

THE BICYCLING TIMES

AND TOURING GAZETTE.

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

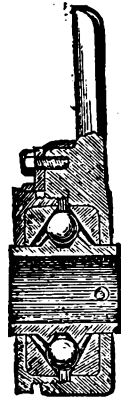
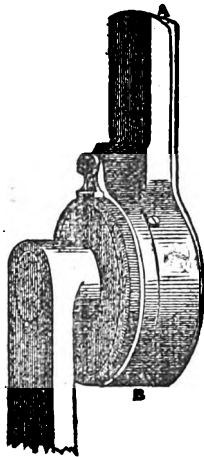
VOL. VI.—No. 21.

THURSDAY, 8TH APRIL, 1880.

[TWO PENCE.]

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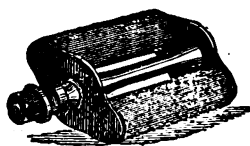
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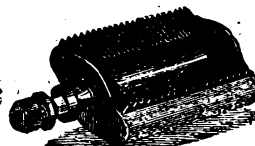
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be taken off or put on in one minute, or can be left on, and so convert it into a double pedal; it weighs but 2 oz., and the price brings it within the reach of all.

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

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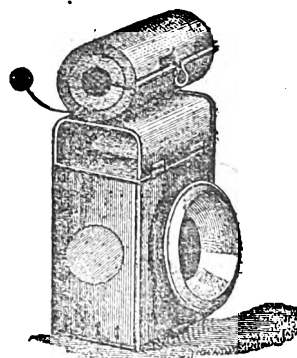
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Many years with Messrs. GOY & Co., Leadenhall Street.

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 PALMER & HOLLAND, *The Palmer*, Aston, Birmingham.
 SMITH, W. C., *Imperial*, Crocus Street, Nottingham.
 STASSEN, J., and SON, *Nonpareil*, 251, Euston Road, N.W.
 TRANTER, E. A., *Wiltshire* and S. H. F., Trowbridge.
 TRUMAN C., & CO., 85, Loveday-street, Birmingham.

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The only Bugle ever made having four turns.



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For cost of Electroplating a Machine entire apply at 34, Kirby-street, Hatton-garden, London, or 239, Solly-street, Sheffield.

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Bicycle Bugle to clear the road with oval bell } 15/- plated 21/-
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 bell to sound calls }

Small Horns, 1 turn, 3s.; 2 turns, 6s.; 3 turns, 9s.

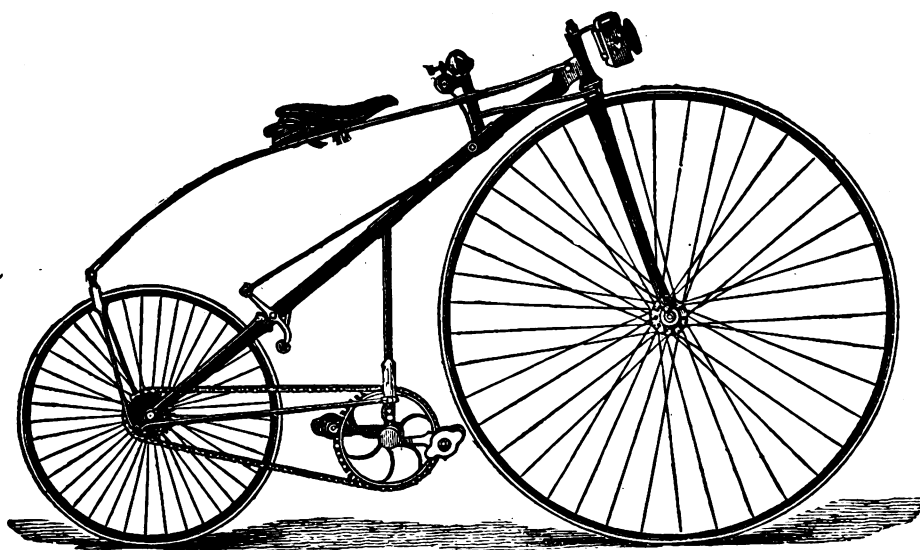
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THE BICYCLING TIMES

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VOL. VI.]

THURSDAY, APRIL 8, 1880.

