

THE MONTHLY GAZETTE

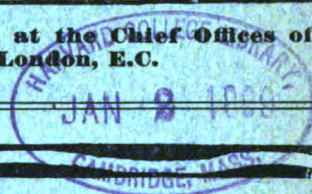
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Vol. XIV.

JULY,
1895.

OFFICIAL RECORD

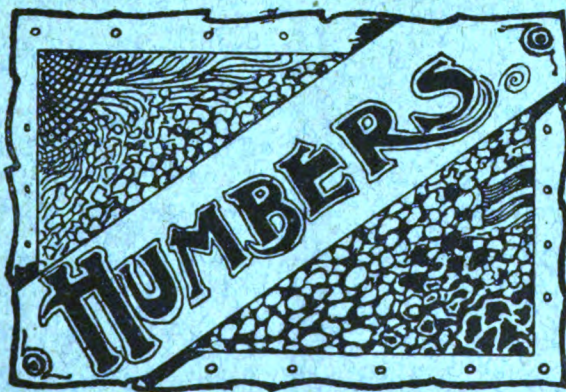


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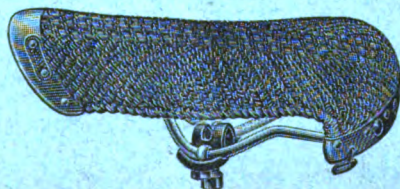
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AND ABOON TO TOURISTS AND LONG
DISTANCE RIDERS.

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February 20th, 1895.
After a prolonged trial I have decided to use your Woods' Wire Saddle in the forthcoming race from Bordeaux to Paris, as I find it most comfortable and cool.—Yours truly,
CHAS. LUCAS.

March 20th, 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 2nd, 1895.
I am pleased to say I have given your Saddle a thorough trial. It is very comfortable, and I have decided to use it on my forthcoming ride to Mexico. Yours faithfully,
R. L. JEFFERSON.

The Longford Wire, Iron and Steel Co. Limited, Warrington.

MONTHLY

[FOUNDED 1878.]



GAZETTE

[INCORPORATED 1887.]

And * Official * Record.

No. 7. Vol. XIV. [NEW SERIES.]

JULY, 1895.

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

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The number of fatal accidents which have of late occurred to cyclists is positively appalling. Hardly a day passes without an addition to the list, and

upon a single page of one of our contemporaries, lying before us as we write (*Wheeling*, of 25th ult.), there are chronicled no less than five to say nothing of minor mishaps.

There are, of course, cases in which such regrettable occurrences are unavoidable, but it is not too much to say that 90 per cent. of cycling accidents are due to idiotcy, or lack of intelligence on the part of the cyclist himself. These be strong terms to employ, but they are the only terms that cover the deliberate rejection of brakes, the practice of furious riding, and the complete disregard for the rights of other sections of the community only too frequently exhibited by riders of the present day.

We should be sorry to pose as pessimists, but this much is certain, if the pioneers of the pastime—the riders of the "good old Ordinary"—had evinced no greater regard for their necks and the rights of other road users than is now displayed by the average cyclist, they would forthwith have been suppressed—and quite properly too—in the interest of all con-

cerned. Now-a-day the youth—aye! even the man of mature years—no sooner becomes enamoured of cycling than he invests in a machine minus brake and everything else that makes for comfort and safety, puts down his head, and "scorches for all he is worth" over known and unknown roads alike; and then when the inevitable happens cycling gets the credit.—*O tempora! O mores!*

* * *

It was not to be expected that the CYCLING IN decision of the First Commissioner of HYDE PARK. Works to throw open the roads in

Hyde Park would commend itself to every one, but it was hardly anticipated that the House of Commons generally would derive amusement from so prosaic a subject. "The unexpected always happens," 'tis said, and so it has proved in this case, *vide* the following cuttings from the daily press:—

BICYCLING IN HYDE PARK.

On the report of the vote of £74,000 passed on Friday for the royal parks and pleasure gardens,

Mr. Disraeli, referring to the proposal to allow bicycling at certain hours in Hyde Park, said the question had been brought forward in a very surreptitious and secret manner, but he believed that at the expiration of some forty days they were to have people caracoling round Hyde Park on bicycles (laughter). It had been a job between hon. members and ladies to whom they were attached (renewed laughter). It appeared that bicycling was to be allowed in the park only before ten o'clock in the morning. Clearly this was class legislation. The richer classes who could perform on bicycles before ten would be allowed to do so, but the poor man who could only ride a bicycle after his day's work was over

was to be prevented from using it in the park (laughter). He (Mr. Disraeli) objected to bicycles altogether, but he thought that everybody ought to have the same opportunities of taking their amusement upon those horrible contrivances—(laughter)—and he therefore moved to reduce the vote by £500.

Mr. Heaton seconded the amendment.

Mr. H. Gladstone suggested that the discussion of the subject should be postponed until the rules that would have to be drawn up before bicycling was allowed in Hyde Park had been laid upon the table of the House.

The amendment was then withdrawn, and the report of the vote agreed to —*Morning Post*, June 18th.

BICYCLING IN HYDE PARK.

Mr. Disraeli asked the First Commissioner of Works when the rules under which bicycling in Hyde Park was to be allowed would be laid upon the table of the House.

Mr. H. Gladstone replied that the new rules dealing with cycling in Hyde Park could not be promulgated and laid before Parliament until after the end of forty days from the appearance of the notice in the *London Gazette*, viz., until after the 21st of July.

Mr. Disraeli: Will the right hon. gentleman see that there is a special regulation as to the costume worn by female cyclists? (Laughter).

Mr. H. Gladstone: I think the general law is sufficient. —*Daily News*, June 22nd.

♦ ♦ ♦

The Candidates' list contained in the current issue shows no falling off, indeed it totals no less than 892, or sixteen in excess of the June list, and 449 in excess of that for July of last year. Similarly, the status of those applying for membership is more than maintained, as a glance at the names and addresses will testify.

It is probably too much to hope that the present phenomenal figures will be surpassed during the current riding season, but having in view the facts that a large percentage of riders go touring in August and September, and that cycling is still advancing by leaps and bounds, especially in the affections of those who have hitherto looked askance at it, it is perhaps justifiable to anticipate a continuance of the influx for at any rate a month or two longer.

The measure of success to be attained must be determined in part by each reader, for if he secure only one candidate upon the form enclosed for that purpose, the result is already assured.



A MAP OF FRANCE.

We have received from Messrs. G. Philip & Son, of Fleet Street, E.C., a map of North-east France, including the Vosges, The Ardennes, Alsace, Lorraine, etc., which may be useful to those who like a map on a small scale. It is sold in case at 3s., or in case mounted at 5s.



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. | |
| WALES— | |
| BRECKNOCK. | |
| SCOTLAND— | |
| CAITHNESS. | SELKIRK. |
| ORKNEY AND SHETLAND ISLES. | SUTHERLAND. |
| IRELAND— | |
| ARMAGH. | TIPPERARY. |
| KILKENNY. | |
| 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.

The following nominations have already been received:—

CHESHIRE.

NAYLOR, JOHN, Beeston Tower, near Tarporley. Proposed by J. Lyon Denson, 21, Upper Northgate Street, Chester, and seconded by John Ashton, The Terrace, Tarporley.

SHROPSHIRE.

BOULTON, THOMAS GEORGE, The Vineyard, Wellington, Coal Factor. Proposed by John K. Balfour, Fernbank, Beith, N.B., and seconded by W. B. Phillips, Hanwood, Shrewsbury.

TURNER, GEOFFREY WAYET, M.A., St. Leonard's House, Ludlow, Clerk in Holy Orders. Proposed by Kirchener Tilyard, Broad Street, Ludlow, and seconded by (the Rev.) Bryan W. Molyneaux, 56, Mill Street, Ludlow.

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.

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

HAMPSHIRE AND ISLE OF WIGHT.—(*Chief Consul, W. Judd, M.S.A., Crofton, Fareham.*)—Andover, Blackwater, Boscombe, Cosham, Eastleigh, Farnborough, Fordingbridge, Gosport, Hayling Island, Hook, Hursley, Kingsclere,

Liphook, Liss, Lyndhurst, Mitcheldever, Milford-on-Sea, Odiham, Porchester, Portsmouth, Redbridge, Rowland's Castle, Southsea, Stockbridge, Shirley, Waterlooville, Whitchurch, Wickham, Burbridge, Carisbrooke, Sandown, Ventnor, and Yarmouth.

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

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.

THE NEW FRENCH ROAD BOOK.

Part I. of the new French Road Book will be procurable by the time the present *Gazette* is in the hands of the membership. It deals with the ground lying north and east of a line drawn along the river Seine from Havre to Paris, and thence southward through Orléans, Bourges, Clermont Ferrand, and Perpignan. (Part II.—to be published early next year—will cover the rest of France). It contains descriptions of no less than 38,000 kilomètres, or 24,000 miles of roads. The price of the book is 5s. 4d. post free, and we shall be glad to receive orders therefor.

THE KENT MEET.

At a meeting held at the "Ancient Bell" headquarters, Maidstone, on Saturday, 8th inst., previous notice of which was given in *Gazette*, there were present:—G. H. Evans (C.C.), F. Lewis (R.C.), W. Duff (C), Sheerness; H. Peters (C), Sittingbourne; and C. Adams (C), Maidstone. Letters apologising for non-attendance and promising hearty support were received from Consuls at Ashford, Dartford, Dover, Swanley, Tenterden, and Tunbridge Wells. The following programme, which it is hoped will commend itself to the Kent membership, was drawn up:—

Meet at "Ancient Bell," Maidstone, at 3 p.m., 27th July. Ride to Rochester, *via* Chatham (8¼), starting at 3.30.

Tea at "Bull" Hotel, headquarters, Rochester, at 5.0, after which the Secretary, Mr. E. R. Shipton, will take the chair.

It would be convenient if Consuls will kindly organise, where practicable, the parties from the respective districts, communicating to the C.C., about four clear days beforehand, the numbers requiring tea, which will be provided at Tariff Rate (2/6)—the discount allowance being devoted to meet incidental expenses, engagement of string band, etc. A table will be reserved for gentlemen accompanied by ladies.

Members requiring to stay the night at the "Bull" will oblige by giving names to C.C., who will so arrange, if possible.

It is confidently hoped that the Kent Meet of 1895 will be as successful as its predecessors.

G. HORACE EVANS, C.C. (Kent and Essex).
FREDERICK LEWIS, R.C.
FREDERICK STAPLES, R.C.

COUNTY OF LINCOLN.

The following circular has been addressed by the C.C. to each member in Lincolnshire:—"I, Welby Gardens, Grantham, 14th June, 1895. Dear Madam, or Sir,—You have doubtless noticed the accounts which have lately appeared in the *Gazette* of the formation and proceedings of various district associations of C.T.C. members. It has been suggested to me that it would be advantageous if Lincolnshire followed the lead of adjoining counties, and I shall be glad if you will favour me with your views on the subject at your earliest convenience, in order that I may gather the ideas of the members individually before taking

any steps in the direction indicated. You will see from the current *Gazette* that there will be a meeting of the Notts C.T.C. members at Newark, on Saturday, the 6th July. The Chief Consul will be glad if any Lincolnshire members can be present, and, as this will afford a favourable opportunity of exchanging views on the subject, perhaps you will be good enough, when writing to me, to say whether you are likely to be able to attend the meeting in question.—I am, dear madam, or sir, your obedient servant, A. Butterfield, Chief Consul." We hope that a good attendance will be secured.

COUNTY OF NOTTS.

The next meeting will be held on Saturday, July 6th, at the Ram Hotel, Newark; tea at five o'clock; chair to be taken at six 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.

AGENDA.

Minutes of the previous meeting to be read and confirmed.
Chief Consul's report.

Place and time of next meeting to be fixed.

JOSEPH W. WRIGHT, C.C.



The usual monthly meeting was held at the Imperial Hotel, Edinburgh, on Saturday, 15th June, 1895, at twelve noon.

PRESENT:

C.C. W. KENDALL BURNETT, Aberdeen (Chairman).
C.C. G. BARTRAM, Sunderland.
R.C. F. L. DODDS, Yorkshire.
R.C. Rev. A. HAY, Scotland.
C.C. A. MARTIN, Glasgow.
R.C. A. G. RENNIE, Scotland.
C.C. J. A. WILLIAMSON, Tynemouth.

E. R. SHIPTON, Secretary.

RESOLUTIONS, Etc.

- 99.—"That Mr. William Crawford, B.A., of Ardwyn, Aberystwith, be appointed Chief Consul of the County of Cardigan."
100.—"That Mr. J. J. Grayson, of Clones, County Monaghan, be appointed Chief Consul of the County of Monaghan."

REPORTS OF COMMITTEES.

FINANCE.

- (a) The Chairman intimated that there was nothing special to report under this head. The advertisements, temporarily at any rate, in charge of the Secretary, already showed considerable improvement, but the question as to whether or not the present arrangement could advantageously be continued would, with other matters of a similar nature, form the subject of consideration by the Committee at their next meeting.

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

- (b) The Chairman reported that another meeting of the Committee had been held, at which the Editor demonstrated that he was making satisfactory, if slow, progress with the work.

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

- (c) The Chairman intimated that his Committee had not yet held a meeting, but that they would do so as soon as the preliminary arrangements in connection with the change of Editors had been completed.

MAP AND ROAD BOOK (SCOTLAND).

- (d) The Chairman reported that the Editor had submitted a detailed statement of the present position of affairs, which statement it was hoped it would be practicable to incorporate in the *Gazette*. Speaking generally, he might say that with few exceptions the whole of the 200 routes to be embodied in the first section of the Scottish Road Book were already forthcoming, and the "draft" was being prepared. There was, however, no probability that the work would be ready for publication during the current riding season. The co-operation of the membership is earnestly invited by the Editor in checking the "draft" already prepared, and in furnishing the routes still outstanding.

MAP AND ROAD BOOK (IRELAND).

- (e) No report forthcoming.

MAP AND ROAD BOOK (CONTINENTAL).

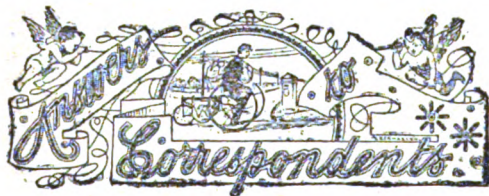
- (f) The Chairman reported that a meeting of the Committee had been held, when final arrangements were made as to the publication of Part I. of the French Road Book, and that it was hoped that the same would leave the press before the end of the current month.

RIGHTS AND PRIVILEGES.

- (g) The Chairman intimated that there was nothing special to report under this head. Many applications for advice and assistance had been received, and had been suitably responded to.
- 103.—"That a sum not exceeding two guineas be voted toward the unrecoverable legal expenses to which Detective Superintendent Clapham, of Hull, may be put in prosecuting the driver of the vehicle who collided with and damaged his machine, provided always that a legal opinion favourable to his taking action be forthcoming."

Comments upon the Agenda were received from the following absent Councillors:—The Rev. H. Callan, Catrine; the Rev. W. Hay Fea, Yorkshire; Leonard Kershaw, Halifax; J. T. Lightwood, Lytham; H. Croydon Roberts, London; H. C. Staples, Kent; Joseph H. Moore, C.E., Dublin; Henry J. Moxon, Surrey; and Leslie J. Williams, Middlesex.

The next Council Meeting will be held in Dublin, on Saturday, 13th July, 1895.



No. 698.—You will find the subject fully dealt with in back issues. A rider can only be legally stopped and summoned in the event of his neglecting to "give audible and sufficient warning of his approach by bell, whistle, or otherwise." See Cycle Laws and Bye-laws in the Club Handbook.

No. 7727.—We have no knowledge of the roads in Tasmania, but we greatly doubt the wisdom of a 200lb. rider taking with him a machine of less than 40lb. weight, brake, mudguards, Carter gear-case, etc., included.

H. B. B.—Cotter pins are already occasionally fitted with an extra nut by means of which they may be withdrawn. A light whalebone whip, carried in a clip on the handle-bar, is the best protection against dogs on the Continent. The plan you advocate is inhuman.

AJAX.—The Irish Road Book will not we fear be available for the use of members this season. One of the best Maps is Bartholomew's Map of Ireland (No. 103), price 2s. on cloth, but it is upon a somewhat small scale. The Ordnance survey is too bulky to carry on a tour.

No. 10,920.—We are afraid you do not know what superhuman efforts were required of the C.T.C. to get the fares for the carriage of machines reduced to the present universal scale, or you would not advocate so light-heartedly another crusade. A rider may now take a bicycle fifty miles for a shilling, or twelve miles for half the amount. Is not this reasonable?

E. B. L., Sydenham.—We are sorry to hear of your mishap. The suggestion that a "black book" should be opened, and that the makers of machines which occasionally give way in more or less vital parts should be "pilloried" therein, is an old one, but as its contents could not be made public where would be the good of it?

No. 2466.—"The Bantam" is a well-made little machine. Since, however, you ask for our opinion, we may say that the front driver, whether viewed from a theoretical (*i.e.*, a mechanical) or from practical standpoint, is in no sense to be compared with a properly-designed rear-driver.



By MISS F. J. ERSKINE.

Bicycling as a fashion is the rage of this present season, in all truth. It is talked of in places where in olden days a wheelman or wheelwoman was considered an anomaly of creation which had no right even to exist. Now every one cycles more or less. The Trafalgar Club is going ahead with a rush, and even Hurlingham has opened a special ground for members to practise in.

During a brief visit to town lately I rode over one sultry morning to see the riders in Battersea Park. On the road there from Hampstead I saw very few riders, and not one of my own sex; but once in the park, they were abundantly apparent. Quantity was there, but quality was only scantily represented. There were many sitting too low, with crescent shaped backs and a vast expanse of flowing skirt, like the balloon jib of a yacht—expanded on one side. It is as easy to square the circle as for any one to ride gracefully in the full fashionable skirt. That is a good five yards round, whilst the cycling skirt at most should be half that width, and so when people try to achieve the impossible, naturally they fail to look well also. The "why" is not very evident; with 5s. worth of ordinary serge, and a dressmaker for one day, any one could make a practice skirt, which would obviate the risk and ugliness of cycling in the wide skirt of everyday life, besides making the rider look ten times better. There were, however, exceptions—some ladies who rode with well-adjusted saddles and handle bars, and showed that cycling is not ugly when well done. A lot is being said and written about the "ugliness" of the sport. Horseback riding is not exactly lovely when a rider hangs on to her pommel, and bumps about on the miserable horse's back like a sack of flour. There are good and bad exponents of the art in bicycling as well as anything else. I was told the other day of some riders who were seen pedalling with their heels. The mystery is that, with so much being said and written about riding, there are some who will persevere in pounding along, ill-mounted, ill-dressed, and utterly regardless of appearances. Luckily there are some, and their number seems on the increase, who have mastered what "Ariel" in the *Gentlewoman* calls the "thorough-breeds of steel," who have learnt to sit as if part of the machine, and who by riding well and dressing well show what capabilities the cycle has. Teachers in both town and country have had a busy time lately. In the absence of a regular professor a few hints on the best way of instructing may be useful. The French plan, of a belt with a handle to it, is the best. The belt may be of girthing, with a broad buckle in front and a rounded strap handle stitched behind, to prevent the teacher getting her fingers jammed, as often happened when guiding by the steering bar. Besides, this arrangement leaves the steering free, and after the first lesson the learner finds out how to check the swerves of the machine, and, in short, gains confidence. The lessons should be divided into—First, getting the balance; second, steering; third, dismounting; fourth, mounting. I do not know if other teachers will endorse this order, but it is that which I have found best in practice.

