



National Cycle Archive



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National Cycle Archive



1905

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DOES NOT THIS STRIKE YOU as strange, that the first page of this Catalogue should be given over to an illustration of **The Harris** Brazing Department?

We have a most complete and ingenious brazing apparatus, and the very best skilled labour we can obtain. We emphatically assert that no sounder or more solid brazing to a bicycle can possibly be done.



THE HARRIS TRADE MARK ON A CYCLE IS AS SURE A GUARANTEE AS THE HALL MARK IS ON GOLD.

The Annual Catalogue of **Harris Imperial Cycles**

MANUFACTURED BY **THE HARRIS CYCLE CO. LTD.**

HILL CROSS WORKS,

COVENTRY.

Telegrams: "IMPERIAL, COVENTRY."

Telephone: No. 250.

AGENCIES IN ALL THE PRINCIPAL TOWNS IN GREAT BRITAIN.

This Edition cancels all previous issues.

1905.

THIS CATALOGUE has been compiled with a view to simplicity, all technicalities wherever possible being studiously avoided. Most catalogues now-a-days contain so many models, which are really one and the same pattern, **and so much repetition matter**, that in our opinion it is difficult for customers to make a selection; consequently, whilst giving our patrons the fullest information on every necessary point, we have omitted the usual verbiage



PLEASE NOTE. **THE HARRIS COMPANY** have helped to make cycling history. The chapter we have contributed should be entitled:

**The Empire is the Field
for
The Harris Imperial.**

WE WANT TO TELL YOU NOW. We sold more Cycles—the bulk from recommendations—during 1904 than in any previous year in the history of **THE HARRIS COMPANY.**

WHY WAS THIS? Each year we embody further unique features into **THE HARRIS** bicycle, which, by surpassing our previous attainments, constantly appeal to a wider field of cyclists who seek **for comfort**, and all the possible pleasure to be obtained from cycling.

IN EVERY HARRIS BICYCLE there are over 1,200 separate pieces; it should therefore not be difficult to understand that added excellence in each and every piece must necessarily affect the bearing of one part to the other.



About Ourselves.

THE VERY BEST BICYCLE THAT BRITISH WORKMANSHIP CAN PRODUCE.—To make an assertion like this is indeed setting forth a very emphatic claim, but everyday throughout the year, and almost every post, brings letters to **THE HARRIS COMPANY**, not only from numerous towns and villages in the United Kingdom, **but from lands afar**, congratulating us upon the stability, the excellent wearing qualities, and the sweetness in running of **THE HARRIS** Bicycle.

SALES GOING AHEAD.—It is a matter of common knowledge, that not only the cycle trade, but every business throughout the country, last year was in a very depressed condition. Notwithstanding this, we are thankful to be able to report that the sale of **THE HARRIS** Imperial Bicycle was **nearly 40 per cent. ahead** of our sales the previous year. It is more than ever our determination to maintain our well-earned reputation, by making **a honest and perfect bicycle** throughout. Through sparing no expense, year by year, in bringing our various departments right up-to-date with the latest automatic machinery, we are enabled to do this, and keep right in the front rank of Cycle Manufacture.

AN OLD ESTABLISHED COMPANY.

THE HARRIS IS A NAME which has been before the cycling public for many years, and **THE HARRIS** Trade Mark on a bicycle is now regarded as **a Guarantee of**

**Quality,
Durability, and
Ease of Running.**

The dominating aim of this Company's Management has been to cut our working expenses down to the lowest point. We are enabled to do this, through our keeping no expensive Depots in various parts of the Country; paying no heavy fees to Managing Directors, or salaries to men who walk about Factories doing nothing.


EVERY MAN IN OUR FACTORY and in our Offices, from the Manager downwards, has to work for what he gets. This is why we can give better value than any other Cycle Firm.

WITHOUT BEING SENTIMENTAL we would like to remark that we give **the whole of our workpeople**, from the least important to the best mechanic, a good wage, and this every week throughout the year.

THE MANUFACTURE OF THE HARRIS is carried on in a thoroughly systematic manner, upon the best mechanical principles. All our departments are under the supervision and management of **thorough experts in the cycle trade**. The head of our machine department is probably one of the most skilled workmen throughout the whole of the trade, and this is where our brackets, lugs, and other important parts are made and put into shape, and where we make entirely our own fittings. All the bearings of **THE HARRIS** bicycle are made of either English crucible cast steel or Swedish steel case hardened. This accounts for **the enviable reputation for long lasting wear** enjoyed by the productions of **THE HARRIS COMPANY**. Thus we can justly claim that for all round general excellence it is impossible to surpass the bicycle we have for so many years placed before the public, and we again assert **THE HARRIS** as now produced is beyond criticism.

WE ARE JUST TO OUR WORKMEN.

BY SERIOUS FORETHOUGHT, and careful management the Directorate have been enabled to so regulate our Works as to keep them **going all the year round**. It is the system of most Cycle Companies to work at terribly high pressure for about five months of the year, and the other seven months to only work a few hours daily; some Cycle Factories, indeed, almost close down for many weeks. We avoid this, as we do not consider this kind of system either fair or just to the British working man.

 **WHILST ON THIS MATTER** we would also remark that **no female is employed in our factory**. We cannot bring ourselves to believe that women were ever intended to do hard manual work, and in our opinion they cannot do effectually the work required of men in a cycle factory. **Nothing has so embittered and demoralised the labour market as the introduction of female employees in many cycle factories.**

THE HARRIS IS SENT FREE TO YOUR DOOR

anywhere in the United Kingdom, and can be ordered through any reputable Cycle Agent, Ironmonger, or Stores, and where there is no **Harris** Agent, direct from our Works.

CARRIAGE PAID AND SECURELY PACKED.



THE HARRIS IS SENT CARRIAGE FREE TO YOUR DOOR.

OUR NEW MODELS.

This year we are making three Models, both in Lady's and Gent's Cycles.

OUR FIRST GRADE MACHINE.

When we say first, we mean first, and we claim with this grade to be **absolutely unsurpassed** by anything on the Market. This machine is made in both Lady's and Gent's patterns; Lady's at £12 12 0, Gent's at £10 10 0.

The Lady's Bicycle is an entirely new design, invented by our Works Manager, and **registered by us** at the Patent Office in London. We desire to very specially call the attention of our lady patrons to this machine; it has been truly called by experts, both in the trade papers and throughout the trade, "**The Queen of Cycles.**" We illustrate this registered design lady's bicycle on pages 14 and 23.

THE HARRIS SPECIAL.

This grade at £8 8 0 is a bicycle equal to many leading Firms highest-class machine. It is fitted with everything of a first-class order, and also **with first-grade tyres.** We have made a heavy stock, as we are anticipating a considerable demand for this **HARRIS** Special. Full particulars are given on page 17.

THE BRITISH MASTERPIECE.

This title has been many times applied to the bicycle we have lately placed before the British public at £6 6 0. **We challenge the trade** with this machine, not only our local Competitors, but every Cycle Firm throughout the Country.

The machine is fitted with Ball-Bearing Free-Wheel, two Rim Brakes, Plated Rims, and Tyres, made by the Dunlop Company under the Doughty patent process. **Never in the history of the Cycle trade** has such value been placed before the public. For many weeks our Works have been at high pressure making this machine, as our Agents in all parts of the Country have, for some time, been writing us that they will require a large number of our "**British Masterpiece**" Machine during this year. We are quite certain that the more this bicycle is known by the great British public, the greater will be the demand for it.

Like all other of **THE HARRIS** Machines, it is made from start to finish in our own Factory, only **British material** and **Coventry labour** being used in its construction. Coventry Mechanics are noted for their skill, and we can assure our numerous patrons that **THE HARRIS** workmen have no experience of the jerry built machines that are made in some centres of the bicycle trade. This machine, at so low a price, is now **well within the reach** of the great bulk of **working men**, and with the sweeping reduction we have made, we trust by appealing to a larger public to recoup ourselves, as it is only by turning out this machine in enormous quantities that we can make it at Six Guineas, for absolutely nett cash. For specification see page 19.

WHAT ABOUT TYRES.

WITHOUT A DOUBT the pleasure of cycling depends to a great extent upon the Tyres that are fitted to a bicycle, and thus it is that the choice of a Tyre becomes of paramount importance to the purchaser of a cycle. The Dunlop Tyre Company succeed, year after year, in still further improving "The World-renowned Dunlop Tyre." It was this Tyre that first revolutionized the Cycle Trade.

Dunlop Tyres are manufactured under a patent scientific process (the Doughty process) which belongs exclusively to the Dunlop Company, and it may be said without exaggeration that since the adoption of this process by the Dunlop Company, three or four years ago, Dunlop Tyres are practically unwearable. The 1905 Dunlop Tyre has indeed reached the high-water mark of perfection, while the Reflex Clipper, Warwick, and Midland Tyres (also made by the Doughty patent process) enjoy a splendid reputation for quality combined with moderate prices.

A VERY SPECIAL study of the Tyres is made by **THE HARRIS COMPANY**, and after much careful thought we have again decided to fit no other Tyre to any of our machines than those enumerated above. We could buy Tyres at less than half the price we pay, but we will not encourage the manufacture of such rubbishy stuff, the use of which most certainly means the spoiling of many a good machine.

WE ARE SURE that the cycling public will support us in ordering their machines fitted with the "Dunlop" or the other Tyres above specified, which have made so solid a reputation throughout the World.

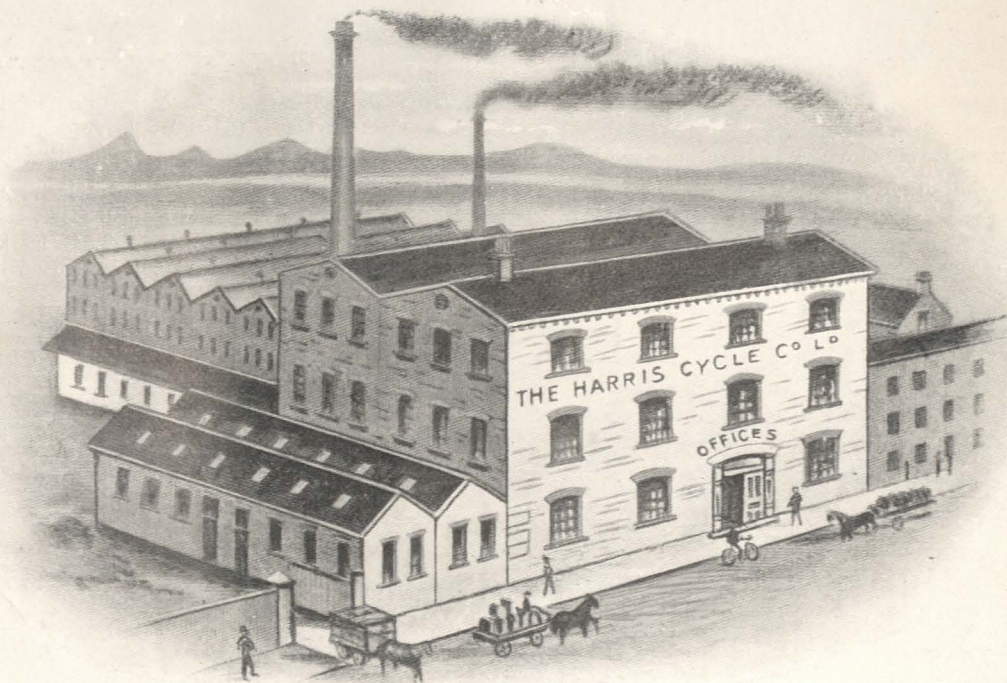
Hardly a day goes by but what we receive letters congratulating us upon

**THE HARRIS Machine,
Its Stability,
Its Excellent Wearing Qualities,
Its Quietness of Running.**

AS OUR PATRONS, we have not only persons in the highest-class of society, the professions, and tradesmen, but large numbers of British working men. **We make bicycles for all classes**, and it is thus that we can produce thousands of testimonials from delighted cyclists in all parts of the country. We shall be glad to send **any prospective buyer** the name of our nearest Agent, who will be pleased to refer them to several persons in the immediate neighbourhood, who have ridden **THE HARRIS** for many years.

EACH HARRIS BICYCLE IS A SPEAKING TESTIMONY.—For the convenience of those cycle agents who are unacquainted with our work, we shall be pleased to send to any part of the British Isles **one of our standard patterns for the inspection of prospective customers**, and we undertake to pay return carriage if **THE HARRIS** Cycle is not proved to be an absolutely perfect mount, and all that we claim for it in every single particular, providing the machine is returned to us in new condition within seven days of its being received. The aim **THE HARRIS** Cycle Company keep in view in all their dealings is to attract riders by telling them the plain unexaggerated truth, and to retain their custom by providing them with machines which do not fall short of our specifications in any particular. **Every bicycle is sent from our factory with the knowledge that it must be its own most eloquent advertisement**, and this self-recommendation cannot fail to deserve the highest praise.

THE HARRIS CYCLE CO. LTD.



VIEW OF HEAD OFFICES AND FACTORY.

At this factory many thousands of bicycles have been made, which are running all over the Empire.

THIS FACTORY ALWAYS HAS BEEN. **AND WE ALWAYS INTEND IT TO BE**

THE BIRTHPLACE OF ENGLAND'S BEST BICYCLE.

