

THE BICYCLING TIMES

AND TOURING GAZETTE.

An Independent Weekly Record of Bicycling Events, Topics, Inventions, Communications, and Subjects of Collateral Interest.

VOL. VI.—No. 16.

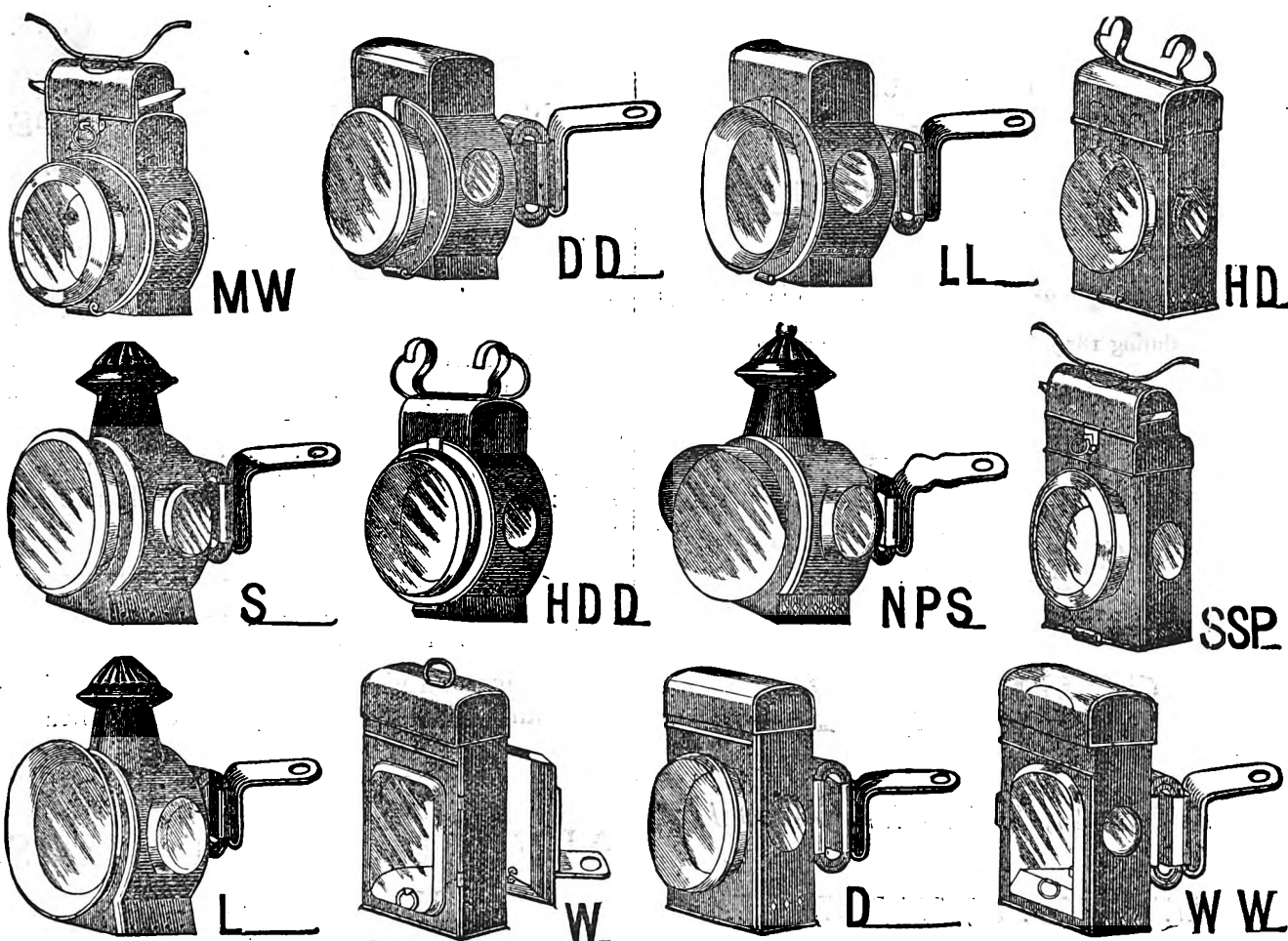
THURSDAY, 4TH MARCH, 1880.

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"INTERCHANGEABLE" BICYCLE.

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VOL. VI.]

THURSDAY, MARCH 4, 1880.

[No. 16.]

Editorial.

THE holding of Bicycle Race Meetings is, it seems, beginning to be sufficiently remunerative to encourage clubs to repeat the experiment. We notice that two clubs, the Civil Service and the Belgrave, are both going to have their "second annual event" this year. They, with the Pickwick, have fixed their *locus in quo* at Stamford Bridge. The advent of the great north east club to the western running ground points clearly to the fact, that were a bicycle ground formed for Metropolitan riders, there would be no difficulty in getting for it universal support, and, judging from the decision of the other two clubs to again give race meetings, plenty of support as well. What the movers in the new ground scheme must look to is, to see that the track is located somewhere on that circle of railway which runs practically round London; and it was mainly with this idea, coupled with the fact of there being land to let there, that we suggested Willesden Junction. There used to be a place near here known as the People's Garden. What has become of it? and is it obtainable? We believe the original People's-Garden scheme lapsed some time since. The site was on old Oak Common, close to the junction, and, being high, it commanded one of the finest views anywhere about. We have no doubt that the provisional committee who have charge of the Metropolitan-track scheme will not lose sight of the chances offered in this locality, where freehold land may be obtained at less than £500 an acre, and where the railway facilities are unequalled.

WE regret to see by the issue of *Cycling* for the present month, that the council of the Bicycle Touring Club have not responded to the undoubted wish of the majority at the recent General Meeting, and severed their *special* connection with that paper. The club circular again appears numbered as part of the *Cycling Magazine*, and, as far as we are concerned, *no copy of the circular in manuscript has been sent to us for publication*

Club Fixtures.

SATURDAY, MARCH 6TH.

Alert.—Headquarters for Loughton.
Alcester.—Town Hall, 3 p.m., for Evesham.
Atalanta.—The Mitre, Bayswater, 3.30 p.m., for Epsom.
Athenæum.—Headquarters 3.30 p.m., for Barnet (with Druids B.C.)
Bristol.—Greyhound, 3.15 p.m., for opening run.
Centaur.—Headquarters, 3 p.m., for impromptu run.
Chiswick.—The Fountain, Kew Bridge, 3.45 p.m., for Hampton.
Comet.—Headquarters, 3.30 p.m., for Croydon.
Concord.—Headquarters, 3.15 p.m., for Woodford.
Croydon.—Bedford Place, 3.30 p.m. for Reigate.
Clarence.—Headquarters, Boscobel Gdns., Alpha Rd., N.W., 3.30 p.m., for opening run to Barnet.
Clevedon.—Crown and Sceptre, Holliand Road, 3.45 p.m., for Ham Common.
Druids.—Headquarters for Barnet.
Fulham.—Headquarters, 4 p.m., for impromptu run.
Happy-go-Luckies.—Talbot Hotel, New Cross, for impromptu run.
Highbury.—Canonbury Station, 3.30 and 5.30 p.m., for run.
Kestrel.—Headquarters for impromptu run.
Kildare.—Leinster Hotel, 3.30 p.m., for impromptu run.
Lewisham.—Headquarters for Chislehurst.
Liverpool Victoria.—Headquarters, 4 p.m., for Garston.
Norwood.—Tulse Hill Station, 3.45 p.m., for Ewell.
Stanley.—Headquarters, 3.30 p.m., for Barnet.
Star.—Downs' Hotel, Clapton, 4 p.m., for impromptu run.
St. George's.—Old Red Lion, Old Cavendish Street, 4 p.m., for Kew, via Willesden.
Surrey United.—Paxton Hotel, Gipsy Hill, 3.30 p.m. for Hampton Court.
Wanderers.—Windmill, Clapham, 3 p.m., for Carshalton.
Widmore.—Hayes Lane (W. P.), 3.30 p.m., for impromptu run.

DINNERS, BALLS, &c.

West London.—8th March. Ball, Freemasons' Tavern, Great Queen Street. (See advertisement.)
Sydenham.—9th March. Ball at Forest Hill.
Middlesex.—11th March. Ninth Annual Dinner at the Holborn.
Tower Hamlets.—March 11th. Annual Ball, at the Town Hall, Shoreditch.

RACES.

(OPEN AMATEUR EVENTS ONLY.)

Heywood.—6th and 8th March, 1 & 2 miles handicap.
Leicester.—27th March. 100 Miles Championship.
Carlisle.—29th March. Border City B. C. Four Open Amateur Events.
Surrey.—24th April. Spring Meeting at Kennington Oval.
Coventry.—26th April. Druid's Sports, 3 bicycle handicaps.
London.—5th May. Evening Race Meeting at Stamford Bridge.
Coventry.—17th May (Whit Monday), Oddfellow's Sports: 2 bicycle handicaps.
Dewsbury.—5th June, at Dewsbury.
Pickwick.—5th June. Annual Race Meeting at Stamford Bridge.
London.—19th June. Annual Race Meeting at Stamford Bridge.
Civil Service.—3rd. July. Stamford Bridge. Annual Race Meeting.
Belgrave.—10th July. 2nd Annual Race Meeting (1 mile, open to Amateurs) at Stamford Bridge Grounds.
Catford Bridge.—24th July. Lombard B. C. Annual Race Meeting.
Surrey.—18th September. Autumn Race Meeting at Kennington Oval.

Club Doings.

ALBION.—The Annual General Meeting was held on Wednesday evening, Feb. 18th. There was a muster of 19 active members. H. H. Knell, Esq. occupied the chair, a discussion took place as to whether the Club should join the Bicycle Union, and it was eventually decided it should do so. The rules having been revised, the election of officers then took place with the following result:—Captain H. M. Turner, Vice-Captain, H. Harryman; Bugler, W. R. Withers; Committee: Messrs. J. P. Waters, F. P. Smart, W. Knell, H. Searle, Hon. Sec.

ALERT.—Two members turned up on Saturday last for an impromptu, which was made in company with the Stars to Lambourne End. Tea at The Beehive. Roads going past Hagley very bad. Home via Abridge, roads fair. Members are reminded that to-morrow is the opening run to Knife and Fork, Loughton. Tea at King's Head, and are requested to attend in uniform. Tickets for our races at the Alexandra Palace on 24th prox. are ready, and may be had from the Captain, Secretary, or any member of the Committee. — JOHN McM. SHAW, Hon. Sec.

ARION.—Saturday, Feb. 28th. One member to Merton, roads on the whole good. The Bay Tree was patronised for tea. The following are the fixtures for this month:—March 6th, Barnet, The Salisbury for tea; March 13th, Southgate, The Cherry Tree; March 20th, Hendon, The Greyhound. Any Member desiring particulars of the Easter Tour, can obtain them from Mr. Slocombe.—A. R. BISHOP, Hon. Sec.

ATHENÆUM.—To all ye that are members. The opening run of the season will take place on Saturday next, 6th inst., in company with the Druids B. C., to Barnet. Tea at the Red Lion. Members have ridden at intervals throughout the winter, chiefly on the North roads, but hardly ever have they been so bad as on the Saturday before last. All those who propose to take part in the Easter tour to Portsmouth and Shanklin, are requested to send in their names.—ERNEST F. SEYMOUR, Hon. Sec.

ATALANTA.—Four members turned up for Stanmore. The roads, going via Edgware, were very fair, but the return journey by the lanes was not so good, the roads being very heavy. Tea at the Abercorn Arms, good and moderate.—FRANK W. CLULOW, Hon. Sec.

BELGRAVE.—At a specially convened meeting on Thursday last, it was unanimously resolved that the Club should hold a race meeting again this year, in which there should be a one mile open race, and it was further decided that the same should take place at Stamford Bridge Grounds, on Saturday the 10th July.—R. JOURDEN, Hon. Sec.

BELSIZE.—On Saturday last, tempted by the fine weather and excellent roads, several members were out riding in the vicinity of Hampstead. The opening run is fixed for the 3rd April, but during March impromptu runs will take place every Saturday, weather permitting, starting from Headquarters, viz., the Hampstead Vestry Hall, at 3.30 p.m.—R. P. HAMPTON ROBERTS, Hon. Sec.

BRADFORD.—Derbyshire is the seat of our proposed Easter tour, and in anticipation thereof, two enthusiasts went out for a spell of training on Saturday afternoon, notwithstanding the very heavy state of the roads from recent rains. The worst road was selected, viz., to Bingley and back, a distance of 10 miles. On assembling at the club house in the evening they were amply rewarded by the words of approbation and admiration of the other less enterprising members.—M. E. HOLDSWORTH, Hon. Sec. and Treasurer.

BRISTOL.—March 6th: Headquarters, Greyhound Hotel, Broadmead, 3.15 p.m. for opening run, returning for dinner at 6 o'clock. Thursday, March 11th: Grand Gymnastic Entertainment, at Gymnasium, Top of Park Street, Bristol, in aid of the Children's Hospital. To commence at 8 p.m. Admission, One Shilling.—JOHN YOUNG, Hon. Sec.

CAMBERWELL.—Members who can, please turn up on Saturday at Headquarters at 4 o'clock, for Ewell. Tea at the Glynn Arms.—A. H. DALLMORE, Hon. Sec.

CARDIFF.—General Meeting, Friday last, 27th February, J. Kate, re-elected Captain; J. C. Morris, sub-Captain; Reg. C. Neate, Treasurer; W. M. Jones, Hon. Sec. Messrs. Dunbar, Bailey, Harris, Moore, and Lewis, Committee men. Two club rooms presented to club by Messrs. Morris Bros., same to be furnished and bicycling papers taken in.—W. M. JONES, Hon. Sec.

CITY OF LONDON.—The Annual General Meeting was held at Headquarters, on February 9th, and, owing to the press of business, was adjourned till the 16th. The change of name was unanimously commended, and the following officers elected:—Captain, E. C. Lucas; Sub-Captain, J. F. Lovering; Buglers, E. Danell and D. Morphew; Treasurer, H. Caster; Hon. Sec., J. Danks; Assist. Hon. Sec., C. Kershaw. Committee:—Messrs. Exelby, Ochee, Emberson, Buifield, Holyoake, Burlingham and Cullingham. The

Club badge will in future be a shield with scroll underneath. It was resolved to join the Bicycle Union. T. Clare and Sons, of 70, Fenchurch-street, were appointed club tailors. Next Social 1st April, not 25th March, as previously stated.—J. DANKS, Hon. Sec.

CLARENCE.—On Saturday last 3 members (favoured with the presence of the Captain of St. George's B. C.) ran to St. Albans, returning via Hatfield. Roads fair and good. The Bell at St. Albans recommended. Barnet is the opening run Saturday next.—G. DENORD, Sec. W.S.B.