After the balance, insist on proper pedalling. It is no kindness to allow people to pedal anyhow to begin with. If they once get into the proper way of doing things, progress is rapid from the first. Insist on the feet being used to aid in the balancing and steering, especially in going round

corners. It is a good way to let learners swing about a good deal short of going over. It gives confidence. When the pupil can go alone, adjourn to a flat tennis lawn if one is at hand, and let the learner go by herself, the teacher standing in the middle, like the ring-master at a circus, and keeping up a fire of vocal instruction. The learners must be taught to adjust their own saddles and handlebars—it is no use doing everything for them—then to sit upright, guiding the machine with the inflection of the body, their heads up and heels down, till they can ride fast or slow at the word of command. Slow riding, especially in traffic, is a great help, and it allows one to go along slowly and talk to a friend. Mounting is best managed by slanting the machine to the side on which the pedal is lowest, striding across the frame, and standing on the uppermost pedal. The rider's weight brings the machines straight, also by the impetus given by the start the rider gets the balance, as she drops into the seat. A high-gear machine is easier to mount than one speeded lower, because the initial impetus sends the machine further, and gives the rider more time to settle herself in the saddle. Dismounting is not easy at first. It is best to slow up, and wait till the right hand pedal is at its lowest, then use it as a step, and swing out. Often this movement is a great scramble, which grazes the rider's ankles and strains the machine; dismounting should be practised on either side of the machine, and at all speeds. When springing out in a hurry, the action should be rather of the vaulting kind—both feet freed, and swung round clear of the machine, so as not to give any sudden jerks to the chain, which might be dragged out of line, and run untruly from the jar.

The dress question is still on the *taps*. It is not my intention to enter more on this subject at present. It has been freely ventilated, and individual taste must govern riders in the costumes they adopt. My principal object in opposing Rational Dress was because I found, rightly or wrongly, that many thought it indispensable, and disapproving of it, were thus deterred from riding. It is not at all indispensable, or even necessary, unless for racing or record breaking, and as I am in the saddle almost from morning till night as a rule, I am not speaking ignorantly on the subject. But the question has become so stale I am content to leave it alone, at all events for the present, whereat I trust my readers will be as glad as I am.

Alpaca is greatly to the fore, and as regards its dust resisting qualities I am quite at one with its admirers. But light silvery grey is a very bad wearing colour. Despite every care oil spots will come. On them dust accumulates, and a fabric which shows every spot cannot be an ideal riding dress. Another idea is that it is cool. Now, on a hot summer day, I do not believe the cyclist is yet extant who can keep cool when riding, even if going at the metaphorical "snail's gallop." Those who are beginning are bound to get hot, and light all-wool clothing is to be insisted on most strenuously. In *Heath and Home* lately, a very neat dress of grey alpaca and tan leather was described, but as an adjunct it was recommended to carry a powder-puff in the pocket! This is worthy of running in a curlicue with the top boots I mentioned last month. A powder-puff is a very good thing in its proper place, but I think most of my readers will agree with me that a cyclist's coat pocket does not come under that head.

I have received a neat little pair of elastic straps for attaching to and keeping down the skirt. The "Fixit dress holders" are light, strong, and ingenious, and should supply a want. I might suggest that if made adjustable so as to be tightened in a high wind their utility would be much increased.

Cycling maps are most indispensable just now. It would be a great thing if they could be mounted in the same sectional way as skating cards—to save the frequent halts at corners, the unfolding and hunting which ensues. Surely it would be possible to photograph them, and have a

clip on the handlebar to hold the section being travelled over, without the bother of unearthing a big map at every cross road.

The brake question still continues to bring out a lot of interesting correspondence. It is clear that for ladies at least an adequate brake is most imperatively necessary, but the tyre brake is so damaging to pneumatic rubbers that it is certain those of us who have to study economy would rather walk a hill than grind our front tyre down, as is now the case. That the effect is bad is shown by the extra amount of inflation a front wheel tyre requires. I was glad to see that a rim brake is invented, oddly enough bearing my own name, for it has often suggested itself to me as the means by which we can avoid the defects of the front wheel and hand brakes.

I have to thank those members of the C.T.C. who have so kindly answered my query regarding the carrying of photographic apparatus. Being away from home a good deal, I have been unable to acknowledge their courtesy privately, as I should otherwise have done.

Those members who are now planning their summer tours might, with advantage, try an exploration of the much misunderstood county of Lincolnshire. The scenery from the Ermine Street and indeed along the whole of the Cliff road is of a nature to well repay a journey. Notable amongst the many lovely views, is that at Alborough, where the Trent and the Ouse meet. It is not far from Barton-on-Humber. Thanks to the fine weather and the exertions of the County Council, the Lincolnshire main roads this year are unusually good. From Grantham to Lincoln is a superb bit of going—really hardly a loose stone.



BY G. DOUGLAS LEECHMAN.

There seems to be some extraordinary influence in the air this year that is affecting some of us old hands in a remarkable manner. Here is George Gatehouse, who after lying by for eight or ten years comes out and wins the mile tricycling championship, Holbein returns to the roads and records, Bidlake, Mills, and F. A. Edge keep up the same game as if in the vigour of their second or third year. Faed finds himself so keen on riding that it interferes with his work, and Nym dare not even buy a machine for fear of a like result. I find myself in the same condition with a mighty thirst for good long rides, and ride I must and do. The best of it is I am going much better than in any of my previous eighteen seasons. Whether it is due to the Progress safety, the Scottish tyres, or the Self-lubricating chain I can't say, but I am about 10 per cent, faster than ever before.

The maker of my machine was too busy even to fit a brake to it just before Whitsuntide, and as I could not get anything to please me in detachable brakes in the town, I set about scheming out one for myself, and hit upon something cheap as well as efficient. I bought a very strong elastic band, and passed the two ends forward between the plates of the fork-crown, one on each side of the central tube, and then thrust a strong stick about eight inches long through the two loops. When I wanted to check the machine I put my feet upon the crown, and the toes on the stick, and pressed it down on to the tyre. It was very powerful, but it was advisable to move the feet evenly to prevent the stick overbalancing. If any one likes to try it I would advise him

to attach the stick to the crown by strong cords, just loose enough to let the brake do its work, and not depend on the band to do anything but draw the stick up, and so off, again. If the machine had no front mudguard the stick might be fitted behind the crown with advantage. Of course this is not the sort of thing to use in towns, but as an emergency brake for country roads it answers very well, and can be rigged up almost anywhere.

There was a very interesting article in the *Gazette* some time ago entitled "Map Makers' Myths." When I went up to Dunstable I intended to solve a little mystery near St. Albans. Instead of going to Barnet I wished to get across to the Edgware Road *via* Radlett and Elstree. I had a faint recollection or suspicion that by branching a little to the right near St. Albans I could miss that city and save a hilly mile into the bargain. I thereupon consulted a map, and not being quite satisfied with it, I looked at another, which differed from the first. I also looked at three other maps, and no two of the whole five were alike! Some even disagreed as to which side of the stream the Redbourne road runs, and one or two put a road on each side of it. There seems to be no doubt that, coming the other way, there is a road opposite where the Elstree road opens into the road from Watford to St. Albans. Does this opposite road lead into the Redbourn road or does it not? Perhaps some one will be so good as to settle the point, not only for my satisfaction but for the benefit of the wheel-world generally.

The Cycle Gear Co., of Coventry, whose two-speed contrivance has met with so much favour, are trying a modification in which the gear is very neatly incorporated in the rear hub instead of being fitted to the crank-axle chain wheel. The saving in weight is considerable, and the facilities for fitting to machines of other make than their own is greatly increased, as it is only necessary for them to send one of their hubs, etc., to the maker instead of the maker sending his whole machine to them. I had a short trial of the first machine fitted with the new arrangement, and was very pleased with it.

I believe I am correct, and betraying no secrets, in saying that next year the Clincher tyre will be fitted with a valve having a standard connection—that is, one that will take a Dunlop pump. Further, the Dunlop tyre will be fitted with a modified form of the Wood valve that was about as satisfactory last year as the Welch valve has been unsatisfactory this. The millennium is evidently approaching.

Mr. F. W. Foster, whose "Suggestion" appeared last month, may be interested to know that Mr. Sturmeys of the *Cyclist* and myself are having a set of apparatus constructed for the testing cycles in a great variety of ways, and that we hope to have it in full working order before the winter, so that makers and others can have machines tested and certified much in the way that watches are dealt with at Kew.

From a circular recently to hand I see that the Birch cup-adjustment hubs have been considerably improved in detail, including the substitution of $\frac{1}{8}$ balls for the smaller size previously fitted. This style of hub is certainly better than the usual kind, and will probably be the fashion next season. The Birch Patents Co., Low Hall Mills, Holbeck, Leeds, are the sole vendors.

District Associations.

LIVERPOOL AND DISTRICT.

A meeting of members of the C.T.C. was held on the evening of the 26th ult., at Lawrence's Hotel, Clayton Square, Liverpool. Mr. T. J. Scott, R.C., Lancashire, was unanimously elected chairman, and Mr. H. D. Mathias was elected to be honorary secretary.

The honorary secretary having read the circular convening the meeting, and having mentioned that answers, in every

case cordially approving the proposal, had been received from upwards of seventy members, it was resolved that an association be formed named "The Liverpool District Section Cyclists' Touring Club."

It was also resolved that the following gentlemen should constitute the committee, Messrs. Hick and Wallace being scrutineers:—Messrs. J. W. Bryan, Liverpool; G. H. Jones, Liverpool; J. L. Denson, Chester; R. C. Rothwell, Waterloo; C. Brown, St. Helens; J. T. Iredale, Rock Ferry; J. W. Dalton, Rock Ferry; J. C. McNeill, Broad Green; J. Harding, Bebington; C. H. Leeson, Wavertree; J. Timmins, Widnes; H. Smyth, Chester; Chairman and Hon. Secretary *ex-officio*.

It was also decided to hold a meeting at the "Star and Garter" Hotel, Liverpool, on July 17th, at eight p.m., to which all members are invited; and to visit Chester on the third Saturday in July, at the "Bull and Stirrup" Hotel, at five p.m.; tea at six p.m. H. D. MATHIAS, Hon Sec.

140, Smithdown Road, Wavertree, Liverpool.

NORTHUMBERLAND AND DURHAM DISTRICT ASSOCIATION.

A well-attended meeting of the Association was held at the "Hotel Métropole," Newcastle, on Wednesday, the 22nd May, Mr. Geo. Bartram (C.C., Durham) occupying the chair. The minutes of the previous meeting having been read and adopted, the hon. sec. reported what had been done since the last meeting. Much of this has already appeared in the *Gazette*, but he was able to add that the N.E.R. Co. had now made very considerable additions to their programme, full particulars of which may be had from the hon. sec. direct.

The chairman gave the meeting further particulars of the work accomplished, and said he was of the opinion that the Association had more than justified its existence.

Mr. Heslop (R.C., Durham) moved and Mr. Paton seconded the adoption of the Report, the latter considering that the committee had done marvellous work and that all cyclists were deeply indebted to them. Mr. Ellis (Newcastle) considered the work of the C.T.C. throughout the country was most important to all cyclists, and that the Association had done marvellous good to the Club as a whole. Mr. Luck (Darlington) and Mr. Bidgood (Gateshead) also supported.

A lengthy discussion ensued upon various points, in which a large number of the members joined, and a vote of thanks to the chairman concluded a most successful meeting.



EDINBURGH SECTION.

Owing to the apathy of the Edinburgh members, what will likely be the last monthly run of the local section (unless members renew their interest in these, and a sufficient number take part) will be to Linlithgow, on Saturday, 13th July. Rendezvous—Rutland Square, at 3.30.

It is hoped that the runs started last season may not be discontinued, as they form the only means of personal communication among the members, but that arrangements will be made for their continuance. With that desirable object in view, members, especially those not attached to local cycling clubs, are particularly requested to be present. Price easy. E. A. GLEN, Consol.



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 week or ten days' excursion into South of England, starting from London July 20th, moderate pace. A man with artistic tastes and willing to spend a little time in sketching preferred.—Address, No. 4034, 11, Latimer Road, Wimbledon.—(Bicyclist).

Through France, Switzerland to Venice, returning (if time allows) via the Rhine, Cologne, Brussels, Antwerp. About six weeks from any time in August, forty—sixty miles a day. The roads, from all accounts, are good. Advertiser, English, age 36 (who is of simple habits, can rough it when necessary, a smoker, temperate, interested in photography, musical—singing, not playing, delights in the picturesque, understands mechanism of cycles and tyres), contemplates making above tour. Any gentleman possessing sufficient knowledge of French (and possibly Italian or German) for touring purposes, who will accompany him, will have a cheerful and agreeable companion in No. 1266, c/o Editor. Photo and first-class reference sent if desired.

Middle-aged rider (safety), independent, wishes to meet a companion, one or more, for a run through the North of France, or to the shores of the Mediterranean. Carries a light $\frac{1}{4}$ -camera, genial temperament, pace about seven to ten miles per hour, distance fifty to seventy miles per day.—Box (41), c/o Editor.

Wanted, a companion for a fortnight's tour in the Lake District, commencing 7th September, with or without machines. One who knows the district or is fond of climbing preferred.—No. 2966, c/o the Editor.

RHINELAND.—Three members (bicyclists) contemplate this trip, starting on the 20th July, and returning on the 5th or 6th August. Proposed route, rail—return tickets—to Cologne, and probably steamers up Rhine to Mayence, calling at Coblenz. Cycling to Constance, via Heidelberg, Strasburg, Blackforest, Schaffhausen, boat through Lake Constance to Linden; thence by cycle to Munich, Nuremberg, Würzburg, Frankfurt, and Mayence; thence home. Should any other cyclists think of going in the same direction with the intention of getting as much enjoyment out of the run as a moderate outlay will permit, will they kindly communicate with J. SIMPSON, 44, Wilkinson Street, Albert Square, S.W.?

No. 291: would be glad to hear of companion for fortnight or three weeks' tour in France or Switzerland, about middle of July or beginning of August. One who speaks French preferred. Distance about forty or fifty miles per day. Route proposed Dieppe to Geneva, etc.—Address R. M. LOY, Hardenhuish, Chippenham, Wilts.

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.

A Stockport manufacturer (40) would be pleased to arrange a bicycle tour with one or two others from August 10th to 18th inclusive. Not particular where, but has an idea of going to South of England and across to Jersey and back. Would be glad to correspond or exchange references with any gentleman who would join him. Is social, but not extravagant; sixty or seventy miles a day.—Address "Tourist," c/o The Editor.

An elderly cleric, riding a tricycle, seeks a companion for a tour in France. Time, about August or September. Interested in photography, architecture, history, and antiquities. Distance, twenty to thirty miles daily, according to objects of interest. Route proposed, Dieppe, East of Paris to Nevers, and W. of Paris back to Havre; or, Cherbourg, S. to Vendôme and back to Havre.—Rev. T. ASHE, c/o Terry, Stoneman & Co., 6, Hutton Garden, E.C.

KEIGHLEY (Yorks).—A terrible accident by means of which a cyclist lost his life has just occurred in this neighbourhood. It is alleged that he was run into by two hawkers' carts which were being driven abreast, but as the matter is still the subject of judicial inquiry no definite decision has yet been arrived at beyond this, that the Coroner's jury have returned a verdict of manslaughter against the drivers.



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.

CYCLE BRAKES.

Sir,—Referring to Mr. Girling's letter in your last issue, I can heartily endorse his last sentence. The Hall brake "takes the wear to the saving of the tyre." It may be all right on a smooth tyre, but with the Dunlop-Welch this brake is almost sawn through on the first hill. Such is my experience, and when fourpence is the price of each block of rubber, the Hall brake is simply prohibitive.

Montrose, 18th June, 1895.

CONSUL.

Sir,—The remarks of your correspondent, Rev. W. Hay Fea, on the subject of brakes in the last issue of the Gazette call for confirmation from all unprejudiced persons who are in a position to know their worth and truth. I never saw the case so well put before, and consider that his remarks are worth the study of all cyclists.

A good rule to observe is, "Never ride down a hill that you could not ride up," though whether it was intended for the "brakeless" or for all I am unable to say.

My own experience is that there are few hills on any of our main roads that cannot be negotiated without a brake. I myself have ridden between Manchester and London without finding a hill that I could not ride either up or down without a brake, though I should not recommend any inexperienced rider to try them on the strength of my experience.

I have also ridden from Kendal to Carlisle without a dismount, over the "Shap" road, and without a brake on my machine.

No. 1484 quotes: "One may not want a brake but once a year, but when it is wanted it is wanted badly." I am not sure that I am able to endorse even this, as I am able to recall once, at least, having, I believe, saved my life by a prompt dismount in the manner described by Mr. Fea while travelling at about twelve miles an hour without a brake, when, had I had one, and attempted to put it on, I should infallibly have brought disaster upon myself and machine. The brake cannot stop the machine as quickly as it can be done by a dismount, though it is open to question whether at a pace too great to permit of a dismount the brake may not help to slow the machine in less time than can be done with back pedalling alone.

In conclusion, let me say that I never yet recommended a cyclist to ride without a brake, nor do I intend to. It is for him to decide whether he is competent to dispense with one; but I strongly condemn the opinions of John Cory Withers (No. 5251), who recommends the interference of the law with the rights and privileges of cyclists, and maintain that a cyclist may ride as he likes, and where he likes, without a brake without endangering thereby "his own life" or "those of other persons."

No. 2777.

Sir,—I am sorry to occupy a certain amount of your valuable space with matter of no general interest, but the Quadrant Co. will, I fear, expect some observations from me on the width of brake bands and "hyperbolic" clerks, in reply to their communication. With regard to the latter, the sooner the race becomes exterminated the better, though they appear to be largely employed by cycle manufacturers, often, as in this case, to their own detriment.

With regard to the former—am I to understand that the Quadrant Co. maintain that, say, a single $\frac{3}{8}$ -in. band will keep cool as well as one 1-in. broad, which bears properly on the drum? If so, further details as to temperatures, retarding force, etc., would be of interest, as this is entirely contrary to my experience with band brakes on cycles and winches, as well as with the more powerful dynamometer brakes used for testing steam and gas engines. If it is actually as the Quadrant Co. state with the brakes they fit, it is a point of considerable scientific interest, and I should like to investigate the matter further.