AN INVITATION.

WE CORDIALLY INVITE any of our Agents or friends to view our Works. We have one of the most compact and best appointed Factories in the Trade, and it will be a source of great pleasure for us at any time to conduct **our friends** around our various departments, and explain to them the many different and interesting processes in the manufacture of **THE HARRIS** Imperial Cycles.



THE HARRIS BUILDING DEPARTMENT.

In this shop we have a unique set of Frame Building Jigs. Exceeding great care is taken by the Manager of this Department in their setting, and when once set **every single Harris frame** is a *fac-simile* of the first one built. The men in this department are thoroughly expert. They do nothing else whatever all the year round but build **Harris** Cycle Frames.



THE HARRIS IS SENT FREE TO YOUR DOOR

anywhere in the United Kingdom, and can be ordered through any reputable Cycle Agent, Ironmonger, or Stores, and where there is no **Harris** Agent, direct from our Works,

CARRIAGE PAID AND SECURELY PACKED.

The Harris 1905 Specialities.

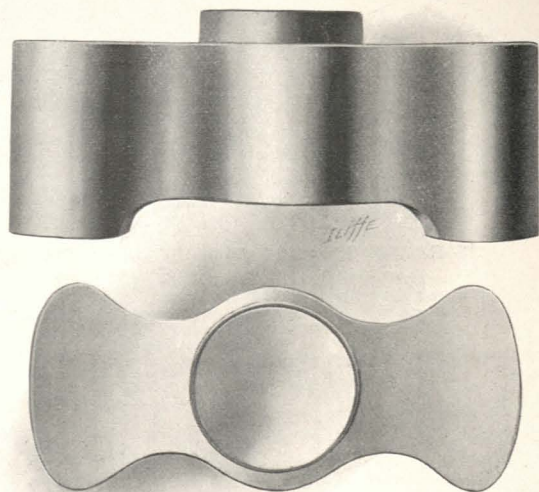
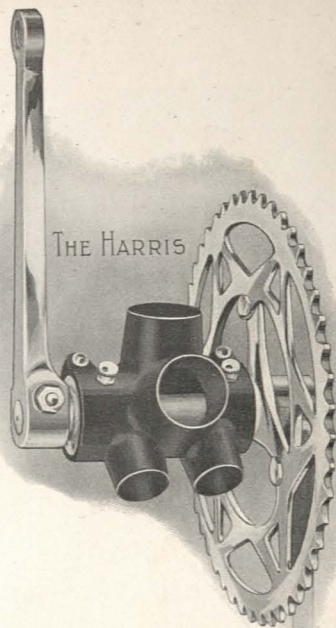
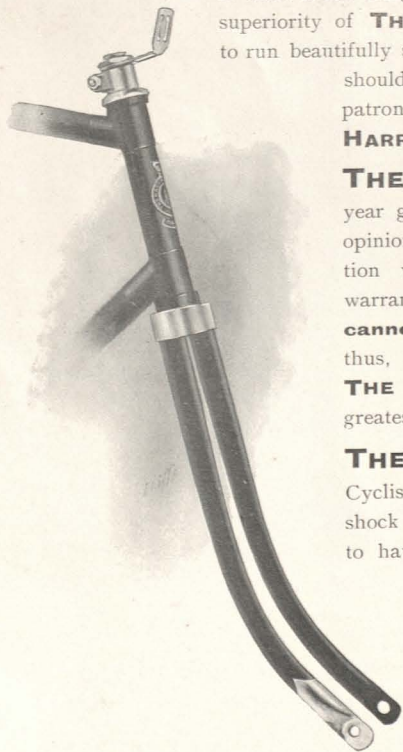
THE HARRIS Chain Wheel and Cranks.—For many years it has been our custom to illustrate **THE HARRIS** Chain Wheel and to give a few particulars concerning it. **This important piece of mechanism** does not take second place to any other part of the Bicycle, for upon the Chain Wheel and Bracket Bearing the greatest strain of the rider is brought to bear.

THE HARRIS COMPANY realise that the Chain Wheel and Axle should not only be **dead accurate**, but also be severely tested by means of gauges which are made to the 1,000th part of an inch.

If there is one thing more than another that we can lay claim to, it is the superiority of **THE HARRIS** Bottom Bracket Bearings. For a Chain to run beautifully smooth and **free as rain**, the teeth of a Chain Wheel should be cut with most perfect machinery, and we ask our patrons not to think us egotistical when we assert that **THE HARRIS** Chain Wheel is indeed perfection.

THE HARRIS 1905 Box Crown.—We are this year going right away from our previous pattern, as in our opinion the exceeding great amount of vibration when the Front Rim Brake is applied, warrants our statement that a Front Fork Crown **cannot be made too strong**. We are thus, after much careful thought, lengthening **THE HARRIS** Crown so as to withstand the greatest amount of vibration.

THE HARRIS Front Forks.—Every Cyclist knows that a Front Fork is subject to the shock of every single obstacle, and it is so essential to have these designed by mechanical experts in a large Factory, so as to render it absolutely **impossible for one to collapse**. **THE HARRIS** Front Forks are a Registered Design, and the Brazing surface extends from the top to bottom of the Crown. **THE HARRIS** Steering Column of the Fork is



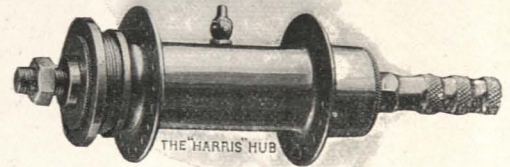
THE "HARRIS" NEW BOX CROWN

made double the thickness at the Crown to what it is at the top, being taper gauged. A weak Crown, or a defective Steering Column, renders an otherwise safe machine quite unfit to ride.

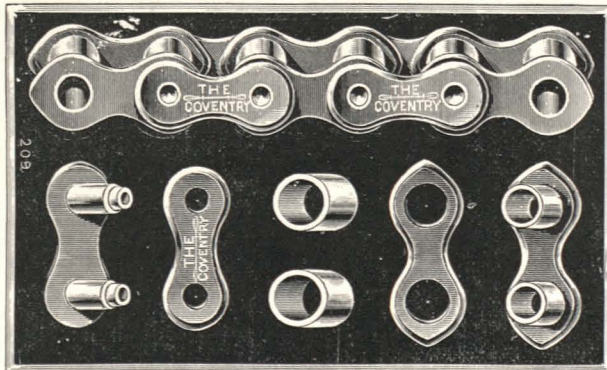
Every **HARRIS** Fork is built on specially designed jigs, and as showing our confidence in this very vital part, we are quite willing to fully guarantee **THE HARRIS** Forks, the full life of the Bicycle.

To Produce a HUB that will last as long as any part of the Bicycle has consistently been our aim. The **Oil Retaining Properties** of **THE HARRIS** Hubs make them almost proof against wear. Thousands of our well tried Bicycles have been ridden **more than a 1,000 miles** without being oiled or adjusted after leaving our Works (though we consider Hubs should be oiled every few hundred miles). From the most minute to the largest part of the Hub, is carefully gauged to **ensure positive accuracy.**

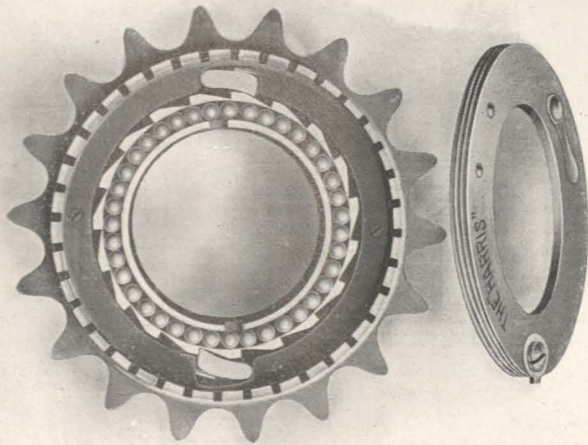
THE HARRIS Hubs are constructed on the well-known (to we Engineers) "Cup" principle, and we stake our long standing reputation upon their being **proof against dust.** The Cones and Bearing surfaces are scientifically designed, the angles of the ball races being mathematically accurate. The Bearing Discs or Cups, and also every Cone, are made of the **finest Sheffield Tool Steel** obtainable



We have so made this Hub as to run thousands of miles without needing adjustment.



Chains.—These we do not make, but as proof of the soundness and specially good steel with which they are made, we would like to say that from the first Cycle we made we have fitted no other Chain than "**The Coventry Chain.**" These Chains are made with double bevelled reversible side plates and hardened immovable rivets, with an extra length of nose to give strength to each link. This Chain is fully guaranteed 2 years. We illustrate the several internal parts of the Chain we use.



THE HARRIS Free-Wheel.—This Free-Wheel is the latest pattern, and positively the most Frictionless Clutch yet invented. Both Pawls (which being eared are prevented from slipping) work against a thick shoulder of solid steel, which positively prevents any possibility of a burst. One of the great points in favour of **THE HARRIS** Clutch is that it can be **easily adjusted**. The plate has slots in the entire outer part, in which the lock pin fits in anyone of the slots which can be seen on the cap of the Free-Wheel. This Free-Wheel does not sound like **an imprisoned Corn-Crake**. It is positively impossible for it to fail to act immediately. It is **simple, effective, and peaceable**. It does not intrude itself upon the quiet of a country lane as many Clutches do that are now made, a kind of thing making the machine a nuisance to its rider. **THE HARRIS** Clutch **does its work well**, and when it is not required to Clutch it lets go quietly and in order. So much confidence have we in **THE HARRIS** Free-Wheel that we undertake to assert that it will run as well and freely at **the end of two years' hard wear** as it does the day it leaves our Works.

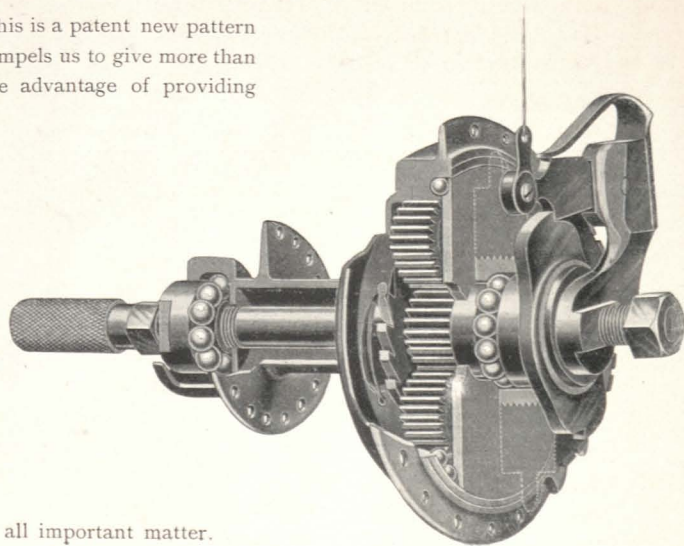
THE HARRIS HUB TWO-SPEED GEAR.—This is a patent new pattern Two-Speed Gear. The growing demand for this speciality compels us to give more than passing notice to it. This Two-Speed Hub has the unique advantage of providing Automatic **Free-Wheel action on both Gears**.

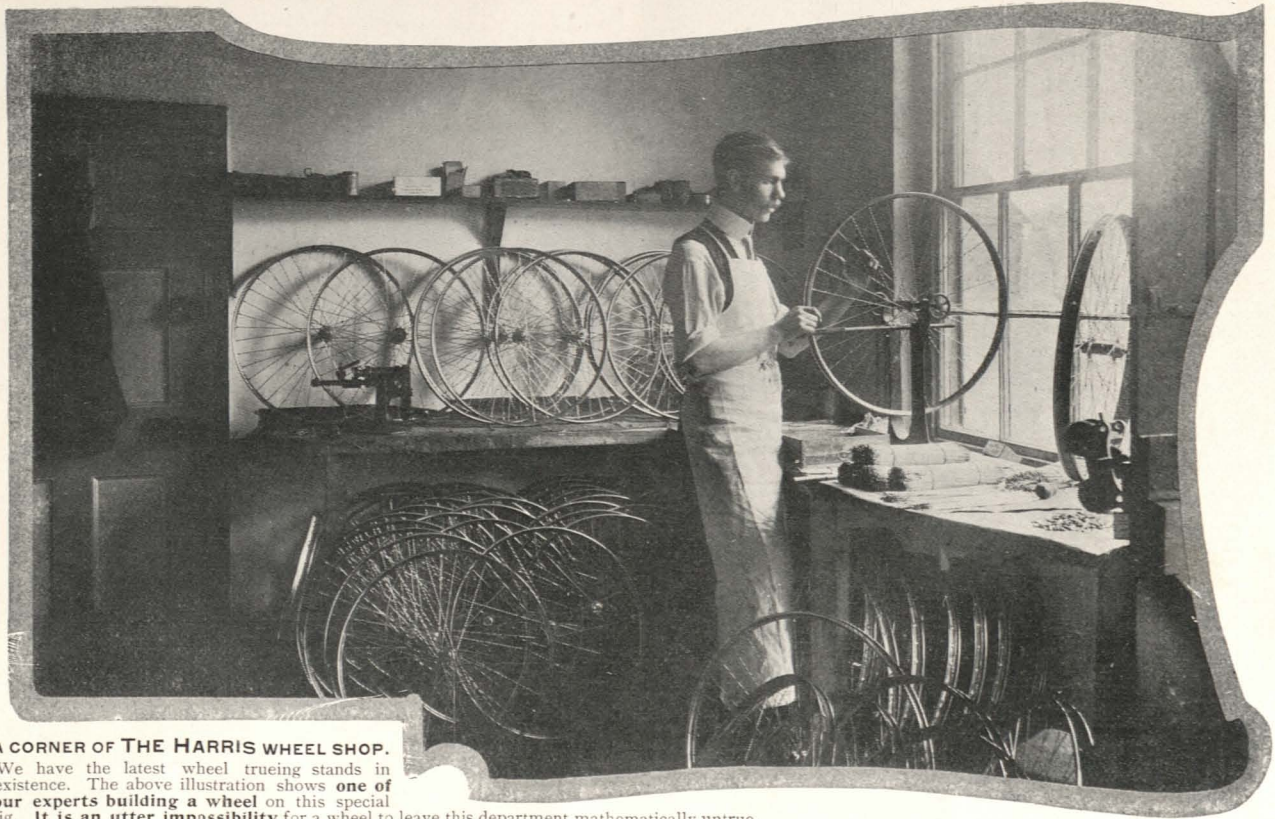
It is obvious that this is a distinct advantage over several other makes that are now before the public, some of these only Free-Wheeling on the one Gear. **Furthermore**, it has no shifting pinion wheel and no hollow axle, so that it is a moral impossibility for any single part to give way.