[No. 21.]

Editorial.

ALBEIT there never was a flock without one black sheep in it, as the old saw has it, the past few seasons have to the close observer demonstrated that certain flocks in the Bicycling fold contain sheep who are, if not absolutely black, very considerably spotted. Of course, it is not our intention to particularise any person or place, but we have put a mark in our private note-book against the names of several bicyclists who have strayed from the right path in divers manners. One great evil has of late been considerably on the increase, viz., that of entering for a race under an almost unknown club, and thus blinding the handicapper to an extent that has made us consider some heavy strictures passed on such conduct quite called for, and we join the denouncers in their description of them as "false entries." What else can they be fairly considered? For instance, a man for the consideration of a few shillings can join an almost non-existent football, athletic, or cricket club, and having done so, he enters for some provincial meeting, upon which the allotter of starts, thinking at the most that he is only a brother of the well-known performer, puts him on a mark that renders the event a certainty for him. If any of our readers doubt this fact, let he, she, or them make a tour of the metropolitan and provincial meetings, and we shall be open to correction if it be possible to refute it. Another cause that will ultimately detract from the popularity of some meetings, is the exclusive element,—certain entries we should not ourselves care to accept. A line must be drawn somewhere, but surely one who can and does behave like a gentleman, has as much a right to be considered so as one who has been mayhap born with a gold or silver spoon in his mouth. Many and many an employe in a wholesale house is of quite as good birth, or better, than those clerks who strut about and object to their company because they do not ape quite such patrician airs. Looking through the records of recent and past tradesmen's meetings, we can point out several L. B. C., Druids, and Temple men who have ridden at one of these barred meetings; we do not blame, but admire them.

Club Fixtures.

SATURDAY, APRIL 10TH.

METROPOLITAN.

Albion.—Clapham Common, 3.30 p.m., for Ewell.
Alert.—Headquarters, 4 p.m. for High Barnet.
Alwyne.—Canonbury Station, 3.45 and 4.45 for Buckhurst Hill.
Atalanta.—Headquarters, 3.15 p.m. for Riddlesdown.
Athenæum.—Headquarters, 3.30 p.m. for Chigwell.
Arion.—Victoria Embankment, 3.30 p.m. for Ewell.
Belgrave.—Richmond Hotel, Shepherd's Bush, 3.45 p.m. for Ewell.
Brixton.—Headquarters, 3.30 p.m. for Shirley.
Beaumont.—Thorburn Square, 3 p.m. for Shirley.
Civil Service.—*N Division*.—Finchley Station, 3.30 for Waltham Cross. *S Division*.—Battersea Bridge, 3.30 p.m. for Riddlesdown.
Croydon.—Bedford Place, 3.30 p.m. for Merstham.
Clapham.—Alexandra, Clapham Common, 3.30 p.m. for Banstead.
Clapton.—Headquarters, 3.45 p.m. for Abridge.
Centaur.—Headquarters, 3 p.m. for Stanmore.
Clarence.—Headquarters, 3.30 p.m. for Feltham.
Clevedon.—Holland Road, 5.45 p.m. for Crystal Palace.
Chiswick.—Kew Bridge, 3.45 p.m. for Addlestone.
Concord.—Headquarters, 3.15 p.m. for High Beach.
Crystal Palace District.—Crooked Billett, Penge, 3.45 p.m. for Ewell.
Camberwell.—Headquarters, 3.30 p.m. for Chiselhurst.
Comet.—Headquarters, 3.30 p.m. for Sunbury.
Druids.—Headquarters for Rinslip.
Forest Hill.—Headquarters for Merstham.
Fulham.—Bell and Anchor, 4 p.m. for Carshalton.
Grosvenor.—Chelsea Bridge, 3.30 for Hampton Court.
Gresham.—Headquarters, 3.15 p.m. for Loughton.
Highgate.—Northfield Hall, 3.45 p.m. for Elstree; 5.15 p.m. for Edgware.
Hornsey.—Headquarters, 3.30 p.m., and Tally-ho Corner at 4 p.m., for circular run, via Shenley, Colney Heath, and N Mimms.
Hermits.—Headquarters, 3.45 p.m. for Chingford.
Highbury.—Highbury New Park, 3.30 and 5.30 p.m., for Elstree.
Imperial.—Hare and Billet, Blackheath, 3 p.m. for Croydon.
Kensington.—West Kensington Hotel, 3.30 p.m. for Epsom.
Larkhall.—Headquarters, 3.30 p.m. for Ewell.
London Scottish.—Headquarters, 3.30 and 5.30 p.m. for impromptu run.
Lewisham.—Club House, 3.30 p.m. for Sevenoaks.
Mansfield.—Headquarters, 3 p.m. for Enfield.
Norbiton.—Headquarters, 3.30 and 4.30 p.m. for Reigate.
North London.—Canonbury Station, 4 p.m. for Enfield.
Norwood.—Tulse Hill Station, 3.45 p.m. for Epsom.
Owl.—Hackney Church, 4 p.m. for Chigwell Row.
Pickwick.—Headquarters, 4 p.m. for Barnet.
Pelham.—Finger Post, Perry Rise, 4 p.m. for Sevenoaks.
Rangers.—Headquarters, 3.30 p.m. for Finner.
Rye.—The Gardens, 3.45 p.m. for Esher.
Rovers.—Headquarters, 3.30 p.m. for Abridge.
Stanley.—Headquarters, 4 p.m. for Cheshunt.
Star.—Headquarters, 4 p.m. for Tottenham.
St. James's.—Northumberland Avenue, 3.30 p.m. for Sutton.
St. George's.—Headquarters for Harrow.
Surrey United.—Paxton Hotel, Gipsy Hill, 3.30 p.m. for Kingswood.
South London Harriers.—Greyhound, Streatham, 3.45 p.m. for circular run.
South Hornsey.—For Potter's Bar.

