerton Park, Rock Ferry  
Mortimer, Lieut.-Col. W. H. 2, Waterloo road, Chester  
Nancarrow, W. A. 2, Crane street, Chester  
Overton, H. L. 98, Grenville street, Edgley, Stockport  
*Ramsbottom, Miss H. M.* Fernhill, Alderley Edge  
Scott, W. T. 107, Wellington road North, Stockport  
Shaw, C. J. Cautsfield House, Devonshire Park, Birkenhead  
Sneatham, A., F.I.C., F.C.S. Rostherne, Cavendish Park, Rock Ferry  
Sowden, J. B. 1, Fountain street, Higher Trannere  
Stovie, G. B. 1, Parsonage street, Hyde  
Stratton, Rev. A. C., B.A. Cobridge Villa, Alderley Edge  
Warburton, Rev. W. T. 506, New Chester road, Rock Ferry  
West, C. H. 39, Hamilton square, Birkenhead  
Whitworth, A. E. The Uplands, Noctorum, near Birkenhead  
Winder, M. Wybersleigh, High Lane, near Stockport  
Wyles, H. Cork street, Hazel Grove, near Stockport

### CORNWALL.

Mallett, J. H. (Bodmin C.C.) Wadebridge  
Olds, R. Chapel road, St. Just, R.S.O.

### CUMBERLAND.

Johnson, R. (Millom C.C.) Hodbarrow, Millom  
Kay, J. F. Christian street, Maryport  
Moore, S. Ullicoats, Egremont  
Robinson, J. (Maryport Wheelers C.C.) 22, Camp street, Maryport

### DERBYSHIRE.

Adams, Rev. F. J. St. Thomas's Vicarage, Derby  
Balderson, W. H. (Eckington United C.C.) 10, Stouthgate, Eckington  
Bowden, J. L. (Glossop Wheelers C.C.) Howard street, Glossop  
Brinkley, J. E. (Derby W.C.C.) 76, Uttoxeter New road, Derby  
Brookfield, J. W. Repton, Bufton-on-Trent  
Cotton, Rev. A. Riddings Vicarage, Alfreton  
Douce, R. H. Hollin Royd, Matlock Bridge  
Fletcher, E. The Hall, Long Eaton

Gamble, Rev. A., M.A.  
Hawley, A.  
Middleton, Rev. T.  
Smith, W. (Derby W. C.C.)  
Urton, W. H. (Chesterfield C.C.)  
Wilson, W. E. C.

Bradbourne Vicarage, Ashbourne  
Three Horse Shoes Hotel, Ripley  
All Saints' Church, Ashbourne  
46, Uttoxeter New Road, Derby  
Salter gate, Chesterfield  
Alfreton

## DEVONSHIRE.

Bartlett, J. (Heavitree C.C.) 7, Homefield place, Heavitree, Exeter  
Cook, G. (Bideford C.C.) Church Boys' School, Bideford  
Hurdle, A. (Plymouth C.C.) 3, Seaton avenue, Mutley, Plymouth  
Iago, R. Bank House, Collumpton  
Lees, L. Torbay House, Paignton  
Manchester, I. (Plymouth C.C.) 17, Lisson grove, Plymouth  
Mathews, W. W. Tavistock  
Ratcliffe, W. J. (Dartmouth and District C.C.) Broadstone, Dartmouth  
Sale, A. 63, Fore street, Devonport  
Spooners, S. (Plymouth C.C.) 2, West Hoe terrace, Plymouth  
Stevens, T. H. 105, High street, Barnstaple  
Tynte, Capt. E. P. Kemeys-Grandholm, Teignmouth  
Waycott, E. W. J. (Plymouth C.C.) 5, Clarendon terrace, Stoke, Devonport  
Woolcombe, J. Y. 6, Queen's gate, Plymouth

## DORSETSHIRE.

Charles, W. S. Dorchester road, Weymouth  
Dalison, Rev. R. W. H., M.A. The Vicarage, Pydeltrenthide  
Franks, F. A. Osmington Vicarage, near Weymouth  
Holderness, Rev. H. J., B.A. 1, Albion crescent, Portland  
Tibbitts, Lieut. C., R.N. H.M.S. *Ninotaur*, Portland

## DURHAM.

Armes, A. H. H. 17, North Bailey, Durham  
Brown, T. (Darlington B.C.) 9, West Raby street, Darlington  
Byng, A. S. 3, Trinity road, Darlington  
Coates, J. G. (Sunderland C.C.) Belford House, Sunderland  
Cowan, J., jun. Stella Hall, Blaydon-on-Tyne  
Dale, J. B. Carlbury Hall, Piercebridge, Darlington  
Dale, Mrs. J. B. 37, Blackwellgate, Darlington  
Dixon, Miss E. K. 2, Belvedere, Bishop Auckland  
Dowling, T. The White House, Ryton-on-Tyne  
Dunlop, T. 2, Holmeside, Sunderland  
Forster, F. (Sunderland Wanderers C.C.) New Shildon Vicarage, R.S.O.  
Greene, C. C. (Gateshead C.C.) 7, Bloomfield terrace, Gateshead  
Henderson, W. S. 5, Victoria terrace, Stockton-on-Tees  
Horne, T., M.D. 43, Stanhope road, Darlington  
Hudson, R. S., B.A. The Elms, Darlington  
Hutchinson, E.  
Hutchinson, Mrs. E. 30, Argyle square, Sunderland  
Kirkley, E. R. 6, Carlyon street, Sunderland  
Modlin, R. H. West Cornforth, R.S.O.  
Mulholland, M. 48, Ocean road, South Shields  
Peacock, T. H. (S.S. C.C.) 18, Ormonde street, Jarrow  
Rose, J. D., A.P.S. Southlands, Preston-on-Tees  
Sadler, G.  
Sadler, B.  
Smith, J. W., M.D. Balgonie House, Ryton-on-Tyne  
Sowerby, E. C. Staindrop, Darlington  
Stewart, G. D. Geneva House, Darlington  
Summerson, S. J. Houghton-le-Skerne, Darlington  
Thornton, C. (Herrington C.C.) 24, East Row, New Herrington, Fence Houses

## ESSEX.

Caton, F. J. 5, Shortlands terrace, Lea Bridge road, Leyton  
Cleland, A. H. 180, High road, Leytonstone  
Doyle, P. J. 179, Ham Park road, Forest Gate  
Morgan, A. H. Fern Villa, Orsett  
Morgan, J. H. Bentley, Brentwood  
Rose, P., L.R.C.P. 5, Rathbone street, Canning Town  
Rose, Mrs. P. 204, Portway, West Ham  
Willcocks, J. C.

## GLOUCESTERSHIRE.

Beckett, R. A. Greet Potteries, near Winchcombe  
Bevan, Lieut. H. G. R., R.N. 2, Lansdown place, Cheltenham  
Brown, H. G. Saintbridge House, Gloucester  
Brown, Miss L. 4, Lansdowne terrace, Cheltenham  
Butt, F. W. Hayward 21, Lansdowne terrace, Cheltenham  
Colenutt, T. 63, Stokes Croft, Bristol  
Davies, R. M.B., M.R.C.S. Branch Dispensary, Cheltenham  
Edwards, E. S. Barton Lodge, Barton street, Gloucester  
Garrett, J. H., M.D. Municipal Offices, Cheltenham  
Ireland, G. New Bridge Chambers, The Quay, Bristol  
Logan, G. 2, Derby villas, Doms road, Cheltenham  
Munro, A. R. Fir Grove, Fidenham Chase, near Chepstow  
Oats, W. Shottory House, Beaufort road, Clifton  
Pope, F. 20, Sussex place, Ashley road, Bristol  
Prait, F. 19, Cumberland street, St. Paul's, Bristol