CLEVEDON.—A meeting was held at the new Headquarters of this Club, the Crown and Sceptre, Holland-road, Kensington, on Wednesday, the 25th inst., when it was resolved that the Club should ride in peaked military caps this season. Two new members were also elected. On Saturday 28th February, 6 members and 2 visitors met at Headquarters for an impromptu run, which was taken to Ham Common. Roads stoney. Members will please muster in force next Saturday for the opening run to Ham Common, when the first monthly race will take place. It has been arranged to stay for a social evening at the New Inn, the proprietor of which has promised to make us comfortable. Start sharp at four o'clock from Headquarters.—R. W. HOOKE, Hon. Sec.

COMET.—The first Club run is fixed for March 6th, to Croydon. Start from Headquarters at 3.30 p.m. sharp. All members are particularly requested to attend the opening run.—S. T. BOND, Hon. Sec.

CRICHTON.—A Committee Meeting was held at 31, Avington-grove, on Tuesday, 2nd inst. All members will oblige by attending the General Meeting at Headquarters, on Wednesday, 10th inst. Election of sub-Captain and other officers, as also new members.—ALFRED M. BOLTON, Hon. Sec.

DEWSBURY.—The opening run of the season will take place on Saturday next, 6th inst., to Huddersfield. Tea and evening at the Three Nuns.—M. DAWSON, Sec.

DUMFRIES.—The Annual General Meeting of this Club was held on Monday evening, March 1st, in the Market Hall. The Secretary and Treasurer's reports were received, and showed the Club to be in a satisfactory condition, and to have a good balance at its credit. The election of officers for the ensuing season took place and resulted as follows:—Captain, Mr. T. E. D. Low; Vice-Captain, Mr. James Lennox; Secretary and Treasurer, J. J. Clark; Committee, Messrs. M. Low, J. Costin, J. Smith, and J. Virtue. The rules were revised and a Club prize voted for the best attendance at Club Rooms during the season.—J. J. CLARK, Hon. Sec.

FOREST HILL.—The Annual General Meeting of this Club was held at Hillside, Devonshire-road, Forest Hill, on Wednesday, the 18th inst. Mr. A. W. Molison in the chair. The minutes of the previous meeting having been duly read and confirmed, the election of eight gentlemen, whose names were on the list for admission to the Club, was proceeded with, all of them being unanimously elected. A lively discussion ensued on the revision of the rules, in which Messrs. Scougal, G. T. Henderson, E. O. Grose, A. W. Molison, Ed. Grose and Gee, took an active part. Mr. E. O. Grose made a few remarks as to the general attendance of the club, and from the statistics that he brought forward, showed that, in comparison with other clubs, the attendance at inter club runs was exceedingly good. The election by ballot of officers for the ensuing year resulted as follows:—Captain, G. V. Grose, re-elected unanimously; Sub-Captain, T. G. Henderson; Bugler, A. J. E. Arch, re-elected; Committee, Messrs. J. Leake, A. W. Molison, Ed. Grose, J. Scougal, W. Burnett, and G. Grose. Before proceeding with the election of the secretary, Mr. E. O. Grose proposed a vote of thanks to Mr. A. W. Molison for the energetic way in which he had filled the office during the past year. Mr. Molison replied that he was extremely sorry that pressure of business had compelled him to resign. Mr. Arthur J. E. Arch, of 20, Sydenham Park, Sydenham, was therefore elected to fill the post of Hon. Sec. and Treasurer. The accounts having been duly audited, showed a substantial balance in favour of the Club, which was considered extremely satisfactory. A vote of thanks to the chairman for presiding brought the largest and most successful meeting the Club has yet held to a close.

GROSVENOR.—A General Meeting of this Club was held last Friday, when the opening run was fixed for April 3rd. The advisability of meeting at Chelsea Suspension Bridge this year, instead of Headquarters, was discussed and unanimously carried, this being a more central place for starting. The Secretary's report of last year, was adopted, and showed a small balance in hand. It is to be hoped, that unattached gentlemen, residing in the vicinity of Pimlico, will avail themselves of the opportunity of joining a club in their immediate neighbourhood. The next General Meeting will be held on March 19th, of which due notice will be given.—G. A. SMALL, Hon. Sec.

GUILDHALL.—The Annual Meeting of the above Club was held on Wednesday, the 25th ult., Mr. Dunkley presiding. Eight gentlemen

were elected to membership, several alterations were made in the rules. The election of officers for 1880 resulted as follows:—Captain, C. Lacy; Sub-Captain, J. Howard; Hon. Sec., H. Dunkley; Treasurer, C. Cavanagh; Committee: Messrs. F. Stacy and O. Alexander. An unanimous vote of thanks to Mr. Cavanagh for his services as Hon. Sec., pro tem. concluded the business. A General Meeting will be held on Wednesday, March 10th. Any gentlemen desiring to join will please communicate with the Hon. Sec., 71, Clifton Street, E. C.

HIGHGATE.—A Special General Meeting of this club was held on Tuesday, March 2nd, when W. J. Newson's resignation of Hon. Sec. and membership was accepted, and A. Garland unanimously elected to fill the post, H. Ball being elected to the vacant place on the Committee. After which a Committee Meeting was held, the opening run being fixed for March 13th, to Barnet, and others arranged till the end of May. Six new members were also elected. All communications must now be addressed to A. GARLAND, Hon. Sec., High-road, East End, Finchley.

HIGHBURY.—Eight members went to Woodford and Lambourne End. Tea at the Bee Hive, good as usual. Roads very heavy and in bad order. There will be an impromptu run every fine evening from this date, leaving Headquarters at 7.30 p.m.—F. W. PAUL, Hon. Sec.

HORNSEY.—Members are reminded of the General Meeting at Headquarters to-night (Thursday), at 8 p.m., and are requested to be punctual.—ALGERNON PROUT, Hon. Sec.

I ZINGARI.—At a General Meeting held on the 26th inst., it was unanimously resolved that this Club join the Bicycle Union. Mr. Tobias was elected as the delegate to this body. Other important business was also transacted.—F. E. TOBIAS, Hon. Sec.

KENT.—This Club held another of their successful Musical Evenings, at their Headquarters on Monday last, Mr. Norton Harper, the President, in the chair. In addition to several non-riding visitors, the following clubs were represented:—Crichton, Hyperion, Sydenham, Lewisham, and West Kent. The following formed the programme:—Mr. Cornish, "Overture;" Mr. Phelps, "Speed on my Bark," "The Vagabond;" Mr. L. Grant, "The Warrior Bold;" Mr. F. B. Harper, "A Boatman's Life for Me;" Mr. Flood, "Three Jolly Britons," and "Get Out;" Mr. E. Norton Harper, "The Ghost," from "Ingoldsby Legends;" Mr. H. Llewellyn Winter, "Three Jolly Sailor Boys," "Midshipmite," "Davy Jones," "Old Timbatoes;" Mr. A. E. Oram, "The Street Minstrel," "What an Afternoon!" Mr. Wilson, Recitation, "The Uncle;" Mr. L. Billinghurst, "King Witlaff's Drinking Horn;" Mr. E. J. Brown, "The Tar's Farewell;" Mr. John Turner, Vice-President, "The Cork Leg;" Mr. Fearon, "The Baron of Brent," "The Song of the Toreador," from "Carmen;" Mr. Lindley, "Reading" from *Fun*; Mr. Cramphorn, "Captain Ladi Dadi-Do," "The Maid and the Magpie;" Mr. G. H. Lacey, "Four Jolly Bicyclists;" Mr. Lord, "Yarn of the Nancy Bell." The toasts of the "President and the Vice-Presidents," coupled with the names of Mr. E. Norton Harper and Mr. John Turner, "Other Bicycle Clubs and Visitors," coupled with the names of Mr. W. B. Taaner, West Kent B. C.; Mr. Graham, Hyperion B. C.; Mr. Wilson, Lewisham B. C.; Mr. Wood, Crichton B. C.; Mr. Phelps, Sydenham B. C.; Mr. Fearon, unattached, "The Kent Bicycle Club," coupled with the name of Mr. G. H. Lacey, the Captain, and Mr. Cornish, who so ably assisted at the piano during the evening, were received and responded to in a suitable manner. As the Riding Season is now coming on, this will probably be last "Musical." The first run has been fixed for Saturday, 13th March. The Club will meet at Headquarters, "Princess of Wales," Blackheath, at 4 p.m., to ride to Farnborough, via Lewisham and Bromley. The time has purposely been fixed thus late, and it is hoped that all Members will make a point of turning up for the opening run of the season.

KESTREL, (Buckhurst Hill, Essex).—A New Club has been formed in this neighbourhood, entitled the Kestrel Bicycle Club. The following officers were elected:—Captain, W. K. Sharp; Sub-Captain, T. J. Ide; Treasurer, H. B. Reynolds. Committee: H. J. Cousins, G. W. Foottet, C. Gingell, S. M. Kennard, E. T. Lockett. Further particulars can be obtained on application to C. A. Maddock, Hon. Sec.

LANARKSHIRE.—This Club held its first Annual Dinner on 23rd Feb., at Messrs. Ferguson and Forrester's Restaurant, 36, Buchanan Street, Glasgow, Mr. James Steel, Captain of the Club, occupied the chair, and there was a good attendance, 31 members and several guests being present, among the latter Mr. D. D. Bryson, of the Midlothian, Messrs. Smith and Shaw, of the Renfrewshire, and Messrs. Roberts and Dennis, of the Royal Scottish. An excellent dinner was served, followed by the usual loyal and patriotic toasts, and various toasts referring to bicycling were then proposed, all of which were enthusiastically drunk. The proceedings were enlivened by several songs, and a very enjoyable evening was passed.—H. M. FRASER, Hon. Sec.

LARKHALL.—This Club held a Committee meeting at Headquarters, on Wednesday, Feb. 25th, W. Parrish Esq. (President) in the chair. The minutes of last meeting were read and confirmed. It was decided the club uniform be dark brown tweed, club colours, dark blue and amber. Monograms will be ready early in March. Next meeting, Wednesday March 3rd., 8.30 p.m. Through some slight mistake, this club was not represented at the Hampton Court meeting on Feb. 24th.—H. E. BODEN, Hon. Sec.

LEAMINGTON AND SOUTH WARWICKSHIRE.—The Annual General Meeting of this Club was held on Wednesday evening last, Feb. 25th, at the Angel Hotel, Mr. J. A. Locke, Vice-President, in the chair. A large number of members attended. The minutes of the last meeting having been passed, the balance sheet and report was read by Mr. Wincote, which shewed the Club to be in a more prosperous condition than since its formation in 1876, although there was a deficiency in the accounts of the Midland Meet. The following are the officers of the Club:—President, George Wise, Esq., J.P.; Vice-President, J. A. Locke, Esq.; Captain, Mr. George Gill; Sub-Captain, Mr. M. Midgeley; Bugler, Mr. W. H. C. Gilbert; Committee, Messrs. T. W. Hancock, A. E. Davies, A. B. Cunnew, W. Tattersfield, C. E. Wincote; Secretary, A. M. McNicoll, 5, Regent Grove. A discussion then arose respecting members using the Club monogram note paper for private purposes, and it was carried that no members use the monogram except the officers for official purposes. The Midland Meet was the next business to decide, and after a lengthy discussion it was decided that the Midland Counties Bicycle Meet of 1880 be again held at Leamington, the Committee having secured the Jephson Gardens for the occasion, where the luncheon will be held and a grand fete afterwards. Mr. J. A. Locke is Hon. Sec. of the Bicycle Meet, and Mr. A. B. Cunnew of the fete.—A. M. McNICOLL, Hon. Sec.

LIVERPOOL VICTORIA.—Taking a quiet spin to myself, I casually met the Ex-Secretary at Sefton Park Gates, when we took a magnificent run into the country, distance about 25 miles. Members are earnestly requested to turn up in force for first club run, Saturday, March 6, Headquarters, 4 p.m. prompt, to Garston, &c.—J. J. CHAPMAN, Hon. Sec.

LOMBARD.—A Committee Meeting of the above Club was held on Monday, the 1st inst., Mr. R. T. Cork in the Chair. It was decided to recommend the General Meeting to be held at the Three Colts, London Wall, on Monday the 15th inst., that the first prize to be given for open event at race meeting, 24th July, at Catford Bridge, should be a first-class bicycle to order of winner, as last year. Two new members were elected.—Geo. STEVENSON, Assist. Hon. Sec.

LOMBARD.—Mr. George Stevenson, of the London and Westminster Bank, has been elected Assist. Sec. The Race Meeting will be held at Catford, on 24th July, 1880. There will be open event.

NORTHAMPTONSHIRE.—Members are advised of the Annual General Meeting, to be held at Headquarters, on Monday, March 8th, at 8 o'clock p.m. Important business to transact makes it imperative that all members should be present.—A. E. DANIEL, Hon. Sec.

NORTH LONDON.—The opening run is fixed for March 26th. New members will please obtain their uniforms, badges, &c., by that date if possible. The card of fixtures will be issued shortly. The Captain will be at Canonbury Station at 3.30 p.m. on Saturdays March 6th, and 13th, to meet members for short impromptu runs.—ARTHUR BENNETT, Hon. Sec.

NORWOOD.—At a meeting held on the 23rd ult., it was arranged that we should amalgamate with the Tulse Hill Bicycle Club, and the Club to be still called the Norwood Bicycle Club. Members are reminded that their subscriptions are now due, P.O.O. to be made payable to me at Upper Thames St.—WILLIAM GEORGE TYLER, Hon. Sec.

OWL.—The Annual General Meeting of this Club, was held on Wednesday, February 25th, the principal business of the evening being election of officers for 1880. The result of the ballot being as follows:—Captain, H. Laming; sub-Captain's, J. W. Bone, J. Smith; Hon. Sec. F. A. McCluer; Bugler, G. Carajaki. A vote of thanks to the Chair (Mr. A. Arlett), closed the proceedings.—F. A. McCLUER, Hon. Sec.

RED HILL.—At the Annual Meeting of the club, held at the Warwick Hotel on the 26th Feb., the following gentlemen were elected as officers for the ensuing year:—Captain, Mr. C. Mead, Sub-Captain, Mr. Ricketts; Lieutenant, Mr. J. Feldwick; Secretary and Treasurer, Mr. J. H. Cramphorn; Committee, Messrs. R. Caffyn, S. Cordon, O. Quinton, and S. W. Boyes. Gentlemen wishing to become members can do so by applying to the Secretary, or any member of the committee.—J. H. CRAMPORN, Hon. Sec.