Surrey.—Merton Gates, 3.45 p.m. for Reigate.
Saturn (both Divisions).—Headquarters, 3.30 p.m. for Sutton.
Sydenham.—16, Kent House Road, Lower Sydenham, 4 p.m. for Bexley.
Tooting.—Headquarters, 4.15 p.m. for Farnborough.
Twickenham.—Headquarters, 3.30 p.m. and 5 p.m. for Cobham.
Temple.—South Division. —Headquarters, for Esher.
Tally-Ho.—Headquarters, 3.30 for Watford.
Tottenham House.—Langham Hotel for Elstree.
Tudor.—Royal Oak, Harlesden, 4 p.m. for Hampton Court.
Upton Park.—Headquarters, 3.30 p.m. for Romford.
West Kent.—Club Room, 3.30 p.m. for Croydon.
Wanderers.—Windmill, Clapham Common, 3 p.m. for Leatherhead.
West London.—Headquarters for Hampton Court.
Zingari.—Headquarters, 3.30 p.m. for Barnet.

PROVINCIAL.

Argyle.—Headquarters, 3 p.m. for Gower.
Bradford.—Headquarters, 2.15 p.m. for circular run via Steeton.
Boldheath.—Black Horse, 3 p.m. for Childwell.
Bristol.—Portland Square, 3.15 p.m. for Berkeley.
Clifton.—Blackboy Hill, 5 p.m. for Thornbury.
Cheltenham.—Clarence Street, 5.30 p.m. for Gloucester.
Dewsbury.—Savile Bridge, 2.30 p.m. for Huddersfield.
East Kent.—Ship Hotel, Faversham, 3.15 for Ashford.
Edinburgh Rovers.—Hatton Place, 3.30 p.m. for impromptu run.
Huddersfield.—Headquarters, 2.30 p.m. for Harden Moss.
Kent.—Black Horse, Catford, 3.45 p.m. for Sevenoaks.
Leeds.—Headquarters, 2 p.m. for Cowthorpe.
Maidstone.—Headquarters, 2.30 p.m. for Harrietsham.
Newcastle Amateurs.—Headquarters, 2.30 p.m. for Durham.
Northumberland Amateurs.—Club House, Bath Road, Newcastle-on-Tyne, 2 p.m. for Stamfordham.
Old Trafford.—Headquarters, 2.45 p.m. for Poynton.
Ormskirk.—Headquarters, 3.15 p.m. for Liverpool.
Preston.—West Cliff, 3 p.m. for Wigan.
Royal Scottish.—Headquarters, 3.30 for Strathblane.
Swansea Amateurs.—Cameron Arms, 5 p.m. for Gower.
Unita.—Esher, 4.30 p.m. for circular run.
Widmore.—Bird-in-hand, 3.45 p.m. for Mary Cray, etc.
Wharfedale.—St. Chad's Church, 3 p.m. for Otley and Harewood.