Ringer, Mrs. T. 20, Lansdowne terrace, Cheltenham  
Rogers, Rev. R. Coxwell, M.A., The Rectory, Dowdeswell, near Andoversford  
Rogers, E. A. Coxwell The Rectory, Dowdeswell, near Andoversford  
Rogers, Rev. A. Coxwell, M.A. Tewkesbury  
Schofield, F. 11, Richmond road, Montpelier, Bristol  
Tonkin, A. J. 5, Sunningdale, Clifton  
Waters, A. B. South Villa, South road, Redland, Bristol  
Willoughby, Colonel J. F. Gabari, Bays Hill, Cheltenham  
Worsley, A. A. Rodney Lodge, Clifton  
Yelf, R., M.B. Moreton-in-the-Marsh

## HAMPSHIRE.

Blake, J. A. Yarmouth, Isle of Wight  
Clifford, W. H. 66, King's road, Southsea  
Cloves, Mrs. C. E. Pitt Manor, Winchester  
Colville, The Hon. Major C. Hamblebank, Warsash, Fareham  
Cuthell, Lieut.-Col. T. G. (Isle of Wight C.C.) Oak Lawn, Wootton, Isle of Wight  
Cuthell, A. H. Oak Lawn, Wootton, Isle of Wight  
Cuthell, Miss E. M. " " " " " "  
Emanuel, L. E. " " " " " "  
Grant, A. R. 11, High street, Southampton  
Hannan, R., F.S.I. H.M.S. *Repulse*, Channel Squadron  
Hassard, E. M., Surgeon-Captain, M.R.C.S., L.R.C.P. Fordingbridge  
Second Station Hospital, North Camp, Aldershot  
Hole, R. G. 39, French street, Southampton  
Hordern, P. Bury House, Alverstoke  
Meades, F. E. 17, Lombard street, Portsmouth  
Mercer, Capt. D. Forton Barracks, Gosport  
Rankin, H. Ashdale, Beaulieu road, Bournemouth, W.  
Simmond, F. A. Elm place, Aldershot  
Smith, R. G. St. James's square, Newport, Isle of Wight  
Whigham, Rev. L. R., M.A., LL.B. Southbourne Parsonage, Christchurch  
Whigham, K. G. Southbourne Parsonage, Christchurch  
Wilkes, I. T. Kiama, Walpole road, Boscombe  
Wood, A. Newport House, Newport, Isle of Wight

## HEREFORDSHIRE.

Boulton, A. G. E. Southbank, Hereford  
Broadhurst, E. 17, Chandos street, Ryelands, Hereford  
Hewitt, H. C. Hope End, Ledbury

## HERTFORDSHIRE.

Hancock, Lieut. M. Roxley Court, near Hitchin  
King, E. S. The Red House, The Green, Totteridge  
Porter, N. Corbar, Beaconsfield road, St. Albans  
Smith, Miss E. A. Hamper Millis, Watford  
Wilkinson, Miss F. V. F. Barley Rectory, Royston

## HUNTINGDONSHIRE.

Monypenny, C. J. B., B.A. 136, High street, Huntingdon

## KENT.

Armstrong, F. W. Moira House, Cliftonville avenue, Margate  
Bathurst, N. C. Ingoldesborpe, Cumberland road, Bromley  
Bland, H. Three Gables, Grove Park  
Berry, J. B., M.R.C.S. Wellington House, East cliff, Ramsgate  
Cobb, R. 257, High road, Lee  
Collins, J. N., M.D. Southampton Villa, Trewsbury road, Sydenham  
Cooper, J. 45, Marine parade, Sheerness  
Coxe, C. R. S. 53, Shooter's Hill road, Blackheath  
Craggs, J. G. Stone House, St. John's, Brockley  
Davis, H. (St. John's C.C.) 95, Cranfield road, Brockley  
Eustace, Lieut. C. The Citadel, Dover  
Fox, F. A. (North Kent C.C.) Oban Lodge, Old road, Gravesend  
Green, H. J. (Bromley C.C.) 3, Station road, Bromley  
Hahn, Rev. C. T., M.A. 28, Longton grove, Sydenham  
Halsey, Lieut. A., R.N. Admiralty House, Sheerness  
Hearnden, R. W. (Maidstone C.I. C.C.) 18, Gabriel's hill, Maidstone  
Hills, Rev. H. G., M.A. 4, Park place, East Greenwich  
Mitchell, E. C. Crockley House, New Romney  
Newton, E. Lyndhurst, Bickley  
Peel, L. M. Moore House, Overbury avenue, Beckenham  
Phillips, W., M.I.N.A. 28, Brownhill road, Catford  
Pickering, H. F. (Catford C.C.) 12, Benson road, Forest Hill  
Prendergast, Capt. G. The Citadel, Dover  
Speller, R. Brathay Bank, Mayow road, Forest Hill  
Steward, H. W. L. Horn Park Villa, Eltham road, Lee  
Stowell, H. 10, Berkeley road, Mount Zion, Tunbridge Wells  
Swain, H. R. 2, Conduit vale, Greenwich  
Swain, Mrs. H. R. 13, Waterloo crescent, Dover  
Tyndale, Mrs. L.