RICHMOND.—At the Special General Meeting of this club, held at Headquarters on Monday last, the following officers were elected for the present year:—Captain, J. B. Toogood; Sub-Captain, A. Clart; Hon. Sec., W. E. Scantlebury; Treasurer, A. Hoering; Bugler, S. Sapworth; Committee: Messrs. W. T. Peat; H. Sapworth, R. Waller, H. W. Sapworth.

SATURN.—Five members had an impromptu run last Saturday to Ewell, head wind the whole way going, with rough road, which made riding rather laborious; tea as usual good at the Glyn Arms, though all the prices have been raised 6d. The head-quarters of our St. John's Division will be the Talbot Hotel, Tyrwhitt Road, St. John's; S.E.—R. VAZIE-SIMONS, Captain.

SATURN.—The fourth social of this Club passed off very successfully last Wednesday evening, Mr. Vazie-Simons, in the chair, and Mr. Burleigh, in the vice-chair. The songs were as follows:—"Welcome, ever welcome, friends," Mr. F. W. White, Saturn; "Squire and Maria," Mr. N. M. Cohen, Camberwell; "I wonder what next they will do," Mr. Powell, Brixton Ramblers; "The Midshipmite," Mr. Barlow, Visitor; "Adam and Eve," Mr. Burleigh, Saturn; "Madam Echazet," Mr. Vazie-Simons, Saturn; "Jeremiah," Mr. Kyesor, Visitor; "Bicycles," Mr. Vagnolini, Visitor; "Polly," Mr. H. Guard, Saturn; "Can you wonder when trade's so bad?" Mr. H. M. Cohen, Camberwell; "Hangelina," Mr. Vagnolini, Visitor; "My son John," Mr. Vazie-Simons, Saturn; "Old Roger Ram," Mr. J. Burleigh, Saturn; "Encore encore," Mr. Barlow, Visitor; "Abyssinian Gold," Mr. Powell, Brixton Ramblers; "Beautiful Baby," Mr. Vagnolini, Visitor; "City Toff," Mr. H. M. Cohen, Camberwell; "Dear Old Pals," Mr. Kyesor, Visitor; &c. "Auld Lang Syne" brought the evening to a successful termination. Our next will be held at Headquarters, on Thursday, March 11th, at 8 p.m., when we hope others will attend, as well as those who have already favoured us with their company.—R. VAZIE-SIMONS, Captain.

SLEAFORD.—In my report of the Annual General Meeting of the Sleaford B. C., I omitted to mention that, in addition to the Silver Medal offered by your humble servant, Mr. H. Watkinson (Hon. Member) promised a valuable book to the second best attendant at the meets this season. I think this ought to encourage members to turn up regularly.—MAXWELL H. KENNEY, Hon. Sec.

STAR.—Nine members went for a run to Lambourne End. Tea at the Bee Hive, with members of the Pickwick, Rovers, and Alert. Returned safely by 10 p.m., via Chigwell. Members are requested to attend the General Meeting, to be held on Friday the 5th inst.—R. STARKEY, Hon. Sec.

SYDENHAM.—On Monday, 26th ult., a Musical Evening was held at the Langton Hall Hotel, Sydenham, the Headquarters of the club, Mr. Phelps (Captain), being chairman, and Mr. F. W. Cramp-horn (sub-captain), the vice-chairman. There were about 60 present, including several members of other clubs; Kent, Wanderers, Lewisham, Crichton, Croydon, Pelham, and also Mr. C. B. Wilson, of the Tynemouth B. C. Some 30 to 35 songs were given, and a very enjoyable evening passed. The toast of "Other Clubs," was proposed by the chairman and responded to by Messrs. Wilson, Relton, Beason, Higham, Wood, Kingston and Holmes, for their respective clubs. Mr. Collier proposed the "Strangers," which was responded to by Mr. Pound, whilst the "S. B. C." was proposed by Mr. Relton, and responded to by Mr. Phelps. The Social Evening was brought to an end at 11.30. The dance takes place on Tuesday, 9th March, at Forester's Hall, Forest Hill. Tickets to be had of the Stewards or of the Secretary.—ERNEST GIRLING, Hon. Sec.

TEMPLE.—The arrangements for the Easter tour are as follows:—Members will assemble at the Bay Tree, Merton, at 8 o'clock on Good Friday morning; time will be given for those who wish it to obtain breakfast. The first day's run will be to Winchester, 64 miles, hotel, the Royal. Saturday, Winchester to Southsea, via Southampton, Gosport and Portsmouth, distance about 33 miles, hotel, The Portland. Members will make their way from there to Worthing, via Cosham, Havant, Emsworth and Chichester, distance 40 miles, and Monday run into Brighton (8 miles), from thence up to town, 50 miles. Messrs. Chapman and Moore will spare no efforts to make this a thoroughly successful tour. The usual meeting for gymnastic exercises will be held at the Paddington Baths, Queen's Road, Bayswater, on Saturday next at 4 p.m.—F. STEVENS, Hon. Sec.

TIVERTON.—At the monthly meeting on Monday, a committee was appointed to make arrangements for procuring a suitable bicycle track for the Club, to be ready for use by the end of the month. This step was taken in consequence of its being resolved to establish a monthly cup, to be competed for by members only. The funds of the Club (which has been in existence a year) were reported to be very satisfactory. The opening run of the season was fixed for Good Friday, the Club to meet twice a week afterwards.—SYDNEY G. JARMAN, Hon. Sec.

TUFNELL.—The Fourth and last soiree and dansante of this club took place at the Athenæum, Camden-road, on Thursday, the 12th inst. and proved, as usual, a great success. The Second Annual Meeting will be held at Headquarters, on Saturday, the 28th inst., at 7.30 p.m. precisely, when every member is particularly requested to attend.—REGINALD T. WOULFE, Hon. Sec.

WANDERERS.—The Fourth Annual Dinner of this Club was held

at the Holborn Restaurant, on Friday evening last. Rather more than 90 members and friends sat down to table, the chair being occupied by Mr. Walter Cornell, Captain; and the Vice-chairs by Messrs. Walter Denny, Hon. Sec.; and J. H. Walker. A capital selection of songs was given during the evening, under the management of this latter gentleman, assisted by Mr. W. T. Goold, and the manner in which they performed their somewhat arduous duties, reflects the greatest credit upon these two musical Wanderers. The books of the words of the songs were got up in the most artistic manner. Upon Grace being sung and the table cleared, the Chairman proposed the "Queen and the Royal Family," and the whole of the members joined in singing the National Anthem. Mr. M. D. Rucker then proposed the next toast. He said it was a great pleasure to be called upon to propose what he considered the toast of the evening, viz. "Success to the Wanderers' Bicycle Club." He was acquainted with many of the members, and frequently met some of them when out on runs. He had also attended one or two of the Wanderers' Social and Musical Evenings, which were very successful. They all knew that the Wanderers' was one of the leading clubs of the Kingdom, and everything they undertook they carried out well. They had held one of the best race meetings of the past year, and some of their men had met with great success on the racing path. He was looking over a list of quickest times the other day, and he remarked that most of the best times were done by a Wanderer; in fact, it was all do, do, do., all the way down, quite cutting out the I. B. C. men, whose names ought to have appeared oftener. The Wanderers were well-known, and continually met with on the road, and to those men who say they never meet the Wanderers he could only say that they did not go the right road. In conclusion, he asked them to drink "Success to the Wanderers' Bicycle Club." The Wanderers' Glee Union then sang "Fill, boys, and drink about." The Chairman in replying to the toast proposed by Mr. Rucker, said, he felt proud to have the privilege of responding on behalf of the club. He was glad to say that during the past year the club had been steadily advancing, and was still doing so. He thanked Mr. Rucker for the very kind manner in which he had proposed the toast. Mr. Evens then sang "Never More." Mr. J. F. Flannery, in proposing the next toast, "The Captain," said he wished it had fallen into better hands to do, but he would not detain them with a long speech. As for the Captain, he would say of him as they do in "H. M. S. Pinafore," "He is the Captain of the Wanderers," and a right good Captain too. He is not an ornamental Captain (Cries of "Oh, oh," &c.), upon which Mr. Flannery explained that he wished to say, not only an ornamental one. He might say of him, "his legs were hard and his heart was soft," and they were proud of him. The success of the club was greatly owing to Mr. Cornell, and he hoped he might continue to be their Captain as long as imagination could conceive. Mr. Flannery then sang "The Diver." Mr. Cornell, in returning thanks, assured them that he had always performed the duties of Captain to the best of his abilities. He looked on the duties not so much as duties, but as a real pleasure, and he had given his whole heart to the runs. He was pleased to say that the runs were always most enjoyable, and were carried out without a hitch, and he hoped the good feeling and good fellowship that had hitherto marked the runs would be continued. Personally, he thanked them very much for their kindness in drinking his health. Messrs. Grimsdick and Evens then sang the duet "Army and Navy," which was received with uproarious applause, and had to be repeated. The chairman next proposed the health of the Hon. Secretary, who, he said, had done considerably more for the club than anybody in it. On account of an accident he had sustained, he had unfortunately been unable for a long time to ride with them, and he heard with regret that it would be some time before his doctors would allow him to ride again. He had worked very hard for the club, and last year a lot of extra work had been entailed upon him on account of the race meeting, but this year they had relieved him from that by having decided to hold an open race meeting. He hoped he would long continue to fill the post of Secretary, as he (Mr. Cornell), was convinced they could not have a better one. Mr. J. H. Walker sang in a masterly manner "Eily Mavourneen." Mr. Walter Denny, in rising to reply, said it gave him great pleasure to be amongst them that evening to return thanks for the kind manner in which they had received and drank the toast of his health. One of the chief causes for regret at being laid up during the past winter from the accident to his knee, had been his inability to attend the meetings and musical evenings at the "Windmill." As Secretary, he might be expected by some members to go through the doings of the club during the past year, but he had no intention of thus inflicting them. He would say one word about the race meeting, as there were members present who had not attended the meeting recently convened to discuss the advisability of repeating the performance this year, which he was happy to say had been negatived by a large majority. He thought the last meeting might be fairly considered, in a racing point of view, to have been successful, of course, excepting the unfortunate accident at the termination of the 10-mile

race; and in a pecuniary point of view, from what he had heard of other clubs' meetings, he thought they might congratulate themselves upon having no deficit, although the balance on the right side was not sufficiently large to justify their foregoing the subscriptions for the current year. One word about the Saturday runs, and he had finished. He regretted that last year's runs were not so well attended as those of the previous years, (Cries of "Bad weather!") He admitted that the weather, to a certain extent, did interfere with the runs, but there had been many fine days upon which a full muster ought to have appeared, when perhaps only a dozen or fifteen men turned out. The runs he thought were always very jolly. Many of them were arranged to allow of an hour or two's boating on the river; for instance, at Sunbury, Shepperton, Weybridge, Chertsey, &c. He hoped this year there would be good attendances, and anyhow that they might never have to send an account to the Bicycling papers such as he had recently seen, viz., that the only member who took part in the run to — was the ex-Sub-Captain. A piano and violin duet was then played by Messrs. W. T. Goold, and F. Worger, Fantasia, "Lucia di Lammermoor." The Chairman next proposed "The Treasurer." He said the office of treasurer was an important one. It was he who supplied what he might term the armour of war. He was afraid there was sometimes much trouble attached to this office, but could safely say that Mr. Litchfield overcame all these little difficulties, and had, he believed, a fair balance of funds in hand. Mr. John Bull then sang, "Oh, oh! hear the wild wind blow," which was enthusiastically received. Mr. Litchfield, in responding, said he thanked them for the kind manner in which they had drunk his health; he was happy to say that they would have, as suggested by Mr. Cornell, a balance in hand at the end of their financial year, notwithstanding that they had had several unexpected expenses. He might mention, amongst others, the expenses attending the prosecution of the man who assaulted Mr. Ellis, which had been taken up (and he was pleased to say successfully), not with any idea of revenge, but as an example to others not to interfere with bicycle riders, and also to show our own members that the club is always ready to protect the interest of every individual member. A part song followed, entitled "By Celia's Arbour," by the Wanderers' Glee Union. The Chairman next proposed the toast of the Committee, who, he said, were the back-bone of the club. He thought it spoke well for them that during the past year they had only once failed to form a quorum, and this was in August, when most people were away from town. Mr. Grimsdick then sang in splendid style "Sunshine and Shade." Mr. Warren, in responding, for the Committee, said, he only intended to say a few words. He thanked them on behalf of himself and fellow committee-men for the toast they had drunk, and said they had undertaken heartily the business of the club. Mr. Ritchie sang "Some other Day." The Chairman then proposed the "Health of the Amateur Champion," and said it was an honour for the Wanderers to have in their ranks the Amateur Champion of Bicycling, and they were proud of it. He was a man whose amiability and happy-go-lucky ways were appreciated, not only in the Wanderers' Club, but he was popular amongst bicyclists generally. He (the Chairman) was pleased to inform them that Mr. Cortis had been successful in another way. He had recently floored the examiners, and he hoped he would do so every time he met them. They had not seen much of him on club runs this last year, but when he did attend he was one of the jolliest fellows out. Pianoforte-Solo by Mr. W. T. Goold, "Lieder ohne Worte." Mr. H. L. Cortis replied in a capital speech. He was extremely obliged to them for the kind terms in which they had mentioned his name. As to the club thinking it was an honour for him to be with them, he himself thought it was the other way round. He was very proud of knowing such a lot of good fellows, and should be always thankful that he had joined the Wanderers Club. They did not go in for specialities, like some other clubs; they were not like the Surrey, who held large race meetings; nor like the West Kent, who gave such nice balls; nor like the Pickwick, whose forte was the organisation of monster meets; nor like the London, who expended their energies in literary productions. They did not wish for any of these things. They were a little body of congenial spirits who enjoyed their social meetings and musical evenings, and who always pulled well together. It might be a poor ambition, but it pleased them. A glee was then sang by the Wanderers' Glee Union, entitled "A Franklin's dogge leped over a style," permission to sing which had been obtained from Messrs. Richard Bentley & Son. The Chairman then proposed the toast of "Other Clubs," which he said was an important toast they must not forget. The Wanderers were not the only Club, and they were pleased to have the honour of the company of members from the Surrey, Pickwick, London, West Kent, and Civil Service Clubs. They had hitherto lived in amity with them and hoped they might long continue to do so. He regretted that Mr. Cobb and Mr. Ainslie had been unable to attend, but we should, no doubt, see something of the latter gentleman, when the racing season commenced. Mr. Litchfield then sang "The Scout."