Of course, we know that an inch band divided into two half-inch bands, with an air space between, and larger drum surface exposed, will keep cool better than one not so divided, but that is not the point raised, but I mention it because I have a suspicion that the Quadrant Co. used to use some such arrangement.

H. A. GARRATT, Assoc. M. Inst. C.E.

"THE TOURIST TRICYCLE."

Sir,—After two months' trial, I send a brief report of the practical result of the tricycle built according to my ideas by the London Cycle Manufacturing Co., makers of the "North Road" machines.

Drivers are 28in. and leader 26in., Clinchers $1\frac{3}{8}$ in jointless hollow rims, dimensions over all are $68\frac{1}{2}$ by 32in. Weight with Grose gear-cover, saddle, and pedals (but not lamp and valise), $43\frac{1}{4}$ lb. Wheel-tracks 28in. from centre to centre. I find the machine strong and stiff, and comfortable at corners, the crank-axle being kept down to $10\frac{1}{4}$ in. from ground. The 28 by 26 wheels make a particularly good-looking combination, and the remark has repeatedly been made "What a very neat machine" it is. It steers more steadily than the larger front wheels I have tried, and the drivers are to me, with my irritable spine, *distinctly* more easy than 26in.; but any one who was comfortable with 26 would get a machine of 41lb. I am satisfied (hypercritical as I am physically obliged to be) that, with pneumatics, 28in. for drivers is sufficient.

The frame has pillar 5 inches in front of bridge, with diagonal struts to the latter. This is no special fad. Mr. C. W. Brown has spoken of it, and the Quadrant adopted it, very judiciously. There can be little doubt that it best combines strength and lightness, stiffening the bridge, and best giving that judicious amount of lateral rigidity needed. My $43\frac{1}{4}$ lb. is with adjustable top-stay—for lady or gentleman only; a fixed brazed-up frame would save some weight, and with more strength in the lady's pattern.

It was the axle which drew my special attention to this firm's machines. The principle is the same as Singer's, each half-axle being one single long bearing; but it is differently worked out, so that the adjustment is much easier, and the hubs of wheels brought to touch the cones. I have met nothing that runs so freely down slight inclines (have not met a Quadrant 8B in competition yet), and find therein one of the greatest gains in work, the machine being felt at once to "run" down very slight slopes, what I was never able to run down since my old 48 Cheylesmore many years ago. My former gear was $53\frac{1}{3}$, and this is $59\frac{1}{2}$, but it goes much easier at that. Several young fellows, after brief spins during halts, have remarked that "it runs almost as easily as a bicycle." Since influenza, I had been forced to give up Colin Deep; with this machine, though still feeble (and fifty-six), I have ridden up it again with the higher gear.

As to the brake, there are band-brakes and band-brakes, and Mr. Haggard's experience does not surprise me. Riding several years in company with the old No. 8 Quadrant I noticed that its brake was only fair, and not equal to my own of same date. Many were worse, but some much better. The drums were too small for the wheels then made, and the double drums, close to the gear-wheel, were hard to keep from grease. The drum on this machine is $4\frac{1}{8}$ in. by $1\frac{1}{4}$ in. Even with this the first brake, copied without particular notice from some other (another supposed band-brake!) was practically useless. The makers being finally convinced of that fact (most rare virtue in makers!) were good enough to really go into the matter with me seriously. The result of that was a simple double-action brake, which will "skid" the wheels on anything, it skids equally forward or backward, puts on as gently or gradually as you please, and releases perfectly—that is, there is not the least friction when off. The last point is by no means too common; this brake *actually* does all here stated. I have not found another yet of equal power; and it is so planned that, except the true circular twist, it puts scarcely any strain upon the axle, while it works with little on the hand. Having had ladies specially in view in discussing some of these points, I should like very much, if possible, to satisfy Miss Erskine thoroughly concerning what brake-power can, without difficulty, be put upon a light tricycle. This brake *cannot* become greasy unless oil was put on purposely.

I hope it may be needless to say that I have no other reasons for all this than to vindicate from experience what I have advocated, and the same good-will other correspondents have shown towards those who have taken real trouble to meet their wishes. Any C.T.C. members (who are specially and liberally treated) will pay to a shilling the same I have done, if they have the same things.

It is pleasant to see from Mr. Garrard that Marriott and Cooper have also been persuaded to fit a good brake: I feel sure they will find their reward. Sending at once for their catalogue (where it is not stated, however, and I was sorry to be told a year and a half ago that they did not—*many a customer has been lost* by various makers while this obstinate resistance has been kept up), I find therein another emphatic testimony, from so well-known a cyclist as Col. Savile. He gives a good testimonial to their old-style Ripley; but adds at the end (Oct. 19, 1894.) that he had found the *band-brake*, which they had "fitted for his autumn tour on the Continent," to be "a great comfort in mountainous districts." It is quite evident which he found best, after trying both, on the same machine.

TOMMY ATKINS, C.T.C.

P.S.—June 13th. Since above I see the Quadrant Co's letter. Their method of discussion is interesting and peculiar. Leaving their views about surface and friction-heat, in reply to their final paragraph on me and my views, I observe:—

1. It is unkind, because it was not I who said their 8B was ticklish at corners, and the drift of my remarks was to suggest that there were some general causes which might account for such a failing, quite apart from their machine.

2. It is rather cool, and not quite polite, when a fact is stated by a customer, to say it is "purely imaginative." The fact had been stated by an enthusiastic admirer of their machine, "No. 1427," in April *Gazette*. But since, the very same fact is stated by another admirer, Mr. Haggard, in the May one, and I have the very same privately in a letter from another admirer who wished me to have one, but mentioned this fact. His name would be recognised by every reader.

3. I never hinted that the Quadrant was narrower than others, but solely referred to "the narrower tracks now adopted" generally. I have measured several older Quadrants 32in. tracks—a friend has one now—and I have measured their 8B this year, 29in.—3in. less. My own, as above, is one inch less still, but this kind of comparison I never had in view.

4. But mine is *not* ticklish at corners, and I will tell them why. Not wishing in any way to attack particular makers, I said nothing about the height of the 8B. But the crank is 11½ in. off ground with 26 in. wheels, and 12½ with 28 in. I pointed out before I knew this that any such high machine must be more ticklish at corners, and have replied to their paragraph, not for the mere contradiction they seem so fond of, but because independently of me their own customers have now stated the results, and *this point of a low crank axle is vital to a safe machine.*

5. They make out that machines are steadier at corners with the rider forward, and "that is why," etc. I have from the first advocated forward position, and the frame they use, on general merits, as they know. But on this one point of corners, the fact is the precise opposite of what they say. I made careful and systematic *experiments* about it, and straight and curved forks and other points affecting corners years ago; and every practical rider knows why it is so. The Editor is welcome to test at any time whether the machine embodying the "advice" they sneer at is not steadier round corners than theirs.

6. I am surprised that after refusing band-brakes for two years they should fit them now, if "few ask for it." But I am still more so, that after making their refusal so emphatic and *public* in every way, including these widely-read columns, and in their catalogues, they should expect to be inundated with orders for them now, merely because it is quietly slipped into the catalogue at a time when nearly all orders for this season have been placed. Reversal of an obstinate policy does not "tell" so quickly. However, I am very glad they have done it at last; and if their brake is a really effective one, and shown in December, I do not think next season will find it unproductive to them. T. A.

BRAKES.

Sir,—I am very pleased indeed to see the correspondence which has taken place in the *Gazette* on this very important subject. So long as riders will persist in doing without brakes, and makers find that this is so, they will then as a natural sequence cease to fit brakes. The one is a corollary of the other. It is a case of demand and supply throughout. This is the real reason why band brakes are not used. There is no doubt that a properly-fitted band brake to the back wheel is theoretically the very best system to adopt, and it need not necessarily be any heavier than a plunger brake with front wheel spoon, if the connections are made on the same principle as the brakes with which the Sparkbrook tricycle used to be fitted some years ago. Some four or five years since I strongly advocated the use of band brakes in *The Cyclist*, and Messrs. Singer & Co., amongst other firms, agreeing with the principle, adopted them, but eventually discontinued their manufacture for the simple reason that, as they told me themselves, "the riders would not have them" except in one or two isolated districts. The featherweight craze is doubtless largely accountable for this, but the fact remains that it is no good for the manufacturer to endeavour to supply articles which the public will not have, and the public quite as often as not takes the wrong thing.

Now as regards spoon brakes on the front wheel. Part of the disinclination to use brakes is probably caused by the fact that many of the earlier spoon brakes proved disastrous to pneumatic tyres on account of bad fitting and general unsuitability, and it is a fact that most metal brake spoons tear the rubber of a pneumatic tyre. I have a case in point now on my own machine, where, in a run of less than fifty miles, a grid-iron brake has cleaned off all the projections of a new Dunlop non-slipping cover. I have, however, used, both on this tyre and upon Clincher tyres, brakes with rubber spoons with the greatest success, and I think your readers will find that the rubber-lined brake spoons fitted by the Rudge-Whitworth Co., the Coventry Machinists' Co., the Enfield Manufacturing Co., and the Premier Cycle Co.

will, like the Hall rubber brake (all of which I have personally used), each and all prove perfectly satisfactory in working, fully powerful if properly attached, and unproductive of harm to the tyres. With the majority of your correspondents, after twenty years of riding, I assert most positively that the practice of doing without the brake is dangerous and absurd.

Your correspondent W. Hay Fca advocates checking the speed of the machine with the foot. This can only be done by a rider of considerable skill, and when there is no mudguard. I venture to assert that if a novice, or indeed many who are not novices, were to try it in a case of emergency the result would be a mix up of the most astonishing and disastrous character. This plan of braking a machine may be all very well when applied at the commencement of a hill, but the rider is totally unable to assist his brake by back-peddalling as he is with a mechanically attached brake, and if he attempts to adopt the plan mentioned as a last resource when the machine has got away with him, in nine cases out of ten he will convert the possibility of a smash into an immediate certainty.

HENRY STURMEY.

Sir,—As a new member of the C.T.C. permit me to express to you the great pleasure it has been to me to remark the spirit of *sound common sense* in matters in general, and cycling in particular, which pervades the *Gazette*.

One remark in this month's strikes me as being particularly good, in these days of crazes for rapid riding—"The humpbacked attitude adopted by the average rider is as needless as the rejection of brake and mudguards is idiotic."

It has been my lot this season to have a machine made to order, with all latest improvements. In giving my order I impressed upon the maker that I wished for a *comfortable*, reliable machine, as light as wear and tear will permit, *with brake and mudguards*. I believe the weight is about 34 lb.

It is positively amusing, and sometimes annoying, to be told by other riders—"It is too heavy," "Brakes are out of date," "What do you want mudguards for?" etc., etc. I do not know whether other towns are as bad as ours, but our Nottingham youths go mad over *light* machines, and flit about the town like so many "monkeys on sticks," only (unfortunately for the pedestrian) the "sticks" along which they travel are horizontal instead of perpendicular, and the consequence is that the general public look upon cyclists as an intolerable nuisance. The worst of it is that many makers encourage the "humpbacked" style, and the disuse of brake and mudguards, and as we have some of the leading makers here, e.g., the Humber, Raleigh, Robin Hood, etc., etc., the practice is likely to grow rather than decrease, unless our youth (and cycle manufacturers) can be prevailed upon to see the injurious effect it must have upon the physique of the rising generation.

Pardon me for having troubled you with this lengthy epistle, but I am anxious that you should know that your efforts on behalf of *rational* cycling are greatly appreciated by at least

ONE OBSCURE MEMBER, No. 12,060.

Sir,—Ever since I have been a member of the C.T.C. I have been interested in the articles appearing in the *Gazette* on the subject of brakes. I am forty years old and a lazy cyclist. I am not a park rider, but make long tours only. So far I have run over most of Germany, the Tyrol, Northern Italy, and Switzerland. In these countries there are some pretty fair hills. I positively decline to back-pedal them, and to use the plunger brake for so long a time as is required to traverse some of them is simply impossible. The plunger brake, the Hall rubber or leather brake, or whatever they may be, does not exist that can bring the cyclist down the Splügen either into Italy or Switzerland in safety, without an awful amount of back-peddalling. The tyre must burn

through. I have had three band brakes; two were failures, the third a great success. I was perfectly satisfied with it. But this year I purchased a German machine, furnished with a foot brake, and with this I am more than satisfied, for it does not have to be held by the hand, and one's feet never get tired. I have seen a number of foot brakes, but this was new to me. It is double fastened to the forks each side, just under the foot rest; consists of a short lever, the front end of which is a small rubber disc lying close to the rim. In the back end, also shaped like a foot rest, the heel of the shoe presses while coasting, provided one wants to brake, otherwise one simply does not press with the heel but allows the ball of the foot to rest on the foot bar as usual. It is a perfect success. Why do not the manufacturers introduce another brake and let the purchaser have his option? Let the street rider have his Hall, etc., that is just the thing for him, but the tourist wants something that allows him to slip for hours down the Brenner or Gothard, drawing out those glorious coasts for two days each as the writer did. That is what he wants and what he must have.

E. A. GALBREATH, No. 1636.

Sir,—Living in a very hilly country, and in a town where one cannot go out of the door in any direction without requiring the aid of a brake, the subject now under discussion is one of much interest, particularly as most of the brakes now in use seem to have some inherent defect. I ride a *zín*. Clincher of the latest pattern, ribbed and grooved to prevent slipping, which (except in the "greasy" condition of a road) it does very well. I have had to discard my "plunger" brake, as, although never put on suddenly or with great force, it got hot, and under those conditions took large pieces out of the centre "rib" of the tyre, and it was quite impossible to continue it. I then took to, and now use, one of the "Indiarubber" brakes, the pattern fitted with two four-sided pieces of rubber on each side of tyre (the "Hall.")—ED. I am bound to admit that it does not wear the tyre in *any* way, and I can check myself on the steepest hill; but in two days I have about worn out *one* side of the rubber, so that at that rate it will cost a small fortune to renew the brake from time to time. Regardless of warnings, and of the fatal accidents that happen (notably one at Sidmouth lately), one sees a large number of the "idiot brigade" riding about without any brakes, trusting to back-peddalling, or sticking their feet in between the front forks, but as some of the hills in the surrounding country are of no mean order, it is needless to comment on the strain undergone by the "brakeless riders." No. 2141.

Torquay, May, 1895.

Sir,—I have read with much interest the discussion that has arisen with regard to brakes, and should like to say a few words on the subject.

A brake is really of quite secondary importance as regards the machine itself, but it often becomes a serious problem to the prospective tourist whether to do without it or not.

Many riders have not had the chance of learning its value, in consequence of having bought light machines, which are not fitted with a brake unless it be specially ordered. It is a common fallacy amongst these riders that, because the brake is not put on, it is therefore not necessary; and they are only disillusioned by an experience they do not wish to repeat. A good rider can do without a brake if he wishes, by being cautious, back-peddalling as much as possible, and on occasions using his shoe leather as a brake. I think most steady riders—and these are the people whose opinion is best worth having—have come to the conclusion that a brake is an indispensable companion, especially on a tour.

I have used for the last two years one of the common plunger brakes, and find that when carefully used it does very little damage to the tyre. In spite of its unpopularity

in some quarters, this brake can still hold its own with the new complicated patents that are from time to time brought into the market. C.T.C., 10,936.

DONEGAL.

Sir,—I notice in this month's *Gazette* an appeal for information as to Co. Donegal as a touring ground. I rode with a friend last year by the coast from Belfast to Galway, and we found the roads, though a trifle natural, quite fast going, extremely quick drying, and not very hilly. The scenery is charming, especially about Rosapenna, Horn Head, and near Carrick. Our route was by Fahan, Rathmullen, Mulroy, Rosapenna, Dunfanaghy, Gweedore, Ardara, Killybegs, Carrick, and then back to Donegal. We subsequently traversed Connemara and found even better roads, and perhaps scenery, but Donegal is bad to beat. There is a very nice wooden hotel at Rosapenna—not expensive. The Gweedore is homelike, the hotel at Carrick is perfectly ideal, and at Killybegs there is quantity, if not quality.

We were struck by the absence of cycle tourists—or any other tourists—throughout the country; we saw one in the fortnight, and he was Irish. Perhaps as a consequence, the people are particularly friendly and well disposed.

A. W. RUMNEY, formerly C.C. for the Lake District.
Riverholme, Keswick.

Sir,—In reply to J. G. W., Mr. Sides' "Guide to the Highlands of Donegal" will fully supply his wants. This work is based upon six years' experience of all the roads in the county, and is thoroughly reliable. Routes and places of interest are accurately and readably described. A list of hotels in each town is given, and a chapter is devoted specially to the requirements of the cyclist. A map of the county is added, and a first-class Guide to Derry and the surrounding country thrown in into the bargain. A copy can be procured on sending 1s. 1½d. to Gaitty, Bookseller, Londonderry. J. ADAMS, No. 887c.

OLLA PODRIDA.

Sir,—If J. G. W. (1957) will write to Mr. Brennan, Post Office, Dungarvon, I expect he will get his information. Mr. Brennan (who claims, I believe, to be the first man to ride in Ireland) was most kind to me in helping me to plan my tour last year. He knows his country thoroughly, and apparently carries the map (with distances marked) in his head.

Permit me heartily to second Mr. F. W. Foster's suggestion of a Cycle Design Committee, to which, if on sound lines, I would gladly subscribe.

Would it not be possible also to start a fund to pay rewards for information leading to conviction of the despicable "bounders" who, by their vile behaviour, so constantly drag our beloved sport in the dust? Would not all true cyclists subscribe at least a small sum?

If Mr. Hudson is still searching for a machine which allows him a rational attitude, I beg to recommend him to write to J. K. Starley & Co., of Coventry. They built me last year a machine which allows a perfectly upright position. It does weigh over 30lb., but that is because I had it made very extra strong and several weighty "dodges" attached. I rode it last year in the south and south-east of Ireland, and find it a great success. I have no interest in the trade whatever. E. F. G.
Oxford.

THE WEAR AND TEAR OF LIGHT MACHINES.

Sir,—Though an advocate of sufficiently strong and therefore sufficiently heavy machines, I by no means agree with your correspondent A. F. Parbury, No. 4074, in his remarks on the above subject in your June issue.

In the first place I should like to suggest that, when speaking of weights, correspondents should always name

net weights, as the "all on" weight of a machine is no guide, since so much depends on the particular saddle, gear case, mudguards, etc., used.

I weigh 188lb. myself, and my machine "all off" 33½lb.

On this machine I have ridden about 3000 miles in the twelve months I have had it, chiefly, though not by any means entirely, over main roads. I should never think of using a machine any heavier after this experience. This machine, as your correspondent will see, carries nearer six times than four times its weight, and is certainly not overweighted. It is, I may add, of the very best make possible, and few, if they knew the name, would challenge this statement.