## LANCASHIRE.

Abbott, J. H. Stafford House, Heaton Mersey  
 Banks, A. S. 45, Upper Jackson street, Hulme  
 Banks, T. Snakes Farm, Bilsborough, Preston  
 Barlow, W. H. Rose Cottage, Roberts street, Patricroft  
 Bartholomew, J. A. 24, Huskisson street, Liverpool  
 Batty, J. 155, Embden street, Hulme  
 Beauland, C. B. 4, Ventnor street, Harpurhey, Manchester  
 Bleasdale, R. Skippool road, Poulton-le-Fylde  
 Blezard, J. Greenodd, near Ulverston  
 Bohane, A. E. (Balfour Inst. C.C.) 97, Vandyke street, Liverpool  
 Booth, G. C. Laburnum Cottage, Longton, near Preston  
 Bradbury, T. F. 13, Park street, Haslingden  
 Bradshaw, A. 99, Blackburn street, Radcliffe  
 Briggs, F. R. Bank Hall, Heaton Mersey  
 Britton, W. H. 25, Cardiff street, Harpurhey, Manchester  
 Brown, G. 14, Pemberton street, Old Trafford  
 Butterworth, J., M.I.M.E., etc. (Pendleton United C.C.) 23, Withington street, Pendleton  
 Clayton, R. (Lancaster C.C.) 26, Upper Thurman street, Lancaster  
 Coombes, H. B., A.C.A. 27, Brazenose street, Manchester  
 Corbett, A. E. 8, Mayfield road, Kersal  
 Cure, Major G. E. Capel 65, King's road, Rochdale  
 Dalton, J. W. 61, Lord street, Liverpool  
 Dean, Mrs. J. C. *Helmcroft, Helmsford*  
 Dean, Miss E. M.  
 Dean, A. H. 6, Gainsboro' street, Plymouth grove, Manchester  
 Dockray, F. S. Springfield, Upper Chorlton road, near Manchester  
 Dockray, P. S.  
 Edgar, J. 52, Clyde road, Didsbury  
 Edge, W. Thornleigh, near Cleveleys Station, Poulton-le-Fylde  
 Edgecombe, F. W. The Uplands, Blundellsands, Liverpool  
 Edwards, D. 281, Great Cheetham street, Higher Broughton  
 Evans, A. 13, North view, Mount Vernon Green, Edge Hill, Liverpool  
 Evans, F.  
 Faller, F. 9, Oak road, Withington  
 Fawell, T. (Nomad C.C.) 54, Chorley Old road, Bolton  
 Forbes, W. 19, Lyra road, Waterloo  
 Foreman, E. (St. Helens C.C.) 36, Boundary road, St. Helens  
 Fuller, C. J. P. Mona House, Horwich, near Bolton  
 Glover, R. R. (Ormskirk C.C.) 126, Duke street, Southport  
 Golding, F. (Southport C.C.) 127, Hampton road, Southport  
 Griffith, T. 126, Duke street, Southport  
 Griffiths, A. B.Sc. 56, Lamb lane, Littlemoss, Ashton-under-Lyne  
 Grisdale, J. C. (Southport C.C.) 127, Hampton road, Southport  
 Haley, H. (Manchester B.C.) 184, Lloyd street, Moss Side, Manchester  
 Hall, R. J. 32, Walker street, Warrington  
 Hall, J. Victoria Mill, Stacksteads  
 Halliwell, R. S., B.A. Sudell road, Darwen  
 Hampson, T. W. (Manchester B.C.) 5, Hilton street, Oldham street, Manchester  
 Hargreaves, J. F. R. 2, St. Mary's terrace, Rawtenstall  
 Harris, W. J. (Southport C.C.) 10, Tulkeith street, Southport  
 Haslam, E. A. Prospect House, Sharples, Bolton  
 Haslam, E.  
 Haslam, R. H. White Bank, Bolton  
 Hodge, W. 21, Lethbridge road, Southport  
 Hodgson, Mrs. H. H. Southleigh, Hooley Hill, Manchester  
 Hodgson, R. (Audenshaw C.C.) Southleigh, Hooley Hill, Manchester  
 Holt, A., jun. Crofton, Aigburth, Liverpool  
 Horrocks, T. A. 29, Church street, Leigh  
 Howard, I. 27, Heaton road, Lostock Junction, Bolton  
 Jackson, A. 348, Manchester road, Hollinwood, near Oldham  
 Jackson, F. (Accrington C.C.) Raikes terrace, Accrington  
 Jepson, J. E. A.R.C.O. 15, Cleveland terrace, Darwen  
 Johnson, W. S. 138, Belmont road, Liverpool  
 Lang, R. W. (Garstang and D. C.C.) Garstang  
 Lello, J. N. (Southport C.C.) San Marino, Norwood road, Southport  
 Leonard, J. 6, Gerald street, Bolton road, Pendleton  
 Lever, J. J. 46, Market street, Heywood  
 Lever, J.  
 Maybrick, E. 15, Knowsley buildings, Liverpool  
 McGarrigle, J. J. (G. & D. C.C.) Oak Grove, Garstang  
 Medd, F. J. G. 10, Park street, Southport  
 Naylor, W. Westmorland Villa, Huyton  
 Nield, H. (Dominic C.C.) 57, Napier street West, Oldham  
 Norbury, W. Lynwood, Heaton Mersey  
 Ollier, C. 23, Peru street, Higher Broughton  
 Pennington, G. M. Stock Platt House, Leigh  
 Piggott, A. E. 37, High lane, Chorlton-cum-Hardy  
 Pocklington, G. R. Rossall, Fleetwood  
 Purgold, L. K26, Exchange buildings, Liverpool  
 Radcliff, A. Healey Hall, Rochdale  
 Renwick, J. (Leyland C.C.) Moss lane, Leyland, Preston  
 Roberts, Rev. J. E., M.A., B.D. (Whitworth Wheelers C.C.) 83, Clarendon road, Chorlton-on-Medlock  
 Robinson, G. H. Church lane, Oldham  
 Robinson, M. S. 32, Oxford street, Oldham  
 Rogers, R. P. 120, Chatham street, Liverpool  
 Schuster, A., Ph.D., F.R. S. 4, Anson road, Victoria Park, Manchester  
 Seddon, W. (Urmston District C.C.) 44, Minshull street, Manchester  
 Service, J. R. (Barrow Amateur C.C.) 76, Cavendish street, Barrow-in-Furness

Sharp, G. (Hindley C.C.) Bridge street, Hindley, near Wigan  
 Sharpe, E. R. 32, Booth street, Gorton, Manchester  
 Shaw, J. W. 53, Greengate street, Oldham  
 Shephard, T. F. 6, Hall road, Rusholme  
 Sinton, F. 8, Darrel street, Liverpool  
 Smith, F. 2, Egerton street, Tipping street, Ardwick  
 Smith, G. 5, Freeland street, Liverpool  
 Stevenson, T. (Dominic C.C.) 43, Eldon street, Oldham  
 Studdy, Miss L. Studdy *The Vicarage, Barrowford, near Neism*  
 Sturla, G. Abbottsford road, Blundellsands  
 Sutcliffe, J. H. 47, Belgrave road, Darwen  
 Timmins, J. (Widnes C.C.) Bank House, Simms Cross, Widnes  
 Tippet, H. G. 292, Vauxhall road, Liverpool  
 Treeby, W. (Crescent Wheelers C.C.) 11, Cross lane, Salford  
 Tyrer, C. T. 6, Welbeck road, Birkenhead  
 Ward, F. G. 89, Waterloo street, Oldham  
 Wheeler, J. R. (Waterloo Ramblers C.C.) 32, Thorndale road, Waterlooville, near Liverpool  
 Woodhead, G. 1, Harrington road, Bolton  
 Woodward, W. (Winchester Wheelers C.C.) 42, High lane, Chorlton-cum-Hardy  
 Woodward, Mrs. W. 42, High lane, Chorlton-cum-Hardy  
 Wrennall, W. 149, Smithdown lane, Liverpool  
 Wyatt, W. H. 29, Exchange chambers, Bixteth street, Liverpool  
 Wyatt, H. B. 16, Beach lawn, Waterloo, Liverpool  
 Wyatt, Miss E. M. " " "

## LEICESTERSHIRE.

Bankart, S. N. (Cambridge U.B.C.) Hallaton Hall, near Uppingham  
 Barrow, W. H., Mus. Doc. 2, Argyle terrace, Belgrave road, Leicester  
 Charters, F. R. 19, Tower street, Leicester  
 Cook, T. Star Foundry, Loughborough  
 Harper, Miss M. 55, Leamington street, Leicester  
 Leeder, L. 2, Ruding street, Leicester  
 Marston, W. H. 44, Church gate, Loughborough  
 Mogridge, Rev. H. T. Salford Vicarage, Melton Mowbray  
 Roberts, A. C. 17, High street, Melton Mowbray

## LINCOLNSHIRE.

Barnes, F. G. Corner House, Gainsboro'  
 Brooks, W. M. 32, Steep hill, Lincoln  
 Burton, W. E. Greestone House, Lincoln  
 Henley, C. 9, Tooley street, Gainsboro'  
 Marshall, H. D. Carr House, Gainsboro'  
 Nelson, Rev. E., M.A. St. Peter's Rectory, Lincoln  
 Pim, J. H., L.L., M.R.C.S. Martin, Kesteven  
 Sanders, A. (Spalding C.C.) Guardian Office, Spalding  
 Sealy, F. M. Suttorton, Boston

## MIDDLESEX.

Alderson, P. F. Southerton House, Glenthorne road, Hammersmith, W.  
 Badcock, F. J., B.A. Oxford House, Bethnal Green, E.  
 Bertie, V. 18, Grosvenor street, W.  
 Blair, J. Hunter 75, Old Broad street, E.C.  
 Blomfield, A. C., M.A. 25, Hereford square, Gloucester road, S.W.  
 Blower, A. E. Down Hills Villa, Phillip lane, Tottenham  
 Brown, E. W. 54, Cork street, Burlington Gardens, W.  
 Burgess, W. A., B.A. Constitutional Club, S.W.  
 Cameron, H. 35, Montpelier square, Knightsbridge, S.W.  
 Cameron, E. V. Lovett " " Foreign Office, S.W.  
 Cartwright, W. C., C.M.G.G. 55, Chancery lane, E.C.  
 Casson, J. C. 86, Eccleston square, W.  
 Chapman, Miss E. A. 10, Eaton square, S.W.  
 Churchill, Lord E. Spencer 10, Eaton square, S.W.  
 Coles, H. E. 4, Ledbury road, Notting Hill Gate, W.  
 Cols, P. C. 11, Huddleston road, Tuffnell Park, N.  
 Corbould, J. E. 2, Ryder street, St. James's S.W.  
 Cramer, P. 56, Cromwell avenue, Highgate, N.  
 Croome, W. C. 9, Gracechurch street, E.C.  
 Culverhouse, P. E. Cambridge House, Ealing, W.  
 Curtis, H. T. Grosvenor Club, Bond street, W.  
 David, S. 16, Whitechapel road, E.  
 Davidson, H. 7, Observatory gardens, Campden Hill, Kensington, W.  
 Desch, E. C. 16, Somerset road, Tottenham  
 Drexel, A. J. 22, Old Broad street, E.C.  
 Eaton, F. N. 29, Queen Anne's gate, S.W.  
 England, Miss A. 17, Portman mansions, Baker street, W.  
 Etlinger, P. 4, Holborn circus, E.C.  
 Farrow, F. F.R.I.B.A. Selby House, Park Hall road, East Finchley, N.  
 Fazan, Miss C. (Pioneer C.C.) 69, Westwick Gardens, W.  
 Flinn, W. S.B.D., G.P.O., E.C.  
 Fowke, F. R. 24, Victoria grove, Chelsea, S.E.  
 Freeman, Rev. H. B., M.A. 28, Soho square, W.  
 Garcke, E., M.I.E.E. 21, Priory road, Bedford Park, W.  
 Gibbon, A. M. 26, Albert road, Stroud Green, N.