The public have been quick to meet this **HARRIS** Two-Speed Gear Hub with approval, being convinced of its superiority over all competitive Two-Speed Hubs.

It is fully guaranteed two years, and it will, as a matter of fact, last as long as the Bicycle, which is many, many years,

RESPECTING BRAKES.—We devote page 37 to this all important matter.





A CORNER OF THE HARRIS WHEEL SHOP.

We have the latest wheel truing stands in existence. The above illustration shows **one of our experts building a wheel** on this special jig. **It is an utter impossibility** for a wheel to leave this department mathematically untrue. This is why we are so often congratulated upon the perfection of **The Harris** wheels.



THE HARRIS IS SENT FREE TO YOUR DOOR

anywhere in the United Kingdom, and can be ordered through any reputable Cycle Agent Ironmonger, or Stores, and where there is no **Harris** Agent, direct from our Works

CARRIAGE PAID AND SECURELY PACKED.

THE
Harris Imperial
MADE AS PERFECT AS A GUN



THE "HARRIS"

THE
Harris Royal
STYLISH AND REFINED



THE "HARRIS"

THIS PATTERN IS MADE EXCLUSIVELY BY US AND REGISTERED AT THE PATENT OFFICE, N^o 445711.

Surely you want the newest thing in Cycle Construction.

No other Firm throughout the whole Trade can make the **proud assertion** that their First Grade Machines are **honestly entire new patterns**, and these we have been many months in designing.

So joyous, indeed, are we over the majestic appearance of **THE HARRIS Lady's Royal** that we have taken the precaution, and been at the **heavy expense, of having it Registered at the Patent Office.** We give further particulars of this Lady's Bicycle, which is **the Queen of all Lady's Cycles**, on page 23.

Both these Models (illustrated above) are splendid hill-climbers, whilst on the level the slightest amount of effort carries them along. The excellence of design and superb finish render these, our First Grade Machine, **the most perfect high-class Bicycle it is possible to produce.**

PLATED RIMS on all "**Harris**" Machines are coated inside and out with a transparent varnish, which **effectually prevents rust.**

Frame.	Best cold drawn weldless steel tube; back and chain stays improved section D tube; Harris box crown; fork ends plated.
Height.	Standard sizes— Gent's , 22 in., 24 in., and 26 in. Lady's , 20 in., 22 in., and 24 in.
Wheels.	28 in. equal; high tension tangent plated spokes and nipples; 1½ in. tyres.
Rims.	Westwood hollow rims, beautifully nickel-silver plated and specially black centres, with vermilion lines.
Gear.	Gent's, 70 in., or to order. Lady's, 65 in., or to order.
Chain.	The "Coventry" (their best quality) ½ in. pitch roller chain.
Hub Bearings.	Patent adjustable dustproof, of the finest selected Sheffield steel, specially hardened, balls accurately gauged.
Bottom Bracket Bearings.	1½ in. chain line, patent adjustable dustproof caps, specially hardened and toughened spindle, detachable 7 in. cranks to Gent's , and 6½ in. to Lady's .
Ball Head.	Long ball head, with patent adjustable bearings.
Handle-bar.	We fit any of our pattern handle-bars (see page 36), but we recommend the particular shape as illustrated in above models.
Handles.	We are this year fitting a specially made black horn handle, by Dover, Ltd.; even on the hottest day in summer these handles are pleasantly cool to the hand, and are guaranteed never to discolour.
Mudguards.	Made from the best cold rolled sheet steel, and are absolutely noiseless.
Special.	To this machine we fit (as illustrated) a celluloid transparent mudguard splasher, the use of which is most obvious.
Brakes.	Bowden inverted cable to back, and front rim brake.
Free-Wheel.	" Harris " patent ball-bearing frictionless (see page 12).
Pedals.	Rubber or rat-trap, superior quality.
Saddle.	Middlemore's luxurious 15/- " Rideasy ."
Gear-Case.	The Lady's is fitted with the "Dover" highest-class gear case (see page 48).
Weight.	About 28 lbs. all on.
Finish.	Enamelled with three coats of brilliant black enamel and hand polished; all bright parts heavily nickel-silver plated; beautifully vermilion and gold lined throughout, which gives an extremely rich and superior appearance.

Price { **£10 10 0** the Gent's } nett cash, with **Dunlop** tyres.
 { **£12 12 0** the Lady's }

Including a Set of Four Spanners, Celluloid Inflator, Patent Pump Clips, Oilcan, and highest-class Tool Bag.

If desired this machine can be fitted with Coaster Free-wheel and Back-pedal Brake at no extra charge.

NO IRRITATING EXTRAS TO PAY FOR.

THE *Harris Special*
RUNS EASILY & SILENTLY



THE *Special*



This THE HARRIS 2nd Grade Bicycle is constructed throughout of the finest quality of material. All modern improvements have been utilised. The reputation which this machine has gained in almost every part of the Empire, and the increasing popularity which it enjoys, are fitting proofs of its merit and excellence. It is eminently suitable for touring as well as business purposes, and we assert is fully equal to many leading Firms' First Grade Bicycle.

PLATED RIMS on all "**Harris**" Machines are coated inside and out with a transparent varnish, which **effectually prevents rust.**

Frame.	Best cold drawn weldless steel tube; back and chain stays improved section D tube; Harris box crown; fork ends plated.
Height.	Standard sizes— Gent's , 22 in., 24 in., and 26 in. " Lady's , 20 in., 22 in., and 24 in.
Wheels.	28 in. equal; high tension tangent plated spokes and nipples; 1½ in. tyres.
Rims.	Westwood hollow rims, beautifully nickel-silver plated, lined in centre with transparent ruby enamel.
Gear.	Gent's, 70 in., or to order. Lady's, 65 in., or to order.
Chain.	The "Coventry," best quality, ½ in. pitch roller.
Hub Bearings.	Patent adjustable dustproof, of the finest selected Sheffield steel , specially hardened, balls accurately gauged.
Bottom Bracket Bearings.	1½ in. chain line, patent adjustable dustproof caps, specially hardened and toughened spindle, detachable 7 in. cranks to Gent's , and 6½ in. to Lady's .
Ball Head.	Long ball head, with patent adjustable bearings.
Handle-bar.	We fit any of our pattern handle-bars (see page 36), but we recommend the particular shape as illustrated in above models.
Handles.	A first-class celluloid, by Bluemels.
Mudguards.	Made from the best cold rolled sheet steel, and are absolutely noiseless.
Brakes.	Bowden inverted cable to back rim, " Harris " inverted cable to front rim.
Free-wheel.	" Harris " patent ball-bearing frictionless (see page 12).
Pedals.	Rubber or rat-trap, superior quality.
Saddle.	Middlemore's high-class comfortable saddle.
Gear Case.	The Lady's is fitted with the "Dover" chain cover (see page 48).
Weight.	About 28 lbs. all on.
Finish.	Enamelled with three coats of brilliant black enamel and hand polished; all bright parts heavily nickel-silver plated; beautifully aluminium lined throughout.

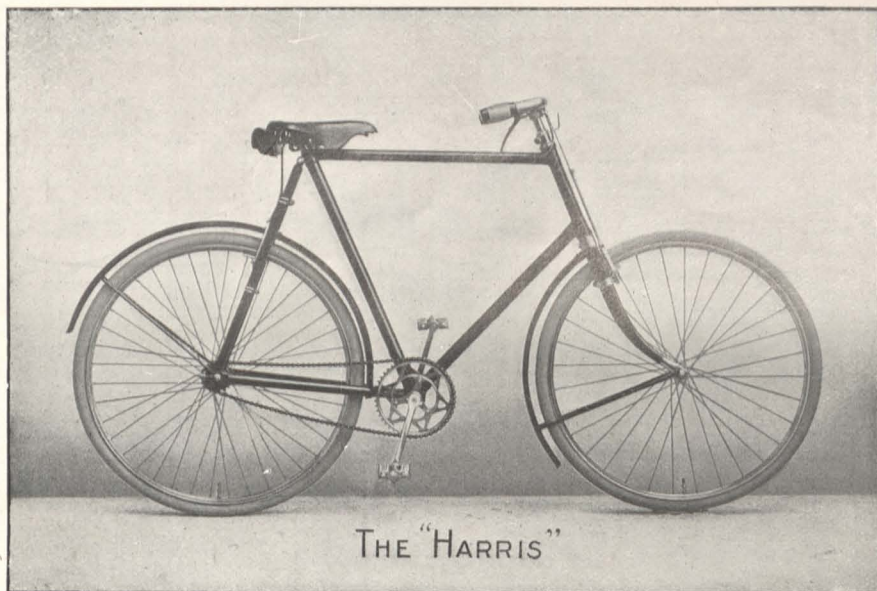
Price £8 8 0 nett cash, with **Warwick** or **Clipper** tyres.

Including our usual complete set of Accessories.

If desired this machine can be fitted with Coaster Free-wheel and Back-pedal Brake at no extra charge.

NO IRRITATING EXTRAS TO PAY FOR.

THE
Harris Master-piece
MADE AS PERFECT AS A GUN



THE
Harris Master-piece
MADE AS PERFECT AS A GUN



We Have Always Endeavoured to be the leaders in the local Cycle Trade of setting the prices, commensurate with quality, which has always been our first consideration to maintain. **We have now come out with a Six Guinea Bicycle.** This is, indeed, "The British Masterpiece."

In placing before the public this bicycle of such real and substantial quality, **we illustrate for the first time, in the history of a leading Coventry Firm,** a Cycle well within the reach of the general run of the British working classes.

Its wearing qualities cannot be surpassed, and its durability will be equal to our higher-priced machines. At the time we are writing these remarks, **we are working at very high pressure to meet the great demand,** which, without a doubt, is about to fall upon us.

Below we give the specification of this bicycle, and **we challenge,** not only our Coventry competitors, but **any Firm throughout the whole world,** to produce a bicycle of such sterling merit, to compare with **this HARRIS Masterpiece** at Six Guineas.



PLATED RIMS on all "**Harris**" machines are coated inside and out with a transparent varnish, which **effectually prevents rust.**

Frame.	Best cold drawn weldless steel tube, back and chain stays improved section D tube; Harris box crown.
Height.	Gent's standard sizes—22 in., 24 in., and 26 in. Lady's „ „ 20 in., 22 in., and 24 in.
Wheels.	28 in. equal; high tension tangent plated spokes and nipples, 1½ in. tyres.
Rims.	Westwood, beautifully nickel-silver plated or black enamelled.
Gear.	Gent's 70 in., or to order; Lady's, 65 in.
Chain.	The "Coventry" ½ in. pitch roller chain.
Hub Bearings.	Patent adjustable dustproof, of the finest selected Sheffield steel , specially hardened, balls accurately gauged.
Bottom Bracket Bearings.	1½ in. chain line, patent adjustable dustproof caps, specially hardened and toughened spindle, detachable 7 in. cranks to gent's; 6½ in. to lady's.
Ball Head.	Long ball head, with patent adjustable bearings.
Handle-bar.	As illustrated (or to order, see page 36), with celluloid handles.
Mudguards.	Steel.
Brakes.	Harris front rim and back rim brakes.
Free-wheel.	" Harris " patent ball-bearing clutch.
Pedals.	Rat-trap or rubber.
Saddle.	Middlemore & Lamplugh's.
Gear Case.	The lady's is fitted with a best class leather.
Weight.	About 29 lbs. all on.
Finish.	Enamelled with three coats of brilliant black enamel, all bright parts heavily nickel-silver plated.

Price £6 6 0 nett cash, with **Dunlop** Rubber Company's tyres.