In addition, I may describe an accident which has happened to me while riding this machine, and which I think very few machines could have withstood.

I was riding down an incline (from Oxenholme Junction to Kendal) in the dark at about fifteen miles an hour, pedalling. The bottom half, or oil well, of my lamp fell out and jammed between the spokes and fork of my front wheel, bringing the wheel to a dead stop. This caused the machine to turn upside down, and threw me many yards along the road.

There were two spokes broken, and two more were very loose (there may have been three), and the forks were bent so that the wheels were very much out of line, but I got on and rode into Kendal (the front tyre just grazing the fork at each revolution), at about as slow a pace as I could keep my balance at.

I have ridden the machine about 1000 miles since it was repaired, and am riding it still nearly every day.

No. 2777.

Sir,—Allow me to tell Mr. Parbury that I scale 158lb. and cannot be reckoned a light-weight. The two last machines I had were subjected to the severest testing possible and came out of the ordeal satisfactorily. The first one (about 39lb.) went right over the hills of Wales, Devon (and Barnstaple, Oakehampton, Exeter), and over Bodmin Moor to Lands End. The second (30lb.) I used in the Lake District, where it was actually ridden up the hill out of Keswick to Ambleside, and (what is more difficult I think), Lindale Hill, between Grange and Newby Bridge; these hills I could never accomplish on any other standard pattern.

I attribute the excellence of my machines to the system adopted by the firm, "day work," and the great care and best steel employed in the manufacture thereof. My experience is more than confirmed by others using this make.

I beg to warn your readers not to be "taken in" by glowing and eulogistic words of No. 1484's letter. Machines under 26lb., even for a light-weight, *will not* stand two seasons, if they survive the first. I have ridden a Giraffe weighing 26lb. and a path racer 21lb. many a time for a change, and found them out of the running on rough and hilly roads, and always was thankful if I came home unscathed.

For true pleasure and sense of serene security a good machine should never be less than 34 or 36lb. for middle-weights.

Again, it gives me more pleasure to know that by investing in this class of machine, I have saved £9 or £11 each time off the list usually charged by "fashionable firms."

This firm gives a guarantee with each machine to decent riders. I may say that I am writing this as a rider of eighteen years' experience.

C. GORHAM, No. 1136.

Ilkeston, June 15th.

P.S. I have used a Brooks Bgo saddle for three seasons and never experienced any after effects. Pneumatic saddles in their present form are to my mind useless and unsatisfactory in principle.

THE BRITISH ROAD BOOK—VOL. III.

Sir,—Allow me to ask all our members who may be touring or doing any riding this summer in the counties in-

cluded in Vol. III. of the Road Book, to write out a description of the roads they pass over, and send it to the Editor (Mr. R. T. Lang, 27, Westoe Parade, South Shields). By doing so they will facilitate very much the production of the book, as it is necessary to have corroborative evidence, even if the Chief Consuls have reported upon the roads in question.

GEORGE BARTRAM, C.C.,

Chairman of Committee for Vol. III.

CUCA COMPOUNDS.

Sir,—Having received several inquiries from members of your Club asking if we are going to repeat our offer of last and previous years, we beg to say that we shall be pleased again to supply members at half-price, carriage paid, with not less than two nor more than six shillings' worth of one or all of our three preparations for cyclists' use, viz., Cucu-Fluide or Thirst-quencher and Sustainer for drinking, Cucu-Chocolate for eating, and Compressed Cucu Pellets, the first named being in 2s. and 3s. 6d. flasks, the others in 1s. and 2s. 6d. boxes. Being now well known to all old C.T.C. members through the *Gazette*, and by the successes of such users as Shorland, Mills, Holbein, Wridgway, etc., we need only add that as these prices are much below wholesale terms this offer is intended for members' use only, and not for the trade, and that after July 31st full prices must be again sent with all orders.

HENSON & CO.

20, Beulah Hill, London, S.E.

A CHEAP LUGGAGE CARRIER.

Sir,—I have been trying the luggage carrier No. 1830 suggested in this month's *Gazette*, and I find it to be everything he claims, especially with the flat handlebars of 1895 machines. It will carry a heavier or larger amount of luggage than any carrier I have tried, and does in no way interfere with the steering of the machine or the comfort of the rider, as many carriers in the market do.

L. WOODFORDE, No. 7054.

CYCLE BEARINGS.

Sir,—Referring to Mr. Elliott's last letter. What I meant by applying to the Centaur Co. was that he might have asked them if they had had any complaints of their hub bearings coming loose, and not have taken it for granted that they did on the mere statement of an obviously trade-influenced agent. Some inferior "Humber" pattern brackets do certainly work loose, but it is very seldom that such an accident happens to the genuine article.

However, the Centaur Co. do not supply their hubs to the trade, but I am pleased to note that the "Birch" patent hub—which is of similarly excellent design—is now supplied to any manufacturer at the same price as an ordinary cup and cone hub of best make. These hubs can, I believe, be obtained from the Birch Patents Co., Low Hall Mills, Holbeck, Leeds, and so can always be fitted, if the maker of the machine is *really willing to do so*.

As regards dishing the gear-wheel to bring the chain between the ball-races, I may remark that I have repeatedly advocated this in the *Gazette* for years past, being in fact the first to do so, and I expect that it will come in time, like the large chain-wheels.

Oil-bath lubrication is often an advantage. For instance, in a hub which allows of this, the oil is never at rest when the machine is in motion, but is constantly being thrown over the ball-races by the vibration of the cycle. Hubs of the "Centaur" type can, however, be still further improved in this particular, but the great point at present is to secure a bearing with an opening the lowest part of which shall be slightly above the level of the oil when the machine is at rest, and not below it, as in the cup and cone hub.

I do not think that lubricating a chain once in a way has so good an effect as an oil-bath, although I admit that in the matter of gear-cases,—which cannot be made absolutely dust-proof—such a plan has several advantages, and I am experimenting in this direction with a leather case.

C. W. BROWN.

A DRINK OF WATER—AND THE RULE OF THE ROAD.

Sir,—I was glad to see by June *Gazette* that the Club was flourishing. There are two subjects of great interest to riders that I should like to see discussed in the *Gazette*.

1. The great want of drinking water available for travellers in England generally. It is no uncommon experience to ride fifty miles without seeing a drinking fountain, stand pipe, or pump, in England; whereas in most Continental countries water can be had at every railway station, village, and town. Cycling is thirsty work in hot weather, and cyclists, like other athletes, drink little alcohol. Then what can they drink? To supply the loss by perspiration a considerable quantity of liquid is needed, and this cannot be conveniently taken in the form of ginger beer, milk, or other temperance drinks. Water is the thing. It is the only liquid with which to replenish the juices of the body. All other drinks are merely water adulterated with solid matter, and so rendered less effective for the purpose in question. Cannot you, sir, bring your influence to bear on behalf of your constituents on the Parish, District, and County Councils in this matter?

2. The great confusion arising from the difference, in England, between the rule of the road and the rule of the path. On the road one keeps to the left, on the path to the right. And so the cyclist is always in doubt whether the pedestrian in the road will elect to steer by the one or the other rule. How can this be altered? I believe England is nearly the only country in the world where drivers have not to take the right hand side of the road.

R. C. POULTER.

THE RIPLEY ROAD.

Sir,—I hope you will be able to find room in the July *Gazette* to announce that the audited balance sheet and statement of accounts of the Ripley Road-menders' Dinner Fund, 1894-5, has been published and circulated to the cycling press. There is a trifling balance on the wrong side—a few pence only—which shows that this most deserving fund has not been so well supported by cyclists as usual.

Mr. H. S. Garratt, who acted as hon. secretary and treasurer for the past three years, has handed over the duties to me, and I am anxious to get to work as soon as possible, and to make it known to the cycling public, and particularly to those who use the splendid roads in the Richmond, Kingston, Esher, and Ripley districts, that I shall be happy to send collecting lists and receive money on behalf of the fund.

The management of the fund is under the direction of the Committee of the Bath Road Club, who have appointed me to the post.

J. BURDEN BARNES, No. 892.

B. R. C., Hon. Secretary and Treasurer Road-minders' Dinner Fund.

2, Trevor Terrace, Knightsbridge, S.W.

CYCLING FOR THE YOUNG.

Sir,—The practice of cycling is increasingly common, having many special advantages, and as machines are improved and cheapened, will become even more popular.

It is desirable, however, to caution parents and those having the care of children, against permitting much indulgence in this exercise in early years, and especially on the part of girls before, say, the age of eighteen. Many are most unfit for it by reason of inherited general or local weakness, expressed in imperfect bone formation, defective

joint structures, or blood poverty, and others have unfitness induced and maintained by unfortunate conditions in their occupation, residence, or diet. In such joint and bone integrity is delayed or faulty, and premature or misplaced pressure is liable to bring about such interruption to healthy development as by and bye to occasion serious difficulties in respect of parturition. Nothing more definite or pertinent can be stated in a memorandum like this, it must suffice to urge that this exercise should not be encouraged without competent advice, and inquiries respecting such details as kind of cycle, saddle, character of country, distances, and speed usually attempted.

The parts I think most likely to suffer in the type of children I have named are the *spaces* enclosed by the hip bones, any interference with which may prove so disastrous in future years. The bones and curves of the spinal column, from the unnatural positions often long maintained to gain speed or resist wind, and the valves of the heart, which, from interruptions to steady circulation, are subject to special strain and stretch.

I am aware that high authority and much encouragement has of late, in certain popular serials, been given to cycling, but I venture to think in too unguarded words, and by those whose strictly professional experience will not bring them into contact with the particular consequences of unwise cycling to which I am referring.

It may seem to some that these comments are now unnecessary; yet undoubtedly the same facts still obtain. Children are not, speaking generally, less liable to these results of misplaced pressure, and any one who thoughtfully watches those who are so frequently to be seen struggling with difficulties out of all reasonable proportion to their age and strength, will admit that these cautions are justified and timely. Only within the last few days I have spoken to three most weakly-looking girls under seven years of age battling on *tricycles* with much resistance. Such contests can scarcely be harmless. ROBT. N. INGLE, F.R.C.S.

Bedford, June, 1895.

A WARNING TO TOURISTS.

Sir,—Probably the following facts may be of interest to members of the C.T.C. who are thinking of touring in the Isle of Wight this summer. On Good Friday last I started for a ride with a friend from Cowes to Freshwater, and after having dinner we resumed our journey by way to Alum Bay to Totland Bay intending to have tea at the Totland Bay Hotel. We entered the refreshment department and ordered tea, and they then proceeded to lay the cloth, but much to our surprise the waitress returned and said some mistake had been made and that they ought not to have allowed us to enter there (they had previously ascertained that we were travellers), but would we object going in by the hotel door, which was round the other side. I said certainly not, and we did as requested, but had only just sat down in the coffee room, when in bounced the manager, and by no means politely utterly refused to serve us, informing us at the same time that we must go out. You may imagine our astonishment at this treatment, as there was nothing on our part to justify it except the fact of ordering tea.

I may mention that this is not a hotel appointed by the C.T.C., but I should like to know if there is any redress against such treatment, as I am under the impression that the manager was bound by law to serve us.

ARTHUR MORGAN, No 4048.

A MISLEADING GUIDE.

Sir,—Has any member of the C.T.C. used Walter Scott's special road map of Northumberland and Durham? Unfortunately, I bought one lately, and on the strength of the good road marked "Route 13," from Cocklawfoot, in Roxburghshire, to Alnham, in Northumberland, started with a friend to ride it. We found that not even a track

exists, and we had to traverse twelve miles of moor at very steep slopes before getting on to a road again. The map in question is most misleading in this and in many other respects. For instance, no road is shown from Edlingham to Crawley by Beaufort, though a good one exists. No road is shown from Rothbury *via* Hebble to Elsdon, though there is a fair one, and there are many other cases. I think all members of the C.T.C. should be warned against this map.

H. DE H. HAIG, Major, R.E.

THE "CLINCHER" TYRE.

Sir,—I note in current issue of *Gazette* a letter complaining of the wear of "Clincher" tyres.

I have ridden constantly a "Clincher" tyred machine since last September, and have had no trouble at all. In fact, save a slight wearing of the corrugated surface, they are as good as ever.

Again, two friends, far from careful riders, have same tyres on their machines. The one has ridden to business daily since last August, and indulged in long spins nightly and on Sundays, and the other, whose tyres are of '93 make, has ridden to business daily, completed a week's tour at Easter, and ten days at the Whitsun manoeuvres at Aldershot. Both are quite satisfied with "Clinchers." Don't these hard facts speak for themselves?

H. HINGSTON, No. 9482.

School House, Buckingham Terrace, North Kensington.

Sir,—Seeing Mr. West's letter in your issue of this month condemning "Clincher" tyres I thought I should like to tell you my experience, which does not at all agree with his. Two of my daughters and myself have ridden "Clincher" tyres now for two years without having the least trouble with them. They have never been punctured, and nothing whatever has gone wrong with them. Moreover I find them the least given to side-slip of any I have used, and they are the strongest, whilst they are at least as easy to remove as the "Dunlop." Certainly I shall have "Clincher" tyres on any new machine I may have.

HENRY B. SPENCER, M.D., No. 1175.

Oxford, June 13.

Sir,—I have read with interest a letter in this month's *Gazette* about "Clinchers," but my experience is quite different. I rode an "Ivel" with "Clinchers" for two seasons *without a puncture*. My father-in-law and two sisters-in-law have ridden "Clinchers" now for two seasons, and up to date this season. I believe all the time there has been only one puncture among them. We all agree in our appreciation of the tyres, and in my view they are better even than Welch-Dunlops, as they take off much more easily. Moreover, I have ridden over very greasy roads and have found "Clinchers" effective against side slip.

OCTAVIUS BEATTY, R.C. for Surrey.

Sir,—Your correspondent—J. E. West—"does not wish to rush into print," but does so. As his experience of the "Clincher" tyre is so absolutely opposed to mine I can only assume that he has got hold of a bad pair. Such things happen in the best-regulated establishments, and even the best of manufacturers of machines, or in fact any class of goods, occasionally find a really bad sample get out of their works. I once had a tricycle by one of the best manufacturers, a firm whose productions had given me the fullest satisfaction in five or six different examples, and it was about as unfortunate a machine as one could possibly imagine. It would not, however, on account of that be fair to brand the maker of that machine as a manufacturer of bad articles, which all riders should be warned against, and I think it is very similar in the case of the "Clincher" tyre. I have

used "Clincher" tyres since the earliest days of pneumatics, and my experience throughout, more especially of late years since the tyre has been brought "up to date," has been everything that I could wish for. Indeed, I go further, and say that as a roadster tyre the "Clincher" will take a lot of beating. Its corrugated cover is a *real* non-slipper, the corrugations do not interfere with the application of the brake, and what is more, the slight roughness of the cover adds wonderfully to the bite of the brake.

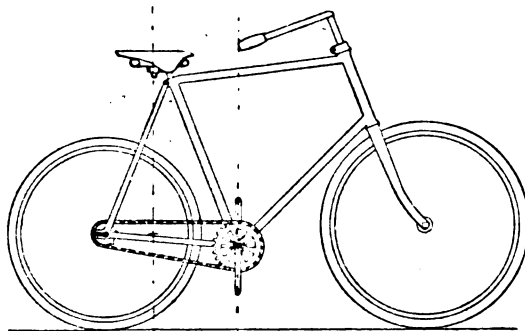
HENRY STURMEY.

The Cyclist Office, Coventry.

CYCLE SADDLES AND POSITION A'WHEEL.

Sir,—Mr. Gerard Smith gives three diagrams (p. 173) of the position when riding a bicycle, and maintains that No. 2 is the right position, *viz.*, the upright posture, with the handles under the hips, and the arms straight down from the shoulder. Surely he is in error here. The handle-bars curve inwards and downwards so far, or the seat is placed so far forward, that the rider assumes an almost erect position, as if he were on parade and beating time. This must certainly cripple his movements, first by preventing free hip and ankle work, making steering difficult, giving an unsteady motion to the steering wheel as well as the whole machine. Nor is this all. The effect of such a position as this implies excessive knee action, which serves rather to retard than increase the speed. The easy and natural "push" motion from the hips is entirely lost, and the strain and fatigue of going any distance at even a moderate speed would soon become insupportable.

Nos. 1 and 3 are abominable attitudes which I will not venture to notice, but even they allow some degree of hip and ankle work, and are occasionally adopted even by good riders when mounting a severe ascent. But of course the handles are far too low in No. 1, and too far back in No. 3, and the whole position is thus ungainly and unnatural.



The No. 2 position reminds one very forcibly of the old "Ordinary" days with vertical pedalling, but with the rear driver this would be an absurd if not impossible position.

Now, having ventured to find fault with Mr. Smith's leg and arm diagrams, I may add that his upright body placement seems as high perfection as can be. Although the youth in the drawing may have a somewhat stiff or poker-swallowing aspect—he might even be mistaken for a military person—yet the principle is to be aimed at and encouraged. Few indeed possess figures so upright as to approach this ideal. But every one not actually distorted by nature can make the best appearance possible, provided his machine and handles are so constructed and placed as to afford him the easiest and most elegant seat and position. Having said so much I shall be expected to give some illustration to back my opinion. I am a poor draughtsman, and before attempting to do this one or two leading principles may be taken *en evidence*. It is clear that to assume a proper position the

seat or saddle point is of the first importance. The handles must then be brought at the right height and position to suit the former. Both these points are inseparably connected, and each admit of four different positions, viz., higher or lower, nearer or farther. But the seat must have the precedence, having most to do with the comfort and propelling of the machine. The erect posture being assumed, with the centre of the saddle midway between hub and end of spokes of driving wheel, the handles when turned round will just touch the lower part of the saddle peak. And the pedal pins (when the cranks are vertical) should form an upright tangent with the bar handles when the machine is straight. This will suit a man with a fairly long reach. For a shorter reach of course the conditions must be changed accordingly, but the position is practically the same in both cases. I append a diagram to make the matter clearer.

A. F. PARBURY, No. 4074.

Chiddingfold, Surrey.

Sir,—I should like to add my testimony to the comfort of the Henson saddle. I am an old rider and have ridden all sorts of saddles, from plain wood—and even iron—but never was so comfortable as now. It seems to do away with all risk of perineal pressure. I was afraid that it would be conducive to slovenly pedalling and loss of ankle action. On the contrary, I find it distinctly encouraging in that respect, and I use my ankles as much as I ever did on my 56in. racer. I now ride a Crypto Front Driver.