Glynn, A. St. L.  
 Gorst, Right Hon. Sir J. E., M.P.  
 Griffith, H. M. Brandford  
 Halton, E.  
*Hammerley, Miss S.*  
 Handley, C.  
 Harter, C. B. H., B.A.  
 Head, J.  
 Heap, D. T.  
 Heath, J. J.  
 Hogg, E. G.  
 Holt, R., Professor, M.I.M.E.  
 Houghton, F. J.  
 Howard, G.  
 Howse, P. W.  
 Isaac, O. A. C.  
 Jaffray, T. B.  
*James, Miss M. S. R. (Mowbray House C.C.)*  
 Jeffries, J.  
 Jones, G. F.  
 Johnson, Rev. E. C., M.A.  
 Johnson, J. A. Torrens  
 Jonson, G. C. A.  
*Jonson, Mrs. G. C. A.*  
 Johnstone, The Honble. G.  
 Kemp, J. E. S.  
 Kingham, T. W. (Fulham C.C.)  
 Lambert, W. H.  
 Leighton, A. J. (London City Mission C.C.)  
 Lloyd, Major F.  
 Lowther, Lieut. H. C.  
 Lowe, C. F.  
 Marriott, Rt. Hon. Sir W. T.  
 Masters, R.  
 Mauser, Surg.-Major R.  
 Miller, E. C.  
 Murray, Capt. B. H. Scott  
 Murray, A. T.  
 Munkittrick, A., jun.  
 Neilson, D.  
 Newenham, Lieut. H.  
 Norcross, J. A., M.E.  
*Paget, Miss M.*  
 Patridge, C. T.  
 Phillips, W.  
 Poel, J. Van der  
 Pope, C. H.  
 Pyra, E. B., M.A., LL.D.  
 Rake, F. J.  
 Rayner, T. J.  
 Rose, O. N.  
 Roughton, E. W., M.D., F.R.C.S.  
 Salmonson, Capt. W. C.  
 Scott, A. T., M.R.C.S.  
 Senior, W. N.  
 Sewill, J. S., M.R.C.S., L.R.C.P., L.D.S.  
 Shaw, G. B.  
 Simpson, L. (Ripley Road C.C.)  
 Smith, J. P.  
 Spencer, G. R.  
*Staples, Mrs. A. H.*  
 Stones, W.  
 Thorn, P. H.  
 Tilley, H. J.  
 Tollemache, R. D.  
 Trench, B. B.  
 Unson, F. W.  
 Webb, T. S.  
 Wellbourne, B.  
 Wheatley, W. H.  
 Woodroffe, G. W. P.

## MONMOUTHSHIRE.

Cowell, H. L.  
 Harris, F. G.

Twyn House, Usk  
 " "

## NORFOLK.

Burrell, R. G.  
 Claridge, G. P. C.  
*Heaviside, Lady S.*  
 Leake, H. N.  
 Maek, J.  
 Paget, R. E.  
 Wansborough, O. H. A., M.A.

Thetford  
 St. Thomas's Vicarage, Heigham  
*The Close, Norwich*  
 West Wynch, King's Lynn  
 Paston Hall, North Walsham  
 Bircham Newton Rectory, King's Lynn  
 The Church House, Walsingham

## NORTHAMPTONSHIRE.

Brand, G. H., L.M.S., L.S.A.  
 Norbury, Right Hon. Earl of

12, St. Paul's road, Northampton  
 Billing Hall, Northampton

## NORTHUMBERLAND.

Blair, C. H.  
 Chapman, E. J. (Glen Amateur C.C.)  
 Cheeseman, C.  
 Collingwood, E.  
 Davidson, B.  
 Dickinson, J. S.  
 Edwards, F. H., jun.  
 Fisher, W. H. (Newcastle C.C.)  
 Gilhorne, C. A.  
 Handcock, R.  
 Harrison, W. G.  
 Hassell, T.  
 Hindmarsh, R. J.  
 Little, E., Staff Engineer, R.N.  
 Macpherson, D.  
 Ormerod, Rev. H. T., B.A.  
 Patterson, W.  
 Reavell, J. N.  
 Ross, A. C.

2, Fernwood road, Newcastle-on-Tyne  
 30, Brandy place S.  
 1, Dalaval road, Whitley  
 Dalton House, Dalton, Newcastle-on-Tyne  
 Minories House, Jesmond road, Newcastle-on-Tyne  
 48, Brighton grove, Newcastle-on-Tyne  
 19, Victoria square, Jesmond  
 88, Sandford road, Newcastle-on-Tyne  
 12, St. James street, Newcastle-on-Tyne  
 24, Grey street, Newcastle-on-Tyne  
 16, Stanwick terrace, Tynemouth  
 13, Percy gardens, Tynemouth  
 41, Tenth avenue, Heaton, Newcastle-on-Tyne  
 100, Park road, Newcastle-on-Tyne  
 9, Hartington street, Newcastle-on-Tyne  
 3, Cardigan terrace, Heaton  
 4, Collingwood terrace, Newcastle-on-Tyne  
 Market-place, Alnwick  
 St. Peter's Works, Newcastle-on-Tyne

## NOTTINGHAMSHIRE.

Black, A. W.  
 Christall, A.  
 Gutman, J.  
 Levy, J.  
*Lay, Mrs. J.*  
 Redgate, J. Y. (Notts B.C.)  
 Sharp, J. S. (Notts B.C.)  
 Smith, N. T.  
 Winter, Mrs. B. W.  
 Woollett, Miss R.  
 Woolley, T. C. S.

Coningsby House, Redcliffe road, Nottingham  
 30, Waterloo road, Forest, Nottingham  
 12, Laburnum grove, Beeston  
 Albert Villa, Gamston road, West Bridgford  
 14, Albert street, Nottingham  
 39, Radcliffe road, West Bridgford  
 19, Berridge road, Sherwood Rise, Nottingham  
 Arncliffe, Musters road, West Bridgford  
 22, Corporation Oaks, Nottingham  
 South Collingham, Newark

## OXFORDSHIRE.

Crowe, H. W.  
 Elford, B.  
 Heron, R. F.  
 Johnson, R. J.  
 Jones, A. E.  
 Radermacher, J.  
 Radermacher, J. E.  
 Rowley, A. (E. Oxford C.C.)  
*Sorby, Miss E.*  
 Stock, St. G., M.A.  
 Suffrin, Rev. A. E.