Mr. F. T. East, Surrey, in returning thanks on behalf of his own and other Clubs there represented, said he was always pleased to attend the Wanderers' Dinner. He hoped the feeling of good fellowship existing between the two Clubs might never be shaken, and looked forward to meeting the Wanderers on the road during the present season. Mr. Evans then sang "Speed on, my Bark." Mr. Walter Denny, in a few words, proposed "The Ladies," and after the part song, "Hearts, Darling, under the Vine-clad Roof," had been sang by the Wanderers' Glee Union, Mr. Walker responded in a very humorous speech, and sang in excellent style "Sigh no more, ladies." After the glee "To our next merry meeting," "Auld Lang Syne" was sung by all present and a most enjoyable evening was brought to a close. A magnificent grand piano had been specially obtained from Messrs John Brinsmead & Co.—[Communicated.]

WESTBOURNE PARK.—The above Club was formed on the 24th Dec. 1879, with Mr. C. E. James as Captain, and Mr. G. Bond, Sub-Captain. Any Gentleman wishing to join the Club will please, apply to the Hon. Sec.—WALTER H. JAMES, Hon. Sec.

WIDMOBE.—The usual General Meeting was held at the Club room, Railway Hotel, Bromley, Kent. The Club was shown to be in a very prosperous condition, both as regards members and funds. The following gentlemen were re-elected officers:—Captain, H. Scrutton; Sub-Captain, H. Read; Hon. Treasurer, J. S. Draper; Hon. Sec. Fred. W. Holworthy; who will be happy to supply copy of rules, runs &c., to gentlemen wishing to join.—FRED. W. HOLWORTHY, Hon. Sec.

Wheel Chat-Chat.

I SEE a New Yorker is questioning the advantage to be gained in strength and rigidity from hollow forks. His name must be Thomas, and in his doubting he surely stands alone.

WHO says there are no roads in America worth riding on? Let such a one take note that Mr. W. H. Ames, of the Massachusetts B. C., rode 3293 miles on American highways last year.

THE "red-hot bicyclist" of the *Hampstead and Highgate Express*, who drew an odious comparison between the vocal component parts of the London and the Stanley B. Clubs, is unable to justify his sneer, and therefore adds to his bad form by referring to one so well known and respected as the Stanley captain, as "a Mr. Swan, calling himself Captain of the Stanley B.C."

THE Wanderers are fond of following the London in everything, from abstaining from the Hampton Court meet downwards; but I am sorry to see one of their members slinging ink at what is really a leading club, viz. the Stanley. A club, in fact, that has done more for bicycling than any club in London, and that is tantamount to saying the world.

HE has made a mistake; doubtless he did not know that there were retail tradesmen in the L. B. C., but there are. The proper course, therefore, is to eat his humble pie, and not to evade an apology by trying to sneer at, and pretend ignorance of the existence of the worthy Captain "Cygnio."

THE Maldon B. C., who, I remember seeing some years ago at the Crystal Palace, and not being much struck thereby, owing to the dust probably (they had ridden up), have tried to change their uniform to brown. The majority, however, decided to remain in blue. If they consider that by leaving the Union they would become a leading and prominent club, they probably will look blue before that event happens.

LONDON B. C. men are, I hear, asking themselves how many pounds of scented soap would be required to work out Chiron's effusions.

HIGH jinks were held by some very respectable "Hampton Court delegates" on their way home via the Metropolitan Railway, on Tuesday week. It would be invidious here to mention names, but the passengers in that particular train must have been highly entertained with the vocal contributions and "whispers" rendered by those worthy gentlemen, and the officials at the Edgware Road Station must have been equally

edified to hear the strains of "Auld Lang Syne" proceeding from inside the refreshment-bar at a very early hour in the morning. How do I know this? Why, am I not

"ONE WHO KNOWS."

Misquanga.

BUCKINGHAM AMATEUR BICYCLE CLUB DINNER.

THE fourth annual dinner of this Club was held in the large Assembly Room of the Swan and Castle Hotel, on Wednesday evening, when about sixty members and friends attended, and it certainly is now an established fact that these dinners rank amongst the foremost throughout the year for their popularity, —there is always a good company, short non-political speeches, instrumental music, and capital songs.

The President of the Club, Mr. Egerton Hubbard, M.P., occupied the Chair, and Mr. A. C. Rogers, the Vice-Chair, and the company included—Major the Hon. J. D. Drummond, Lieut.-Colonel Cecil Hubbard, His Worship the Mayor (Mr. J. W. Thorpe), Mr. Alderman Thomas Ridgway, Mr. C. B. Barnes (Brackley), Dr. Blenkarne, Messrs. Councillors W. J. Gough, T. Holton, J. F. Harrison and G. E. Reynolds, Dr. Symington, (Banbury), Messrs. W. Ridgway, H. D. Hallaway, H. Fregard, J. K. Tibbetts, J. Christmas, F. Elliott (secretary), F. Osborne, (Captain), F. W. Pack, A. C. Swain, F. Parkes, W. Bond, H. Webb, F. C. Elliott, T. Bonner, Geo. Underwood, Rowe, E. Bond, H. Webb, W. Humfrey, Geo. Bradford, W. Olorenshaw, T. S. Carter, R. Crew, W. Howes, H. Walker, E. H. Patinson, W. Williams, Geo. Downing, C. V. Wheal, &c.

The Chairman then rose and gave the health of "The Queen of England and Empress of India," which was duly honoured by a verse of the National Anthem.—This was followed by that of the "Prince and Princess of Wales and the Rest of the Royal Family."

Dr. Symington then gave a performance on the mouth organ, and to an encore kindly played another selection, much to the appreciation of the company, the variations in the "Blue Bells of Scotland" being remarkably good.

The Chairman proposed the "Army, Navy, and Auxiliary Forces," coupling with the toast the names of Lieut.-Col. Cecil Hubbard to return thanks for the Army, and Major Drummond for the Auxiliary Forces. (Cheers.)

Lieut.-Col. Cecil Hubbard, Grenadier Guards, returned thanks for the Army, and Major the Hon. J. D. Drummond, Adjutant of the Royal Bucks Yeomanry, for the Auxiliary Forces.

Song—"What an afternoon"—Mr. F. Osborne, Mr. Rowe playing the banjo accompaniment.

The Vice-Chairman rose to propose "Success to Bicycling," and believed that the whole district wished success to the art, and he must congratulate the club on having at this its fourth Annual Dinner such a select and yet large gathering of friends; and it seemed to him that the Club not only numbered bicyclists who had distinguished themselves when competing on their machines, but also some first-class musicians. (Cheers.) Perhaps he might also be allowed to touch upon the remarks of Major Drummond respecting his connection with the Yeomanry, and he might say that during the 12 or 13 years he belonged to the force, he could assure them they were some of the happiest days of his life, and he only hoped that those gentlemen who do not belong to the regiment would take to heart the remarks of Major Drummond, and consider it not only a duty, but a grand opportunity to join such a force, because it was not every borough that offered such an opportunity. (Cheers.) Regarding bicycling, he considered it of great advantage, and saved the expense of horse flesh and considerable inconvenience, especially to such minor men as himself. He must also congratulate them upon the efficiency of the club, and hoped it might always hold its present honoured position.

Song—"Come to the window, Nell"—Mr. Rowe.

Mr. F. Osborne, Captain of the Club, thanked the company for the reception of the toast, and said the prosperity of the club was undoubtedly due to the support of their esteemed President and Vice-President, and he was only sorry Mr.

Rippingall was not present. (Cheers). Great praise was also due to their energetic secretary for the trouble he had taken in bringing these Annual Dinners to such a success.

Song—"Three jolly sailor boys"—Mr. Geo. Bradford; encored, and sang "Old Timbertoes."

Mr. J. Christmas rose with great pleasure to propose "Success to the neighbouring clubs," and said whenever they had a run out they were always well received by the other Clubs—(cheers)—and he now felt it a great pleasure to couple with the toast the name of Dr. Symington—(cheers)—who had come from Banbury specially to attend the dinner, and he felt certain one and all had been highly pleased with his musical contributions to the evening's enjoyment. (Cheers.)

Song—"Polly"—Dr. Symington, who then replied to the toast, stating that he belonged to the Banbury Cross Club, which was one of the best of the provincial clubs, and he then referred in humorous terms to the various makes of the spider machines, and said there was no doubt that the courage of the brave 24'h in Zululand was but a specimen of the endurance and pluck of the true Englishman.

Instrumental duet—"The Dreamland Waltz" Messrs. Wheal (piano), and W. Williams (flute).

Mr. Alderman Thomas Ridgway then rose and said it was his duty to propose the next toast, which he felt sure, would be well received, because it was "The health of their worthy President." (Cheers.) Mr. Hubbard was so well known to all in the room, that nothing he could say would enhance him in their esteem, and whenever he is called upon to take any position he was always ready and willing to accede to their wishes. (Cheers.) Respecting bicycling, of course it encountered opposition at the onset, but he was glad to see that it had outlived it, and he believed that one reason of this was because the rider showed courtesy by dismounting their machines when approaching a restive horse. (Cheers.) As Major Drummond had said, the bicycles saved horse flesh, and he could assure them that during the past winter it has been an expensive luxury to keep horses; but he hoped better times were in store because Buckingham was to a great extent dependent upon the hunting-gentry.

Mr. Egerton Hubbard, M.P., thanked them for the honour of drinking his health, and he then read letters from the following gentlemen, apologising for their absence:—F. T. S. Rippingall, Esq. (Vice-President), Sir Harry Verney, Bart, Captain Verney, R. Purefoy Fitzgerald, Esq., Grimwood Grimwood, Esq., J. Bishop, Esq., G. A. U. Nelson, Esq., Rev. F. G. Kiddle, Rev. A. Newcombe, Rev. J. Warren, &c.—By these names they would see how many more gentlemen would have been glad to have been present. Luckily he was spared attending Parliament on Wednesday, and therefore he was enabled to come. (Cheers.) He was proud of holding the position of President of the Club.

Song—"Nil Desperandum,"—Mr. C. B. Barnes.

Lieut.-Col. Cecil Hubbard proposed the "Mayor and Corporation of the Borough of Buckingham."

Song—"The Men of Merry England"—Mr. J. K. Tibbetts.

Mr. J. W. Thorpe, (Mayor), said he rose with unqualified pleasure to thank the company on behalf of the Corporation.

Song—"Death of the Prince Imperial."—Mr. C. Swain. The words are by Mr. T. Baker, jun., to the song, "The Death of Livingstone." It was deservedly encored, when Mr. Swain sang "All honour to the 24th."

Mr. A. C. Rogers responded to the toast of his health, expressing the pleasure it gave him to be present in the capacity of Vice-Chairman.

Major the Hon. J. D. Drummond then proposed the health of the "Committee and Officers of the Club," and referred to the tug-of-war contest last Easter Monday in the Cricket Field, when he said four tall heavily-built men dug deep holes in the ground in which they embedded their feet, and then shouted, "Now pull us out;" and at the other end of the rope were four small young men, who quickly proved that boasting and weight were unequal to sinew, and over quickly came the giants. (Loud cheers.) At these sports, too, he saw an energetic young man, who also held the post of secretary to the Bicycle Club, and with this toast he would couple the name of Mr. Elliott. (Loud cheers and musical honours).

Song—"Dear old Pals"—Mr. F. Parkes.

Mr. Elliott thanked the company on behalf of the Club for the way in which the toast had been received, and expressed the hope that bicycling might prosper. The roads, however, were exceedingly bad, as they would see if they read the paper produced by Mr. George Harrison, at the Debating Club on Friday night: and it would therefore be incumbent upon them to hold the bicycle races in the Cricket Ground this year, as it would be a matter of impossibility to run on the public roads. Before sitting down, he had to propose the health of the "Visitors," and he could assure them that it gave the members of the Club extreme pleasure to see so many gentlemen support the club by their presence at its dinner, and he would couple with the toast the name of Mr. C. B. Barnes. (Cheers).

Song—"The Pope he leads a happy life"—Dr. Bond.

Mr. C. B. Barnes, in responding to the toast of the "Visitors," thanked the officers for their visit to the dinner and entertainment, and he wished the Club every success.

Dr. Blenkarne then proposed the "Press" which was duly acknowledged.

Song—"Hunting Song," Mr. F. Osborne.

Mr. T. Harrison gave the health of the "Ladies," which was acknowledged by Mr. E. Boud.

The Chairman then gave "to our next merry meeting," and the Visitors retired amidst three ringing cheers.

An extension having been granted, several other toasts and songs followed, under the presidency of Mr. F. Osborne.

TEMPLE B. C.

The following paper on Bicycle Race Meetings was read by Mr. W. C. Flegg, of the Temple B. C., on the 25th February.

BICYCLE RACE MEETINGS.

Mr. Chairman and Gentlemen,—I have selected for the subject of my paper to-night, an event which takes place annually in connection with almost every club of any note, an event in which most of you take an active part, and in which all of you take an interest more or less, an event which entails a no inconsiderable amount of trouble and anxiety upon the promoters, and the success or failure of which materially affects the prosperity of the club.

Ten years ago, such a thing as a bicycle race was hardly thought of, and such a thing as a meeting organised by a bicycle club never entered even the imagination. As, however, the sport increased, the natural love of competition inherent in the breast of every Englishman suggested races, and the athletic clubs, to whom bicyclists should be deeply grateful, included a bicycle race in their programmes at their annual athletic gatherings. In course of time, as bicycle clubs were formed and increased in strength, they imitated other branches of athletic sport, and began to hold independent race meetings, with races confined exclusively to bicyclists, and to such popularity have those meetings attained, that almost every club of any note looks upon its annual race meeting as part of the ordinary routine work to be got through.

During the past season, I have, as a passive spectator, been present at nearly every bicycle race meeting of any note in the Metropolis, and I have found some well managed, others the reverse, some well attended others but sparsely; and on some occasions I left with feelings of satisfaction, on others with feelings of an opposite character. Whilst thus acquiring a somewhat varied experience, I have at times observed points incident to the holding of a meeting which might with advantage be altered, and defects which ought to be remedied; and my object in selecting this subject principally was, that I might lay before you for discussion some of the incidents of a race meeting which I think require to be remedied, and generally to explain the way by which I think a race meeting may be made a success. But you must not think that because my views have been committed to writing, that they are uncontrovertible. Just as the opinions expressed in a newspaper are, as a rule, but the opinions of one man, namely, the writer; so in my case pray regard the views I shall express to-night as my own entirely, and treat them as such, by boldly expressing, at the end of this paper, your own views, and by an animated discussion, so thrash out the subject, that the outcome may be of some benefit next season to those unfortunates upon whose shoulders the onerous duty of organising a race meeting may fall.