A. W. R.

Sir,—Permit me to remark, *re* position, in reply to Mr. Surgeon Gerard Smith. Even if my knowledge as an engineer did not lead me to disagree with this gentleman, thirty years of bicycle riding has convinced me that a straight arm is just what should be avoided. First, because all movement for steering, in that case, must be done from the shoulder at long leverage, and therefore with greater exertion and fatigue; and second, the vibration of the handle bar with a straight arm is carried right through the arms into the body. For myself on tour I ride as much without the handles as with, and I adjust my machine so as to sit comfortably upright, or very nearly so, and do all ordinary pedalling with my hands slung in my side pockets. My handle-bar is adjusted so that I can, in a moment, with slightly bent elbows reach a little forward without bend of body and seize my handles. In this position I find I have the easiest command over the steering, and can negotiate the worst assortment of loose stones or city traffic with complete composure, and even in running over cobbles or square sets I never feel vibration beyond the wrists. And again, the handles being slightly in front, a stiff hill or a head wind is mastered with less fatigue owing to the support available for the front part of the body. Whereas with the body bolt upright, straight arms, and the hands right opposite the thigh joints (which is neither comfortable nor graceful), there is no possibility of resting on the handles; and riders would let go the handles and seize the bar in front. No. 739.

Sir,—I have had quite a busy time answering the many letters from those who sympathise with my crusade against the orthodox attitude in cycling; it appears that I have not quite made the matter clear yet, but the points which have arisen in the queries sent me are difficult to settle in writing.

It would perhaps be of use if I give some measurements which fit my own case; the relative positions of seat, pedals, and handles will vary according to the build of each rider; I can only state what happens to suit me personally.

I am 6ft. 2in. in height, and have therefore a long reach, both of arms and legs; my long handle-bar has in it 50in. of tubing; the handles are 30in. apart from side to side; the seat is 6in. or so behind the handles, and 3in. above their level; the seat is 13in. back from the axle of the machine.

This means that the handles are only just in front of the hips, and a good 12in. clear of them at the sides; the arms comfortably straight when sitting upright; and the thrust of the legs not directly downwards or forwards; a happy medium is struck in that matter; if the thrust is too directly downwards, there is a tendency to unconscious back-pedal on the rising pedal; if too forward (*i.e.*, seat too far back), the advantage of the downward arm pull and of weight is lost.

Some time ago, I designed a machine with the handles on a supplementary head attached to the upper bar of the frame, and connected with the real head by links with swivel bolts or other joints; the handles of the old "cow horn" type, arching over the thighs and carried well back as in the racing ordinary. A little time after the sketch of this idea was published in a cycling paper, a machine was brought out at the Stanley Show (in 1893 I think it was), under the name of the "straight-back machine," which seemed to me to be a very practical cycle. I have lost sight of the name and address of the maker; the price was rather high.

The stays which are necessary on my long handle-bar run from a point about 12in. from each handle to the post which holds the bar, about 5in. down (not to the head of the machine, as some of my correspondents seem to imagine); by their means the pull of the arms is conveyed to the head of the machine, and steering is more direct, while the handlebar is made stiff; the stays are of half-inch tube, brazed on.

The big makers will not take up a "fad" like this until it has become a fashion; they turn out the parts of their machines by the gross on one plan, and very sensibly let others try experiments. I get my fads worked out by a working man who makes his own machines, and will carry out suggestions. Mr. Ashton, of Clarence Road, Hackney, is my man, and I hope the editor will not object to this notice of his name. He is now making at least one long handle for a gentleman who wrote to me in consequence of my letter of June in the *Gazette*.

As to the Burgess seat, I decidedly prefer that with springs; the two air pads follow the movements of the pelvis better. Though no doubt the little loss of rigidity would be objected to by the young scorcher, for the tourist, especially if he be of my weight (over fourteen stone), the springs give much comfort. But in adjusting a seat on springs, it must be noticed that the seat takes a different position when weighted by the rider to that it has when released. When riding the seat pads should be just level; with a heavy rider they must be set so as to look decidedly on a back slope when not weighted. For this levelling, and also for lateral and fore and aft adjustment of the pads and seat as a whole, Mr. Burgess has provided every facility.

The air pads should not be inflated hard, since a slight tendency to form a cup when the weight is on them helps to keep the "sitting bones" safely on the seat.

GERARD SMITH.

Sir,—May I express the satisfaction with which I see that some of the space in your correspondence columns hitherto devoted to brakes is now being given to saddles, and ask whether any members of the Club have tried the Automatic Saddle advertised opposite letter F in the index of the Handbook, and can tell us whether it is as sound in practice as it seems to be in theory. It would be a great advantage if we could have an index to the advertisements in the Handbook, or if not have them arranged together. I was sure I had seen such an advertisement somewhere, but searched the Handbook twice before I found it, and then came upon it again later by pure accident. No. 10,765.

Sir,—Like other correspondents, I experience discomfort from perineal pressure, and wonder why the peaked saddle has survived so long.

The reason, however, is not far to seek.

Most cyclists do not know the harm they are doing themselves, and consequently do not ask for saddle reform, and of course the saddle makers have no reason to trouble about any reform as long as cyclists appear to be pleased with the present peaked saddle.

Cyclists as a body do not seem to know that when they are mounted on an ordinary peaked saddle they are dangerously compressing on to the peak the sensitive and tender tissues of the delicate pelvic viscera, which were never destined to receive pressure of any kind, and by being thus unsuitably seated great risk is run, and I am afraid that numbers of cyclists will find out the mistake they are making when they get old, and are suffering from those objectionable complaints (as experience has unfortunately proved) known as vesical and prostatic troubles, consequent on their not being physiologically seated during their cycling career. We should fully grasp the fact that cycles are made for us and not we for them, hence the bicycle saddle must conform to our requirements. It should be perfectly understood that for the purpose of sitting we are provided with two sitting bones, known as the ischial tuberosities. On these sitting bones we can bring the full weight of the body without injury, they being destined by nature to receive this pressure, consequently, what we require is a practical saddle which only gives support to the tuberosities of the ischia. When such a seat or saddle becomes a practical success we have made one more important step towards perfecting the already admirably constructed cycle.

B., Plymouth.

Sir,—Your correspondent A. B. Hudson, in the June issue, complains that he is unable to find a cycle built on rational lines, with respect to the position of the body and shoulders, which he likens very aptly to that of a "monkey on a stick."

Perhaps my own experience may be of use to him.

I buy the machine which I like best without regard to the position of the handles, etc., and then send the handle-bar back to the makers, who, at my request, and without extra charge, send me in place of them handles to my own specification as regards height, bend, width, etc.

Usually have the handles themselves a trifle higher than the highest point of the saddle (which, I may mention, is again slightly higher at the back than at the front), and they (the handles) reach back to about $5\frac{1}{2}$ in. in front of the saddle. Of course these positions may not suit every rider, and the distance of the handles from each other must vary with the requirements of each individual, but the method employed in order to attain comfort on the machine is simple and easy.

No. 2777.

Sir,—I cannot refrain from offering a few remarks on the positions as advocated by your correspondent, Dr. Smith (page 173 of the June *Gazette*). I am surprised that any cyclist of twenty years' experience should countenance handles set back in a way so generally condemned and abandoned.

To get the handles forward, tricycles were many years ago changed from side steerers into bar steerers, it being found impossible to get side handles far enough forward without making the frame unduly heavy, although in other respects side handles were the best. And we were told, and truly told, that forward handles were absolutely necessary for easy hill-climbing.

Referring to the sketches. Position No. 1 is undoubtedly the best for going, making speed the first and indeed the only consideration. But as every rider is not a racer, and gentlemen do not ride their horses like jockeys racing, it is not the correct position for a tourist. No. 2 would be an excellent position for touring were the handles placed considerably further forward on the bar, the arms remaining straight, and the body upright. As it is, the hands being so far back, the position is the same as on the side steering

tricycle, or the good old ordinary. I see no advantage in it whatever, your correspondent points out none, and it is certainly bad for hill climbing. Position No. 3 seems to be a combination of evils—the rider has little power over the machine, does not sit upright, looks like the monkey on stick, and cannot see where he is going. Why does he not hold up his head and place his hands forward on the bar?

Allow me, in conclusion, to congratulate you on the increasing number of members of our Club, and upon the very excellent *Gazette*, which I have no doubt has greatly conduced to the result.

JOHN CORY WITHERS, No. 5251.

Sir,—I am much interested in this discussion, and, like Mr. Hudson, had until lately laboured under the difficulty of finding a light machine whereon one could ride in a rational and healthy position, but the machine I am now riding solves this problem, as I can ride with every degree of comfort both as to position and pace. The machine is a "Rudge Road Racer," weighing all on (including brake and mudguards) about 30lb. at most. I have given it a thorough trial, and can confidently recommend it to my fellow-members of the C.T.C., especially those who believe in the rational position. I am greatly in accord with Mr. Gerard Smith as to handlebars and saddles, and the handle bar I have in use now enables one to ride with plenty of down pull, and with a choice of two healthy positions as Mr. Smith mentions. I should be glad to join a combination of cyclists as mentioned by Mr. Hudson, and I have no doubt that such a combination would be very useful.

F. W. FROST, No. 3965.

Kew, June, 1895.

Sir.—The several letters which have recently appeared in your publication, in reference to the unsightly and pernicious attitude assumed by cyclists generally at the present time, are calculated to effect a remedy with those cyclists who may have some regard for their personal appearance, for their hygienic development, for the advancement of scientific cycling, and for the respect of the non-cycling community. The cat-like curve assumed by the majority of cyclists is to a great extent due to the introduction of the narrow and low forward handles, but I think that, by an adjustment of the height of both seat and handles, much of the stoop might be got rid of; I fear that the inclination of the riders seems to be directed rather to the accentuation of the curve than towards its effacement or its diminution. It must be admitted that a machine can be got over the ground more rapidly when as small a surface as possible is presented to the wind or even to the air, but surely the first consideration of all cyclists is not that they are always riding a race; I believe that the majority are in search of fresh air, pretty scenery, and of health-giving exercise. Then wherefore all this unseemly hurry? It is to be hoped that a little more reflection upon this important hygienic matter may have the effect of suppressing what threatens to become a lasting injury to the present and future generations.

My own experience of cycling is very limited, as I did not commence riding before last summer, and then on a tricycle. I can, however, state the fact for what it may be worth, that I invariably ride my machine as I would a horse, with squared shoulders and erect bearing, except, of course, when ascending a steepish hill, when I lean forward as in Mr. Gerard Smith's sketch. It may be added that, as a further illustration of the advantage of the position advocated, my machine is heavy, which is also my own misfortune, with solid tyres, but with ball bearings throughout, and I do not hesitate to ride twenty-five miles morning or afternoon; it may be added, as an indication of my age, that I served in the Crimean War.

In conclusion, I can only recommend cyclists to pay a visit any morning to Battersea Park, where they may behold a most instructive and refreshing sight—many ladies and

gentlemen riding safeties as straight as ramrods, and looking none the less graceful by reason of such an attitude.

T. A. LE MESURIER, Lieut.-Colonel (Retired).

Sir,—I am so pleased to find that at last some cyclists are waking up to the fact that the "crook-back" position is neither elegant nor necessary. I am an old rider in more senses than one, being on the shady side of seventy, and my experience dates back to the old "Dandy-horse" on which the rider was balanced between two wheels (set tandem wise), but drove the machine by striking his feet on the ground alternately.

In the days of the "good old ordinary" riders sat upright (except when racing), and I cannot see why they should not do so on the more modern "safety." Mr. Gerard Smith's position No. 2 is the position which I always have adopted, not only on account of its more graceful and natural appearance, but because in my opinion the upright position is far less fatiguing to the spine and muscles, and affords full play for the breathing and digestive organs, and the heart, to perform the proper functions than when they are all huddled up together as in the "crook-back" position.

I maintain that the upright position is the only natural and sensible one for ordinary riding. For racing or "scorching," or going up hill or against the wind, a more forward position of the head and shoulders is desirable, but this need not be obtained by crooking the back but by bending forward from the hips, as in Mr. G. Smith's No. 3.

Not being young, I am obliged to economise my forces as much as possible, and I find that I can get far more out of my machine, with less expenditure of power and less fatigue, when in the upright position. Looking at the matter also from an anatomical and a mechanical point of view, it is evident that much more force can be exerted by both feet and arms when they are in a perpendicular line below the shoulders. To prove this, place a weight on the ground, say, one foot in front of your toes, bend forwards with spine rounded and hands advanced and try to lift it, then place the same weight between your feet, bend the knees forward and hips backward and lift with a straight arm, and you will find the same weight far easier to lift.

I have met with the same difficulty as your correspondent Mr. A. B. Hudson in obtaining a machine "built on rational lines," and therefore I have adopted the plan of having my machines built on my own lines, the relative positions of saddle, crank-shaft, and handles being such that the rider can sit upright.

Whilst I have pen in hand I may say a few words also on "Brakes." I have tried the "spoon," the "band," and the "Hall plunger." I have been completely run away with when using both the first and the second, but never with the "Hall," and therefore I pin my faith to the latter. The "spoon" acts fairly well when it has a piece of hard rubber vulcanised on to the surface, but the "band," lined with rubber, has a habit of rubbing on the drum when you don't want it to do so, and a run away on a long steep hill will frizzle up the leather like an over-done beefsteak.

G. DAVIES, No. 2006, 1895.

Sir,—In your issue of last month Mr. Hudson states that he has been for the past five weeks trying to find a safety of 30lb. weight "on which he shall not be compelled to adopt the attitude of a monkey on a stick."

To judge by his letter one would think that the makers were still universally building machines with the backward position and low handles. So far as I am able to learn, and I think I know pretty well how things are going, the trade as a whole has been always opposed to this position. I know the Coventry trade has, but they have been forced to adopt it as it became "fashionable." Cycling papers wrote it up as being the only position in which speed could be obtained, and riders would have nothing else. I find now, however, that nearly all manufacturers are building machines with

forward L pillars giving an upright position for the seat, and in the matter of handle-bars it is only a question of ordering the required shape, flat handle-bars being much more a standard pattern than bent ones. Possibly Mr. Hudson's difficulty lies in the fact that he has been seeking a 30lb. machine so built. As machines of this weight are generally used by scorchers, probably more of them are fitted with dropped handle-bars than heavier mounts, and this may account for the difficulty, but that any real difficulty does exist I very much doubt. At any rate I know that he will get what he wants, both as to weight and position, by stating his wants plainly to the St. George's Engineering Co., Humber and Co., Singer & Co., The Coventry Machinists Co., or, in fact, any of our leading houses.

As a matter of fact the "monkey on a stick" position is dead, or rapidly dying. It is becoming "out of fashion," and has "got to go" as surely as the ordinary disappeared before the safety. "So mote it be." I have been advocating it for years.

HENRY STURMEY.

TWO-SPEED GEARS FOR SAFETIES.

Sir,—In the April issue of the *Gazette*, in a letter signed No. 4192, I observe the writer complains of the difficulty he has experienced in getting the best makers to fit a safety bicycle for him with a band brake and two-speed gear. I also have had some little trouble in this respect; two makers out of four declined to do what I asked them, and even the others at first demurred. Originally, in 1884, I rode a tricycle with a two-speed gear, 55in. and 73in.; the gear was made specially for me, as I was plainly told it was a ridiculous "fad" and could not possibly answer (cycle makers frequently call things fads that they do not understand), and I was charged twelve guineas for it (the gear only). It answered my most sanguine expectations and was well worth the money I paid. The 55in. gear, which was just 3in. below my old normal gear, left me in that respect practically just where I was, but when I had surmounted the rise, or got the wind at my back, it was perfectly charming to get on the 73in. Last year I had a Beeston Humber safety built with one, 42in. and 56in. I have ridden with it about 1500 miles in a very hilly and undulating county, over bad country ("Parish") roads, and usually in bad weather. It has simply opened to me a new era in cycling. I ride now without any exertion, *always*, and a good deal faster than before, as you can understand, for not only do I ride over the top of five out of six of the hills at which I formerly dismounted and walked, thus saving time, but when I have reached the summit my higher gear comes in, and sends me along at a much greater speed than before. In winter, bad roads, new metal, rain, mud, and high winds have no terrors for me. I ride through them calmly and easily, and without receiving a speck of mud on my garments, only the pace is a little affected in proportion as the conditions are better or worse. I would certainly prefer to have a solid-tired machine with a two-speed-gear to a pneumatic without one, even though the latter was still further helped by having a Carter's oil case. As to expense, I consider it worth anything in reason, and the cost, including fitting and everything, only amounts to £5 extra. In selecting a gear, it is necessary to do so more with regard to the country and the kind of roads the machine is to be ridden over, than with reference to the rider's own idiosyncrasy. In the district where I live, 47in. and 63in., difference 16in., is a good useful gear; in flatter countries, with better roads, 53in. and 66in., difference only 13in.; and for Continental roads, level and smooth, 56in. and 70in. might be found most suitable. To do the gear justice, it should be enclosed in a Carter's oil case, and that should be made large enough to take the highest gear the rider is likely to require, for the tooth wheel-rings can be unscrewed and changed so as to have a lower gear for winter, and a higher one for summer use. For ordinary riders under average circumstances, perhaps 45in. and 60in. for winter, and 50in. and 66in. for summer, will be found the most suitable.

Perhaps there may be occasional trouble with this gear, just as there is with any other parts of a cycle, but not more so. Tyres get punctured, spokes get occasionally broken, nuts come unscrewed, cones get loose, balls break and cranks bend. My first two-speed never went wrong at all, and with my second and third the trouble has been caused solely by the latch action having been given too much clearance (by those who fitted it) of the cams, outside, so that the bolt when drawn had too little clearance of the teeth inside. Also the adjustment of the bolt rod was not properly understood, and the directions of the makers of the gear on this point not properly followed by the makers of the safety who fitted it. This is all the trouble I have had in my experience of many years, and be it remembered if the gear is not able to go on one speed it is always able to go on the other. In conclusion, I may add that from what I have seen—especially during the last eighteen months—I feel quite certain that as soon as the general public realise the immense advantages arising out of having two speeds, and as soon as they become aware that when once properly fitted there is no more trouble from the gear, two-speeds will become as universally adopted as the once much-abused pneumatic tyre or Carter oil gear-case, and a syndicate for a good "two-speed" gear will be found to be a much more remunerative speculation than one for another pneumatic tyre.

No. 1787.

P.S.—There are really only two causes of trouble in the two-speed gear; though very common they are both trifling and quite easy of removal. The first is the most important and depends mainly upon the fitter. When fitting, great care should be taken that the "latch" has neither too much nor too little clearance of the cams. If too much is given the "latch" will not force the bolt quite clear of the internal toothwheel, and when *strong pressure* is put on the pedals a "corn-craking" noise will be heard at each stroke. If too little clearance is given there will be a disagreeable "flicking" noise as the "latch" touches the top of the cams at each revolution when the high speed is running. It would probably be found to work correctly if the latch was arranged to clear the cams by 1-16th of an inch exactly. If on the rider receiving the bicycle it is found the bolt is not sufficiently withdrawn it can be rectified by getting from the Two-Speed Gear Co. another U-shaped spring, opening 1/8th inch more at the end. Indeed, it is quite probable that if these U-shaped springs were all made 1 1/2 in. in width instead of 1 3/4 as at present, the trouble I write of would never arise.