Christ Church, Oxford  
 Pensiva, Ifley road, Oxford  
 3, Polstead road, Oxford  
 3, Walton street, Oxford  
 17, Worcester terrace, Oxford  
 28, Wellington square, Oxford  
 1, Manor road, Oxford  
 80, Kingston road, Oxford  
 8, Museum road, Oxford  
 Exeter College, Oxford

## SHROPSHIRE.

Brinton, R.  
 Brooke, G. T.  
 Charnley, W.  
 Corbett, C. M.  
*Howie, Mrs. J. R.*  
 Matthews, J. (Bridgnorth C.C.)  
*Oakes, Miss A.*  
 Pilkington, R.  
 Sarjeant, E.  
 Westcott, W.

Bridgnorth  
 Haughton Hall, Shifuel  
 Hardwick House, Shrewsbury  
 Stableford, Bridgnorth  
 Brook House, Westbury  
 West Gate, Bridgnorth  
 Whitton Hall, Westbury  
 East Castle street, Bridgnorth  
 Coney Green, Bridgnorth  
 Hillside, Bridgnorth

## SOMERSETSHIRE.

Carey, R. S.  
 Carver, H. R.  
 Carver, F.  
 Giles, Rev. C. D., M.A.  
 Goodman, H. J.  
 Hockley, J. A.  
 Jay, J. W.  
 Lance, F. D.  
 Slack, H. A.  
 Sully, F. J.  
 Sumson, I., jun.  
 Temlett, W. H.  
 Whitby, A. J.

3, Rochford place, Bath  
 West House, Chilton Polden, near Bridgwater  
 Bridgwater  
 11, Daniel street, Bath  
 5, Bladud buildings, Bath  
 Belle Vue Villa, Chard  
 Abbey Park, Keynsham  
 Buckland St. Mary, Chard  
 21, Vicar's Close, Wells  
 Bridgwater  
 Penryn House, Weston, Bath  
 Hampton House, Wembdon, near Bridgwater  
 Cornhill, Bridgwater

## STAFFORDSHIRE.

Barks, W.  
 Cholmeley, W. F., M.R.C.S., L.R.C.P.  
 Chouler, T. (Y.M.C.A. C.C.)  
 Covick, J. A. O. (W. Bromwich C.C.)  
 Dawson, G. C.  
 Dwyer, T. B.  
 Goodman, F. W.  
 Hannant, E. A. (Y.M.C.A. C.C.)

Cambridge House, Prestwood road, Wolverhampton  
 General Hospital, Wolverhampton  
 143, High street, Burton-on-Trent  
 4, Lombard street West, West Bromwich  
 May place, Newcastle  
 Rochester  
 High street, Eccleshall  
 Y.M.C.A., Union street, Burton-on-Trent

Heckford, C. R. The Quarries, Oaken, near Wolverhampton  
 Hutton, A. W. The Elms, Walsall  
 Lansdell, Rev. W., B.A. 33, Clive street, Shelton, Stoke-on-Trent  
 Lawley, H. (Burton Forward C.C.) Queen's Arms, Queen's street,  
 Burton-on-Trent  
 Priest, W. H. D. Providence House, Old Hill  
 Priest, S. B. " " " " " "  
 Sapcote, W. T. 12, Hunter's road, Handsworth  
 Toy, J. A. 33, Robert road, Handsworth

## SUFFOLK.

Eaton, E. J. Woodbridge  
 Hamilton, Lieut.-Col. B. Southgate House, Bury St. Edmunds

## SURREY.

Allan, J. 58, Croydon road, Penge, S.E.  
 Baldwin, Rev. J. M., M.A. 68, The Oval, Kennington, S.E.  
 Barker, G. E. 6, South Croxted road, W. Dulwich, S.E.  
 Benham, W. 130a, Queen's road, Peckham, S.W.  
 Bevan, W. A. Coombe Court, Kingston-on-Thames  
 Boyd, W. 61, Tregon road, Clapham road, S.W.  
 Bramwell, J. Muirfield, Weybridge  
 Chapman, W. H. 36, Bousfield road, Peckham, S.E.  
 Churchill, Rev. W. H. St. David's, Reigate  
 Cocks, A. P. 19, Stanbury road, Peckham, S.E.  
 Cuffe, E. M., M.B. Roland Villa, Longley road, Tooting, S.W.  
 Culverhouse, F. 72, Newington Causeway, S.E.  
 Dalzell, J. G. Carnwath, W. Dulwich, S.E.  
 Edwards, J. E. 3, Mortlake terrace, Kew  
 Elphinstone, J. M. C. Struan, Wimbledon Park  
 Grimley, F. J. 34, Sistova road, Balham, S.W.  
 Hale, S. T. 1, Kyle road, Wandsworth Common, S.W.  
 Hancock, E. H. Alfriston, Surbiton  
 Harding, A. B. 33, Hillier road, Wandsworth Common, S.W.  
*Harding, Mrs. A. B.*  
 Hardy, A. W. Durham Villa, Arlington road, Surbiton  
 Jenkinson, E. Roslin, Palace road, Tulse Hill, S.W.  
*Kershaw, Mrs. H. T.* Eversleigh, Lovelace road, Surbiton  
 Kershaw, P. S.  
 Killick, R.  
 Lazenby, A. 28, Morella road, Wandsworth Common, S.W.  
 Leake, R. M. 12, Chalmley villas, Long Ditton  
 Marshall, L., M.A. 15, Alleen park, W. Dulwich, S.E.  
 Mathias, D. Charterhouse, Godalming  
 O'Connell, M. 45, Welter road, Putney, S.W.  
 Parker, A. R. Clifton House, Woking  
 Pattinson, J. Calverlands, Stanthorpe road, Streatham, S.W.  
 Pearce, R. G. 46, Elmfield road, Balham, S.W.  
 Peirce, E. 72, Newington Causeway, S.E.  
 Potter, L. H. 1, Lancaster park, Richmond  
 Poynter, S. G. Trinity Vicarage, Upper Tooting, S.W.  
 Richards, H. P. 49, Cloudestale road, Upper Tooting, S.W.  
 Selwood, W. R. Northbourne, Lower Common, Putney, S.W.  
 Sims, D., L.R.C.P., M.R.C.S. 52, High street, Wandsworth, S.W.  
 Spicer, A. M. C. S. Lambeth Infirmary, S.E.  
 Spoor, C. L. 20, Melody road, Wandsworth, S.W.  
 Stobart, J. C. Hazelwood, Colnett road, Putney, S.W.  
 St. Augustine's Vicarage, Lynton road,  
 Bermondsey, S.E.  
 17, Lancaster road, West Norwood, S.E.  
 Fairholme, Norland road, Croydon  
 16, Anerley park, Anerley  
 10, St. John's road, Penge, S.E.  
*Whaite, Mrs. J. H. D. (Glengarry C.C.)* 28, South Park hill,  
 South Croydon  
 Willock, H. C. 11, Spencer hill, Wimbledon  
 Worlock, W. A. (Guildford C.C.) Police Office, Guildford  
 Wright, H. 22, Middleton road, New Wandsworth, S.W.