RACES.

(OPEN AMATEUR EVENTS ONLY.)

Lewisham.—April 17th. 20 Mile Championship at Crystal Palace.
Surrey.—24th April. Spring Meeting at Kennington Oval.
Royal School of Mines.—24th April. One Mile Open Handicap at Stamford Bridge.
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.
Lacrosse.—22nd May. One Mile Open Handicap at Stamford Bridge.
Dewsbury.—5th June, at Dewsbury.
Pickwick.—5th June. Annual Race Meeting at Stamford Bridge.
Kingston.—12th June at Surbiton.
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.
Maidstone.—10th July. Hayle Place. Annual Race Meeting.
Eastbourne.—21st July at Eastbourne.
Catford Bridge.—24th July. Lombard B. C. Annual Race Meeting.
Arion.—24th July. Open Race Meeting at Stamford Bridge.
I Zingari.—11th Sept. Stamford Bridge.
Surrey.—18th September. Autumn Race Meeting at Kennington Oval.

CAUTION TO BUYERS OF LAMPS.—The original Salisbury 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 Salisbury 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 1806. Also the new Supply Oil Bottle in Tin, to avoid breakage.—[Advrt.]

Clippings.

WHETHER our school days are the happiest of our lives is a contested question I often hear on the *tapis*, but there can be no doubt, I think, as to those passed out of school. It falls to my lot on Wednesday, to be present at the annual athletic gathering of the Carthusians at Godalming, and a jollier set of boys I have seldom come across.

THOSE letters on handicapping are so obviously the language of disappointed competitors, that they tend to create a smile rather than to necessitate an answer. However, the gentlemen who have undertaken the duties are too well-known for their superior judgment and gentlemanly uprightness to suffer any harm from twaddling scriblers.

I FIND that I have involved myself in two or three serious domestic remonstrances from infatuated papas by my protestation against the increase of clever young bicyclists. I dotted down my thoughts in perfect innocence of all personal allusion, and merely wished to draw attention to the injury entailed to many a youngster owing to his over-taxing his strength. But my random shot has found "aim I little meant," and I expect to be blackballed in at least half-a-dozen highly respectable families.

I AM sorry to find that the practice of holding mixed race meetings—i.e. holding amateur and professional competitors at the same gathering—is on the increase in the Midlands. It savours too much of the profit system, as though it were done to make as much as possible out of the gates. Talking of race meetings, I wonder how it is that committees are not more careful in the acceptance of proposed entries. "The committee reserve the right to refuse any entry" is so frequently attached to the regulation of bicycle gatherings its object being I presume, to act as a *proviso* should it be necessary. But how often is it criticised?—unfortunately it is much neglected and entries are snapped up rather than selected. I have been at race meeting in which several distinguished amateurs had ridden and have felt surprised to witness certain bicyclists taking part in the contests who had no more pretensions to the title of amateur than I have to that of amateur champion.

FRIENDS are often very dark lanterns. They do anything but enlighten you with their advice. Such was the case recently when I was discussing the advantages of the Union. More than one was ready enough to show me where I was wrong; but when I asked them to point out why they were right, how their lucidity vanished! First, they nodded their heads wisely, or shook them still more sagaciously, smiled mysteriously or frowned dogmatically; then gave it as their opinion that if things were managed as they are not, you should do as you cannot—and there they left me in greater obscurity than ever.

I CONSIDER it would be a good plan if the promotion of bicycle race meetings were to state the value of the prizes upon their prospectus, for when the prize is mentioned as a "valuable silver medal," &c., it may be worth £5 or as many shillings. Now, this causes a great deal of dissatisfaction, which, in my opinion, might be easily removed if the value of the prizes was stated. I hope that bicycle sports promoters will see the justice of this in future.