I would further suggest that the Gear Co. plate, without exception, every part connected with the gear, including latch and latch action and parts (excepting, of course, the teeth of the wheels and ball races, which should not be plated), for if thick black varnish, as is usual, be smeared about the parts it militates much against their working; also that the "latch action" be placed on the top of the gear, where it can be better seen, as has been done quite satisfactorily with my this year's bicycle, and not at the bottom as is more usual, where it gets clogged up with mud and dirt and requires daily careful cleaning; and, further, that a good band brake on the machine be insisted upon, because not only does the tyre brake send mud and dust all over the rider (a state of matters scarcely suitable for gentlemen or lady riders), but it throws the dust and dirt into the gear action. If the "latch" is put at the bottom a full-sized leather flap must be placed in extension of the front wheel mudguard, reaching to within an inch or two of the ground.

The other trouble to which I referred is the adjusting of the connecting rods of the latch action, and this mainly depends upon the rider himself, who must be careful to follow exactly the printed instructions in this respect, when all will go right.

THE COLLIER TWO-SPEED CYCLES.

Sir,—Seeing an advertisement in a recent number of the *Gazette* referring to the above, I wish to add my testimony

to its excellence, and as our periodical should be a medium through which members may inform each other by relating their experience, I may thus elicit the opinion of others.

For over three years I have had one of these cycles in pretty constant use, and consequently have no doubt it is one of the greatest boons to the cycle tourist. The machines are well-known, and will compare favourably with any others as to their finish and durability. The two-speed gearing adds scarcely anything to the cost or weight—as good roadsters with mudguards and chain-case weigh under 35lb.—whilst the advantages are apparent and manifold, and render a long journey far more pleasant and less fatiguing than if made by any other cycle.

The repugnance all feel towards any novelty even when the gain is visible is such that no new invention can expect to be received without overcoming this natural opposition, and perhaps the harder resistance of the numerous trade interests. But the Collier patent has already made good headway against the chief of these, and its merits are now becoming generally known and acknowledged. Besides the Two-Speed Gear Machine, I possess two others made by first-class firms, and I have well tested the merits of the former by contrasting them in every possible way against those of the latter, with the result that I have ordered another cycle from the Two-Speed Cycle Company with the latest improvements, intending in future to ride no other.

We all acknowledge the charm of variety, and in locomotion it is perhaps especially enjoyable. Owing to the inequalities of our roads—some being rough, others smooth; some level, others hilly; owing, moreover, to winds and other circumstances, the instantaneous change of gearing from, say, 55 to 68 is just the thing desired to equalise exertion and relieve fatigue, and after a long journey the pleasure of altering the gear now and then must be felt to be appreciated. Surely no man of experience will say that there are not times—on rough roads, or whilst ascending a stiffish hill, or whilst against a head-wind—when he would like to be able to change a high gear for a lower one, if he could do it, as with the Collier machine, by simply moving a finger! Most certainly there is a bright future for this patent, since all the prejudices of its most bigoted opponent must disappear after a fair trial.

I ought to add that my knowledge of and interest in this company and patent are altogether limited to my having purchased the two machines before mentioned.

HENRY THOMAS SCOTT, M.D.,

Swettenham Rectory, Congleton.

CUSTOMS DUTIES IN BELGIUM.

Sir,—Last season two members of the Club, of whom I was one, rode from Dieppe through France, entering Belgium at Momignies, at which railway station we were, after a good deal of discussion, and a far greater amount of inconvenience, obliged to pay fifty-five francs each as a deposit on our machines. The Douane authorities informed us that this would be repaid at any place at which we left the country. This, in our case, was at Antwerp, at which place a day was entirely wasted in getting the money refunded.

This is obviously very irritating, and if something can be done either to put intending tourists on their guard against a similar experience, or, better still, to remove the chance of its recurrence, it will be a great boon.

It may be said that at Momignies English money was refused, and, while one waited there with the cycles, the other had to go on by train to Chimay to get it exchanged, return to Momignies, pay it over, and start again with a loss of over four hours.

J. SIMPSON.

[*.* Owing to pressure upon our limited space we are compelled, much against our will, to hold over several interesting articles, including "The Companion to the Road Book," "Wheel Wanderings," and "Mechanical and Practical," all of which are illustrated.—ED.]



TASMANIA.—No. 7727 wishes to know something as to the roads in Tasmania. Can any reader oblige with the information?

A NOTICEABLE FEATURE in the correspondence columns of the current issue are the contributions from our old friend and colleague Mr. Henry Sturme, the editor of *The Cyclist*. Mr. Sturme's deliverances are generally well considered and are the outcome of practical experience.

STILL FURTHER TESTIMONY.—The cycling editor of the *Sunday Times* has ever a good word for the C.T.C. After detailing in a recent issue his experiences of the roads of Hants and Dorset, he writes:—"Curiously enough, the day after my return I came across a complaint in *Wheeling* respecting a portion of the road over which I had just travelled. In this particular case, however, the complaint appears groundless. A correspondent of that journal writes to call the attention of any cyclist who is riding for the first time between Christchurch and Lymington 'to a dangerous part of the road, a short distance past the eighth milestone, where there is a slight bend in the road to the right, and a short, sharp dip which one is apt to rush, thinking he would have a sharp rise up again; but instead of the rise a surprise awaits him (when he has got up speed) in the shape of a small pond or watersplash at the bottom of the hill, with a footbridge to pass over it. It is then either a case of taking the water or chancing the bridge.' He proceeds to point out that there is no danger-board or notice of any kind to call attention to the water, and adds that 'should any party, not knowing the road, be going that way in the dark, they would be bound to receive a rather cold reception, besides having their machines damaged.' Putting aside the new theory that a danger-board is useful in the dark, one is forced to remind this well-meaning correspondent of a very patent fact. When one goes touring, one should make proper preparations. The first is to join the Cyclists' Touring Club; the second is to study its 'British Road Book.' Before I rode through Lymington to Bournemouth I turned to that invaluable work just as naturally as I would oil up my machine; and what did I find? On page 195 is a description, minute and accurate, of the road in question, and the reader is forewarned of the danger-spot as follows:—'Good level running for $\frac{3}{4}$ mile, then, a sudden bend to right, and a sharp, sandy descent to a watersplash, water a foot deep normal; a foot-bridge on left will accommodate most types of machines. Short, stiff rise from stream, then level to Newtown,' etc., etc. And if that were not sufficiently lucid there is a double arrow in the margin to emphasise the presence of a hill, while the word 'watersplash' is also specially printed there in italics. What could a man wish for more? It is not every rider who would take the trouble to write and warn his fellow-cyclists, and in that respect *Wheeling's* correspondent is deserving of thanks; but he would do much better to support, and induce others to support, an institution like the Cyclists' Touring Club, which had surveyed and described that road and hundreds of others for the general benefit years before he picked up his pen. For my part, having not come to grief, but safely traversed the foot-bridge through being previously apprised of its existence, I think more highly than ever of the 'Road Book' and of the Club which successfully essayed so monumental a compilation."

EAT, DRINK, AND BE MERRY.—No. 11,099 writes:—"I don't know if the matter has been brought up before, but don't you think it would be a fine thing if the different centres could arrange to have an annual dinner, or a convivial meeting of some description?"

THE CAMPS.—The North of England Camp, so long identified with Harrogate, is, as our readers will remember, to be shifted to Scarborough. It has now been decided that the Southern Counties Camp shall be held in High Wycombe Park, the country seat of Lord Carrington. Both re-unions take place in connection with the August Bank Holiday.

THE BLIND LEADING THE BLIND.—*The Footpath*—of the existence of which we confess to having been absolutely ignorant until a correspondent sent us a marked copy—advises its readers to "avoid C.T.C. Hotels," and adds:—"Their bills are long and you can generally do as well elsewhere." The editor of *The Footpath* is evidently an arm-chair tourist, who, in this connection at any rate, knows nothing of his subject.

RIGHTS AND PRIVILEGES.—As it is an undoubted fact that cycling is rapidly securing a hold upon the affections of golfers as well as those of every other class in the community, we have, during the last month, sent a copy of the Rights and Privileges Manifesto and a supply of prospectus-application forms to the hon. sec. of every golf club in the kingdom. Any of our readers who may be members of golf clubs will be conferring a favour if they will see that the Manifesto receives due publicity.

PUMPS.—No. 10,874 writes:—"For the sake of every one who is not a mechanic or a professional athlete, I should like to recommend the standing pump—fitted into bicycle stand. You have the resistance of the floor and can work the pump with both hands. With the ordinary pump you have to supply the resistance as well as the pumping, and the arms have to work in a position in which their strength is not available. I find the standing pump a *sine qua non*. My gardener has strong arms, but not strong enough for the ordinary pump."

CADS ON CASTORS.—Apropos to the regrettable experiences of Sir Arthur Middleton, of Belsay Hall, as detailed in the last issue, the following cutting from the *Daily Telegraph* of a week or two since will be read with interest. Comment is needless:—"Mr. R. Norris Wolfenden sends from Tillingbourne, near Dorking, a strong protest against the conduct of cycling excursionists in his neighbourhood. These persons, he complains, think that all roads, public and private, are intended for their exclusive benefit. He says: 'Those of us who live in the country and own places attractive to the tourist frequently suffer from the nuisance of the cycling cad. I am one of those unfortunate individuals whose park is attractive enough to draw crowds of cyclists and others on public holidays. So long as their behaviour is rational, one is glad to grant this privilege of using a private road, but it should not be abused. On Whit Monday some of these unruly cyclists caused an accident to my bailiff, resulting in serious injuries, including the breaking of his arm. Though they saw the man lying on the ground, they had not the feeling to offer any assistance. Riding off in this manner as quickly as possible, it is hopeless to exact any redress, and I am compelled to make public their conduct, which deserves the severest condemnation. I willingly grant that cyclists in general are a sufficiently well-behaved body, but there are many exceptions, and though it may seem hard that private owners should close their parks to cyclists in general, the misbehaviour of some of them on public holidays, resulting sometimes in serious accidents, will compel those who, like myself, have suffered to take measures of self-protection by excluding them altogether.'"

SIDMOUTH.—The Sidmouth Urban District Council has undertaken to maintain in serviceable condition the four danger boards recently supplied by the C.T.C. for erection in this neighbourhood. Other Councils might well follow so good an example.

CYCLO-PHOTOGRAPHY.—No. 5484 writes:—"It would be a help to me, and doubtless to others, if some member of experience would kindly state the best way of carrying a hand camera on a bicycle, so as to ensure freedom from vibration, and at the same time to be easily and quickly detachable for use, and yet not to be in the way of the rider. My object is to attach camera to machine, not carry over shoulder."

RAILWAY CHARGES.—The southern lines, viz., the South Eastern, the London, Chatham, and Dover, and the Brighton and South Coast, have at last unconditionally accepted the usual tariff for the conveyance of single *bicycles* by passenger train. With the liberality (!) that characterises their dealings with wheelmen they have, however, made no reduction in the rates for tandem bicycles and for tricycles, the former being charged three times and the latter four times as much as a single safety. Furthermore, the reduced rates are quoted subject to the owner assisting to load and unload the machine, which is of course carried at his risk. If this is the outcome of the latest representations made by the C.T.C. to these companies the result is not flattering, but after all one has to be grateful for small mercies where the southern lines are concerned.

MORE TESTIMONY.—In these days of pessimism it is gratifying to receive missives such as the following. They go far to prove that while the C.T.C., like all things earthly, is capable of improvement, it is also capable of ministering to the comfort of its subscribers and making rough places smooth. No. 1.—"It may interest some of your readers to know how successful we have found the C.T.C. arrangements with hotels. A party of four of us, including one lady, started from Derby and made a tour, passing through the following towns, at all of which we either lunched or stayed the night at the headquarters recommended in the British Handbook: and we have much pleasure in testifying to the courtesy and attention with which we met in every case: we never found any hesitation on the part of the landlords in complying with the terms agreed upon with the Club. I may state we sent a manservant on by train each day with luggage and to engage rooms. Spalding (night), White Hart; King's Lynn (lunch), Duke's Head; Norwich (night), Maid's Head; Scole (lunch), White Hart; Ipswich (2 nights), Great White Horse; Bury St. Edmunds (lunch), Suffolk; Cambridge (night), The Bull; Buckingham (lunch), White Hart; Winslow (night), The Bell; Woodstock (lunch), King's Arms; Banbury (night), White Lion; Stratford-on-Avon (lunch), Golden Lion; Bridgnorth (night), The Swan; Shrewsbury (lunch), The George; Nantwich (night), The Lamb. We have had a most enjoyable tour, beautiful weather, roads on the whole good, wind sometimes trying. Many of the hotels are very interesting, of great age, and well worth a visit."—A Member of C.T.C., St. Andrews, Fife. No. 2.—"I have to thank you for the receipt of certificate of membership and badge of C.T.C. and for all your courtesy to me in connection with my candidature for the same. It may not be out of place to state that I have just returned from an interesting little cycle tour through the Eastern Counties, paying pleasant visits to Chelmsford, Colchester, Ipswich, Harleston, Lowestoft, Yarmouth, Norwich, Diss, and other places; and have been pleased to notice the emblems of the C.T.C. in each of these places. The arrangements of the Club prove most convenient for its members when on tour. I shall do all in my power to make known the advantages which it affords."—A London Subscriber."

MIDDLEWICH (Cheshire).—A Birkenhead member writes to warn our readers against paying this place a visit on a Saturday, for at the C.T.C. house, the White Bear, and at all the other inns in the place, he and his two friends recently failed to obtain a satisfying meal, upon the ground that it was "clearing up" day.

CYCLISTS AND THE PUBLIC.—We observe that to a discussion anent this topic which recently appeared in the *Morning Post* a member of the C.T.C. contributes the following sensible letter:—"As a cyclist, I wish to cordially agree with the remarks in the letter from 'Pro bono Publico' in your issue of the 19th inst. The largely increasing number of respectable law-abiding cyclists have no sympathies in common with the humpbacked 'scorchers' who ride their bicycles reckless alike of their own lives and the lives of others. Those contemptible human arches (may I call them 'arch' fiends?) who ride along our streets and roads without brake or bell, and try how near they can whiz past nervous people, should be made to feel the stern lash of the law. Cycling is a useful and healthy exercise, and those who speak slightly of it are, I expect, either utterly ignorant of the subject, or suffering from an attack of sour grapes, because they are too old or too nervous to learn to ride a bicycle; but all sensible people will agree that cyclists, for their own safety as well as for the good of the general public, should be made to conform to such very simple and reasonable rules as moderate pace amidst traffic, and that a brake should be attached to their machines. The small extra weight is more than compensated for by the extra security it gives. You will find these views strongly urged in the Cyclists' Touring Club *Gazette*, the official organ of over 16,000 cyclists of every rank of society.—A Member of the C.T.C., Blackgang, Isle of Wight."

THE NEW IXIONS.—Certainly Mr. Balfour has a great deal to answer for. For some mysterious reason he is the "glass of fashion and the mould of form" to a very large number of people, and what he does, they will do. The first effect of his exaltation to the position of a leader of fashion was an eruption of golf links all over the face of the land, and the apparently permanent corruption of the English language by the introduction of strange and horrible expressions from the further side of Tweed. The last result, however, bids fair to be worse than golf. Some time ago it became known that Mr. Balfour was addicted to cycling, and though he has still sufficient reserve not to perform in London except in the comparative seclusion of Carlton House Terrace, his imitators are governed by no such considerations. The scene in Battersea Park every morning can only be described as a cycling orgie, and the smartest of smart women do not hesitate to exhibit themselves in the ungraceful attitudes which the bicycle demands. We may say in passing that our own objection to feminine cycling is not in the least degree akin to anything that Mrs. Grundy may feel, but rests simply and solely on the indisputable fact that a girl on a bicycle is not fulfilling the first of her duties, which is to look pretty. The outbreak in Battersea Park is, however, apparently only the beginning of a perfect revolution. On Monday last the "sweet shady side of Pall Mall" was desecrated by the appearance of a string of bicyclists, who were, we regret to say, members of the Carlton Club, and when "on their legs," pillars of the Constitution. They dismounted before the sacred portals, and it is even rumoured that the usually irreproachable Sir John Gorst, who was of the party, took his machine, "horrible dictu," within those heretofore uncontaminated walls. The amazement and disgust of the cabbies can be better imagined than described, and they may well have wondered where this thing is to end. Let them organise a monster petition to Mr. Balfour imploring him to give up cycling. He is benevolence itself, and all may yet be well.—*The Globe*.

LEICESTER.—A local cyclist has secured a verdict for £13 and costs against a firm of millers, the driver of one of whose vans negligently smashed his machine.

TO KENTISH MEMBERS.—Don't forget the annual meet arranged for Rochester on the 27th inst. Full particulars will be found under the head of Meets and Meetings.

MAIDSTONE.—The Rev. J. Spensley, a Wesleyan minister residing here, has obtained a verdict of £35 and costs against the livery stable keeper whose servant negligently drove over him and seriously injured his tricycle.

THE FRENCH ROAD BOOK.—Any member having a spare copy of the first edition of the French Road Book will oblige us by returning the same to headquarters, when he shall be allowed 2s. therefor.

WESTERHAM HILL.—In response to the representations of the Kent County Coroner, the danger road formerly erected jointly by the N.C.U. and the C.T.C. has been repainted and re-erected (at the cost of the latter body) at a point where it is more likely to engage the attention of strangers to the locality.

A WELCOME RECRUIT.—Old-time riders will learn with pleasure that Mr. Gerard F. Cobb, of Cambridge, one of the earliest and most gifted workers in the cause of the wheel, is again applying for enrolment. He appears to be just as enthusiastic as ever; his references to the days when he fought shoulder to shoulder with "the boys of the old brigade" form exceedingly pleasant reading.

A GOOD EXAMPLE.—Mr. George Cousins, the cycle maker and agent, of Birchington-on-Sea, writes:—"I submit that the following would be a very good means of bringing your valuable Club before the cycling public:—First, to have—as I have done here—framed and exhibited in a conspicuous place your large card on the Rights and Privileges of Cyclists, and also to keep on hand the C.T.C. prospectus with particulars of membership of Club; secondly, to bring before purchasers the advisability of joining the C.T.C. There are a large number of new riders who know nothing of cycling matters, and would be only too pleased to join a club offering the advantages of the C.T.C. if the matter was brought before them. I know through these means I have induced many new riders to join the Club." We may add that, as often intimated, we shall be glad to send a copy of the Manifesto and a supply of Prospectus-Application Forms to any who will undertake to make good use of them.