## SUSSEX.

Ashly, J. W. Little Park, Ninfeld, near Battle  
 Barton, O. C. 72, Braybrooke road, Hastings  
 Badden, Major-Gen. C. B. 21, The Drive, West Brighton  
 Crichton, Capt. E. 20, Vernon terrace, Brighton  
 Cruickshank, E. Shrublands, Petworth  
 Davidson, R. G. Heckstead place, Cuckfield  
 Downer, E. A. 14, Holland road, Brighton  
 Edwards, A. C. 124, Eastern road, Brighton  
 Hedgcs, A. (Ticehurst C.C.) Gibbs Reed, Ticehurst  
 Hillman, H. 67, Grand Parade, Brighton  
 Kelly, C. W. (Preston C.C.) 18, Clermont terrace, Preston, Brighton  
 Mitchell, W. E. (H.C.C.) 20, Market square, Horsham  
 Newman, C. G. 38, Preston road, Brighton  
 Pugh, W. T. 31, Palmeira mansions, Hove, Brighton  
 Pym, F. 18, Cambridge road, Brighton  
 Rivers, C. R. 58, Montpellier road, Brighton  
 Ross, H. 27, Selborne road, Brighton  
 Sapey, E. T. D. (H.C.C.) 2, Albion terrace, Horsham  
 Shaw, F. H., M.R.C.S. 33, Warrior square, St. Leonards  
 Shiell, A. G. 8, Belgrave place, Brighton  
 Skerrett, F. G. (Ticehurst & W.C.) Bell Hotel, Ticehurst

## WARWICKSHIRE.

Barter, C. 41, Banbury street, Birmingham  
 Blundell, Rev. E. B. Weld St. Osburg's, Hill street, Coventry  
 Bower, S. H. Merevale, Rugby road, Leamington  
 Canning, T. J. 193, Cromwell street, Birmingham  
 Forbes, J. W. F., B.A. King's School, Warwick  
 Foster, D. K. Knowle  
 Fox, D. 220, Charles road, Small Heath  
 Hart, H. J. 13, Carlyle road, Edgbaston  
 James, R. B. The Sycamores, Stratford-on-Avon  
 Lupton, T. C. Belgrave House, Holyhead road, Coventry  
 Neale, Capt. E. J. The Brewery, Alcester  
 Pears, W. T., J.P. The Hall, Kenilworth  
 Pratt, W. H. A. The Willows, Sutton road, Erdington  
 Priestman, W. (Edgbaston A.B.C.) Ellerburn, Woodburne road,  
 Edgbaston  
*Shirley, Miss H.* Camden House, Foleshill  
 Wright, W. Rose Hill House, Olton  
 Yardley, A. R. Stoke Green, near Coventry

## WESTMORLAND.

Farmer, S. (Shap C.C.) Bleak House, Shap  
 Johnson, J. L. (Kendal C.C.) Reston Hall, near Kendal  
 Kelly, G. W. C. (Appley & D.C.C.) 53, Boroughgate, Appley  
 O'Dwyer, F. L. Hutton House, Burton  
*O'Dwyer, Mrs. F. L.* " "

## WILTSHIRE.

*Alderson, Miss V. M.* Lushill House, Highworth  
 Baker, G. High street, Tisbury  
 Ellum, T. Winterslow, near Salisbury  
 Hitchman, J. B. High street, Tisbury  
 Leak, A. (Trowbridge C.C.) Trowbridge  
 Meaden, J. H. Malvern House, Tisbury  
 Pinckney, J. R. H. Wraxall Lodge, Bradford-on-Avon  
 Williams, Rev. C.F.W.T., M.A. Fiddington House, Market  
 Lavington

## WORCESTERSHIRE.

Degner, M. 120, Long street, Sparbrook  
 Freeman, E. Thornbank, Malvern Wells  
*Guillaume, Miss L.* Spring Grove, Bewdley  
 Langley, W. J., L.R.C.S. Upton-on-Severn  
 Levett, R., M.A. Avonmore, Moseley  
 Moilliet, K. Abbotsleigh, Malvern  
 Price, J. H. 111, Trafalgar road, Moseley  
 Smith, A. Oldswinford Hospital, Stourbridge  
 Smith, Rev. J. H., M.A. Avonmore, Moseley

## YORKSHIRE.

Ayrton, H. A. 74, Otley road, Far Headingley  
 Bannister, A. C. River-side, Huddersfield  
 Barber, H. P. 10, Claremont crescent, Sheffield  
 Bastide, A. 3, Fountain street, Halifax  
 Bloomfield, Rev. H., M.A. St. Paul's Vicarage, Middlesbrough  
 Booth, J. Myrtle Bank, Heaton, Bradford  
 Boyes, W. Chester Villa, Oak road, Scarborough  
 Brereton, Rev. J. L., M.A. 128, Doncaster road, Barnsley  
 Coppell, F. B. 207, Belle Vue road, Leeds  
 Cowling, H. High street, Pateley Bridge  
 Drew, Rev. H. B., B.A. The Vicarage, Helmsley, R.S.O.  
 Durlcy, C. H. Glenrosa, Victoria road, Bridlington (Quay)  
 Fawcett, T. (Nidderdale C.C.) King's Arms Hotel, Pateley Bridge  
 Foster, J. B. The Hall, Thorne, near Doncaster  
*Foster, Miss C.*  
 Gray, J. E. (Malton U.C.C.) Buck Hotel, Thornton Dale, Pickering  
 Hainsworth, J. W. (Manningham C.C.) 27, Victor road, Manningham  
 Hardcastle, W. 78, Victor road, Manningham  
 Heaton, W. J. (New Wortley C.C.) 50, Cardigan lane, Bury, Leeds  
 Holmes, E. Kireton Park, near Sheffield  
 Hutchinson, W. H. The Meadows, Ripon  
 Ibbotson, W. A. (Leeds C.C.) Fern Villa, Cumberland road,  
 Headingley  
 Ingham, D. W. 7, Claremont, Ripon  
 Knowles, W. H. (Bradford C. and C.C.) 7, Quebec terrace, Bradford  
 Lea, Rev. J. J. St. Mary's, Halifax  
 Maxstead, Lieut. H. R. The Cliff, Huddersfield  
 Maxwell, W. H. Springfield, The Grove, Ilkley  
 Nicholson, S. T. (Hull C.C.) The Limes, Cottingham  
 Pearson, G. R. Ashfield, Sowerby Bridge  
 Phillips, A. P. Nelson street, Dewsbury  
 Rayner, J. W. Market Place, Thorne, nr. Doncaster  
 Rimmington, Rev. H., M.A. Bellerby Vicarage, Leyburn  
 Rushworth, F. 6, Pine street, St. John's lane, Halifax  
 Salkeld, F. (Leeds C.C.) 10, Mount Preston, Leeds  
 Sankey, P. Wragby Vicarage, nr. Wakefield  
 Shoesmith, J. W. Commercial street, Halifax  
 Sugden, J. (Airedale C.C.) 1, Town Hall square, Bradford  
 Sutcliffe, W. 43, Stannary street, Halifax

Sekes, J. H.  
 Thompson, J. T.  
 Thorp, J. H.  
 Tower, B. H., M.A. (Sedbergh C.C.)  
 Townend, G. R.  
 Vaughan, D.  
 Whitehead, Lieut. F. A., R.N.  
 Williamson, T., B.A., J.P.

The Royd, Stainland, nr. Halifax  
 Ackworth School, nr. Pontefract  
 New Mill, nr. Huddersfield  
 Sedbergh School  
 47, Radford street, Sheffield  
 The Weir, Hesse  
 Deighton Grove, York  
 The Meadows, Ripon

## CARNARVONSHIRE.

Arlom, A. W. Norval Cottage, Gay terrace, Llandudno

## DENBIGHSHIRE.

Hilbert, E. W.  
 Jackson, C. E.  
 Pennington, T. C.  
 Prichard, J. R.  
 Prichard, W. S.  
 Prichard, T. H.  
 Pryce, R.  
 Rowland, L. B.  
 Rowland, S. C.  
 Shephard, J. D.  
 Williams, W. E.

6, Victoria road, Wrexham  
 Crescent Villa, Manley road, Wrexham  
 4, Napier street, Wrexham  
 Longfields, Wrexham  
 " "  
 " "  
 North and South Wales Bank, Wrexham  
 Tan-y-coed, Wrexham  
 " "  
 National Provincial Bank, Wrexham  
 4, Napier street, Wrexham

## FLINTSHIRE.

Parker, W. M. 2, Marlow terrace, Mold

## GLAMORGANSHIRE.

Davies, J. R.  
 Jones, J. J.  
 Jones, T. W.  
 Marshall, J., M.B.  
 Nicholl, G. B. T.  
 Rees, J. C.  
 Whitaker, C.  
 Williams, A. L. S.