In the organising of a bicycle race meeting, it is quite clear that three things must be kept in view, viz.: the club, the competitors, and the spectators. Now, as far as the club is concerned, its primary object in holding a race meeting should be the advancement of the sport, and its secondary object should be to increase its own funds, which latter object is, however, but rarely accomplished. With regard to the competitors, such races should be selected, and such prizes

given, as will ensure the attendance of the best amateurs, and having done that, the club must trust to the weather and the individual members to ensure a numerous assemblage of spectators. I intend, at a later stage, to treat of these objects at greater length, and I merely mention them, for the present by way of episode, in order to show that the conception and carrying out of a race meeting is not such an easy task as the uninitiated imagine, and I fear that the officials, if anything goes wrong frequently get a large amount of unmerited blame.

However, let us suppose the meeting is resolved upon, the next is to convey the fact to the world, this is usually done by advertisements, and here on the very threshold, I have fault to find with the majority of clubs. If the meeting is to be a financial success, judicious economy must be practised; but, as a rule, the expenditure over the advertising is of a far too extravagant nature. The object of advertising a race meeting is twofold: to inform intending competitors, and to inform the public. Now, with regard to the competitors, I think that it may be assumed, that each one takes in one or other of the bicycling papers, and I think it may also be presumed that each competitor, as soon as he sees the advertisement, either cuts it out or makes a note of the particulars. That being so, I am of opinion that as far as the competitors are concerned, one or two advertisements in each of the bicycling papers are sufficient, answering the same purpose as if the advertisement were inserted week after week; and, at any rate, a great saving to the Club would be effected. With regard to the general public the conditions are somewhat different. The general public do not take in bicycling papers, and we must therefore look for some other means of letting them know that our race meeting is to take place. Now, at a race meeting of whom do the spectators generally consist? Undoubtedly of friends and relatives of members of the Club, and I think I may go further, and safely affirm that not 5 per cent of those present come in consequence of seeing the meeting advertised in the papers. Inasmuch, then, as friends and relatives of the members largely predominate, we must look to the members themselves for advertising the meeting by mentioning it to their friends: and this co-operation together, with not more than one or two advertisements in one or two sporting papers, will be quite sufficient. You will see, gentlemen, from the foregoing remarks, that I am strongly opposed to what I consider the extravagant expenditure of money in advertisements, feeling convinced that a great part of the money is simply thrown away. Of course, posters and handbills should be plentifully distributed, and a few of the latter sent to the secretary of the principal metropolitan clubs, with a courteous request that he will distribute them amongst the racing members of the Club, is money well spent.

I pass on now from a consideration of the subject to these which suggest themselves on the actual day of the race meeting; but inasmuch as this paper is semi-theoretical as well as semi-practical, I do not propose to go into the details of a race meeting, as many of them require no comment, and are not sufficiently interesting, but rather to keep to my original plan, and dwell upon a few of those salient points which I consider need improving, or which, at any rate, require discussing.

In selecting the distance of the races, those in authority should exercise a wise discretion: for, be it remembered, the members themselves have to be satisfied, numerous and good entries have to be secured for the open race (for, of course, every club will give an open race), and the public have to be attracted. To satisfy everybody, therefore, is by no means an easy task. Those who have been present at any of the race meetings of the Surrey Bicycle Club, at Kennington Oval, have very little difficulty in discovering what it is that brings together such a numerous assemblage of spectators.—the ten-miles scratch race. But then, on the other hand, only a few compete, and it involves the necessity of giving another open race, namely, a one-mile handicap, in order that all may compete with a fair chance of securing a prize. But very few clubs can see their way to give two open events, and, on the whole, after some consideration, I am led to the conclusion that a one-mile handicap is the race most popular, as well with racing men as with the spectators. There should also be a one-mile novices' race, and one other club race in addition. With regard to this *other* race I am in some doubts. The usual distance is 4 or 5 miles, which necessitates the race being run in heats, and the doubt which suggests itself to my mind is, whether it is more satisfactory to everybody to run the race as above, or double the distance and run it off in one heat. One of the sporting papers, last year, in reporting the Temple B. C. meeting, somewhat censured us for running a club race of five miles in heats, on the ground that the proceeding got monotonous. I don't think, however, that was the case. It may have been so to a stranger, but the majority of spectators being friends and relatives of the competitors, seemed rather to enjoy, than otherwise, the race being lengthened, if we may judge from the excitement displayed. The distance of this race, and whether or not it

should be run in heats, affords ample food for discussion, of which, I hope, you will take advantage, and I will reserve further comment upon it until my reply.

A word as to the value of the prizes for the open race: I regret to say, that at the present day there seems to be a tendency to considerably increase the value of the prizes, which, in my opinion, will ultimately have an injurious effect upon the sport. When one reads that a prize value £20 or £25 is given, one is apt to wonder how it can pay the club to spend such a large sum on one prize, or what advantage the club gains by such outlay. Of course, if two meetings happen to clash, I can quite understand one club outbidding (so to speak) the other for the competitors, for just as a man will always take his pigs to the best market, so a bicyclist cannot be blamed for taking his bicycle where it is likely to earn him the most valuable prize. But except in cases as above, I think this practice is to be deprecated. Let us look at statistics for a moment. Say the average value of a 1st prize is £12, putting the entrance fee at 2s. 6d., and there being 96 half-crowns in £12, it follows that in order to get back your outlay on the 1st prize alone you must secure 96 entries. Say, now, that £25 is the value of the first prize, putting the entrance as above, there should be no less than 200 entries secured in order that you may get back your outlay. Is this ever realised? Never yet to my knowledge, and the conclusion I can arrive at is, that clubs which advertise such expensive prizes are prepared to make an enormous sacrifice in order to secure a few good entries. Is this sacrifice justified? Does it do any good? I think the answer will unanimously be in the negative. It places small clubs which are anxious to hold a race meeting, but which are not able to give very valuable prizes, at a great disadvantage; it leads to promote what is popularly termed "pot hunting," and, lastly, it is, in my opinion, an unjustifiable expenditure of money. The Temple B. C. has arrived at the conclusion that a prize, value £12, is quite as much as should be given in an open race, and in that conclusion I thoroughly concur.

Leaving this subject, I come to a circumstance which, although not of frequent is yet of occasional occurrence at a race meeting, and is, I think, deserving of a few remarks. I refer to the disqualification of a competitor, for passing another in the inside when racing. I have frequently heard after a race such expressions as these:—"If I had been allowed to pass A on the inside; I could have won easily;" or, "B was right in the middle of the course; I could not pass him on the outside, and therefore was obliged to pass on the inside." I say again, that such expressions as these are frequently heard after a race, and I have come to the conclusion that the judge, in addition to disqualifying the delinquent who passes on the inside, should go further, and should have a discretionary power given him to disqualify also the competitor who allows himself to be passed on the inside. Let me explain my views upon this somewhat original statement more clearly. The rule of the racing path, as I understand it, is, that each competitor must keep as near to the inside edge of the path as possible, except when passing another competitor, when he is to move out to the centre of the path, and pass the opponent on the outside, and when two clear lengths ahead, is to take, when practicable, the inside edge of the path again. This rule is obviously to diminish the chances of a collision. Now, surely a competitor who is not in the act of passing another, but who, for no apparent reason, allows sufficient space between himself and the inside edge to enable another competitor to pass on the inside, must clearly be out of his right course, and in addition, therefore, to violating a recognised rule, is also increasing the chances of a collision. I therefore think, that the judge should have a discretionary power to disqualify such an individual, at the same time that he disqualifies the delinquent who passes on the inside. Taking into consideration the narrowness of our paths, the chances of a collision, and the inevitable injury which arises therefrom, I trust that my suggestion may not be scouted as ridiculous, as I think that if such a rule were in existence it would have the effect of keeping in order those untrained erratics who wobble from one side of the path to the other, who are the scourge of the unfortunate scratch men, and who are the laughing-stock of the spectators.

I come now to an important element in connection with a bicycle race meeting which I have reserved until this stage, as I intended to treat of it at some considerable length; it is the subject of handicapping. Of course, club races are handicapped by duly appointed officers of the club; but the open race is not so, and it is to this race that I wish to draw your attention. And first let us see what an handicap is: as far as bicycling is concerned, it is the art of placing men of different racing capabilities upon such points that they may, if they exert themselves to the utmost, all reach the winning-post at the same time. That seems to be the common-sense definition of a handicap; and it must be at once apparent to you all that the difficulties a handicapper has to contend against in, as nearly as possible bringing about this result, are by no means inconsiderable. Let us glance at a few of

them. The chief difficulty is in the difference in tracks,—there are grass tracks, cinder tracks, and gravel tracks; some hilly, some level, some hard, others soft. Now, a man may be very good upon one kind of track, but practically useless upon another. He may be able to successfully negotiate the corners at Lillie Bridge, or the hill at the Alexandra Palace, or he may fall a victim at the former, and be "jumped" out at the latter. A friend of mine describing a race at the Alexandra Palace last year in which he was a competitor, said I managed to stick to A.'s back wheel until we came to the hill, when I on my 52-inch passed him like the wind; but going down on the other side, he came sailing past me on his 52-inch, and left me as if I were standing still. Such eccentricities of speed the handicapper has daily to make a note of, and provide for future handicaps. The next difficulty is also an eccentricity of speed but not arising from the same cause. A man may be well one day, and from a variety of causes may be unwell the next, and quite unable to race. It is clear the handicapper cannot provide against this, and he may have the mortification of finding his estimate of a man's racing ability suddenly completely upset. The third eccentricity of speed is where a competitor "runs dark" on one occasion, for the purpose of obtaining a better handicap on another occasion, but inasmuch as this is a practice which I consider unworthy of any gentleman, I dismiss it from further consideration. Then, again, the weather has a material influence over the competitors. And lastly, there are some competitors who either will not or cannot conform to the rules of racing, who stand very little chance of winning themselves, and who impede the progress and otherwise interfere with everyone else. Such is a cursory glance at a few of the difficulties a handicapper has to contend against; and whilst admitting that the handicaps of last season were far from satisfactory, I am bound to say that I think the various handicappers met with an undeserved amount of censure.

To be continued.

BICYCLE UNION.

A MEETING of the Council of the above Union will be held at the Guildhall Tavern, Guildhall, E.C., on Thursday, 11th inst., at 6.30 p.m. The following being the Agenda:—

1. To confirm Minutes of the last Meeting.
2. To consider the recommendation of the Executive, that all subscriptions paid between 1st January and 30 April 1880, shall constitute Membership until 30th April 1881; but that Clubs so paying their capitation, shall make a return of the number of their members, according to Rule 3, Section K, and pay for any extra number they may have on the 1st of May.
3. To receive Report of Executive.
4. Should the other business not be concluded by 8 p.m., the Council Meeting to be adjourned until Thursday, 18th March 1880, in order to afford an opportunity for those present to discuss the question of appointing an official handicapper for Bicycle Races. All racing men, whether Club men or unattached, are earnestly requested to attend.—Yours &c., ROBERT T. CORK, Hon. Sec.

A similar circular will be sent to all racing men whose addresses can be obtained.

MIDLAND COUNTIES BICYCLE MEET AT LEAMINGTON ON WHIT-MONDAY.

MAY we, through the medium of your paper, inform Bicyclists that the above meet will be held on Whit-Monday, as in former years.

The Jephson Gardens have been secured, and it is intended to give a good and attractive Fete.

Particulars will be sent to the Secretaries of Clubs at an early date.—Yours &c., J. ANTHONY LOCKE, Vice-President L. & S. W. B. Club,

CRICHTON BICYCLE CLUB.

THIS Club held its first Smoking Concert at the Clarendon Hotel, Anerley, S. E., on Wednesday, 25th inst., Mr. E. P. Weber in the absence of the President, Rear-Admiral Veitch, occupied the chair.

The visitors numbered about 140 including members from the following clubs:—Kent, Croydon, Sydenham, Lewisham, Norwood, Surrey, Wilmore, Forest Hill, Pelham, Stanley, South London, Harriers, Brixton, Beckenham, Canterbury, Tynemouth, Lanarkshire, Red Hill, Guy's Hospital, and Bicycle Touring Clubs. Mr. N. Appleton opened the proceedings with a Pianoforte Solo. Grand March, "Christian the Pilgrim." Song, "The Midshipmite," Mr. W. T. Stutchbury. Recitation, "The Election Speech," Mr. Bernham Bettson, encoired. Nigger Song, in character, "John Wellington Wells," Mr. Fred. Sinclair, encoired. Violin Solo, "Stalichen," Mr. S. Wheeler. Song, "Thou art passing hence, my Brother," Mr. J. W. Knott, capitally rendered. Comic Song, "The Street Minstrel," Mr.

F. W. Brath, encored, sang "Moses and Aaron." Nigger Banjo Song, "Joshua," Mr. F. Sinclair, encored, sang "Get Out." Recitation, Educated Version of the "House that Jack Built," Mr. G. Lacy Hillier. Song, "Last Chord," Mr. Hood. Song, "Death of Nelson," Mr. F. Wardrop, encored last verse. PART II.—Pianoforte Solo, "March to Henry VIII.," Mr. N. Appleton. Song, "King's Highway," Mr. J. H. Knott. Violin Duet, "Constantinople Quadrilles," Messrs. G. Wheeler, and N. Appleton. Song, "D'ye Ken John Peel," Mr. C. B. Wilson. Song, "Long London Bridge," Mr. E. L. Fitzgerald. Nigger Duet, Song and Dance, Messrs. Wardrop and Sinclair, encored again and agrin. Song, "The Little Plgs," Mr. C. W. Last, created roars of laughter. Recitation, "The Alarm," Mr. B. Bettson. Song, "Down among the Dead Men," Mr. W. F. Stutchbury. Song, "Where was Moses when the Light went Out," Mr. F. De Brath. Song, in character, "Take it Bob," Mr. G. S. Hillier, great applause. Song, "Here it goes," Mr. P. J. McKinlay.

Mr. Appleton kindly accompanied most of the songs. During the evening several toasts were drunk, viz. "Other Clubs," proposed by Mr. C. W. Last, V. P. Crichton B. C. responded to by the following gentlemen:—Messrs. Relton, Kent; Phelps, Sydenham; Wilson, Lewisham; Peacock, Croydon; Cousens, Canterbury; Barnard, Widmore; Grose, Forest Hill; Holmes, Pelham; Berington, Norwood; Wilson, Tynemouth and Lanarkshire; McKinlay, Beckenham; Fitzgerald, Guy's; Cramphorn, Red Hill; Hillier, Stanley. Mr. C. B. Wilson proposed Crichton B. C., coupling with it Mr. E. P. Weber, Vice-President; Mr. Weber responded. The "Captain and Hon. Sec." proposed by Mr. Bernhard Bettson, and responded to by Mr. H. J. Wood, Captain. The "Gentlemen who assisted in Programme" proposed by Mr. A. M. Bolton, responded to by Mr. S. W. Sinclair. A great feature of the evening was the programme, which was relieved by a few comical sketches, depicting how accidents sometimes happen to Knights of the Iron Wheel cyclept "Ye Clubbe Runne." In short this flourishing South London Club may be congratulated on having made this Social Evening so great a success.