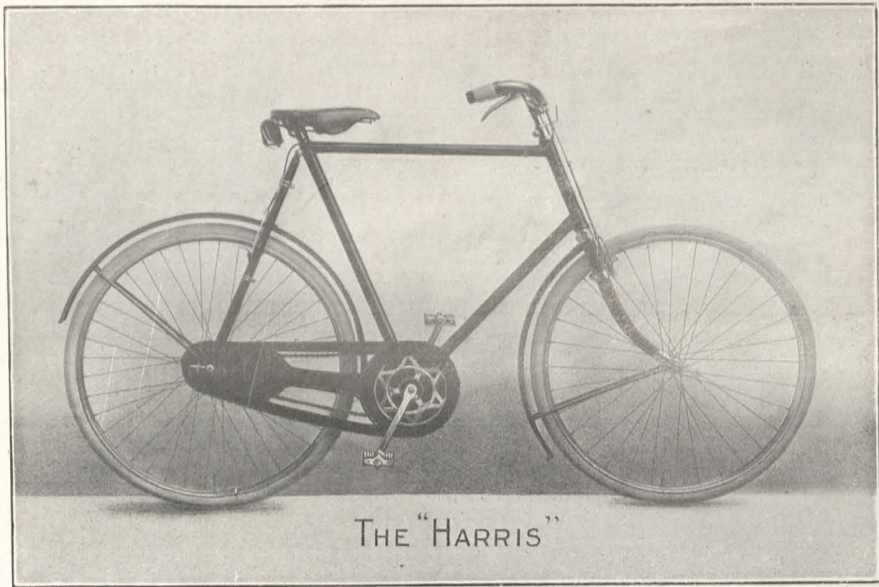
Including our usual complete set of Accessories.

If desired this machine can be fitted with Coaster Free-wheel and Back-pedal Brake at no extra charge

NO IRRITATING EXTRAS TO PAY FOR.



PLEASE NOTE.—Under no circumstances can we depart from the above specification. It is only on account of our making this bicycle in large quantities that we are enabled to place it on the market at so low a price.



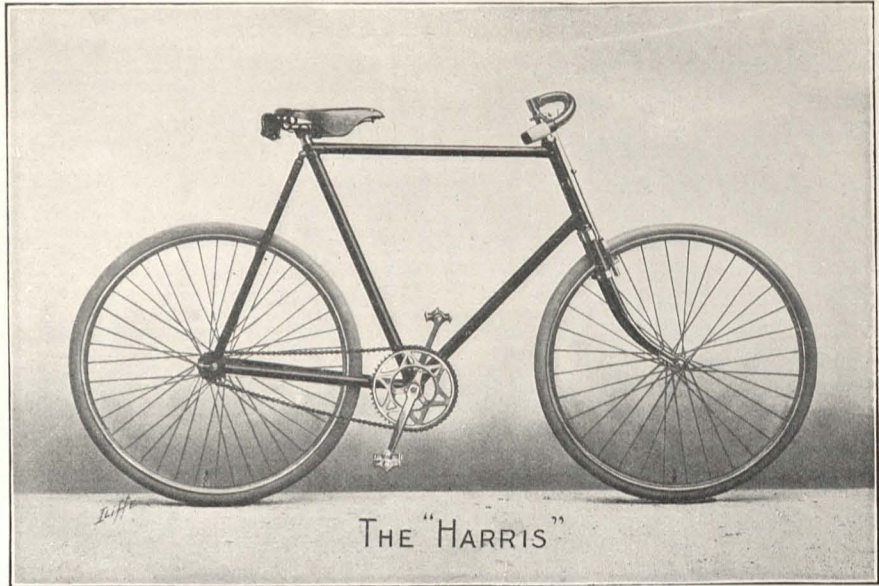
We Merely Illustrate the Above Bicycle as showing how **THE HARRIS** Gent's Full Roadster Machine appears (as illustrated on previous pages) with a Gear Case and Raised Handle-Bar, **which is so arranged as to allow the rider** to sit in a perfectly natural and comfortable position

We fit our Gent's Machines with **any kind of Gear Case**, to order, viz. :

The "Dover"	£1 4 0
A First-Class Detachable Metal	0 15 0
"Dover" Detachable Chain Cover	0 10 0
A Best Class Patent Leather	0 7 6

For illustrations see page 48.

 **THE HARRIS is sent CARRIAGE FREE TO YOUR DOOR.**



THE HARRIS LIGHT ROADSTER.

We herewith illustrate the above Bicycle as showing that we make a Light Roadster Machine, and in either of the **three Grades** as per previous pages.

Any pattern Handle-Bar to order. *See page 36.*

A specially made light Saddle is fitted.

Specially light Wheels.

Light Roadster Rat-Trap Pedals.

We usually fit this Bicycle with Coaster Free-Wheel and Back-Pedal Brake, also

THE HARRIS Front Rim Brake. This is optional.

Weight about 25 lbs.

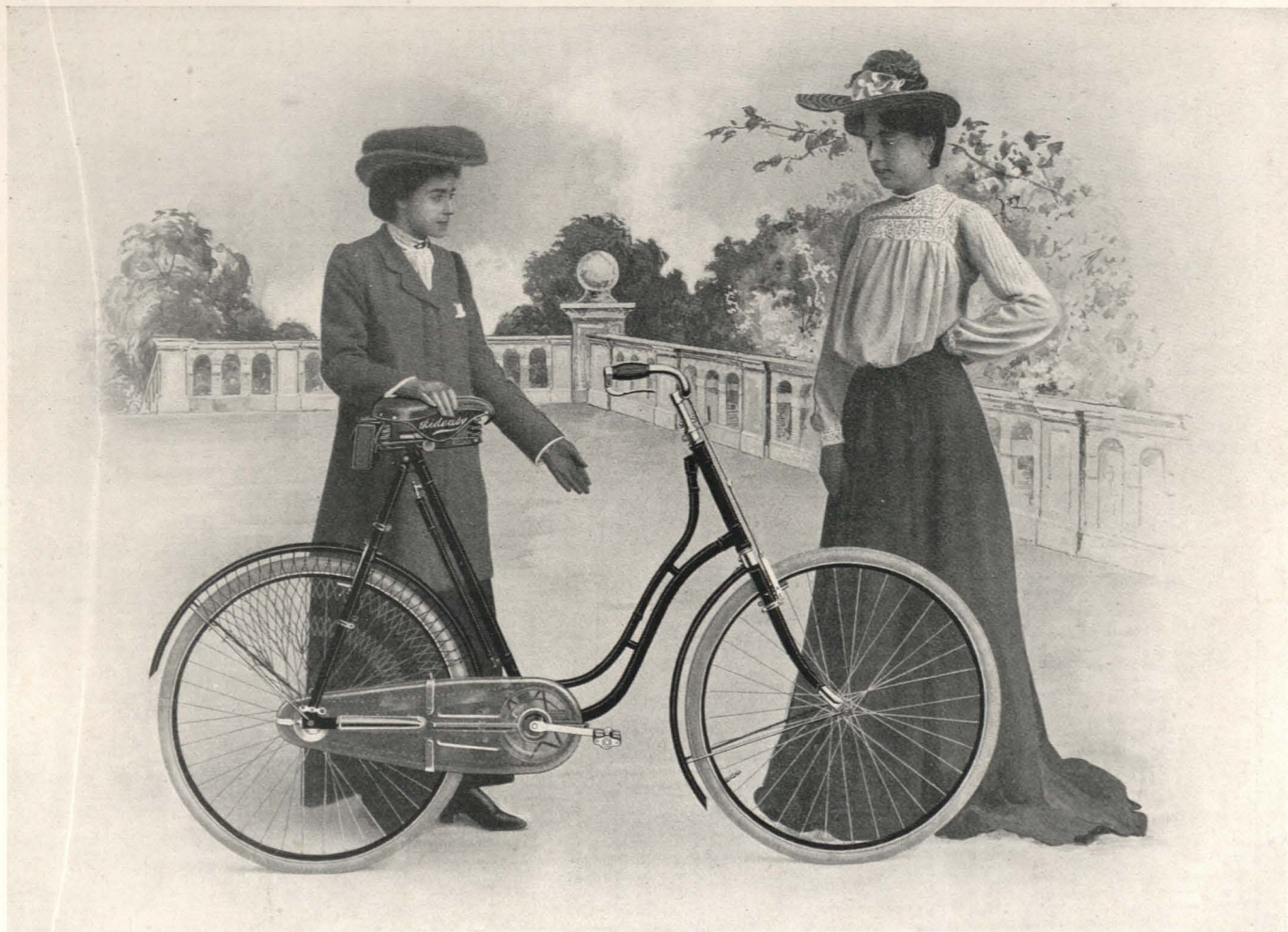
 **THE HARRIS is sent CARRIAGE FREE TO YOUR DOOR.**

THE *Harris Imperial*
MADE AS PERFECT AS A GUN



Every **HARRIS Imperial** is made so that the position of a gentleman when riding may be as here illustrated.

 THE HARRIS IS SENT CARRIAGE FREE TO YOUR DOOR.



This is our own entirely New Design, Registered by THE HARRIS COMPANY at the Patent Office, Nov. 25th, 1904. No. 445711.

Every lady who purchases a 1905 HARRIS Royal will possess a bicycle which is most distinguished and thoroughly different from all other Lady's Machines on the Market.

All particulars are fully given on page 15.

After much consideration we have decided to reserve the exclusive right to manufacture this bicycle, which is, indeed, "The Queen of Cycles."

No License will thus be granted to any other Firm to make this particular pattern, and we shall take the necessary steps to prevent the infringing of it.

PRESS COMMENTS AND NUMEROUS TESTIMONIALS WILL BE GLADLY SENT UPON APPLICATION.

OPINIONS OF FAMOUS MEN.

EXPLANATORY.

WE highly prize these valuable expressions of opinion which have been sent **direct to the Manager of THE HARRIS COMPANY**, quite recently, upon the advantages of Cycling, particularly with reference to its influence on the physical development of the race, a subject which is, at the present time, attracting considerable attention throughout the country.

(We reserve all rights of reproduction.)

"Exhilarating and Refreshing."

**MR. EDWARD ROBERT ROBSON,
F.R.I.B.A., F.S.A., F.S.I.,**

The first Architect to the School Board for London, and one of the leading men in his profession, writes:

"The cycle has come to stay, for it represents greater convenience and economy of time within reach of every class of life.

Its influence on the physical development of both sexes has become clearly discernable. It has the advantage of involving fresh air, like outdoor English games, but the element of speed gives it a marked advantage, exhilarating and refreshing to body and mind.

A woman now looks as well on a bicycle as on horseback, and it is no longer necessary for a man to sit like an ape.

My own case has shewn its hygienic value."

"Development of Good Health."

PREBENDARY WEBB-PEPLOE,

Of St. Paul's Cathedral, who was champion gymnast when at Pembroke College, Cambridge, in 1856, is a famous preacher and author. He is unable to bear personal testimony as to the value of cycling, not having learned to ride, but writes:

"I have very frequently heard it said by those who do cycle, that it tends in every way as a preservation or development of good health."

"An Excellent Influence."

MAJOR-GENERAL LORD CHEYLESMORE,

Who is now Mayor of Westminster, will always be remembered for his services as Commander of the 2nd Battalion of the Grenadier Guards. He is connected with Coventry as the owner of the Manor of Cheylesmore, formerly possessed by Edward, the Black Prince. His Lordship writes:

"He cannot but think that cycling must have an excellent influence on all who take part in the amusement."

"Escape from Over-crowded Centres."

THE RIGHT HON. C. ROBERT SPENCER, M.P.,

for Mid-Northants writes:

"Fresh air, exercise, and rapid movements are all conducive to health, and a bicycle gives opportunity for all these. Besides, in an increasing degree, I hope, a bicycle enables our working fellow countrymen to escape from the over-crowded centres of our manufacturing districts into wholesomer and healthier surroundings."

THE VALUE OF CYCLING.

OPINIONS OF FAMOUS MEN.

"Quickening Social Intercourse."

THE REV. DR. JOHN CLIFFORD,

Of Westbourne Park Church, ex-President of the Baptist Union, writes:

"Observations and the reports of cyclists lead me to the conclusion that it is undoubtedly a health-giving exercise, carrying the rider over wide fields, affording him glimpses of the country and opportunities of quickening social intercourse."

"Second Nature to the Million."

MAJOR-GENERAL SIR FREDERICK JOHN GOLDSMID,

One of Great Britain's oldest Generals, who served in the China War of 1840-41, and in the Eastern Crimea, 1855-56, and subsequently engaged in important special Missions, writes:

"Though too old myself (85 years) to indulge in the practice of cycling, I am able to appreciate the uses of this most important means of locomotion, and cannot but congratulate my fellows at the facility with which bicycling has become a second nature to the million."

"Health of Body and Mind."

THE BISHOP OF SALISBURY,

The Right Rev. John Wordsworth, D.D., LL.D., has asked his Chaplain to write that:

"He is not able to speak as a practical cyclist, but is entirely in favour of the sport as conducive to health of body and mind."

"You Can Visit Places."