National Provincial Bank, Cowbridge  
 43, St. George's terrace, Swansea  
 Junction Stores, Navigation, R.S.O.  
 Angeltown, Bridgend  
 The Ham, Cowbridge  
 Greenfield villas, London road, Neath  
 11, Gordon road, Cardiff  
 Court House, Aberavon

## MONTGOMERYSHIRE.

Steedman, Miss E. C. 16, Broad street, Welshpool

## PEMBROKESHIRE.

Birch, T. G. (H.C.C.)  
 Cole, J. H. (H.C.C.)  
 Dawkins, T. R. (H.C.C.)  
 Jones, T. H.  
 Traylor, J. N.  
 Winton, W. S. de, M.A.

London House, Haverfordwest  
 Haverfordwest  
 Hillborough House, Haverfordwest  
 40, High street, Haverfordwest  
 Underdown, Haverfordwest  
 Haverfordwest

## ABERDEENSHIRE.

Adams, J.  
 Dixon, J. E.  
 Hutcheon, J., jun.  
 Smith, W., M.I.C.E.

67, Beechgrove terrace, Aberdeen  
 104, High street, Inverurie  
 Viewfield House, Turriff  
 Idiewild, Aberdeen

## ARGYLLSHIRE.

Pearson, J. Finlaggan House, Tarbert

## AYRSHIRE.

Kennedy, F. D. C. Shaw Dyroch, Maybole

## BERWICKSHIRE.

McDougal, J. Blythe, Lauder

## CLACKMANNANSHIRE.

Cruikshank, W. G., M.A.  
 Hall, F.  
 Smith, W. J.

Aberdona Villa, Dollar  
 Bridge street West, Dollar  
 Sydney House, Dollar

## DUMBERTONSHIRE.

Cockburn, D.  
 Brown, J. R.  
 Sutherland, Rev. W., B.D.  
 Sutherland, A. W.  
 Whyte, Miss B.

Bendarroch, Round Riding road, Dumbarnton  
 Braehead Cottage, Dalrioch, Dumbarnton  
 F. C. Manse, Alexandria  
 " "  
 " "  
 Eastwood, Helensburgh

## EDINBURGHSHIRE.

Baillie, J. M.  
 Barrett, J. C. W.  
 Chisholm, R. K.  
 Cockburn, W. T.  
 Fleming, J. A.  
 Ford, J. S.  
 Spence, F., M.A.  
 Young, J. A.

33, High street, Bonnyrigg  
 12, Eglinton crescent, Edinburgh  
 7, Gardner's crescent, Edinburgh  
 Malta Green Hill, Edinburgh  
 33, Melville street, Edinburgh  
 135, Bruntsfield place, Edinburgh  
 76, Marchmont crescent, Edinburgh  
 14, Shandon street, Edinburgh

## ELGINSHIRE.

Bower, H. (Morayshire C.C.) Myrtle Cottage, Mayne road, Elgin  
 Fraser, W. Waterford Mills, Forres  
 Peterkin, J. Grant, J.P. and D.L. (Forres C.C.) Grange Hall, Forres  
 Urquhart, R., jun. Cluny, Forres

## FORFARSHIRE.

Gray, Mrs. W. Castlehill House, Dundee  
 Muckart, D. Tarryburn House, St. Vigeans, Arbroath  
 Simpson, J. F. Gowan Bank, Lochee road, Dundee

## HADDINGTONSHIRE.

Carmichael, J. M. Gibson Astley House, North Berwick

## INVERNESSSHIRE.

Black, F. A. 16, Union street, Inverness  
 Fraser, R. S. Clune House, Kirkhill, Inverness  
 McIntosh, J. (Inverness C.C.) 3, Crown terrace, Inverness  
 Murray, Lieut. the Hon. E. O. Cameron Barracks, Inverness  
 Rose, F. A. (Inverness C.C.) 42, Union street, Inverness  
 Ross, Rev. R. P. Druiin, Inverness

## KINCARDINESHIRE.

Legg, A., jun. Bervie  
 Oliver, R. S. Bervie

## LANARKSHIRE.

Baillie, G. R. 458, Cathcart road, Govanhill, Glasgow  
 Barrie, T. 47, Salamanca street, Parkhead, Glasgow  
 Fraser, A. 24, St. Vincent place, Glasgow  
 Jackson, W. Croftfoot, High Blantyre  
 Jackson, J. " "  
 Lees, R. M. 48, Kelvingrove street, Glasgow  
 Law, T. 728, New City road, Glasgow  
 Macnie, J. N. 54, Jane street, Glasgow  
 Templeton, R. Barnhill, Blantyre  
 Towers, J. J. 10, Hillside street, Springburn, Glasgow

## LINLITHGOWSHIRE.

Shepherd, G. D. The Manse, Ecclesmachan, Uphall

## PERTHSHIRE.

Heiton, A. G. 72, George street, Perth

## RENFREWSHIRE.

Colquhoun, T. J. Newark House, Pollokshields  
 Forbes, J. 10, Albert road, Langside  
 Gordon, G. 43, Prince's square, Strathbungo  
 Morison, A. Copsewood, Kilmacolm  
 Murie, Rev. D. St. Margaret's, Johnstone

## ROXBURGHSHIRE.

Henderson, W. 5, Belmont place, Kelso

## ANTRIM.

Seaver, H. (Northern C.C.) 2, Easton terrace, Cliftonville, Belfast

## DONEGAL.

Boyle, Rev. J. Letterkenney  
 Gallagher, Rev. H. Letterkenney

## DOWN.

Miskelly, W., B.A. San Stefano, Woodstock road, near Belfast  
 Neill, K. Hopefield, Ballygrainey

## DUBLIN.

Armstrong, T. M. Bal Ivor, St. Lawrence road, Clontarf  
 Birmingham, Mrs. A. 30, Upper Leeson street, Dublin  
 Brindley, C. 14, Upper Merrion street, Dublin  
 Dobbin, J. 78, Grosvenor square, Rathmines  
 Jones, D. T. 89, Grosvenor square, Rathmines  
 MacSwiney, Mrs. L. M. 55, Kenilworth square, Rathgar  
 Quinn, B. J. Board of Works, Dublin  
 Robertson, Miss M., M.A. 2, Winton road, Dublin  
 Robinson, C. R. (Dawson St. C.C.) 65, Beech hill, Beggars Bush, Dublin  
 Roche, T. K. Avonmore, St. Ilmour, Dublin  
 Walsh, J. P. Hanover House, Ringsend Dock, Dublin  
 Wheeler, Miss E. 50, Leeson park, Dublin