About 11.30. all linked arms and sang "Auld Lang Syne;" and "God Save the Queen" brought a most jolly evening to a conclusion.

THE KENTISH MEET.

THE meeting convened by the Kent Bicycle Club to consider the advisability of holding a Meet of Kentish Bicyclists during the ensuing season, was held at their Headquarters, on Monday, March 1st, when the following delegates were present:—BECKENHAM, H. McKinlay, C. Farmer; CRICHTON, H. J. Wood, W. P. Ginner; FOREST HILL, E. O. Grose, A. D. Molison; HAPPY-GO-LUCKIES, N. C. Creux, H. W. Gates; HYPERION, W. Hugh Graham, H. Llewellyn Winter; INVICTA, A. McQueen, W. Webb; KENT, The Committee; KENT ROVERS, W. Mitchell, J. Besley; LEWISHAM, F. Wilson, J. H. Clayton; PELHAM, J. C. Watson, J. Holmes; SYDENHAM, F. W. Cramphorn; WIDMORE, F. W. Helworthy, W. W. Barnard; TUNBRIDGE AMATEURS, S. F. Hall; TOURING CLUB, C. B. Wilson, W. B. Tanner. Mr. Arthur W. Lacey was unanimously elected chairman of the meeting, and business commenced. The circular letter convening the meeting was read, and the hon. sec. read replies he had received from various clubs, who, on account of distance, were unable to send delegates to the meeting. Mr. G. H. Lacey, Kent B. C., proposed that there should be a Meet of Kentish Bicyclists this year. This was seconded by Mr. McQueen, Invicta, B. C., and carried *nem. con.*

Mr. Watson, Pelham B. C., proposed that Mr. A. J. Kelton, of the Kent B. C., should act as Hon. Sec.; this was seconded by Mr. Molison, Forest Hill B. C., and carried, there being no other name proposed. Mr. A. J. Kelton, in thanking the meeting, assured them that no effort should be wanting on his part to make the Meet of 1880 a success.

Mr. Wood, Crichton B. C., proposed, and Mr. McKinlay, Beckenham B. C., seconded, that it should be held on August 2nd, bank holiday.

Mr. F. Cramphorn, Sydenham B. C., proposed and Mr. Molison, Forrest Hill B. C., seconded, that it should be held on Whit-Monday, 17th May, bank holiday.

Mr. H. Llewellyn Winter, Hyperion B. C., proposed, and Mr. G. H. Lacey, Kent B. C., seconded, that it should be held on a Saturday.

Several gentlemen spoke as to the impracticability of holding such a Meet on a Saturday, and on the two amendments and the proposition being put to the Meeting, the result was that the Meet should be held on Whit-Monday, 17th May. As regards place, Mr. Hall, Tunbridge Amateur, B. C., proposed, and Mr. L. Grant, Kent B. C. seconded, that it should be held at Tunbridge.

Mr. Cramphorn, Sydenham B. C. proposed, and Mr. Wilson, Lewisham B. C., seconded, that the Meet should take place within a radius of 5 miles of Maidstone, the exact spot to be left to the Committee to decide.

This amendment, which embraced the district proposed by Mr. Hall, was carried.

It was proposed by Mr. G. H. Lacey, and seconded by Mr. McQueen, Invicta B. C., that there should be a cold collation at 1 p.m. sharp, and by Mr. A. Hindle, Kent B. C., and seconded by Mr. Bryceson, Kent B. C., that the procession should start at 2.30. These times, on being put to the Meeting, were carried. It was decided that the order of procession should be as last year, viz.:—The Kent, B. C. take the lead, and other Clubs follow in alphabetical order.

Mr. H. Llewellyn Winter proposed, and Mr. G. H. Lacey seconded, that each Club should contribute 10s. towards the expenses of the Meet. This was carried unanimously. The following were elected to carry out the arrangements for the Meet:—Mr. W. Cosens, Canterbury B. C.; Mr. Wood, Crichton, B. C.; Mr. McKinlay, Beckenham B. C.; Mr. T. A. Denne, East Kent B. C.; Mr. H. Llewellyn Winter, Hyperion B. C.; Mr. G. H. Lacey, Kent B. C.; Mr. Grant, Kent B. C.; Mr. F. Wilson, Lewisham B. C.; Mr. F. W. Cramphorn, Sydenham B. C.; Mr. J. F. Hall, Tunbridge Amateur B. C. After a cordial vote of thanks to the Chairman, the meeting terminated.

THE WILTSHIRE BYELAWS AS APPROVED.

IV.—BICYCLES.

For regulating the use of bicycles.

7.—Throughout the bye-laws for regulating the use of bicycles, the expression "bicyclist" means a person riding, impelling, or otherwise using or having the management or control of a bicycle in any main road or other highway.

8 A bicyclist shall not ride or impel his bicycle upon any footway pavement, or causeway made or set apart for the use or accommodation of foot passengers.

9. Every bicyclist who rides a bicycle during the hours between sunset and sunrise shall carry attached to his bicycle a lamp, which shall be so constructed and placed as to exhibit a light in the direction in which he is proceeding, and shall be so lighted and kept lighted as to afford adequate means of signalling the approach or position of such bicycle.

10. Every bicyclist who overtakes and passes any waggon, wain, cart or carriage, or any horse, mule, or other beast of burden, or any foot passenger proceeding along the carriage way, shall, when within a reasonable distance from and before passing such waggon, wain, cart, or carriage, horse, mule or other beast of burden, or such foot passenger, by sounding a bell or whistle, give audible and sufficient warning of the approach of the bicycle.

11.—Every bicyclist who overtakes and passes any waggon, wain, cart, or carriage, or any horse, mule or other beast of burden, shall keep his bicycle to the right or off-side of the carriage-way.

12. In every case—

Where a bicyclist meets or overtakes any waggon, wain, cart, or carriage or any horse, mule, or other beast of burden, and where by reason of such meeting or overtaking, any animal drawing such waggon, wain, cart, or carriage, or such horse, mule, or other beast of burden, may become restive, or alarmed, or may cease to be under the due control of the person for the time being in charge of such waggon, wain, cart, or carriage, or of such horse, mule, or other beast of burden;

Such bicyclist shall upon the request of such person dismount as speedily as possible, and shall continue dismounted so long as may be reasonably necessary.

A TRACK FOR BICYCLISTS.

A MEETING open to all gentlemen interested in racing has been called by the provisional committee, for the 10th inst., at "Anderton's Hotel," Fleet Street, at 7 p.m., for starting a company for the formation of a Bicycle Track for London, and generally discussing the matter. Mr. Waller, chairman of the present Provisional Committee, will preside. Mr. Wm. Pye-English, Capt. Canonbury B. C., Hon. Sec. pro tem.

CAUTION TO BUYERS OF LAMPS.—The original Salsbury Bicycle Lamp has the name stamped on the outside and the name and address on the burner inside: none others are genuine. The success of these lamps has prompted many makers to produce spurious imitations and much inferior in quality. The Salsbury Lamps can be obtained at all the principal Bicycle Makers and Agents in Town and Country, and at the Manufactory, 125 and 126 Long Acre, London, W. C. Established 1866 Also the new Supply Oil Bottle in Tin, to avoid breakage.—[ADVT.]

A NEW DISCOVERY.—The best article for fixing rubber tyres to Bicycles is S. PROUT'S ELASTIC GLUE.—Of all oilmen, leathersellers, Bicycle agents, &c., or of the manufacturer, 22, Silver Street, Regent Street, Lond. £6 12s. per cwt. Terms cash.—[ADVT.]

THE LOMBARD BICYCLE CLUB.

This Club propose to hold a Grand Evening Concert in the large hall of the Athenæum, Camden-road, on Tuesday, 20th April, 1880. Some splendid professional talent has, we hear, been engaged. Mr. Charles Leech, of the Hamilton B. C. is manager.

CAMBRIDGE UNIVERSITY BICYCLE CLUB.

The following are the arrangements for the Easter Term Races:—
Thursday, May 20, University Trials, 2, 10, or 25 miles. Saturday, May 22, 3 mile Invitation Race. Wednesday, May 26, Inter-University Races, 2, 10, and 25 miles. Friday, May 28, Club Races. Saturday, May 29, Match with the London Bicycle Club. The racing will be in the afternoon, between 2.30 and 5.30. Negotiations are also in progress for 2 Amateur v. Professional Races, 1 and 10 mile, on Saturday 22nd, and Friday 23th respectively; this will be definitely announced as soon as the arrangements are completed, and the sanction of the Bicycle Union has been obtained.

LOMBARD B. C.

ERRATUM.—In your paper for 26th February, the Lombard Hampton Court delegates should be, R. T. Cork and J. D. Strachan, not R. T. Cork and L. D. Walter.

CIVIL SERVICE B. C. SMOKING CONCERT.

This Club, under the presidency of their popular Captain, Mr. W. W. Rishworth, of the G. P. O., held their last Smoking Concert of the winter season, at the Occidental, Fountain-court, Strand, on Monday evening last. In the old room of what used to be the "Coke Orifice" of former days a goodly company assembled to listen to the following programme:—Overture to Massaniello, Messrs. Douce and Bailey. "Love and Duty," Mr. Audain. "The Frenchman," Mr. Bayfield. Atalanta. "London Bridge," Mr. Rendell. "Marriage in High Life," recitation by Mr. Walliker. "Simon, the Cellarer," Mr. Harvey. "Ardita," pianoforte solo by Mr. Douce. "Blue Asaltum Mountains," Mr. Bailey. "The King's Highway," Mr. A. P. Shaw. "The Doncaster St. Ledger," recitation by Mr. Long. "Stranded," by H. S. Thompson. "My Queen," Mr. Eyle. "Big Sunflower," Mr. Saunders, (with dance). "Four Jolly Smiths," Mr. T. W. Howard. Pianoforte solo, Mr. Douce. "My Friends," Mr. Walden, Temple. "Polly," Mr. D'Olier. "Down the Edgware Road," Mr. Bayfield. "Little Pigs," Mr. Bayfield. "The Raven," recitation by Mr. Webb, I Zingari. "All's Well," by Messrs. Eyles and Bailey. "The Midshipmate," Mr. Montague, Temple. "Vanity," by Mr. Rochford. "The Convict," Mr. R. Jourden, Belgrave. "Three Jolly Post Boys," Mr. Morton. "God Save the Queen," by the company. The "health" of Mr. Bailey, of the Civil Service B. C., who has so successfully acted as musical conductor of the Club's Winter Concerts, was cordially drunk. Amongst the successes of the evening must be classed A. I. Mr. Long's "St. Leger," which brought down the house. Mr. Bayfield was, as usual, strong in the comic line, and Mr. Jourden created no end of amusement with his "Chaunt." Mr. Webb is always effective in his recitations, and gave "The Raven" in his best style. Mr. Montague also secured considerable applause in the "Midshipmate," and Mr. Walliker, in his Marriage recitation. Mention should also be made of the creditable manner in which Messrs. Bailey and Eyles sang "All's Well," the first named gentleman singing it for the first time, from sight. Mr. Douce's playing at the piano was also all that could be desired.

The Club will give a concert on April 5th, at Steinway Hall.

TO ATALANTAS AND OTHER B. C. MEN. MARRIAGE IN PUBLIC LIFE.—The Cock Sparrow, at Gig's Hill, has recently espoused the "lady help."

THE BOAT RACE.—For detailed accounts of the Boating, Bicycling, Cricket, and Athletic seasons at Oxford University, together with past Inter University Meetings, and other information, see the O. U. Athletic Record, to be had for 14 stamps from the Editor, H. T. Eve, 7, Hazellville-road, Hornsey Rise, N.

NOW READY, THE BICYCLE ANNUAL for 1880, WITH DIARY, CROSS-ROAD, Racing, Club Directory, full of information, Price 1s. Post Free, 1s. 2½d.—BICYCLING TIMES OFFICE.

TO BICYCLE MANUFACTURERS, AGENTS, AND OTHERS.—Wanted by a gentleman who has had several years experience in Manufacturing, Selling, and Buying Bicycles, a position as Manager, Bookkeeper, or Correspondent. Having friends and connections in the Bicycling World, could introduce considerable business.—X. BICYCLING TIMES OFFICE.

Correspondence.

THE BICYCLE UNION.

TO THE EDITOR OF THE "BICYCLING TIMES."

SIR,—I enclose you a copy of a letter written to the *Field* apropos of their recent Article and letters on the *Status* of Bicycling. As they have made ample apology for their Article, which was evidently not the editor's own, there was, of course, no reason why they should publish my letter. At the same time I think there may be some bicyclists whose minds are not quite relieved from the misgivings raised by the Article, and I venture, therefore, to ask you kindly to insert the letter, that the real history and present position of the question may be known.—I remain, sir, your obedient servant, GERARD F. COBB.

THE STATUS OF BICYCLING.

TO THE EDITOR OF "THE FIELD."

SIR,—I have only just had my attention called to some correspondence and a leading article in recent issues of the *Field*, on the subject of Status in Bicycling. As both betray considerable misconception as to facts, I trust I may be allowed to make a few remarks on the question. Their object will be to give a history of what has really happened, and so to remove such objections as may be due to the many false versions of the case now apparently current.

In the first place, the question of bicycle competition between amateurs and professionals, was raised theoretically long before the body known as "The Bicycle Union" came into existence. Bicycle racing, it should throughout be remembered, is no mere question of pitting one man's strength and skill against another; it serves a far more practical and important result than this, inasmuch as it is a most direct and valuable stimulus to bicycle makers to improve the machine. The bicycle is one of the most practically useful of recent inventions; its development is a matter of national concern, and any measure which directly contributes to stimulate its improvement, has a claim to be regarded as a national benefit. In this view, it seemed to most bicyclists who gave any serious thought to the matter, that it would be to the general interest of the public that any unnecessary impediment or restriction to the highest forms of competition possible should be removed. So long as no opportunities whatever were given for the best professionals to meet the best amateurs, it would always be possible—as the event has distinctly proved—that neither had had their powers stimulated to the utmost, and that there remained to each a still keener stage of competition yet untried. This was the view of the matter freely expressed by leading bicyclists long before the Union was started, and it was distinctly with the object (among others) of regulating bicycle racing, and rendering such competitions occasionally possible, that the Union was originally started. The statement in your article that this has been an "extension of its original sphere of action," is so far from being true, that this object was expressly enumerated in the first prospectus, as one of the four fundamental purposes for which bicyclists were invited to unite and form the association.