MAJOR M. H. ORR, D.S.O.,

Who served with distinction in the South African Campaign under Lord Roberts and Sir John French, writes:

"I think cycling is a very agreeable way of taking exercise, and that you can go much longer distances than if you were walking, and given a holiday or half-holiday, you can visit places by means of cycling which you could not possibly think of doing otherwise."

"Do Not Stoop."

SIR C. E. DAWKINS, K.C.B.,

Chairman of Committee on War Office Re-organisation, writes:

"I hold the opinion that the advantage to the muscles of the legs, loins, etc., and the passage of fresh air through the lungs, derivable from bicycling, are more than counterbalanced by the injurious stooping and contraction of shoulders and chest, and by the strain on the heart involved in propelling a cycle up hill."

[NOTE.—To show we are willing to hear all sides, we give the above, but we do not think any cyclist need fear injurious results if riding a properly adjusted bicycle as shewn in our illustration on page 22.]

An Opinion in Rhyme.

A well-known Writer contributes the following:

*"Cycling when properly pursued,
With various merits is imbued.
It will 'improve the race' you say,
I most sincerely hope it may.
And gladly on your cycles chasing
Would see the race improved by racing."*

M. H. Orr
Gen'l M. H. Orr
1404



MR. J. T. DRING.

When the free-wheel was introduced, and the necessity for additional brake power became requisite, the Bowden Brake Company seized the opportunity of bringing out their famous back rim brake with cable connection. As showing the magnitude of this Company's business, it may be mentioned that very often in the busy season they have turned out from 7,000 to 10,000 brakes in a day. Mr. Dring, who is the moving spirit of the concern, has had a long and interesting connection with the cycle trade. He was Secretary of the Stanley Show for nine years, and, in fact, originated the Stanley Show which was held at the Athenæum, Camden Road, London, in 1877.



MR. E. A. FLOYD.

Allow us to introduce Mr. E. A. Floyd, of Messrs. Floyd & Floyd, Ltd., Coventry, a Firm turning out eight to ten thousand sets of cycle lugs weekly, besides other castings. The Firm was established in 1870, and holds the distinction of having made all the parts for the first motor carriage built in Coventry, and also the castings for the first Harris bicycle.



MR. CHAS. N. NEIL.

Mr. Chas. N. Neil represents the Coventry Swaging Co., manufacturers of bicycle spokes and nipples. The Coventry Factory is one of a number owned by the same Company in various parts of the world. The original factory was established about 50 years ago, to manufacture sewing machine needles.

MEN WHO SELL US THEIR VERY BEST



MR. A. S. HILL.

In the public life of his native City of "The three tall spires," this gentleman is Councillor Hill; in the cycle trade he is Mr. A. S. Hill, of the Coventry Chain Company, Ltd. His connection with the trade dates from 1884, and he has worked his way up from bench and lathe to Director. He gained valuable business experience in America from 1888 to 1895; he was President of the Cycle Engineers' Institute, 1903. Mr. Hill's business motto is: "Good goods tell good tales." The "Coventry" Chains have a splendid reputation for accuracy in manufacture and easy running qualities, and all The Harris Machines are fitted with them.



MR. H. POLLOCK.

Mr. H. Pollock is Managing Director of Messrs. Accles & Pollock, who are famed for their weldless steel cycle tubing. This Firm have, from the commencement, supplied their best tubing to The Harris Company, including their famous butted frame and steering tubes of the same quality which have passed the severe and stringent tests and examination of the General Post Office and the India Office Inspectors.



MR. HENRY JELLEY.

Mr. Henry Jelley is sales manager for one of the largest firms in the trade. Several years ago he was Manager for the Beeston Rim and Tyre Company, and booked our orders for many thousands of tyres and specialities.



MR. ALBERT E. DOVER.

This gentleman superintends the Depots of Dover, Ltd., at Coventry and Birmingham, and as General Sales Manager, puts in part of his time at the Northampton Works. Mr. Dover also visits the principal northern centres of trade for arranging business in Gear Cases and other Dover specialities.



MR. CHARLES MANDER, M.A., J.P.

The firm of Mander Brothers, of which this gentleman is head, have always supplied us with their celebrated enamels, varnish, and lining colours. The firm was founded by his great-grandfather at the close of the 18th century, and has, therefore, been established over 100 years.



MR. ARTHUR DU CROS.

The Dunlop Pneumatic Tyre was the salvation of the cycle trade. It enabled the cyclist to "ride upon air." Mr. Arthur Du Cros is the eldest son of Mr. Harvey Du Cros, the Chairman of the Company, who has piloted it through all kinds of weather, in "storm or sunshine." Our orders have run into many thousands of Dunlop tyres, and no one has recommended or appreciated them more.

TO HELP MAKE A PERFECT BICYCLE THE HARRIS.



MR. A. E. HARRIS.

Unrivalled experience gained during eight years of India-rubber manufacture, is claimed by Chas. Mackintosh & Co., Ltd., with whom Mr. A. E. Harris is connected. He was Managing Director for the A.B. Tyre Company for several years, and supplied us with considerable quantities of that Firm's productions.



MR. W. A. DE LATTRE.

Middlemore & Lamplugh, Ltd., have been in the saddle trade for over 20 years, with Mr. De Lattre as Manager of their Coventry Works for the past 13 years. The Firm average 2,000 cycle saddles per week, and in the busy season have reached 1,000 per day. All **The Harris Bicycles** have been, and are still fitted with the comfortable saddles manufactured by this Firm



MR. C. H. BARBER.

This gentleman executed the contract for the building of **The Harris Cycle Factory**.

THE *Harris Racer*

MADE AS PERFECT AS A GUN



THE ENORMOUS STRAIN to which a Racing Machine is subject makes it most essential that no material but that of the finest and soundest should be used in constructing this special type of bicycle.

In actual weight this machine will compare with any other Racer on the market, and in most cases, it will scale considerably less.

We challenge any Firm to make a more speedy Bicycle, and it will maintain its reputation as one of the fastest Cycles extant.

It is only by our now making a considerable number that we are enabled to place it upon the market at a price hitherto unheard of for a **HARRIS** Racer.

Weight.	About 22 lbs.
Handle-bar.	Special Racing.
Wheels.	26 in. by 1 $\frac{3}{4}$ in.
Rims.	Specially made light, and fitted with Racing Dunlops, 1 $\frac{3}{8}$ in. (Path-racing or Road-racing)
Cranks.	7 in.
Gear.	83 in.
Pedals.	3 $\frac{3}{4}$ in. Rat-trap (special Racing).
Saddle.	Middlemore's 8/6 Special Racing.
Finish.	Beautifully enamelled with three coats of brilliant black enamel, and all parts plated.

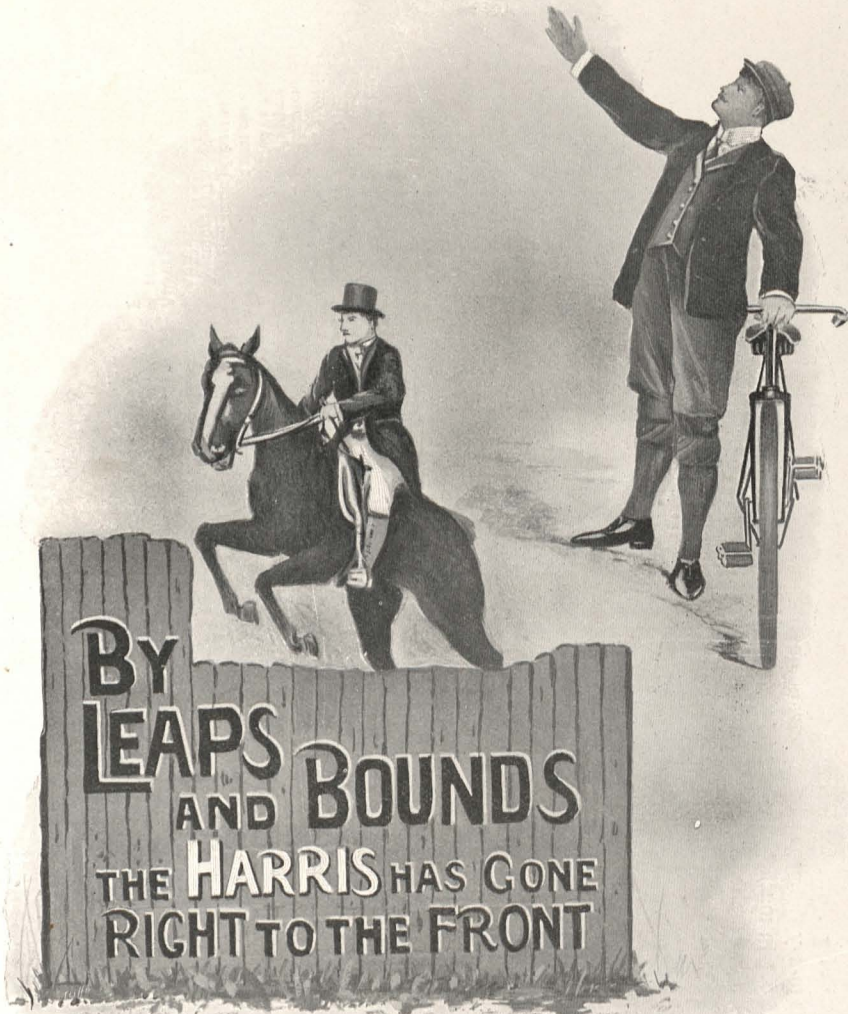


Always Secures Premier Honours.

Price £10 10 0 nett cash, with **Dunlop** Racing tyres.

Including a set of Four Spanners, Celluloid Inflator, Patent Pump Clips, Oilcan, and highest-class Tool Bag.

PLEASE NOTE.—INTERCHANGEABILITY.—ALL HARRIS parts are interchangeable. Our machine is designed throughout with this object in view, and a close system of gauging is employed to prevent possible variations in dimensions through wear of machine tools, etc. All parts that are not minutely to gauge are rejected as a matter of course, and **we can at any moment send by return of post any part it is desired to replace.**



THE HARRIS CYCLE COMPANY is a most progressive, and "Travel with the times Firm." We notice from an advance copy of their new Catalogue they go one better than they even did in 1904.

The Six Guinea HARRIS Bicycle is truly described by them as "The British Masterpiece." We are assured that its only by their making an enormous number it can be produced at so low a price.

It is fully guaranteed in every part for 2 years, and **THE HARRIS COMPANY** assert it to be equal to many leading Firms' Ten Guinea Machine.—*Public Opinion.*

The Harris Tricycle

THOUGH it is not to our interest to push one machine at the expense of another, we feel sure there are many persons to-day riding safeties who would be far better suited, and obtain much better results, from the use of a tricycle such as we make. Our tricycles are light in weight (40 lbs.) consistent with strength, and their greatest width is 31 in.

We fit **THE HARRIS** Tricycle with or without Free-Wheel and Back-pedalling Brake.



SPECIFICATION.

Frame.	Gent's, 23 in. and 25 in.; lady's, 22 in. and 24 in.; built entirely of specially selected butted tubes.
Fork.	Harris box crown; D section fork sides and taper gauge steering tube; plated fork ends.
Axle & Gear.	Patent balance axle and gear.
Cranks.	Gent's, 7 in.; lady's, 6½ in.
Gearing.	Gent's, 64 in.; lady's, 60 in.
Handle-bar.	Harris upturned, or to order.
Wheels.	26 in. equal; patent high tension double-butted spokes; oil-retaining and dustproof hubs; Westwood hollow rims; nickel-plated or black enamelled.
Brake.	Harris patent front rim brake.
Mudguards.	To lady's, made of best steel.
Saddle.	Middlemore & Lamplugh's "Rideasy."
Pedals.	Harris rubber or rat-trap.
Bearings.	All cups and cones of diamond cast steel, hardened separately and ground true.
Gear Case.	Fitted to lady's, of best patent calf leather.
Finish.	Enamelled with three coats of brilliant black enamel, and hand polished; all bright parts heavily nickel-silver plated; beautifully gold and vermilion lined throughout.