## GALWAY.

Taylor, B. Ardahan

## LONGFORD.

Edgeworth, A. E., J.P. & D.L. Edgeworthstown



<b>LOUTH.</b>	
Clarke, J. B.	2, West street, Drogheda
Jameson, W. B.	Beaulieu, Drogheda
<b>MEATH.</b>	
FitzHerbert, R. R., J.P. & D.L.	Black Castle, Navan
Douglas, C. K.	Villa Rathmolyon, Enfield
<b>TIPPERARY.</b>	
Conerney, Rev. P. P., B.A.	6, Bolton street, Clonmel
Mayers, Rev. G. S., B.A.	2, Anne street, Clonmel
Saunders, F.	National Bank, Carrick-on-Suir
<b>TYRONE.</b>	
Chidley, Miss A. L.	Church street, Omagh
Conerney, Rev. J. P., B.A.	Dunamanagh, Strabane
McElhatton, Rev. J., C.C.	Bowling Green, Strabane
<b>WICKLOW.</b>	
McCredy, R. J., Mrs.	Vallambrosa, Bray
<b>UNITED STATES OF AMERICA.</b>	
Alexander, S. T.	1006, Sixteenth street, Oakland, Cal.
Alexander, Miss M. M.	" " "
Alexander, Miss A. M.	" " "
Allen, A. H.	1516, Marshall street, Philadelphia, Pa.
Armstrong, S.	1000, Columbia avenue, Philadelphia, Pa.
Bader, F. L., jun.	828, Central avenue, Milwaukee, Wis.
Billyear, G. A.	1725, Franklin street, Philadelphia, Pa.
Binder, R. L.	808, North Seventh street, Philadelphia, Pa.
Bougher, H. J.	1823, North Broad street, Philadelphia, Pa.
Breed, W. J.	683, West Eighth street, Cincinnati, Ohio
Breitingger, J. L.	509, Drexel building, Philadelphia, Pa.
Bunst, P.	St. Francis, Milwaukee, Wis.
Butler, T. L.	639, W. Jefferson street, Louisville, Ken.
Butler, Mrs. T. L.	" " "
Buzby, G. H.	1606, N. Broad street, Philadelphia, Pa.
Carter, A. P.	55, Hastings Hall, Cambridge, Mass.
Case, C. A.	5, Nichols street, Chelsea, Mass.
Chapin, H. G.	Springfield, Mass.
Cooke, W. G.	266, Lawrence hall, New Haven, Conn.
Crehore, M. S.	8, Gordon terrace, Brookline, Mass.
Cutler, W. W.	28, Hastings hall, Cambridge, Mass.
Davis, F. F.	550, Temple court, Minneapolis
Dickinson, H. D.	413, N.Y. Life buildings, Minneapolis
Foster, W. J.	2115, Howard street, Philadelphia, Pa.
George, J. H.	2041, Frankford avenue, Philadelphia, Pa.
Gibbs, G. H.	First Nat. Bank, Clinton, Mass.
Hall, W. H.	129, E. 54th street, New York City
Honey, F. R.	179, Church street, New Haven, Conn.
Huston, J. H.	1641, Diamond street, Philadelphia, Pa.
Keim, M. N., jun.	2047, Arch street, Philadelphia, Pa.
Keim, M.	" " "
Kneidler, L. S.	441, Chestnut street, Philadelphia, Pa.

Lauer, A. D.	1956, N. 11th street, Philadelphia, Pa.
Leach, L. V.	1515, Columbia avenue, Philadelphia, Pa.
Marshall, T.	Lycum theatre, 4th avenue, New York City
Martin, Professor D. M.	312, Hillside street, Hillside, Mich.
Matos, W. W.	Times, Philadelphia, Pa.
Middleton, J.	219, Walnut street, Philadelphia, Pa.
Morrison, E. G.	1606, N. Broad street, Philadelphia, Pa.
Osmun, H. C. C.	Hackettstown, N. J.
Pitcher, W. F.	54, Prospect avenue, Revere, Mass.
Smith, C. A.	160, W. 48th street, New York City
Smith, H. F.	1954, North 11th street, Philadelphia, Pa.
Stock, J. H.	815, Marcy avenue, Brooklyn, N.Y.
Taxis, W. W.	1804, Park avenue, Philadelphia, Pa.
Weber, H. T.	1319, Ridge avenue, Philadelphia, Pa.
Wells, J. R.	1450, Vermont street, Quincy, Ill.
Wiltberger, D. S.	729, North 16th street, Philadelphia, Pa.
Woodruff, H. S.	511, Century Building, Minneapolis
Worden, J. P.	Box 51, Hastings-on-Hudson, N.Y.
Zonne, F. E.	Grand Opera House, Minneapolis

**FOREIGN GENERAL.**

Dokutschajew, S.	Moscow, Russia
Marland, W.	21, Old Peterhoff road, St. Petersburg, Russia
Prince, J. H.	St. Petersburg, Russia
Prince, Mrs. J. H.	" " "
White, F. H.	21, Old Peterhoff road, St. Petersburg, Russia

**FRANCE.**

Fabvier, C. E. U.	27, Place St. Jean, Dijon (Cote d'Or)
Martin, E., L.D.S.R.C.S.E. (V.S.C.)	69, Rue d'Antibes Cannes
Pierre, M. J. E. (L.C.C.)	80 bis, rue de Mon-Désert, Nancy
Voorhis, B. W. van	Rue Lafré, Paris

**GERMANY.**

Harder, C.	Eisenbahnstr. 26, Berlin, S.O.
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**BELGIUM.**

Walker, F. M.	111, rue Gachard, Avenue Louise, Brussels
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**HOLLAND.**

Neck, M. G. van	Breda
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**SWITZERLAND.**

Bruel, E.	10, Boulevard de Plainpalais, Geneva
Scott, F. R.	Château de Courgevau, pres Morat

**SPAIN.**

Ferdinando, P. de	Plaza Nuevo 2, Bilbao
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**ITALY.**

Salotti, G.	via Emilia 14, Modena
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**WORTH NOTING.**—Mr. Sydney Lee, of 9, Furnival Street, Holborn, London, W.C., writes us that he is open to purchase any number of decent second-hand machines for cash. Many members may be glad of the hint.

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**THE BICYCLE IN POLITICS.**—We have had cricket and football metaphor introduced into politics; it has been left to Mr. Balfour to compare the Liberal Government to an unsteady man on a bicycle. Speaking at a meeting of the National Union of Conservative and Constitutional Associations in Westminster Town Hall, the Leader of the Opposition recalled "the efforts of a courageous but inexperienced bicyclist practising along a high road." "You see him pursuing a devious and wavering course, shooting to the right, shooting to the left, turning the handles of his machine in frantic agony, escaping now a fall on one side, now a fall on the other. You look at him and you wonder when the catastrophe will actually arrive. You cannot prophesy with any assurance, you cannot see with security what is the obstacle that will finally demolish him; but you see with an absolute assurance that the obstacle cannot be far distant (cheers and laughter). It may be a Welsh ditch to the right—(laughter)—it may be an Irish bog to the

left—(renewed laughter)—he may tumble over a brewer's dray going round the corner—(great laughter)—it may be that by some extraordinary accident all these dangers may be escaped; and yet you know with a perfect certainty, with an unshakable faith, that a man who rides his machine so badly and under such difficulties cannot long escape that final accident which will bring his career temporarily to an end (laughter and cheers). Thus are we situated with regard to the present Government. I cannot tell you whether a division next week may not bring them to an end, I cannot promise you that they will not survive the session, but I can tell you, without doubt or question, that unless a great change—a great, unexpected, and unparalleled change—takes place in public opinion, they cannot long survive, and that three or four more elections of the kind of which we have had recent experience—(cheers)—will be amply sufficient, without any House of Commons tactics, to do for the present Government what I believe the whole country desires should be done for them, namely, to put them out of their pain (cheers). Common humanity suggests such a course—(laughter)—and I do not believe that even their most sanguine friends desire that that career, so full of humiliations, so beset with dangers, should be unduly prolonged (hear, hear).—*The Westminster Gazette.*

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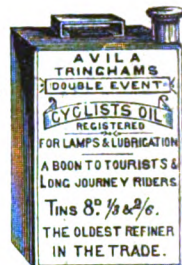
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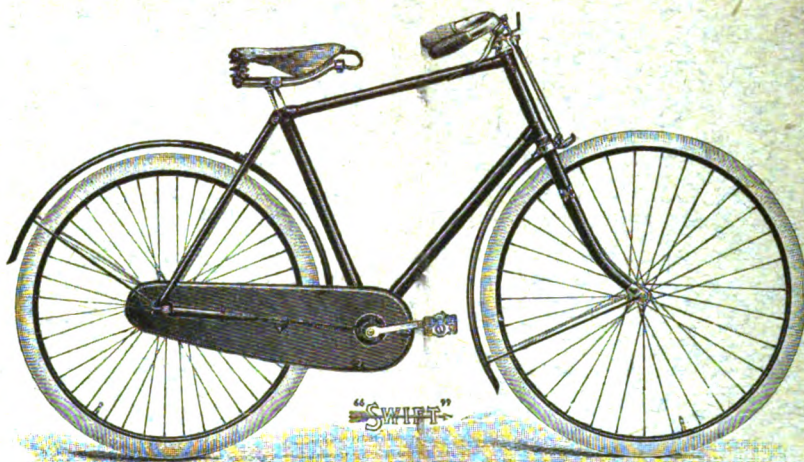
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