That the Union was the proper body to discuss and settle the question, can hardly be denied. If ever there was in any branch of sport a representative body, it is the Bicycle Union. I presume that if the two University Athletic Clubs and the two principal Metropolitan Athletic Clubs—I mean the Amateur Athletic Club and the London Athletic Club—were to form themselves into a joint association for the regulation of athletics proper, and framed rules and definitions for the purpose, few athletics would question their authority. But the Union not only consists of the two University and nearly all the principal London clubs (including those which, as the first formed, were the pioneers of bicycling), but also includes provincial clubs as well. If such a body as this is not competent to frame rules for bicycle racing, no other body can be. This body, then, so constituted, has taken the practical common-sense view, that in the interests of the public at large, as stimulating, that is, the development not only of skill in riding a bicycle, but of science in constructing it, it is desirable that under certain limitations, amateurs should be allowed to compete with professionals. Now, the Union might very well have come to this determination without any reference whatever to any existing bodies, regulations, or definitions, written or unwritten, dealing with what are known as athletic sports proper. They might have urged that there was no such thing as *solidarity* of rule or custom in the various branches of national contest or pastime; that in cricket, steeple-chasing, billiards, tennis, rifle shooting, and other things, amateurs and professionals, volunteers and regulars, contend freely together, without let or comment, and that the current athletic definition has never been so interpreted by any athletic club as to debar such amateurs from competing in athletic contests—why, then,

in bicycling? They might, further, have urged that, so far from innovating the precedents, they were following those of far older standing, and of more national acceptance than the athletic rule which is the creation of a few years only. Finally, they might, in any case, have urged that they were acting in the interests of the general public in endeavouring to advance the improvement of a useful public invention, and that the good of the people knows no law. You, yourself, Sir, strongly advocated this independent view in your editorial of Oct. 18 last. "Bicycle racing," you write, "is a new form of sport, and its exponents must be allowed to make their own rules, and to decide for themselves how far it is desirable to go in any given direction. There is only one rule that seems of general application, and that is, that in any department of sport in which the two classes are recognised, an amateur may not compete against a professional for money without losing his amateur qualification." Not only did you maintain our perfect right to such legislation, but you went so far in your commendation of it as to state "that bicyclists have set an example which running men and walkers might, at any rate, consider the possibility of following." Now, all this the Bicycle Union might have done with perfect justice and reason. But as a matter of fact, the Union has done the very reverse of it. Instead of "establishing a creed of its own, and ignoring the traditions of older sports," as your recent editorial accuses it of doing, it has, at any rate in spirit, entirely followed the lines laid down in the established rules of other athletics. It still maintains that it is undesirable to alter the rule which forbids amateurs to compete with professionals. The Union definition of an amateur contains this clause: "A bicyclist forfeits his right to compete as an amateur, and thereby becomes a professional bicyclist by competing with a professional bicyclist in public, or for a prize, knowingly, and without protest." The definition is verbatim, the same as the athletic definition. All that the Union has done is to reserve to itself the power of dispensation on certain specific occasions. Now, let us suppose for a moment, there were in any branch of athletics proper, the same practical reasons for these contests as exist in the case of bicycling, and further, that there were some such athletic association as clearly representative of the athletic world, and as competent to regulate its proceedings as the Bicycle Union is of the bicycling world; and suppose such a body, whilst retaining the definition above quoted, were to say—"This is the Rule, but we reserve to ourselves the power of dispensation in a few limited cases," no one could possibly consider that any alteration had been made in the general status or definition of an amateur. The definition would exist as before, and would have to be complied with in all cases, unless a re-organised dispensation has been obtained from the very authority by which the definition was enacted. This is precisely what has been done by the Union.

Further, the Bicycle Union has not only retained the athletic definition of an amateur, but before admitting the qualifying dispensation took express council with the athletic world, as far as it was possible to do so in the absence of any one central and associated athletic authority. Mr. Waddell, as representing the London Athletic Club (at whose ground the leading Metropolitan Bicycle Club had held its races), was asked to be present and to take part in the discussions of the Union on this question, and not only then, but ever since the L. A. C. had given its entire sanction to the course adopted, and no entry of an amateur who has competed with a professional under the Union sanction has been or ever will be questioned by them. Mr. Chambers, again, on behalf of the Amateur Athletic Club wrote to me as chairman of the Union to the same effect, saying that there would be no obstacle whatever to such competitors entering for their races. He goes on to state: "Our definition of an amateur was made for athletics only, before the days of bicycling; when we first offered a prize for bicycling it was naturally enough run under the original rules; those rules are adopted by the Union, and the occasions upon which these rules are transgressed, must, I believe, be expressly sanctioned by a Committee of the Union." This virtually retains the intent of our rules with permissive clauses. That the two University Athletic Clubs were not also communicated with is due partly to the fact that our meetings were held in London, but mainly to the fact that they do not (as the London Athletic Clubs do) include Bicycling in their programme.

The matter then stands thus. The Union, a thoroughly representative and competent body for such a purpose, has decided that it is for the public benefit that the highest possible stimulus should be applied to bicycle competition; whilst retaining, therefore, the definition of an amateur already current, they have found it necessary as Mr. Chambers expresses it, "to add a permissive clause." For this they have the full and complete sanction of the only Athletic Associations directly concerned with bicycling; and their action in the matter has further been most warmly applauded by the public press, including, in particular, your own journal (see Editorial of October 18, 1879), and the *Referer* (see number for October 27, 1878),

both of which papers seem now for some mysterious reason to have been so strangely and grievously misinformed, that I am constrained to believe that your informant must have misled you from some settled and malicious purpose of his own. There is not one syllable of truth in the statement that the Union has allowed amateurs "to compete for gate money," or in any way "to race with professionals for gain," directly or indirectly. Let me again quote the Union definition. "A bicyclist forfeits his right to compete as an amateur, and thereby becomes a professional bicyclist, by riding the bicycle or engaging in any athletic exercise for a money prize, or for gate money," and there is no permissive clause to this. As for the races themselves being "discreditable," there was but one opinion here throughout the whole body of university spectators, that no more exciting or genuine contest had ever been witnessed in any form of athletics than that between Kitch-Palmer and Keen. Neither is there the slightest shadow of reason to suppose that the races between Cortis and Keen, were other than really genuine contests. Your own account of them at the time precludes any such supposition, and whatever rumours may have since transpired to the contrary, have been the wanton invention of some unscrupulous persons seeking to gratify some private prejudice of their own by spreading them. Again, there is not an atom of truth in the statement that "there are seventy (? several) of the leading Bicyclists, who abstain from entering for the A. A. C. Bicycle races, because they know they would be disqualified." Mr. Chambers' letter is sufficient proof to the contrary, and I can myself testify that three out of the five amateurs who have hitherto contended with the professionals have been directly solicited to enter, and were only prevented from doing so by purely accidental causes.

The above is a true and complete history of the whole affair, and will, I trust, prove a sufficient answer to recent criticisms.

There is only one other point I would refer to, in conclusion. Some of your correspondents seem to lay particular stress upon the fact of a prize (not a money prize) having been contended for, as the head and front of our offending. In this there is an error. According to the strict athletic definition the prize matter does not come in at all. To have contended in any race for money, or to have contended with a professional at all *in public* (prize or no prize) are the two points of disqualification. Personally I regret that a prize of any value was offered in the Cortis v. Keen contest. I was abroad at the time the arrangements were made, or should have counselled the Race Committee of the Union differently. But my objections to it would have had no reference whatever to the fact of its being an amateur v. professional contest, but because I hold a very strong opinion that in all athletic contests in which amateurs take part every effort should be made to reduce and minimise the present system of prize giving, and that in any such arranged matches as these, where the honour and glory of the thing ought to be sufficient reward to the amateur, only a medal or some nominal prize should be given. There are few things which, apart from definitions, tend so directly to compromise the *real* distinction between the amateur and professional as the continually-increasing scale of value of the prizes offered in amateur athletic contests. It is no secret whatever that many winners of such prizes make them distinctly contribute to their livelihood by selling them as soon as they obtain them. By so doing they are every whit as professional as those who live by competing for purses and gate money. The amateur definition does not touch these professional-amateurs, and I fear nothing short of some very strong combination of representative athletic bodies, determined to stamp this vice out with an iron heel, will be able to check it. It were devoutly to be wished that some such association could be formed, but the practical difficulties in the way of its formation are great, if not insurmountable. Meanwhile, individual athletic clubs who can be bold enough to take the matter up and reduce the value of their prizes, will be public benefactors to sport. The Cambridge University Bicycle Club has, throughout, limited its prizes to a nominal amount, and only gives a bronze medal (value 12s. 6d.) for the ordinary races, and a silver medal (value £2 2s.) for the inter-University Races. I hope its example may be followed, and I also trust the Bicycle Union may take some steps soon to influence the clubs belonging to it in the same direction. Challenge cups which are not retained by the winner are, of course, a different matter.—I remain, Sir, Your obedient Servant,

GERARD F. COBB,
President of the Cambridge University Bicycle Club, and Chairman of the Bicycle Union.

IRISH RIDERS IN LONDON.

TO THE EDITOR OF THE "BICYCLING TIMES."

SIR,—May I call the attention of your Irish readers to the fact that the Scotch riders of London have formed a London Scottish B.C., and that it would be advisable for the Irish riders to do the same.—Yours,
STANISLAUS CAROLAN.

ANSWERS TO CORRESPONDENTS.

F. E. HILLIER.—Yes, when space permits. Not too much detail unless it is useful detail.

G. COWPER.—The tariff is not yet ready. The spring you mention is perfection. We do not think you will find it get weak.

J. McM. S.—Will send it in a few days.

QUERIES?

GRAVESEND.—Will some Cyclist kindly inform me if there are any Bicycle Clubs in the above town, Headquarters, &c.; also is there a good swimming bath in the place?—52 INCH.

LAMP REFLECTOR.—Can any one tell me where I can obtain a new reflector for my Salisbury lamp?—WATRY, Pickwick B. C.

[At Salisbury's, we should say.—Ed.]

WANTED a companion to ride down to Yorkshire, about the end of April, from London. Editor has address.—STEEL WHEEL.

Can you inform me whether road racing is actually prohibited by law? A few members of my committee are very anxious to hold monthly handicaps, on the road, of course, but I fear the idea is impracticable. Yet should like to know whether it would be possible to carry it out without infringing the law?—MAXWELL H. KENNEY.

[Road racing is illegal, and even the London B. C. race is to be stopped this year.—Ed.]

SYDNEY.—Having seen an advertisement asking for information about the roads around Sydney, I should be happy to give the information if the gentleman will call at the following address.—J. B. HOLDSWORTH, 19, Coleman-street, Bank.

ANSWERS TO QUERIES.

REIMERP.—Mr. H. Clements, of 113, Holloway-road, is an agent for the "University" Bicycle, but I am not quite sure if he repairs such machines.—F. G. KITTON.

REPAIRS AT HIGHGATE.—In reply to your correspondent Reimerp, inquiring as to best man for bicycling repairs in Highgate or neighbourhood, I can thoroughly recommend Suelling, of No. 90, Kentish Town-road, maker of the "Mansfield," as a good and moderate workman.—HUMBER, Lombard B.C.

The Theatre.

BY BRUTO CURRIE.

"HAVE you seen Shylock?" How many times has this query been asked this season! "Shylock," as placed upon the stage by the manager-actor of the Lyceum, is a new revelation. Not to see it is to lose an intellectual treat. From the moment of his slow and stately entrance, and his measured inquiry, "Three thousand ducats,"—well, to that exit from the trial scene, so grandly conceived and so fully carried out, Mr. Henry Irving is the centre figure of a triumph. But though a centre figure, there is another prominent study, which, although its orbit is not the same as that of the former shining light, yet is hardly second in importance: I, of course, allude to the "Portia" of Miss Ellen Terry. With such a Shylock and such a Portia, mutually supporting each other on the stage, what wonder that the Bard, whose name was once spelt RUIN by theatrical entrepreneurs, is actually rivalling many a modern piece by its length of tenure on the boards? The delineation of the Jew of Venice needs more space than I can give it, even for a cursory notice. If you can but realise that Shylock the Jew was once

considered, in the "good old times," a comedy, nay, a low comedy part, whose ranting and raving excited the jeers and laughter of the spectators, you will see how wonderful is the new departure which Mr. Irving has made. I consider his impersonation is marked by a strange sense of calmness and solemnity, yet cunning and acuteness are palpably present. The Jew is no butt, nor a wily member of a disgraced race, fretting silently under the brand. Miss Terry's "Portia," is, of course, charming, the lighter scenes full of sparkle and *verve*, the grander situations marked by the elocution and action of a consummate actress. The "Merchant of Venice," as played at the Lyceum in the season of 1879-80, will be historic in the annals of art.

"BETSY."—Here is material for a couple of columns. Now, how to cover in a few lines, so that those who "run may read," the prominent points of this excellent comedy, is a puzzler. Where all are so good, to mention one delineation is to leave many deserving of notice without comment. Mr. H. Standing, as "Captain Macmanus," is splendid; Mr. Maltby, as the half-inebriated tutor; Lytton Sothorn, as the "dear boy;" and Mr. W. T. Hill, as "Mr. Birkett, sen," the "majority," or "largest voting body," are all absolutely perfect; and Mr. G. Giddens makes the very most of a small part. If I leave my pen untrammelled on the subject of the ladies, the editor of the *B.T.* will have to publish a special supplement. Miss Mary Rorke hardly has so prominent a part as usual in "Mrs. Macmanus;" but, as usual, she is charming; Mrs. Stephens, as the "fond mamma," repeats her "Truth Triumphs;" what shall I say of Lottie Venn, pretty and *piquante*, in the title role?—she takes us by storm—"I'm a young girl from the country, but they don't get over me;" perhaps so, but, oh, sensitive cyclist, she will get over you—you will be enraptured. . . . Woa ho, jirey, put on the break, I must stop. But in sober earnestness, go and lose your heart over "Betsy," at the "C.R.I."

THE "DUKE'S" has mounted, with the usual completeness, the well-known drama, "Belphegor the Mountebank," one of those emotional plays so popular at this theatre, and supported by the well-known company. The *lever de rideau*, which "plays the audience in," is "A Hornet's Nest," and the finale is supplied to a capital evening's amusement by "The Waterman."

The rehabilitated HOLBORN AMPHITHEATRE, having passed through a stormy opening, has taken its place amongst London amusements, and a constant variety is offered to its patrons. The theatre is managed by Mr. Currans, in the highest style of modern dramatic art. "Amos Clark," has been replaced by "During Her Majesty's Pleasure"—Conquest and Pettit's strong drama, strong in its great sensational interior. Space does not admit of my descanting at length upon the salient point of this capital representation with Mesdames Thomas and Mould, and Messrs. Arnold, Cameron, and Wyatt, in prominent roles. Suffice it to say that "During Her Majesty's Pleasure," preceded by "Who Speaks First," and "A Dramatic Fever," is one of the pleasantest and most attractive evening's entertainment in the metropolis.