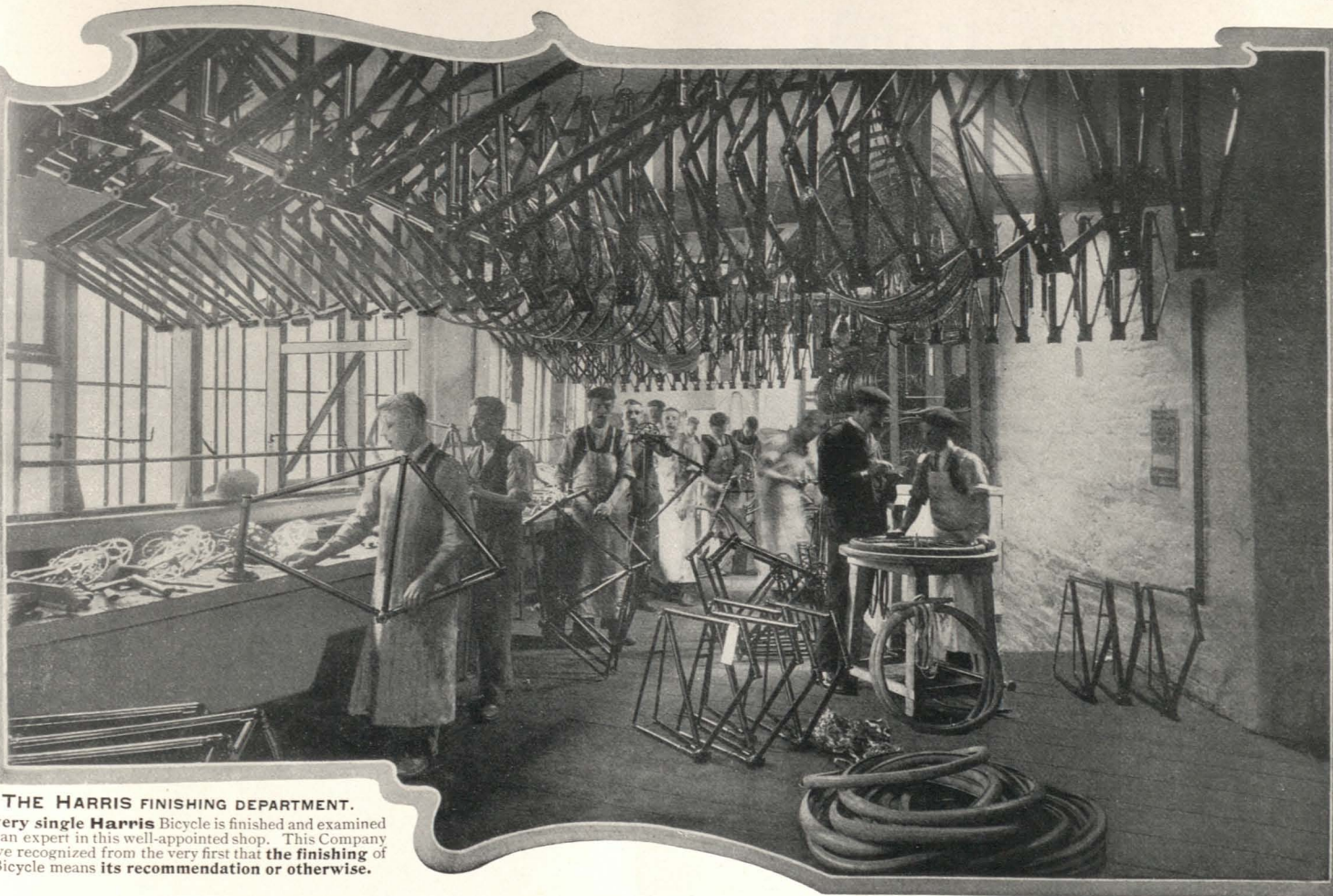


Price £20 0 0 nett cash, with **Dunlop** tyres. Including our usual complete set of Accessories.

NO IRRITATING EXTRAS TO PAY FOR.



PLATED RIMS on all "Harris" machines are coated inside and out with a transparent varnish, which **effectually prevents rust.**



THE HARRIS FINISHING DEPARTMENT.

Every single **Harris** Bicycle is finished and examined by an expert in this well-appointed shop. This Company have recognized from the very first that **the finishing** of a Bicycle means **its recommendation or otherwise.**

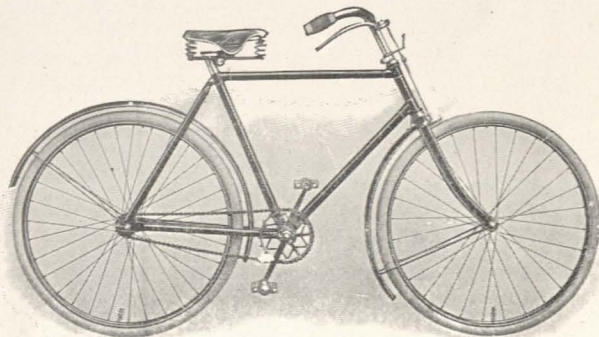


THE HARRIS IS SENT FREE TO YOUR DOOR

anywhere in the United Kingdom, and can be ordered through any reputable Cycle Agent, Ironmonger, or Stores, and where there is no **Harris** Agent, direct from our Works.


CARRIAGE PAID AND SECURELY PACKED.

The Harris for our Young Friends.



THESE machines are built throughout precisely of similar material, and with **the same care and finish as our adult machines.** For many years we have recognised that a good, sound, and serviceable machine, capable of standing hard usage, is a necessity for our young friends.

We assert that very particular attention has been given to details which are often overlooked in juvenile machines. It is not only strong, well-designed, and finished, but it will serve the rider until he or she is old enough to ride an adult's machine.

 **PLATED RIMS** on all "**Harris**" Machines are coated inside and out with a transparent varnish, which **effectually prevents rust.**

MADE IN TWO SIZES.

Frames.	Best weldless steel tubing.
Bearings.	Ball bearings, all fitted with hardened cups and cones, same quality as adult machines.
Chain.	$\frac{3}{8}$ in. best roller.
Cranks.	Steel detachable.
Spokes.	Tangent, high tension, nickel plated.
Hubs.	Oil-retaining and dustproof.
Pedals.	Rubber or Rat-trap.
Brake.	Harris front rim.
Saddle.	Middlemore & Lamplugh's.
Finish.	Enamelled with three coats of brilliant black enamel, and hand polished; all bright parts, including rims , heavily nickel-silver plated.

Price £5 17 6 nett cash, with **Dunlop** tyres. Including our usual complete set of Accessories.

If desired we can fit **THE HARRIS** Free-Wheel and Back Rim Brake at 15/- Extra.

THE
Harris Royal
STYLISH AND REFINED



Every **HARRIS Royal** is made so that the position of a lady when riding may be as per this illustration.



THE HARRIS IS SENT CARRIAGE FREE TO YOUR DOOR.



We have spared no effort or expense in the evolution of what we feel we may confidently term "an ideal juvenile trailing car," the mechanical contrivances of which are ingenious, unique, and perfectly simple.

Since the introduction of **THE (HARRIS) TRAILING CAR** "The cyclist need no longer be separated from his family."—*Daily Telegraph*.

NO OTHER CAR ON THE MARKET possesses so great a combination of special features as The Harris Juvenile Trailer.—*Public Opinion*.

THE TRAILING CARS WHICH THE HARRIS COMPANY ARE MAKING FOR OUR YOUNG FRIENDS ARE FULLY EQUAL IF NOT SUPERIOR TO ANY THAT HAVE YET BEEN PLACED BEFORE THE PUBLIC.—*Everybody's Journal*.



THE CONSTRUCTION OF THE HARRIS TRAILING CAR.

THE body of **THE HARRIS TRAILING CAR** is constructed of light brown varnished wicker, made specially strong, built into a steel tube frame carried on fully tested, specially designed springs, giving the utmost comfort to the Passenger.

The wheels have ball bearings, as used on **THE HARRIS** bicycles, which have made for themselves a reputation throughout the world.

THE HARRIS Trailing Car can be fixed in less than one minute to any bicycle, no matter what size. First unscrew the bolt of the clip, then open the clip and pass it round the seat-pillar, taking care to screw it up tightly. If the car is not evenly balanced unscrew the bolt at the other end where it enters the lug. The rod can then be moved up or down as required in the lug. When the car is perfectly level the bolt should be securely tightened. It is then ready for use.

The frame carrying the basket body is of the best weldless cycle tubing, giving the maximum of strength with the minimum of weight. It is most accurately balanced, and will turn and follow the cycle most accurately. Our universal joint, by which the trailing car is attached to the cycle, is of the strongest character, giving the utmost freedom in movement, and cannot by any possibility become detached when in use.



THE HARRIS Trailing Car can be attached to all kinds of cycles, motors, etc., and we make them in all sizes and styles. From the very first we have fully recognised that a trailing car should be made of great strength and yet of extreme lightness. The mechanical skill necessary in the construction of a thoroughly reliable trailing car has been fully exercised, and is the result of long experience.

SPECIFICATION.

The wheels are 26 in. by 1½ in.
 With **Westwood** hollow rims.
 Built up with special tangent spokes.
Warwick or **Clipper** tyres.
The hubs are ball-bearing, and made extra large.
Best quality plated steel springs, guaranteed to carry any weight.
Wheels are well mudguarded.
Upholstered in first-class style.
 The wheel-base is 26 in., and it will readily enter a doorway 30 in. wide.

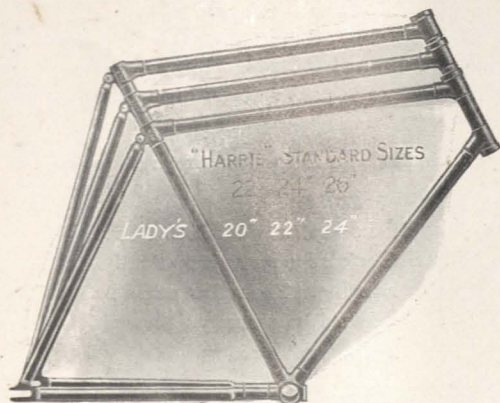
Fitted with loose silk cushion, mat, etc., £6 12 6 nett. Made in all sizes.

A lady will not find the slightest difficulty in conveying a child quite long distances on average roads.



PLEASE ASK OUR LOCAL AGENT FOR THE HARRIS TRAILING CAR CATALOGUE.

SIZES OF FRAMES.



These are made in three sizes, **both for ladies' and gents' models.** In arriving at these standards we have carefully studied the requirements of the general body of cyclists.

When taller frames than our highest standard are required, they can be built specially to order at a slight extra charge.

For extra tall or heavy riders we build a special frame with an additional top rail, the further charge for which is 8/6.

For the guidance of those who are undecided as to the size of frame best suited to their height the following average table is compiled:

Sizes of Gents' Models:

22 in. (low) suitable for riders under 5 ft. 5 in.

24 in. (medium) suitable for riders from 5 ft. 4 in. to 5 ft. 10 in.

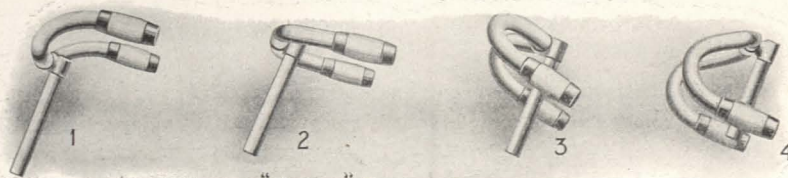
26 in. (high) suitable for riders over 5 ft. 9 in.

Sizes of Ladies' Models:

20 in. (low) suitable for riders under 5 ft. 2 in.

22 in. (medium) suitable for riders from 5 ft. 1 in. to 5 ft. 6 in.

24 in. (high) suitable for riders over 5 ft. 5 in.



"HARRIS" HANDLE BARS.

POSITION OF HANDLE-BAR.—To ensure the maximum of comfort, and consequently of pleasure, to riders of **THE HARRIS**, every detail is most carefully considered. **Our reputation** has been gained by the **assiduous attention** we have given to the **most minor details.** We have one of the finest systems of making Handle-Bars and setting them **mathematically correct** that it is possible to devise.

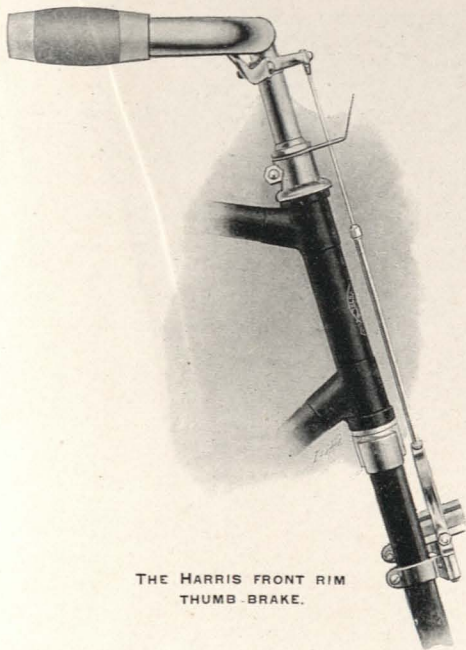
We most correctly adjust each Handle-Bar in every machine before it leaves our Finishing Shop, and if it be desired at any time to raise or lower the handle, it can be easily done by means of the special fitting spanner we send out with **each HARRIS Bicycle.**

We have found that various Firms construct Handle-Bars in such a manner that they do not admit of being easily altered, so as to obtain ease and comfort in riding

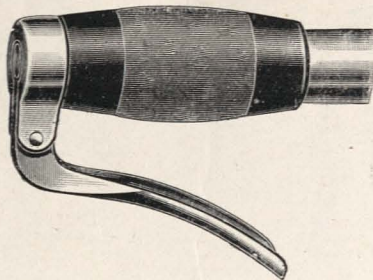
We are often complimented by our Customers on the graceful appearances of our Handle-Bars their suitability in curves and position for our various types of bicycles, and the feeling of ease and comfort given to all users.

We are ready and willing to make any special design of Handle-Bar to order. Price on application.

ALL THE HARRIS HANDLE-BARS ARE FITTED WITH THE SPECIAL HARRIS PATTERN FORWARD LUG.