THE RENAISSANCE OF THE C.T.C.—A Manchester member writes:—"I was very pleased indeed to note such a large list of candidates in this month's *Gazette*. I was particularly pleased to see the name of Sir John Gorst, he having been a leading member of the late Government. Though I differ from Sir John Gorst in politics, I have a very great respect for him, and am proud to think he is a member of the C.T.C. Noticing your remarks respecting the superior social status of this month's candidates, may I express the hope that the influx into the Club of more well-to-do-men will not lead you to overlook the requirements of those who are not so well blessed in this world's goods, and yet who may uphold the credit of the Club quite as efficiently as the rich member. There are many who, like myself, when on a tour cannot afford more than the 'quarter's' tariff, and I trust, sir, the interests of such will be steadily kept in view." Our friend may rest assured that the C.T.C. will in the future, as in the past, endeavour to be of value to every well-behaved section of the cycling community, no matter what its social status, nor the depth of its purse.

SIGNS OF THE TIMES.—Rudge - Whitworth, Limited, having resolved not to be "left out in the cold," have completed arrangements whereby their machines will in future be obtainable at the Knightsbridge Skating Rink, where no less than six teachers are continually engaged in instructing novices in the art and pastime of cycling.

TO THE ARTISTICALLY INCLINED.—Those of our readers who responded to the suggestion that they should enter into competition for the prizes not long since offered for the illustrated block headings now employed in the *Gazette*, may be interested in the result. We would therefore say that the successful competitor in the case of the interior was Mr. Bernasconi, of Coventry, while, as regards the cover, Mr. W. Amor Fenn, of London, secured the first place. The sketches of the unsuccessful candidates will shortly be returned with thanks.

THE RELATION OF MEDICINE TO CYCLING.—In the *Medical Chronicle* for April Dr. T. N. Kelynack discusses the relation of medicine to cycling. In health the use of the wheel tells most directly on the heart, producing marked quickening of the pulse, which may continue as long as the cyclist is riding. Few attempts have hitherto been made to study the physical development of persons who have been using the bicycle properly for years. Dr. G. M. Hammond, of New York, who has examined a number of cyclists, found in fourteen amateurs who had ridden from five to thirteen years, travelling from 5000 to 27,000 miles, simple cardiac hypertrophy without dilatation, and a breathing capacity above the average. A careful examination of fourteen celebrated professional bicyclists failed to show any deformity of the spinal column. All had excessive hypertrophy of the thigh and abdominal muscles, cardiac hypertrophy without dilatation, and, except in two instances, a lung capacity above the average. Cyclists, however, are apt to acquire the bad habit of mouth breathing. In disease the use of the cycle is not necessarily to be prescribed. In some cases of cardiac dilatation, slight valvular involvement, and degeneration of the heart muscle, carefully supervised riding on level surfaces may be very beneficial. Varicose veins may also sometimes be relieved by properly regulated cycling. In certain neurotic conditions, especially neurasthenia and hysteria, cycling may be productive of benefit, and it is frequently useful in the treatment of insomnia. Gynecologists have found cycling advantageous in relieving local pelvic congestion. Carefully regulated cycling may be advantageous in certain affections of the respiratory organs, such as latent phthisis. A cautious and restricted use of the cycle has also proved serviceable in cases of functional dyspepsia and constipation, gout, diabetes, and general anemia. Dr. Kelynack gives an impartial summary of all the evidence that has so far been collected relative to the evil effects of cycling. Each case must be dealt with individually, but as a general rule the following conditions may be looked upon as making the exercise inadvisable. Arteriosclerosis, tuberculosis, emphysema, extensive valvular disease, asthma, affections of the abdomen and pelvis, obesity, epilepsy, and chronic affections of the joints and muscles. Fast and long-distance riding, especially in adolescents, is to be condemned. Straining to climb hills or to meet head winds is injurious. Light, judiciously selected meals should be taken at frequent intervals. The use of alcohol, meat extracts, and such stimulants as coca is to be prohibited. Women should not ride during menstruation. The clothing should be of wool and adapted to the easy and unrestrained movements of the rider. Dr. Kelynack's article presents one of the fairest statements of the case for and against cycling that we have seen, and gives full references to the literature of the subject. We commend it to the attention of all persons interested in cycling as well as to all members of the medical profession.—*British Medical Journal*.

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.
BALE (Switzerland)—V. Settelen.
BARNSTABLE—J. N. Brewer, Cross Street.
BATH—*Gould & Son, 23, Milson 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.
BURV—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—H. 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—*P. 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, 23, Reform Street.
DUNBURG—*Gulland & Kennedy, 55, North Hanover Street.
ELY—H. Kempton & Co., High Street.
EXETER—*J. & G. Ross, 227, High Street.
FARNHAM—W. Surman, 4, High Street.
FAVERHAM—F. C. Jackman, Marke: Street.
FALMOUTH—W. Gooding, 34, Market Street.
FLORENCE (Italy)—L. Dotti & Co.
FOLKESTONE—W. Ward, 38, Guildhall Street.
FROME—Swaine & Son.
GLASGOW—R. W. Forsyth, 13, 17, Renfield Street.
GLOUCESTER—Wareing & Son, 3, Westgate Street.
GREAT GRIMSBY—C. H. Thompson, 112, Cleethorpe Road.
GUILDFORD—J. Levy & Co., Bank House.
HALIFAX—W. H. Graydon & Son, Northgate and Crossley Street.
HARLOW—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, Cheap, 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 pay the following prices:—Lounge jacket—Brown cloth, 48/-; Grey cloth, 50/-; Norfolk jacket—Brown cloth, 53/-; Grey cloth, 55/6; Breeches or Knickerbockers—Brown cloth, 18/6; Grey cloth, 19/6; Trousers—Brown cloth, 21/-; Grey cloth, 22/-; Waistcoat—Brown or Grey cloth, 15/6.)
MAIDENHEAD—R. Whitaker & Sons, 12, Queen Street.
MAIDSTONE—H. Taylor, 25, Gabriel's Hill.
MANCHESTER—*Weggett & Co., 22, Cross Street.
MARLBOROUGH—J. Russell & Sons, High Street.
MIDDLESBROUGH—J. Newhouse & Co., Albert Road.
MULHOUSE (Alsace)—H. Dussere.
NANCY (France)—J. Galilé Fils et Grandmaitre, 23, rue St. Dizier.
NEWBURY—A. Smith, 88, Northbrook Street.
NEWCASTLE-ON-TYNE—J. Turnbull, 43, Pilgrim Street.
NEWPORT (Isle of Wight)—G. B. Purkis, 51, High Street.
" (Mon.)—Wildings, Limited, Bon Marché.
" (Salop)—H. Harper, Market Place.
NEWTON ABBOT—C. Pope, 42, Courtenay Street.
NORTHAMPTON—Blackley Bros., Gold Street.
NORTH SHIELDS—*D. Hill & Co., Howard and Union Streets.
NOTTINGHAM—Downes Bros., 29, London Street.
NOTTINGHAM—W. Gabbattiss, 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, 48, 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.
SWANSEA—*J. Gillies & Son, 58, Fawcett Street.
SWINDON—R. L. Mugford, 15, High Street.
TAUNTON—Josiah Lewis, 11, North Street.
TORQUAY—Montgomery & Dolbear, 49, Fleet Street.
TRALEE—B. Smith & Co., 4, Denny Street.
TROWBRIDGE—W. Beaven.
TUNBRIDGE WELLS—J. Pickett & Son, 25, Grosvenor Road.
" *E. C. Jenkinson, 28, Mount Pleasant.
UTRECHT (Holland)—J. de Gooijer, jr., 394, Kromme Neuve Gracht.
UXBRIDGE—Carrick & Coles, Waterloo House.
VIENNA I—F. Kadlezik, Rothenhurmstrasse 31.
WALSALL—Barrett & Forester, 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, 30, Colliergate.
ZURICH—A. Whittling, Bahnhofstrasse.
" T. A. Harrison, Anglo-American.

List of Candidates, July, 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.

Alston, Miss B.
Cooper, Capt. J. G.
Curwen, H.
Heneage, W. R.
Henman, Miss E. M.

Harrold Hall, Bedford
The Grange, Turvey
24, Cromwell road, Bedford
The Wolds, Bedford
West End, Stagsden

BERKSHIRE.

Barnes, R. L.
Bungey, R.
Clayforth, E. W., M.A.
Dobree, H. C., B.A.
Drake, Rev. W. M.
Fletcher, W.
Fletcher, W. B.
Forbes, G.
Hale, E., B.A.
Hayward, J.
Hillard, B. W.
Smith, J. S. Scott
Thorpe, J. C., M.A.
Witton, Miss M.

Lamborne
Denford Mill, Hungerford
East Wing, The School, Reading
Knoll Lodge, Mortimer
Holyport, Maidenhead
42, Thames street, Windsor
42, Thames terrace, Reading
The School, Reading
Reading
Wallingford
The Grange, East Hagbourne, Didcot
East Wing House, The School, Reading
Binfield Grove, Binfield, Bracknell

BUCKINGHAMSHIRE.

Grenfell, W. H.
Grenfell, Mrs. IV. H.
Master, C. H. E.
Wylde, R. G.

Taplow Court, Maidenhead
Eton College, Windsor
Fern House, Little Marlow

CAMBRIDGESHIRE.

Astell, J. H., St. Q.
Bishop, H. A.
Colby, G. F., M.A.
Coulson, A. A.
Gemin, Countess G. J. A.
Gregson, J. D.
Mortlock, Miss C. L.

Woodbury Hall, near Sandy
35, Panton street, Cambridge
The Hermitage, Cambridge
180, East road, Cambridge
Trinity College, Cambridge
Old Woodbury, near Sandy
Caxton Hall, Cambridge

CHESHIRE.

Addy, W. L.
Allen, J.
Allender, G. F.
Arighi, F. (Macclesfield C.C.)
Brookes, G. O.
Cooke, J. A., M.R.C.S.
Davies, G.
Firth, F. M.

Beech lane, Macclesfield
13, Derby park, Rock Ferry
The Cottage, Vyner road, Histon, Birkenhead
20, Beech lane, Macclesfield
Wilton House, Ashfield road, Bowdon
Parkside Asylum, Macclesfield
Heatherlea, Egerton Park, Rock Ferry
3, Cromwell terrace, Glebelands road,
Ashton-on-Mersey

Fish, Rev. A. H., B.A.
Gair, Mrs. J. H.
Gotthardt, Miss E.
Hughes, Rev. G. D.
Jones, B., M.A., J.P.
Jones, Mrs. B.
Maxwell, J.
McMichael, J. A., B.A.
McMichael, Mrs. J. A.
Miller, T. B.
Mortimer, Mrs. W. H.
Newall, Mrs. J. F.
Pain, C. S.
Pain, Mrs. C. S.
Parkinson, Miss M. E.
Quirk, J. K.
Scott, E. M.
Slater, I.
Stephling, Miss A. E., L.R.A.M.
Wright, E. (Runcorn C.C.)

Arnold House, Chester
Wood End, Storeton road, Birkenhead
5, Marmion road, Hoyle
Oak Bank, Cheadle Hulme
Cavendish Park, Rock Ferry
32, Haddon road, Rock Ferry
24, Bouverie street, Chester
" Sandicroft, Sale
2, Waterloo road, Chester
Oak Lea, Marple
Bebington, near Birkenhead
West Brook, Kingsley, Frodsham
Grove road, Wallasey, near Birkenhead
3, Sefton road, Parkfield, New Ferry
43, Market street, Hyde
14, Falkland road, Euxmest
Halton, near Runcorn

CORNWALL.

Gilbert, C. D.
Gilbert, Mrs. C. D.

Trelissick, Truro
" "

CUMBERLAND.

Jones, M.
Spedding, C. J. S.

School House, Frizington, *via* Carnforth
Summerville, Whitehaven

Brown, J., M.D., J.P.
Brown, T. (Colne C.C.)
Brownrigg, F.
Briggs, W.
Bryant, Capt. W. C.
Burnett, W. (L.V.C.C.)
Carter, W. (Ribbleson C.C.)
Coffin, Miss E.
Crosby, H. (E.L.W.C.C.)
Davies, Rev. A. D.
Dean, H. (Burnley V.C.C.)
Drummond, B.
Findlay, J. K.
Fisher, J. (Blackburn C.C.)
Gibson, Rev. J. H., B.A.
Gill, R.
Griffith, G.
Hall, E. E. (Colne C.C.)
Harlow, B. S.
Harper, A.
Henshaw, W. H., M.R.C.S.
Hesketh, E.
Hobson, E. B.
Holden, G. P.
Horbury, A.
Horne, C.
Howarth, J.
Jacklin, A. (M.B.C.)
Laslett, T. G.
Longmuir, A. (White Star C.C.)
Marsden, J. (Denton C.C.)
Marshall, I. (Colne C.C.)
Marshall, J. B.
Mauson, Mrs. J. H.
Moss, I. S.
Ogden, J. (Bolton W.C.C.)
Pender, R. S.
Pugh, A. S. (Lytham C.C.)
Pugh, W. E.
Ransome, P.
Richardson, Miss A.
Rosbottom, E.
Satterthwaite, T. R.
Sbarrock, T. W.
Shepherd, P. E.
Sinkings, J., B.A.
Smith, Rev. R. (Droylsden W.C.C.)
Stowell, H. (Cheadle C.C.)
Telford, H. (St. Helens C.C.)
Walls, W., M.R.C.S.
Wanklyn, H. T.
Whitehead, J. M. (Cheadle C.C.)
Whyatt, J. G.
Wildman, W. G.
Wray, R. W.

LEICESTERSHIRE.

Chapman, W. G.
Cooper, H. T.
Fynes, R.
Groves, J. N.
Hedges, J. W.
Kirby, Rev. V. T.
Oliver, C. L.
Oliver, V.
Pochin, W. H.
Robinson, F. K.
Russell, H.

LINCOLNSHIRE.

Andrews, J. J.
Blythe, J. P.
Garwood, Rev. O. A., M.A.
Holmes, W. B.
Jahn, H. (G.C.C.C.)
Morley, R. N.
Munro, R. B. (C.I.C.C.)
Rushby, J. W.
Talbot, R. B.
Temperley, Rev. A., M.A.
Wood, A. C.

68, Bank parade, Burnley
Sun street, Newtown, Colne
48, York terrace, Everton
144, Ramsay street, Rochdale
Oakfield, Whalley, near Blackburn
Liverpool road, Great Crosby
243, Ribbleson lane, Preston
Woodside, Bolton
29, Rufford road, Fairfield, Liverpool
Harelands, Rochdale
30, Belvedere road, Burnley
29, Preston street, Fleetwood
13, Dial street, Liverpool
21, Edgware road, Blackburn
St. Luke's road, Chorley Old road, Bolton
7, High street, Chorley
183, Walton lane, Anfield
Court House, Albert road, Colne
Buckaw House, Heaton Norris
79, Bury New road, Bolton
30, Swan street, Manchester
Greystone, Astley Bridge, Bolton-le-Moors
Rockleigh House, Southport
Oakleigh, Darwen
189, Edmund Street W., Rochdale
52, Bold street, Liverpool
87, London road, Blackburn
Victoria Park Pharmacy, Rusholme
Barton Villa, Farnworth, near Bolton
29, Dyson street, County road, Walton
79, Haughton Green road, Denton
13, George street, Colne
162, Wellington road, Eccles
Bridge House, Hollinwood
5, Wellington street E., Higher Broughton
43, Latham street, Bolton
54, Spencer street, Everton
16, Henry street, Lytham
"Bolton-le-Sands
151, Lord street, Southport
Deane, near Bolton
Castle Park House, Lancaster
32, Market street, Hindley
Holly Cottage, Fairfield, Manchester
87, Moscow drive, Liverpool
Gransmoor, Fairfield, Manchester
85, Smedley road, Cheadam
167, North road, St. Helens
46, Swan street, Manchester
Springfield Hall, Wigan
67, Crescent road, Crumpsall
19, Monton green, Eccles
134, Seaforth road, Seaforth
35, Gillibrand street, Chorley

MIDDLESEX.

Adams, W.
Alexander, F. P.
Alexander, Mrs. F. P.
Allin, A., B.A.
Allin, Mrs. A.
Atherley, Major E. J. H.
Baines, J. A., C.S.I.
Balfour, Miss M.

7, Curzon street, W.
24, Burgoyne road, Harringay, N.
100, Westbourne Park road, W.
Arthur's Club, St. James' street, S.W.
23, Kensington Park gardens, W.
05, Pont street, S.W.

Baron, F. E.
Bedgood, J. (D.R.C.C.)
Beech, R.
Beech, Miss A.
Bennett, A.
Blacker, A. B., M.D.
Braine, Mrs. C. H.
Brammer, C. E.
Bridger, H. K.
Brown, W. H.
Byce, J. R., M.B.
Bue, H., B.S.L.
Buller, Miss A.
Burgess, H. E., M.A.
Burgess, W. A., B.A.
Burgh, T. J. de, J.P., D.L.
Burkin, W. A. V. (Moreton C.C.)

Byng, The Hon. Major L.
Cannan, H. K.
Cannon, Miss M. E.
Cassels, J.
Cator, R. B. P., B.A.
Chapman, H. S.
Charteris, The Hon. E. E.
Clark, H. W.
Cohen, H. M.
Conder, R. F. R., B.A.
Cooper, C. D'O., B.A.
Crampton, W.
Covell, Mrs. H. P.
Davidson, R. J.
Davies, Lieut. F. J.
Denison, The Hon. Mrs. H.
Dewey, D. R., Ph.D.
Dick, L. H. M.
Dix, R. H.
Donelan, J., M.B.
Drummond, Major A.
Evans, Rev. C. J. Walbrand, F.A.

Fane, C.
Fane, Lady Augusta

Findon, Miss S. E., B.A.
Fitch, J. F.
Garrett, R. R.
Gelston, T. H.
Gelston, Mrs. T. H.
Graham, C. E. F. C.
Graham, G. E. H.
Graham, R. H.
Grantham, H.
Haig, Mrs. A.
Hamilton, Lt.-Col. W. A. B.
Hardwicke, E. A., M.D.
Hardwicke, Mrs. E. A.

Herts, A. C.
Hervey, E. S.
Higgins, J.
Hillson, Miss M. C.
Hulton, W. A. H.
Huthwaite, M. H.
Ingles, W. C. S.
Isenberg, A.
Jack, J. D.
Jackson, Professor H.
Jebb, H. S. F., J.P.
Johnston, J. W.
Jones, H. L., M.D.
Latham, H. W.
Lendon, E. H., M.B.
Linstead, H. G.
Lowen, R. J.
Lowther, J. W., M.P.
Marks, K. L.
Marks, P. F.
Maude, Major G. E.
Maudslay, C. C.
McDonnell, The Hon. S., C.B.
Menzies, Capt. N. J.
Mercur, Miss L. A.
Merivale, R.
Milner, Sir F., Bart., M.P.
Milner, A., C.B.
Milner, R. D.
Moore, S. H.
Moss, W.
Myrtle, J.
Nash, A.
Neil, J. W.
Nicholls, W. P.
Nicholson, C. O. E.
Norton, R. D.