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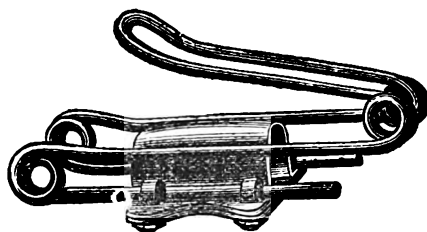
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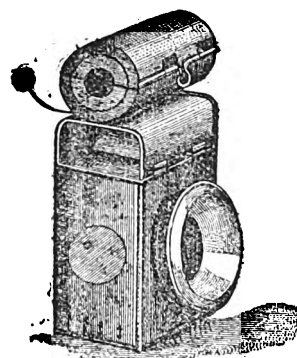
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ADELPHI THEATRE.

At 7.45 NINON. Miss Wallis. Messrs. Neville, Fernandez, Taylor, Brooke, Irish; Messdames Harris-Covey, Rogers, etc. At 7 JESSAMY'S COURT, SHIP. At 10 KATHERINE AND PETRUCHIO.

LYCEUM THEATRE.

At 8 THE MERCHANT OF VENICE. Shylock, Mr. Irving, Portia Miss E. Terry. Messrs. Forrester, Barnes, F. Cooper, Elwood, Pincro, Forbes, C. Cooper, Johnson, Beaumont, Tyars Carter, Mrs. Murray, F. Terry, etc. At 7.15 THE KING AND THE MILLER.

PRINCESS'S THEATRE.

At 7.45 STREETS OF LONDON. Mr. Charles Warner, Messrs. W. Redmond, Howard Russell, Beauchamp, Luigi Labache, T. P. Haynes, Travers, etc. Misses Louisa Payne, Emma-son, Maggie Brennan, Lavis, etc. At 7 DELICATE GROUND, Mr. W. Rignold.

PRINCE OF WALES'S.

At 8.0. A LITTLE CHANGE. Mrs. Bernard Beere, Miss Ada Gordon, Mr. Edwin Hayley Mr. Brewet, and Mr. Edgar Bruce. At 8.40, FORGET-ME-NOT. Misses Genevieve Ward, Kate Pattison, Layton and Mrs. Leigh Murray; Messrs. Flockton, J. G. Shore Robertson, and John Clayton.

ST. JAMES'S THEATRE.

At 8 THE FALCON. Mrs. Kendal, Mrs. Gaston Murray; Mr. Denny and Mr. Kendal. At 8.45 THE QUEEN'S SHILLING. Mrs. Kendal, Mrs. Gaston, Murray, Miss Kate Phillips; Messrs. Kendal Terris, Wenman, Cathcart, Denny, Brandon, and Hare.

ROYAL ST. AND THEATRE.

At 7.15 RUIH'S ROMANCE. Miss Randolph; Messrs. Denbigh, Newton, and H. Parry. At 8 MADAME FAVART. Messrs. Ashley, Bracy, Lewins, H. Cox, De Lange, Marius; Messds. F. St. John, Violet Cameron, Randolph, Dewhurst, Angel.

ROYALTY THEATRE.

At 8.15 JO. Messrs. Burnett, Groves, Charteris Crisp, Wilkinson, Edwards, Leigh; Messds. Bennett Brunel, Robertson, K. Lee, Steele, Drummond, and Jenny Lee. B.B. at 7.10. Messrs. Leigh, Crisp, etc. Messds. Robertson, Lee.

FOLLY THEATRE.

At 7.30 IN THE ORCHARD. At 8 A FOOL AND HIS MONEY. Messrs. Toole, Garden, West, land, Billington, Sidney, etc.; Messds. Cavalier, Thorne, Liston, Phillips. At 10 THE BIRTH-PLACE OF PODGERS. Mr. Toole.

DUKE'S THEATRE.

At 7.30, A HORNET'S NEST. At 8, BEL-PHEGOR, THE MOUNTBANK. Messrs. Clarence Holt, T. Balfour, G. urdon, Rae, &c.; Messdames Fanny Brough, Dale, May Holt, &c. Conclude with THE WATERMAN. Mr. John Child.

ROYAL CONNAUGHT THEATRE.

At 7.30, WHO S'EAKS FIRST? Mr. Walter Joyce. At 8, A DRAMATIC FEVER. Mr. F. Wyatt, &c. At 8.30, DURING HER MAJESTY'S PLEASURE. Messrs. J. A. Arnold, F. Wyatt, Cameron, Misses Agnes Thomas, Mould, Nellie Vane, &c.

OPERA COMIQUE.

At 7.45 IN THE SULK. Messrs. Richard Temple, Frank Thornton, and Miss Lillian La Rue. At 8.30, THE CHILDREN'S PINAFORE. Masters E. Pickering, H. Grattan, Eversfield, W. Phillips, E. Walsh, C. Beckers; Misses E. Grattan, L. Gilbert, E. Mason. At 10.30, AFTER ALL.



THE BICYCLE FOR 1880, THE "Florentine,"

MANUFACTURED BY

THOMAS HOUGH,
FLORENCE WORKS,
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Price list for the season now ready.
London Agent:—S. PEAKE, 5, Lisle Street,
Wardour Street, Leicester Square.

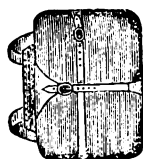
Border City Bicycle Club, CARLISLE.

2ND. ANNUAL RACE MEETING,
EASTER MONDAY, MARCH 29TH.

FOUR OPEN EVENTS.

Entries Close March 19th.
For Prospectuses, &c.,
ALFRED JOE WILD, Hon. Sec.,
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PRICE 7s. 6d.

ADAPTS ITSELF TO ANY
SIZE. WEIGHT 10½ oz.
Affords the Bicyclist the only
means of carrying his traps
with comfort.
Testimonials, Press Notices, and
full particulars post free from the
sole maker,
W. J. SPURRIER, Birmingham.
To be obtained from all Bicycle
Depots, Outfitters, &c. Agents
Wanted.

BICYCLES, TRICYCLES, AND OTHER MACHINES,

BY THE BEST MAKERS,

Sent carriage free to any Railway Station in
the United Kingdom, and at Manufacturers'
Prices, less a Discount for Cash, or on Hire or
Purchase, by equal Monthly Subscriptions
(or by special arrangement) after delivery
of the Machine. For Pamphlet, Illustrated
and Descriptive Price List, also Order Forms
post free, send Post Card to

C. H. CALVERT,

BELLEVUE ROAD, SOUTHAMPTON.

Agents wanted everywhere. Whole or spare time.

54 D.H.F. All bright, ball bearings both
wheels, (Hillmen and Herbert). Splen-
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large for owner. Cost £20 5s. Will take £15.
W. Greenfield, "Corner Castle" North Road,
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CARVER (52 in.) All bright, hollow spokes.
New last year, too small only reason for
parting. To be seen by appointment only.
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"Sectional" Maps are best, as the
scale being uniform, distance can be
easily computed, and Sheets purchased one
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SCALE FOUR MILES TO THE INCH.
Best for long tours. Any part of
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Very Clear, roads coloured; Any part of
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The largest general Map published from
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Environ of London, 2 mls. to inch, 3/6 & 6/6.

Special Bicycle Map of the Whole of England,
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Patent Map Distance Measurer, cannot get out
of order, 3/6 in case.

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The "Cotswold" Bicycles.

These Bicycles which met with such high
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The Cotswold No. 1 is, without doubt, as
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Adjustable Cranks, our new Adjustable Step,
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Easy terms of Payment, or Discount for
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THE "CROWN" BICYCLES.

These Machines are of the most modern
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No. 1 A magnificent Machine, finished in
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Price for 48 in. £12 10s.

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Boys' Bicycles at Moderate prices. Easy
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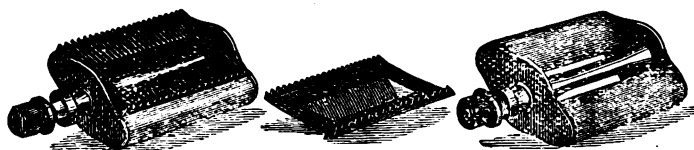
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BUTLER'S RAT-TRAP PEDAL SLIPPER.

REGISTERED.

This invention is designed to clip on to the ordinary Rubber Pedal, and convert it into a Rat-Trap Pedal for Racing purposes, or for wet weather, with the advantage of the rubber underneath as a cushion to deaden the vibration, and can



be taken off or put on in one minute, or can be left on, and so convert it into a double pedal; it weighs but 2 oz., and the price brings it within the reach of all.

In ordering, please say make of machine it is for.

Price 3s. 6d. per pair, sent Carriage Paid on Receipt of Remittance.

ST. JOHN'S WOOD BICYCLE DEPOT, SCHOOL, AND PRACTICE GROUNDS,
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Adjoining Marlboro' Road Station, Metropolitan Railway.

FOR SEASON 1880.

NEW PATTERNS OF THE

"DEFIANCE"
"STD,"

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"ALBERT" BICYCLES,
NOW READY.

SPECIALITIES.—Improved Double-Ball Bearing, New Front Brake, Weldless Steel Tubular Forks, and Back Bone of New Section. No extras. Reduced Prices. New Price Lists One Stamp.

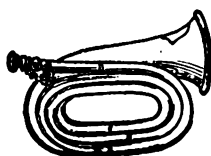
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The only Bugle ever made having four turns.



The RECOGNISED BUGLE for BICYCLING. Four turns, 6in. by 4 by 2. 800 now sold. Solid Guards, &c. Prices, 17s. 6d. & 18s. 6d.; special for Clubs, &c., 20s. & 21s.; nickel plated, 23s. & 26s.; silver plated, 30s.; prizes, 42s., &c. Highest testimonials. Press notices, &c. Small Bicycle Bugles, from 3s. 6d.; all extras, &c.

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PATENTEES OF THE CELEBRATED

"DEVON" TRICYCLE
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Which will in a very short time be advertised with wood cut and full particulars, will receive applications for PROVINCIAL AGENCIES for both patents, which should be sent in at once to their London Depot, 126, and 127, Leadenhall Street, E.C.

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AGRICULTURAL HALL,
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A GREAT SIX DAYS' BICYCLE RACE
For the Championship of the World, and
£300 in prizes,

Will take place at the above Hall, during the week commencing March 15th, when the following Competitors will run:—Charles Terront, (Paris); Jules Terront, (Paris); W. Cann, (Sheffield); H. Hyam, (Nottingham); C. Homey (Paris); A. Andrews, (Birmingham); G. Edlin, (Leicester); W. Shakespear, (Romford); F. Palmer, (Wokingham); and Derkiuderin, (Coventry).

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As over ninety thousand persons interested in Bicycling, visit this Exhibition every year it is unnecessary to state further the advantages it offers to Exhibitors.

Terms for Exhibition, 10/6 for each Machine, and 4/- per foot frontage for stall space. As space is limited, and a large portion already allotted, early application should be made to the Managers

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In Steel Homo & Charcoal Iron, Small.

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No. 1. "STAR" BICYCLE is fitted with
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Manufacturers of the Nonpareil Improved
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Bearings to Front and Back Wheel, and all
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never get out of order, nor give trouble to
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Price List, one Stamp. Weight of Machine
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Meets all the requirements of the Act. To
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THE "NORWOOD,"

The Favourite Roadster.

EASY GOING, LIGHT, & DURABLE.

THE NEW HOLLOW-FORKED NORWOOD,

Lightest and Strongest Machine made.

New and Improved Hollow Forks to Front
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"The Grosvenor,"

Introduced to meet the increasing demand
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Price, 50 in. or 52 in., £12; polished, 20s. extra.

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WILLIAM KEEN,

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THE "PERFECTION" BICYCLE.

Machines from £4 10s.

Price Lists of this celebrated Machine for 1880 are
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N.B.—All Machines warranted and sent
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BICYCLES FROM £3 10s.

Before purchasing, send stamp for list of
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Special Club built. Lowest cash price,
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48 IN. CARVER, all bright, ball bear-
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Cheverton Road, Hazellville Road, Hornsey,
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54 IN. SPECIAL CHALLENGE, trail-
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The machines must be sent to W. O. Aves, 46,
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TRICYCLE will not be required now that J.
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Oil to such perfection. It will not go out by rough
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Inventor, 25, New Compton St., Soho, London, W.C.
N.B.—None are genuine without the name (J. S. Lee
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BICYCLES and TRICYCLES.—Great
bargains. Over 200 for SALE, and no reasonable
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BY THE DYNAMO-ELECTRIC MACHINE.

By this process nickel plating is executed
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Also specially adapted for fenders, fire-
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Resilvering done by same process with
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Second-hand Bicycle Agency.

By means of which it is intended to open to
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Every care will be taken to ensure the satis-
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their numerous customers, and others, their
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to many. No machine accepted without a
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THE BICYCLE AND ATHLETIC OUTFITTER,
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PURCHASE YOUR
BICYCLE OR TRICYCLE
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GOY'S NEW PLAN.

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**DISCOUNT FOR CASH, OR BY 6 OR 12
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Carriage Free to any Railway Station in England.

Write for particulars and Price Lists.

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MANUFACTURE DURING 1879.

Date.	Race.	Where Run.	Mile Cord.	Winner.	Machine.
May 1.	Long distance Championship of the World	Agricultural Hall	1 72	Waller	53 D.H.F. Premier.
Sept 1.	" "	" "	14 5	" "	53 D.H.F. Premier.
Nov.	" "	Boston. United States	100	Terront	52 D.H.F. Premier.
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Nov. 3.	" "	Birmingham	100	J. J. Lees	53 D.H.F. Premier. (with both dismounting)
Dec. 13	" "	Nottingham	100	W. Phillips	52 D.H.F. Premier.
Dec 27.	14 hours Amateur	Hull	184	G. Scamm	53 D.H.F. Premier.
Sept. 10.	50 Mls. Tricycle Load Race	Kew to Black- water and Back	50	Mr Derkin- deren	50 Flying Dutchman.

The fastest 100 miles on record 6hrs. 26mins.
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In addition to the above **HUNDREDS OF SHORTER
RACES** have been won on the **L.H.F.** Premier Bicycles, which
however, are not so important for the purpose of demonstrating the
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VISIT THE NEW

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Equipment Throughout.

41 & 42, CHEAPSIDE,

OPPOSITE WOOD STREET.

**Unquestionably the Bicycle
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