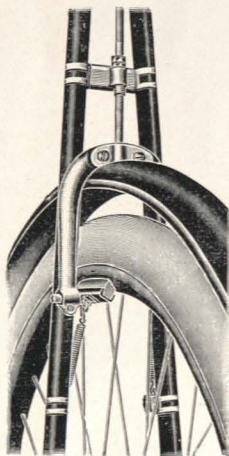
THE HARRIS FRONT
THUMB BRAKE.



NEW PATTERN BOWDEN INVERTED LEVER.



THE HARRIS INVERTED FRONT
RIM BRAKE.



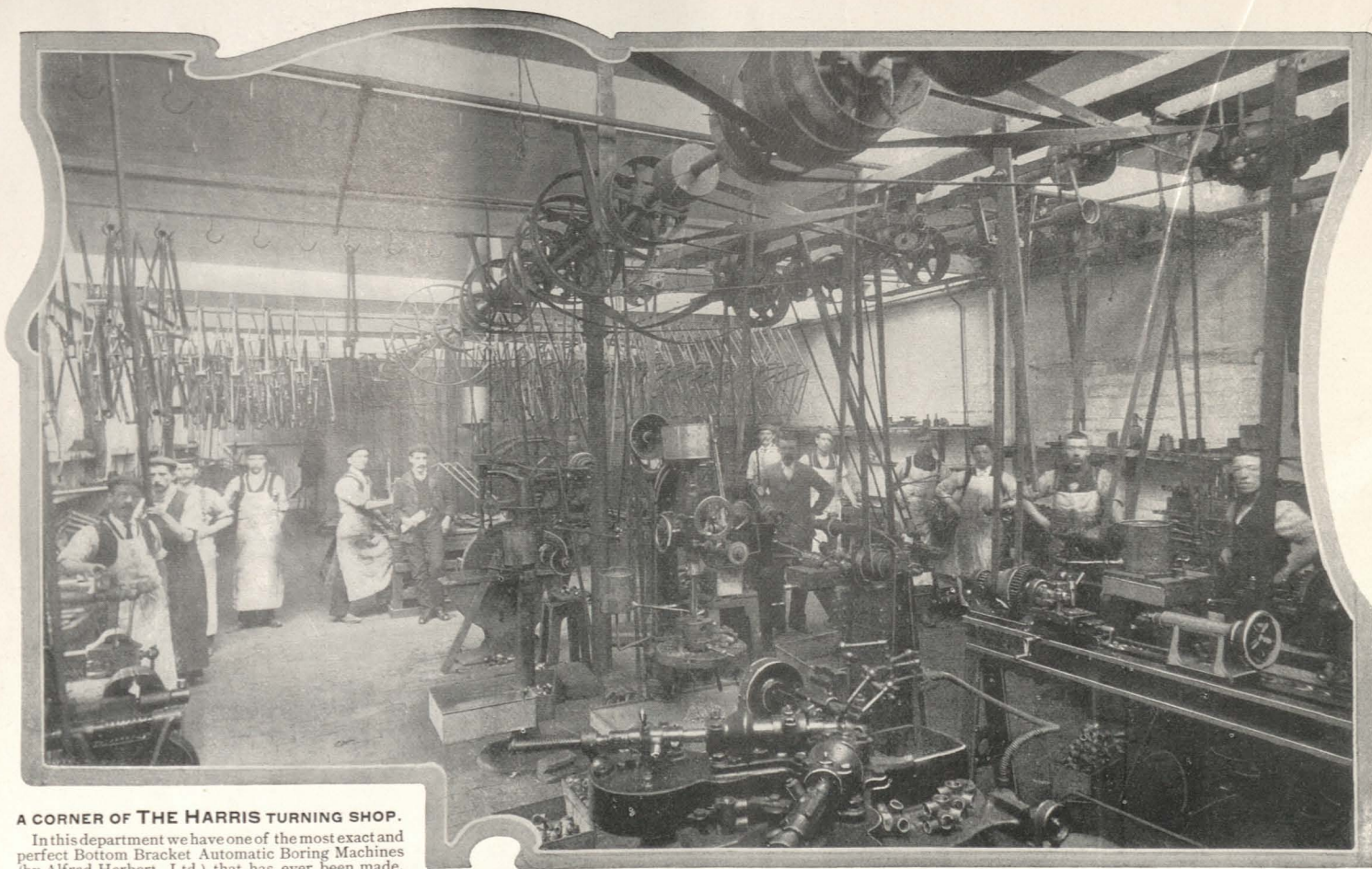
BOWDEN BACK RIM BRAKE.

THESE RIM BRAKES, which we have pleasure in illustrating, are without doubt the neatest, lightest, and yet strongest in immediate action that have yet been produced. They have several marked improvements, and are extremely neat and simple. It is impossible for them to get out of order, and the slightest pressure on the lever will be found sufficient to instantly stop the machine. The weight has been reduced to a minimum, consistent with strength. These Brakes not only add to the smart appearance of **The Harris** Bicycle through their being fitted accurately by skilled mechanics, but they are so effective that the steepest hill presents no terror to the rider of **The Harris**.

It will hardly be credited when we say that out of the many thousands of Rim Brakes we have fitted, **not a single complaint** has reached us, and not a single part has been returned to us as defective.

All Brakes fitted to THE HARRIS have special toughened Fibres and Rubbers.

They are fully guaranteed 2 Years. See page 44.



A CORNER OF THE HARRIS TURNING SHOP.

In this department we have one of the most exact and perfect Bottom Bracket Automatic Boring Machines (by Alfred Herbert, Ltd.) that has ever been made. **This ingenious piece of machinery** is capable of performing 12 separate operations, all at the same time.



THE HARRIS IS SENT FREE TO YOUR DOOR

anywhere in the United Kingdom, and can be ordered through any reputable Cycle Agent, Ironmonger, or Stores, and where there is no **Harris** Agent, direct from our Works.

CARRIAGE PAID AND SECURELY PACKED.

THE HARRIS COMPANY have, ever since its formation, spent but little money in Advertising in the Trade Papers.

Still, merit must be recognised.

READ what the leading Trade Paper (founded in 1879) says about us.

“THE CYCLIST” TRADE REVIEW, *of Dec. 8th, 1904,*

contains the following article, entitled,

“A PROGRESSIVE FIRM.”

“One of the Coventry firms which has steadily been making progress is The Harris Cycle Co., Ltd., which was started in a very modest way about eleven or twelve years ago by the present managing director, Mr. W. H. Harris. The company have now excellent premises, consisting of a well-equipped factory and convenient offices, situated in Hill Cross and Upper Well Street. Recently one of our representatives had a run through the factory and inspected the various processes employed by the firm in the manufacture of their machines. He was very favourably impressed with the thoroughly systematic and business-like manner in which everything was carried out. In the machine department was noticed an ingenious bracket-boring machine, capable of performing twelve separate operations at the same time. The polishing shop is light and lofty, and the enamelling room is of good size and fitted with spacious stoves. The plating shop recently had to be enlarged in order to cope with increasing business. On entering the finishing department, our representative was struck with its particularly clean and neat appearance; in fact, good order and cleanliness were noticeable throughout the factory.

The Company is about to bring out an entirely new pattern in ladies' bicycles. This machine, which is of registered design, is said to be of exceedingly graceful appearance. Mr. Harris stated that, notwithstanding the fact that the cycle trade has been somewhat under a cloud for the last year or two, their output has increased by about forty per cent. This we can quite understand from our own personal knowledge of the machines made by the firm, as for several months past we have had under observation one of their ladies' bicycles, which for elegance of appearance, combined with moderate price, would be hard to beat.”



Vox Populi.

(The Voice of the People.)

14, MONTAGUE SQUARE,
LONDON, W.,
Dec. 7th, 1904.

Gentlemen,
I have now ridden a
"Harris" bicycle for over
two years. It has carried me
many thousand miles,
and it never gives me any trouble
whatever.

I am a very old cyclist,
having ridden several machines
previous to the "Harris,"
but I never desire to have a
better machine than of your manufacture. The business man who requires
a good all-round machine, or the general tourist could not be wrong in
investing in one of these right-up-to-date bicycles.

It is a pleasure for me to bear testimony to the merits of "**The Harris.**"

Yours truly,
J. H. BARNACLE.

CHRIST CHURCH VICARAGE,
MOUNTSORREL,

Dear Sirs,
I am needing another of your excellent bicycles, and shall be glad to
have your 1905 pattern as soon as it is out.

As I have now for several successive years been riding your bicycles,
and have tested them over practically every kind of road, rough and hilly, as
well as smooth and level, and in all kinds of weather, **I am well
qualified to speak**, and have pleasure in doing so, in terms of the
highest praise, of the reliability of your machines for riders who, like myself,
need a bicycle for constant hard wear and tear.

After long use they still continue rigid, substantial, and
silent-running machines. Those around here who use your machines speak
highly of their good qualities.

Be kind enough to send me another of the same size and style as the
previous ones, and at your earliest convenience.

Yours faithfully,
(Rev.) CHARLES HARRIS.

DREWSTEIGNTON,
NEWTON ABBOT,
Dec. 17th, 1904.

Dear Sirs,
"The Harris Imperial" I purchased through your Agent in
Torquay has proved a very excellent machine. It has stood the strain of
fairly fast riding over this hilly country marvellously well, and I may state
that I seldom walk ridable hills, which is a **rare test to any
machine.**

There is more life about "The Harris" bicycle than any previous
machine I have had, and I must also compliment you on the clean and par-
ticularly smart way you turn your bicycles out, facts which do your Company
great credit and ensure success.

Yours faithfully,
(Captain) WELBY R. ATTY.

MORETON-IN-MARSH,
GLOUCESTERSHIRE.

Sir Charles Rushout writes to inform **The Harris** Cycle Company
that he is very pleased indeed with "**The Harris**" Imperial Bicycle,
supplied by their local Agent, Mr. Timms of this town.

The bicycle is **beautifully finished and runs perfectly**,
and Sir Charles will be pleased to recommend "**The Harris**" to his
friends.

REGENT STREET,
RUGBY, Dec. 22nd, 1904.

Dear Sirs,

I desire to let you know I purpose having one of your new pattern Lady's
"Harris" Royals this coming summer. I have heard that you are
bringing out an entirely new design, and am desirous of seeing your Cata-
logue; please post me one at an early date. This will make **the fourth
Lady's "Harris" bicycle I have had from you**, and I do
not doubt but what this will be equally as good as the previous three.

I would like to remark that several of my friends (who are excellent
cyclists) have ridden my machine, and they all say it is a very easy running
and superior bicycle. You do not appear to have an Agent in this town;
please quote me your lowest cash price.

I may say that my Bicycle is as good to-day as the day it left your
Works. My reason for having another is that I have heard a glowing account
of **your new registered design Lady's Cycle**, a friend
having told me it will undoubtedly be "The Queen of Cycles."

Yours very truly,
ROSA M. BURDETT.

91, JOHN STREET,
HAMILTON, CANADA,
October 17th, 1904.

Sirs,

"The Harris" bicycle I had from you on my last visit to England is
certainly the best bicycle I ever was astride.

For real ease and silent running it would be impossible to beat. There
seems such **freedom and plenty of room** about "**The
Harris**," and at the same time it is a very compact bicycle.

I am not failing, as per my promise to you, to recommend your machine
to my friends, and you will no doubt shortly be hearing from some of them.
I can write you with a certain amount of authority, as I have ridden various
machines for over 25 years.

Your Catalogue does not say one word too much in praise of your
machines; in fact, I think I can truthfully say, as I can well bear you out
from practical experience, "**The Harris**" is "**The King of
Bicycles.**" If you choose to make use of this letter, you can do so.

Yours faithfully,
E. K. PASS.

Original Testimonials from all parts of the country will be gladly forwarded to any enquirer.

There is no end to the good things said about **THE HARRIS BICYCLES.**

TO OUR PATRONS.

PLEASE ADHERE TO OUR STANDARD PATTERNS

FULL PARTICULARS OF WHICH WE GIVE UNDERNEATH EACH ILLUSTRATION.

We have given much anxious thought, and spent considerable time in making out our Specifications. We therefore **ask** our Customers to order **THE HARRIS** as specified, knowing as we do, from long experience, that the various details we are fitting to our several Models, embody the best possible selections. Our Specifications should thus not be deviated from without well ascertained reasons.

OUR PATRONS, HOWEVER, SHOULD PLEASE UNDERSTAND,

We will (to order) make any special pattern or size of Bicycle.

We will fit any Specialities not mentioned in this book, such as—

Roman Aluminium Rims,

Hyde or Micrometer Free-Wheel,

Fagan Two-Speed Gear,

Eadie or New Departure Hub,

Or any known Speciality on the Market. Prices on application.

These, however, necessarily cause delay (besides additional expense), and they do not, in our expert opinion, tend to improve **THE HARRIS** Bicycle in the slightest.

We Enamel our Machines in Green or any other Colour at a slight extra charge.

Crests, Monograms, and Addresses engraved and fixed on Machines to order.

Prices on application.



*Yours Very truly
William H. Harris*

THE FOUNDER OF

THE HARRIS CYCLE COMPANY.

MR. HARRIS is a believer in the British Manufacturer holding his own against Foreign competition. He maintains we can do this if we will adapt ourselves more to the individual requirements of our Customers, as America and Germany do, with the result that their export trade is increasing.