Mayfield Cottage, Hampton Wick
72, St. Paul's Churchyard, E.C.
2, Eaton place, S.W.
7, Eastbourne terrace, W.
115, Park street, Park lane, W.
15, West Eaton place, S.W.
4, Spurthorne road, S.E.
385, Fulham road, S.W.
Arretton, Oxford road, Upper Teddington
47, Hereford road, Bayswater, W.
54, Stroud Green road, N.
Christ's Hospital, E.C.
26, Green street, Park lane, W.
4, Queensberry place, Queen's Park, S.W.
Constitutional Club, S.W.
Carlton Club, S.W.
17, Victoria road, Kentish Town, N.W.

15, Chester square, S.W.
87, Cornwall gardens, S.W.
Alington House, South Audley street, W.
53, Cadogan street, S.W.
3, New square, W.C.
Derwent Lodge, Whetstone, N.
23, St. James' place, S.W.
82, Evering road, Stoke Newington, N.
26, Great Cumberland place, W.
22A, Queen Anne's gate, S.W.
85, George street, Portman square, W.
Ball Court, Gillsur street, E.C.
17, Philpot lane, E.C.
61, The Common, Upper Clapton, N.E.
19, Carlton House terrace, S.W.
10, Ladbrooke Court, E.C.
34, Glazbury road, W. Kensington, W.
2, Upper Wimpole street, W.
117, Ashley gardens, S.W.
44, Harrington road, Queen's Gate, S.W.
Hyde Park Court, Albert Gate, S.W.

25, Steele's road, Haverstock Hill, N.W.
Woodside, Muswell Hill, N.
54, Addison gardens, W.
Founder's Court, E.C.

31, Sloane gardens, S.W.
12, Willow road, Hampstead, N.W.

257, Kentish Town road, N.W.
7, Brook street, W.
55, Sloane st., S.W.
50, Eppli road, Fulham, S.W.

23, Bedford place, Russell square, W.C.
Uplands, Harrow
London University, W.
6, Denton road, Strad green, N.
6, Billiter avenue, E.C.
13, Grove terrace, Highgate road, N.W.
13, Fielding road, Bedford park, W.
26, Lower Sloane street, S.W.
3, St. Paul's Churchyard, E.C.
King's College, W.C.

17, Lexham gardens, W.
The Hollies, Sunny gardens, Hendon, N.W.
9, Upper Wimpole street, S.W.
30, Priory road, Bedford Park, W.
8, Norland place, Holland Park, W.
28, Gainsford street, Barnsbury, N.

Holmhurst, Muswell Hill, N.
6, 11: Hawthorns, Church End, Finchley, N.
16, Wilton crescent, S.W.
9, Randolph gardens, Maida Vale, W.
13, York buildings, Adelphi, W.C.

50, Onslow gardens, S.W.
65, Sloane street, S.W.
41, Cadogan terrace, S.W.
Guards' Club, E.C.

17, Philpot Lane, S.W.
24, Bryanton square, W.
22, Pont street, S.W.
47, Duke street, S.W.

47, St. Quintin avenue, North Kensington, W.
48, Amyand Park road, Twickenham
56, Ennismore gardens, S.W.
27, Leadenhall street, E.C.

Oriental Club, Hanover square, W.
10, Hothard Park gardens, W.
27, Brooksby street, Islington, N.
2, South Audley street, W.
64, Curzon street, W.

Green, H. 8, Malcolm road, Penge, S.E.
 Green, W. " "
 Green, E. " "
 Harris, E. 31, Cedars road, Clapham Common, S.W.
 Hicks, H. M. 4, Therapia road, Honor Oak, S.E.
 Higham, E. J. 217, Upper worth road, S.W.
 Hitchcock, F. G. A., B.A. 24, Crockerton road, Upper Tooting, S.W.
 Horby, W. 43, Aldelbert terrace, Albert square, S.W.
 Huson, G. A. 98, Royal road, Kennington Park, S.E.
 Jepson, W. 10, Rye Hill park, Peckham Rye, S.E.
 Kirton, C. I., M.B. Ashville, Honor Oak, S.E.
 Laidlaw, T. 2, Norlat. Is. villas, East Dulwich Green, S.E.
 Mather, H. T. Brunswick Lodge, Berrylands road, Surbiton
 McClenaghan, G. R. Redlands, Alexandra road, Epsom
 Morton, Miss C. I. *Summerstown, Tooting, S.W.*
 Newman, Miss T. *Oaklands, West Hill road, Wandsworth, S.W.*
 Norton, A. M. 77, Victoria road, Clapham Common, S.W.
 Notley, F. G. 260, Barry road, East Dulwich, S.E.
 Parker, A. J. Glen thorne, Woodquest avenue, Herne Hill, S.E.
 Platts, W. H. J. 62, Mysore road, Clapham Common, S.W.
 Plymself, E. J. 11, Queen's parade, Clapham Junction, S.W.
 Pochin, F., M.B. 763, Old Kent road, S.E.
 Powell, J. W. 162, Falcon road, Clapham Junction, S.W.
 Quinton, W. H. J. 59, South Croxted road, W. Dulwich, S.E.
 Quirk, G. H. Altyre House, Benhilton, Sutton
 Randall, E. W. H. Manor House, Nunhead Green, S.E.
 Rimlaunt, A. H. 17, Lambourn road, Clapham, S.W.
 Savory, R. 18, Glen Eldon road, Streatham, S.W.
 Savory, H. R. 61, London road, Reigate
 Seex, H. W. (Reigate and Redhill C.C.) Fairlight, Riggindale road, Streatham, S.W.
 Speed, L. (Woodlands C.C.) " 4, Grove road, Brixton, S.W.
 Walmsley, A. Walpole, T. H. B. Vade 46, Belleville road, New Wandsworth, S.W.
 Waters, C. J. Beaumont House, Bridge road, Barnes, S.W.
 Watkin, A. H. *Watkin, Miss M. E.*
 Webb, W. H. (Wimbledon C.C.) District Council Offices, Wimbledon
 Welch, J. Blackstones, Redhill
 Wheeler, S. 26, Leigham Court road W., Streatham, S.W.
 Withington, E. Heathfield, Albury, near Guildford
 Wratten, F. C. L. Hellingley, Dingwall avenue, Croydon

SUSSEX.

Allen, Mrs. A. *Birchwood, Burgess Hill*
 Bailly, W. O. 3, Leopold road, Brighton
 Burfield, H. E. Park Hill, Blacklands, Hastings
 Burgess, H. J. (Y.M.C.A.C.C.) 19, Preston road, Brighton
 Cochrane, Commander T. E., R.N. Woodside, East Hoathly
 Fagan, Major C. G. F. Hadley Hurst, Polegate
 Gurdon, G. G. 12, Norton road, West Brighton
 Hughes, H. P. S., J.P. Maidwell, Eastbourne
 Kelson, C. H. 4, St. Mary's place, Brighton
 King, Capt. F. J. Newton 97, Marina, St. Leonards
 Moseley, L. 21, Cornwall's gardens, Hastings
 Pearson, Major J. R. 97, Marina, St. Leonards
 Siddall, H. E. M., B.A. 23, Montpelier crescent, Brighton
 Swinford, Capt. T. F. Minster Lodge, Eastbourne
 Treves, E. 2, The Drive, Hove
 Williams, Major A. H. Church street, Shoreham
 Wright, W. J. Maresfield, Uckfield

WARWICKSHIRE.

Alkin, R. L. Hartsill Grange, near Atherstone
 Bagnall, T. G. S. 62, Bristol road, Edgbaston
 Berthon, H. E., B.A. 30, Speedwell road, Edgbaston
 Berthon, Mrs. H. E.
 Docker, A. Beaufort House, Balsall Heath road, Birmingham
 Finney, Miss E. M. 55, Temple row, Birmingham
 Finnemore, A. 630, Coventry road, Birmingham
 Gandy, W. J., LL.B. 118, Colmore row, Birmingham
 Gooderick, J. (C.D.C.C.) 2, Rothsay terrace, Barras lane, Coventry
 Howson, R. V. Penrhyn, Priory road, Edgbaston
 Jones, H. H. 339, Monument road, Birmingham
 Lester, Miss A. M. *Selborne, Knowle*
 Minahan, J. E. 307, Albert road, Aston
 Palmer, Miss K. 113, Summerfield crescent, Birmingham
 Parkin, A. J. Hillmorton road, Rugby
 Pollen, Rev. A. H. The Oratory, Birmingham
 Pringle, Miss E. 113, Summerfield crescent, Birmingham
 Simkins, A. 86, Lozells road, Aston
 Walker, G. A. 220, Bradford street, Birmingham
 Westwood, A. (B.S.W.A.C.C.) 8, Belgrave street, Birmingham
 Wynn, W. L. 1, Wyndham road, Edgbaston

WESTMORLAND.

Gandy, Mrs. J. G. (Sedgwick C.C.) *Heaves, Kendal*
 Kelly, F. (L.W.C.C.) 6, North terrace, Bowness-on-Windermere

WILTSHIRE.

Burnett, H. O. Pekin House, Chippenham
 Cleverley, W. S. Tilshead House, Devizes
 Haydon, Miss M. E. *Gastons, Malmesbury*
 Hillier, A. F. 21, High street, Marlborough
 Mortimore, F. C. 9, New road, Chippenham

WORCESTERSHIRE.

Carey, C. O. Bromsgrove
 Carpenter, F. W. Dane John, Church road, Moseley
 Chignell, G. S. Graham villas, Brandford road, Worcester
 Filkin, J. J. S. Victoria Villa, Stetchford
 Love, F. A. Madresfield, Malvern
 Merk, W. Park Hall, Evesham
 Neal, H. J. 48, Southfield street, Worcester
 Raby, H. O. (Worcester T.C.) Guildhall, Worcester
 Ryan, W. S. Boughton Park, Worcester
 Sergeantson, Rev. W. F. Knighton-on-Teme, Tenbury
 Wall, W. H. 85, St. John's road, Kate's Hill, Dudley
 Wilks, J. (Worcester T.C.) 9, Broad street, Worcester

YORKSHIRE.

Appleton, T. The Limes, Hesse
 Baldwin, F. W. Greenfield, Cross Hills, Keighley
 Barker, J. H., M.B. Claremont villas, Todmorden
 Booth, J. F., J.P. Manor House, Lees, near Oldham
 Bradley, Rev. G. St. Wilfrid's Presbytery, Sheffield
 Brown, H. 8, Dawson street, Elland road, Leeds
 Brown, J. F.C.S. Ashleigh House, Savile Town, Dewsbury
 Brown, Miss K. E. " 6, Thorncliffe square, Bradford
 Cawley, L. (Bradford and C.C.C.) 65, de Grey street, Hull
 Cresser, J. W. Hepworth, Huddersfield
 Crossley, H. (H. & D.A.C.C.) 37, St. Paul's square, York
 Dash, J. J. Hull
 Flodman, Col. A. L. Grosvenor terrace, Hornsea
 Gibson, H. H. Lund, Hull
 Gray, C. Croft Head terrace, Cross Hills, Keighley
 Green, B. 9, Victoria terrace, Middlesbrough
 Gunter, J. H. Crown Works, Liversedge
 Heaton, T. A. (Liversedge C.C.) South Crescent, Ripon
 Hebdon, B. N. West House, Harey
 Holt, E. Gazette Office, Wharfedale
 Horne, F. W. 34, Dover street, York
 Innes, J. 10, Museum street, York
 King, T. E. 36, Burlington crescent, Gole
 Rockett, G. L. St. Peter's school, York
 Lord, P. E., M.A. 29, Rhodes street, Halifax
 Maine, Rev. T. Market place, Beverley
 Maw, B. (Wesley C.C.) St. Marie's Presbytery, Sheffield
 Mitchell, Rev. F. 20, High street, Bridlington
 Moody, B. (Bridlington W.C.C.) 9, White's terrace, Bradford
 Moulson, D. A. (Bradford & C.C.C.) 60, Albany street, Hull
 Noble, C. Market place, Pickering
 Pickering, J. R. (Malton C.C.) 40A, Gt. Horton road, Bradford
 Pinfold, A. G. 11, Cottage road, Far Headingley
 Pullin, A. M. 50, High street, Hull
 Pybus, W. (Hull C.C.) 19, Pendril street, Hull
 Pybus, J. 391, Beverley road, Hull
 Ross, P. 19, Pendril street, Hull
 Ryles, J. 80, Corporation road, Middlesbrough
 Spencer, T. Royd Hill, Cross Hills, Keighley
 Story, Rev. C. E., M.A. St. John's Vicarage, Huddersfield
 Stott, H. Stoneswood, Delph, near Oldham
 Sumner, R. S. 11, Alexander crescent, Ilkley
 Tatham, C. P. (Manningham C.C.) 8, Oak lane, Manningham
 Thomas, A. Henry street, Brighouse
 Tillotson, J. H. 8, Regent avenue, Hyde Park, Leeds
 Vickerman, R. E. Cottingham
 Walker, C. 84, Carver street, Sheffield
 Whatley, F. D. Oswald House, Ilkley
 Whitley, S. R. Greenroyd, Halifax
 Wilks, C. F. 61, St. Mark's road, Woodhouse, Leeds
 Wilson, M. (Bradford & C.C.C.) 1, Granville terrace, Frizinghall,
 near Bradford
 Wood, G. F. J. 4, Arundel street, Wakefield

BRECKNOCKSHIRE.

Sutherland, J. Crewisha House, Cwm Taff, near Merthyr
 Tydfil

CARMARTHENSHIRE.

Brown, F. T. 32, Coldstream street, Llanelly

CARNARVONSHIRE.

Price, Mrs. E. O. 286, High street, Bangor

DENBIGHSHIRE.

Bushby, T. (Vale of Llangollen C.C.)
 Fletcher, Rev. Canon W. H.
 Jones, T. (Vale of Llangollen C.C.)
 Lawson, T.A., B.A.
 Rees, F.

Oaklands, Trevor, Llangollen
 The Vicarage, Wrexham
 John street, Llangollen
 Grove Park School, Wrexham
 National Schools, Trefnant

FLINTSHIRE.

Bennett, J. W. King's Arms Hotel, Holywell

GLAMORGANSHIRE.

Bartlett, F.
 Cotton, H.
 Edwards, J. H.
 George, D. T.
 Goodman, T.
 Lloyd, E.
 Mountjoy, F.
 Phillips, Rev. W. J.

27, Nolton street, Bridgend
 Pen-y-bont, Senghennydd road, Cardiff
 42, The Parade, Cardiff
 29, Gwaelodygarth terrace, Merthyr Tydfil
 3, Green street, Bridgend
 10, Victoria street, Bridgend
 Old Bank House, Merthyr Tydfil
 Newton, Porthcawl

PEMBROKESHIRE.

Bolton, W. H.
 Jones, W. J.
 Sweeney, J. J.

Rhôs Crowther Rectory, Pembroke
 Haverfordwest
 "

ABERDEENSHIRE.

Gray, G.
 Lanning, V. R.

Custom House, Aberdeen
 Wellbrae, Mannofield, Aberdeen

ARGYLLSHIRE.

Graham, J. E.
 Roxburgh, D.

Tarbert
 Dunoon

BERWICKSHIRE.

Burston, R. (Chirn-side C.C.) Allanton, by Chirnside

BUTESHIRE.

Campbell, A. 3, Tower street, Rothesay

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UNIVERSAL LIGHTS.—It matters little to the cyclist by whose instrumentality the use of lights by all vehicles is made compulsory, but it is distinctly amusing to find that the introduction of the necessary bye-law is at times proposed by the wheelman's sworn enemy, *vide* the following from *The Eastern Daily Press*:—"Norfolk County Council.—Cycles and Vehicles.—Lord Wodehouse moved, 'That it is expedient that all vehicles should carry a light during the period between one hour after sunset and one hour before sunrise, and that the Council make a bye-law to that effect.' He said he was one of those who considered bicycles were an emanation from the devil—(laughter)—and should only be ridden by lunatics (laughter). Cycles were very properly made to carry lights after dark. So he thought should all vehicles (hear, hear). He simply asked the Council to affirm the principle, and to agree to the appointment of a small committee to draw up a bye-law. Mr. Sapwell considered the resolution a ridiculous attempt at grandmotherly legislation ('No, no'). Were they going to make the Council a laughing-stock in the county? ('No, no,' and laughter). They would have the whole county rising against them if such a motion was carried. Mr. B. Hardy and Mr. Beeton having supported the resolution, Mr. Failes said he

objected to the motion because it would involve another tax upon the tenant-farmers. Mr. Garrett Taylor heartily supported Lord Wodehouse. Mr. Sapwell seemed to suppose that there was nothing but moonlight nights, when lamps would not be needed (laughter). Nobody who thought of hiring a horse and trap ought to ever do so without seeing that lamps were on the cart if he supposed he would be driving after dark (hear, hear). He would as soon think of driving without a horse as going without lights after dark (laughter). He thought it was a very proper resolution to adopt. A committee afterwards would consider details. Mr. C. Cozens-Hardy suggested, the Chairman supported, and Lord Wodehouse agreed to an alteration in the wording of the resolution, substituting the words 'to ascertain if it be expedient' for 'that it was expedient.' Mr. Parsons objected to the proposal altogether. It would be creating another offence, and would give benches of magistrates little else to do but to enforce the bye-law. Mr. H. Calthrop insisted on the necessity for compelling people who drove after dark to carry lights, if not for their own, for other people's safety (hear, hear). A division was then taken, when thirty-nine voted for the amended resolution, and seventeen against it. The matter was then referred to the Finance and General Purposes Committee."

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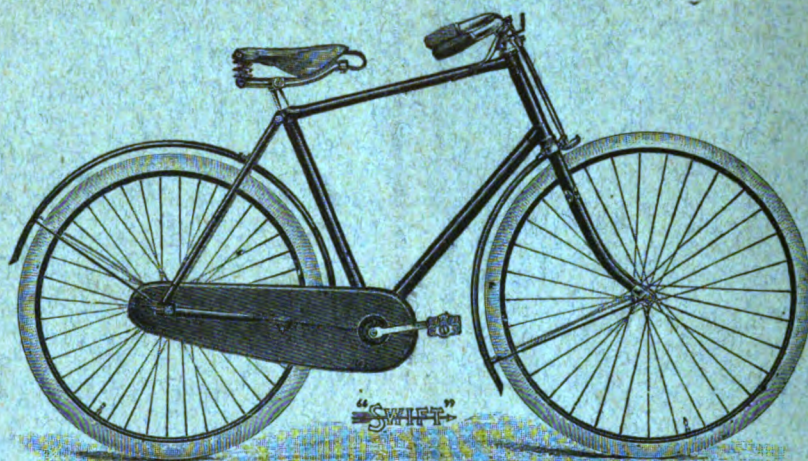
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