Each year for the past four years **THE HARRIS COMPANY** have doubled their export trade by putting into practical operation go-a-head business principles, and adopting the productions of **THE HARRIS** Firm to the wishes of their Customers.

READ WHAT THEY SAY.

Queen's Rd. Cycle Stores,
Nuneaton, Dec. 16/04.

I find I have done even better this year than the previous year, as I have sold 31 "Harris" machines. The competition in Nuneaton and District is very keen, and, consequently, I am more than satisfied with the number of sales.

Several of my customers have been in at various times and have remarked on the ease with which The "Harris" goes up hill.

So long as you continue to give such reliable machines, and such excellent attention in executing orders and correspondence in general, I shall never wish to buy or sell any other machine.

The plating, enamelling and general mechanism of The "Harris" are the acme of perfection. I am glad to receive your letter stating that your new Catalogue will be forwarded in a few days time, and I shall be glad to have a supply.

Yours faithfully,
H. WALE.

Drumhack,
Ballindarra, Lisnaskea,
Co. Fermanagh, Nov. 16th, 1904.

I am somewhat proud to say I have been an Agent for The "Harris" bicycle for four years, and as you well know, I have been successful in selling a good number of machines every year.

Some of them are carrying men weighing over 14 stone, and have been in constant use for three years, and are to-day perfectly rigid, strong, and most easy running.

I do not have the slightest trouble with The "Harris." Every machine you make is a great boon to the rider, which is evidenced by my sales for 1904 having increased by 50%. I fully anticipate selling more machines in the coming season than hitherto.

Faithfully yours,
H. KIRKPATRICK.

Market Place, Loughborough,
28th Oct., 1904.

Dear Sirs,
Having been Agent for The "Harris" for several years, I feel it a matter of duty to bear testimony to the excellence of your bicycles.

You will observe from your books that I have had a substantial number from you of various kinds, and every one has given me the greatest satisfaction.

I consider The "Harris" is correctly portrayed when you say it is "the best bicycle that British workmanship can produce," and I attribute this to the accuracy and the scientific and engineering lines you are building your machines upon.

Also, the finish is all that could be desired.

Yours, etc.,
E. H. ALLSOPP.



This TRADE MARK is known throughout the World.

AGENTS

ARE

GOOD

JUDGES.

West Dereham,
Norfolk, Oct. 19/04.

Sirs,
The several bicycles I have purchased from your Firm during this year are a perfect testimonial to your high-class manufacture; as far as I know, all of them are constantly in use, and give pleasure to their riders.

The "Harris" bicycle is, without doubt, one of the finest on the market, both for high-class workmanship, quietness in running (which, to me, is a very great point) and durability.

No matter where your bicycles go they are admired. I fully hope to require a large number during 1905.

Yours truly,
W. J. BARROW.

Cycle Debot,
Pontardawe, Dec. 6th, 1904.

Gentlemen,
During this year I have had a number of Gent's "Harris" Imperials and Lady's "Harris" Royals, and I desire to testify as to their splendid quality. They are excellent in every respect, and it is impossible for me to find a fault.

Your machines never require any repairs, and the tyres which you have fitted to them are most reliable and perfect.

I have no hesitation in saying that The "Harris" Cycle is the best all-round machine I have ever had, and I don't mind what use you make of this letter.

I shall certainly continue business with your Firm. There is not the slightest necessity for me to buy elsewhere.

I hope to receive your new Catalogue in due course, and many thanks for your kind attention.

Yours faithfully,
J. PARKES.



PITHY AND POINTED (taken from hundreds). "Cost nothing for Repairs." "First-class constructional details and finish." "Fine example of a British made bicycle." "All you state in your Catalogue you carry out."

OUR COMPREHENSIVE GUARANTEE: IT IS FOR 2 YEARS.



We are the only firm of cycle manufacturers who give a guarantee which absolutely covers every separate part in the machine.

THE HARRIS COMPANY guarantee that all precautions have been taken to secure excellence of material and perfection of workmanship, and undertake to make good any defect in these respects which may become apparent in any new **HARRIS** Cycle within two years from the date of purchase, and the purchaser shall not be entitled to claim any damages whatever save compensation for injury to the cycle.

Defects caused by neglect, misuse, fair wear and tear, or accident are not included in this guarantee, neither does it apply to a path racer if used upon the road. If a defective part should be found in any of our machines, it must be sent to us carriage paid, direct to our works, Coventry, for examination, and it is absolutely essential that the owner's name should be plainly written upon the label, so that we may know from whom it comes.



This guarantee includes every part of the machine, whether of our own manufacture or purchased by us from other firms, such as tyres, rims, saddles, gear cases, and chains. The conditions under which we purchase all our supplies involve so strict an examination of their quality, that we are perfectly satisfied to accept the responsibility of their efficiency without troubling our customers by referring them to the makers direct.

No bicycle is recognised as a **HARRIS** unless it bears the recognised trade mark of the Company.

THE HARRIS IS SENT FREE TO YOUR DOOR anywhere in the United Kingdom, and can be ordered through any reputable Cycle Agent, Ironmonger, or Stores, and where there is no **Harris** Agent, direct from our Works.

CARRIAGE PAID AND SECURELY PACKED.

THE HARRIS IS SENT FREE TO YOUR DOOR

anywhere in the United Kingdom, and can be ordered through any reputable Cycle Agent, Ironmonger, or Stores, and where there is no **Harris** Agent, direct from our Works.

CARRIAGE PAID AND SECURELY PACKED.

HILL CROSS WORKS
COVENTRY.

190.....

THIS IS TO CERTIFY

that every single part of the bicycle numbered [REDACTED]
is guaranteed for 2 Years against faulty workmanship or
defective materials.

The Harris Cycle Co. Ltd

PLEASE NOTE. Every purchaser of a **HARRIS** is most respectfully requested to ask the Agent from whom he buys his bicycle to fill up the above Form, giving the date of purchase and the No. of Machine (and to then keep this list by him). Each **HARRIS** is distinctly numbered in gold figures under the saddle pin.

TERMS OF BUSINESS.

ORDERING.

It is only necessary to state the particular number of page in this Catalogue, and the size of machine required.

The great bulk of people ride a medium size, and when no size is mentioned, we send a medium.

As a favour, we ask that no page in this Catalogue be taken out (as is often done) and sent to us, as this spoils the Catalogue for your further use.

PAYMENT.

In all cases where we have no ledger account, cash must accompany order or against *pro forma* invoice, which we always send.

We always prefer to supply our cycles through reliable Local Agents, and this system is undoubtedly beneficial to the purchaser, as it ensures the Agent taking a permanent interest in the welfare of the machine.

FREE & PROMPT DELIVERY RIGHT TO YOUR DOOR.

Our facilities for delivering are such that we are able to guarantee **the execution of all orders within three days** of receipt of order. We deliver all machines to the railway company **carriage paid**, securely packed, and in good and perfect condition, and they are signed for as such. Our customers must, therefore, upon receipt, examine them, and if damaged must sign accordingly.

Crates, where necessary to be used, are charged cost price, and are not returnable.

We are not to be beaten: We undertake to deliver FREE TO YOUR DOOR.

REPAIRS.

We cannot undertake to repair machines of other makers. We are willing, and able, to deal with every repair required to cycles of our own manufacture, and we strongly urge our patrons not to entrust a **HARRIS Cycle** to incompetent repairers, of whom, unfortunately, there are far too many. **Machines, or parts for repair, must be sent carriage paid**, or our Repair Department will be unable to take them in, and must bear the name and address of sender, otherwise great delay is certain. Instructions should be sent us by post.

OUR GUARANTEE.

To a prospective buyer of a bicycle, there is one matter well worth consideration, and that is the important question of **The Guarantee**. Please refer to page 44, and there see **THE HARRIS** comprehensive and liberal guarantee. Every single part is fully **guaranteed** by us **for 2 years**, and unlike other Firm's Guarantees, it includes the tyres, chain, saddle, etc., etc.

OUR BANKERS

Are the Birmingham, District, and Counties Banking Co., Ltd. (Coventry Branch). Cheques and post office orders should be crossed and made payable to **The Harris Cycle Co. Ltd.**

RESPECTING MOTOR BICYCLES.

We wish to draw attention to the fact that the whole of our energy is confined to the making of ordinary cycles.

After much careful consideration we find that if we combined the making of Motor Bicycles, the present stringent supervision we now give to the production of **THE HARRIS** Bicycles would have to somewhat suffer. It is gratifying for us to remark that our yearly increasing output is only sufficient to meet the demand of our Friends who are now all over the Empire.

OUR REPUTATION FOR QUALITY AND ACCURACY IS SECOND TO NONE.

ACCESSORIES.

WE keep a large and varied stock of all kinds of cycling accessories, such as lamps, bells, bags, carriers, cyclometers, foot pumps, etc., etc., made by well reputed firms. **Whatever articles our customers require,** will they please write us. We have no room to illustrate these numerous but not unimportant necessities.

We daily receive from persons of undoubted respectability a number of small orders unaccompanied by remittances. Knowing from experience that a large proportion of accounts, often insignificant individually, but heavy in the aggregate, are left unpaid from mere forgetfulness, we find it necessary, **in all cases** to obtain prepayment by means of a *pro forma* invoice, as the cost of booking, making a second application, paper, postage, etc., is in many cases more than the profit on the transaction.

THE HARRIS IS SENT FREE TO YOUR DOOR

anywhere in the United Kingdom, and can be ordered through any reputable Cycle Agent, Ironmonger, or Stores, and where there is no **Harris** Agent, direct from our Works.

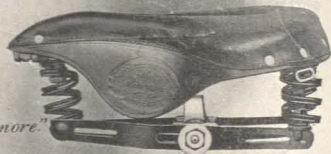
CARRIAGE PAID AND SECURELY PACKED.



"Middlemore"



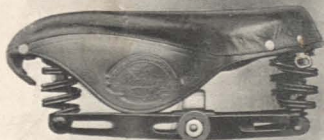
"Middlemore"



"Middlemore"



"Middlemore"



"Middlemore"



"Middlemore"

THE HARRIS COMPANY

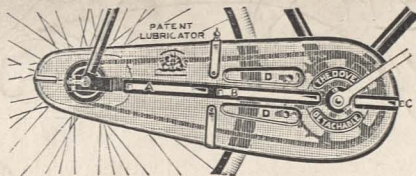
Consider the Saddle Second to No Other Part of the Bicycle.

The very first Harris Cycle that was made was fitted with a Middlemore & Lamplugh Saddle, and we have consistently fitted 95% of our machines with this comfortable saddle.

From a lengthy experience of their merits, their special ease in riding, their durability, and their elasticity, we have more confidence than ever in again recommending them.

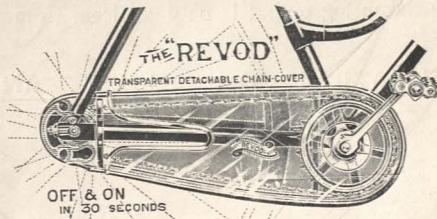
Above are the various saddles we fit to our several machines. It is well known that Middlemore & Lamplugh are the oldest Cycle Saddle makers, and their saddles are fully guaranteed.

Any Special Make of Saddle is Fitted to Order.



THE "DOVER" PATENT DETACHABLE GEAR CASE.

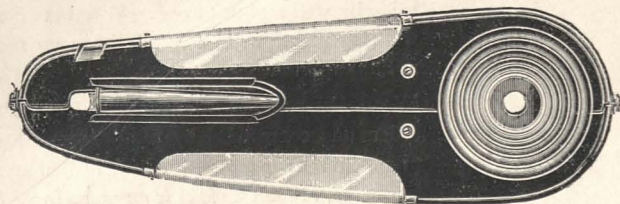
Doubtless most cyclists are acquainted with the "Dover." It was the first detachable Gear Case made, and now, after having withstood the test of time and competition, still holds the front rank as a detachable and thoroughly reliable case.



OFF & ON
IN 30 SECONDS

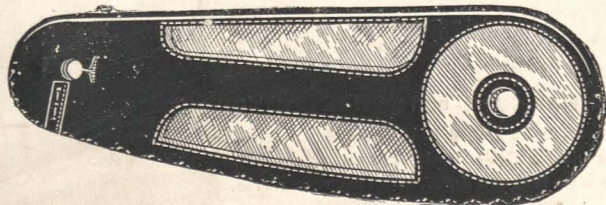
THE DOVER "REVOD" CHAIN COVER.

This is a patent Chain Cover which has had marvellous success. It can be fitted by any novice in 30 seconds, which makes it a universal favourite. The end of case is made so as to allow the cleaning of the chain or removal of wheel without taking the whole of case off. We fit it in either Transparent or Black Celluloid.



THE "SIMPLEX" HIGHEST-CLASS METAL GEAR CASE

This well-known Metal Case has been upon the market over ten years. It has celluloid slides top and bottom, giving a view of chain and ready access to it. It is so fitted as to be practically noiseless.



A BEST CLASS PATENT CALF LEATHER GEAR CASE.

Fitted with four celluloid panels and disc, thus giving a full view of chain wheel and chain. It is absolutely noiseless, and looks very much in keeping with a good-class bicycle.

WE FIT any KIND of Gear Case TO ORDER.