A good laugh is one of the healthiest operations extant, the *rationale* of which is one known to physiologists. I understand several men have bought Faed's rhymes for the sake of a jolly laugh, and one in particular quotes that clever caricaturist, Hillier, as his best physician. Celsus, that learned writer on medicine, recommends comic representations to his patients as a cure for indigestion, and he was doubtless justified by the results of his prescription.

DISCUSSIONS in public papers are generally supposed to be similar to public meetings. In that the editor is chairman, and the proposers of resolutions have their arguments printed, and to be held with the view of attaining some definite object. I have, if I may be allowed the expression, attended several meetings (by constantly reading the bicycling papers), and now venture to cry "Order! chair! question!" and to ask what is supposed to be the object of this never-ending squabble about the qualification question?

It is a trite aphorism that "ancient prejudices must give way to modern improvements." Never did the ever-revolving wheel of human events touch upon an age so demonstrative of this fact, as the one in which we live, or in which the blossom of progress was so industriously engaged in the sweeping away of social cobwebs. I admit that many of these meshes of the spiders of antiquity remain, yet it cannot be

denied but they are marked for destruction by the masses, who entertain, almost to a mania, a horror of the "old."

It must be with a thrill of delight that every racing bicyclist learns that a certain enterprising and successful bicycle maker will shortly introduce to their notice a machine on which, it is stated, a mile can be run under *two minutes*. Oh! glorious sugar-plum "We Englishmen be greedy gluttons after everything that is new and hard to find." Just so, Friend Wood, and when that machine is on show it will certainly be scanned by eager eyes. I cannot, however, banish from my mind a proverb about "travellers' tales" and fear they must still be taken *cum grano salis*.

I do not mean to infer that professional bicycle races are unpopular, or that when properly conducted are losing their hold on the affections of Englishmen—that day I believe is far distant; what I point out is, that the general public are becoming wearied of hearing that all matches are *bona fide* ones, and that they help to maintain the efficiency and stamina of mankind, when they do nothing of the sort. They are wearied of the gambling and "mere trade," into which they have degenerated. They are wearied of "scandals" of "roping" and the "betting interest."

WOODCUTTER.

Club Doings.

NOTICE

[As the interest of club men is naturally concentrated on their own club, and they care little for the doings of other associations, therefore, on behalf of the many, we most again request Hon. Secs. to forward their CLUB NEWS ON A POST CARD, as all necessary information can be given in that space. CLUB-NEWS SENT IN ANY OTHER WAY AFTER THIS DATE WILL NOT BE INSERTED.]

ATHENÆUM.—Easter tour on Good Friday. Ripley to breakfast. Eight members and two visitors. After leaving the Talbot we pushed on to Hindhead, arrived at Petersfield two hours late and found the Portsmouth B. C. waiting for us, with whom we rode on to Portsmouth, mustering 36 in all. Stopped at the Portland Hotel, Southsea, much recommended. Frequent patches of stones on the Portsmouth road, otherwise good as usual. Saturday morning. Crossed over to the Island and rode from Ryde to Shanklin, roads very good. Headquarters at Daish's Hotel, till Monday, excellent. Monday morning: first detachment crossed by an early boat, and came straight up from London to Hindhead to meet them. Second detachment crossed over at mid-day, and, with the exception of one man, who came through to Headquarters, stopped at Ripley, riding to town on Tuesday morning. Total distance 174 miles.—**ERNEST F. SEYMOUR**, Hon. Sec.

ARION.—April 3rd. Twelve members and two visitors attended opening run. The roads *via* Merton were on the whole good. Excellent meat tea at the King's Arms, 2s. per head. The temptation of a good piano, and some capital songs, made it rather late before saddles were resumed, but the wind being behind us, home was reached by 11 o'clock.—**A. R. BISHOP**, Hon. Sec.

ALERT.—Four members sat down to tea with the Star Hermit and Shakespeare B. C. at the Castle Woodford on Saturday last. An enjoyable run, but roads heavy in places owing to the frequent showers. Members are requested to note that entries for our one-mile hand cup at the Alexandra Palace on the 24th inst. will close on Monday next, 12th inst. Members requiring more tickets for the A. P. on that day will please apply for some without delay, as there are only a few left.—**JOHN Mc. M. SHAW**, Hon. Sec.

BELGRAVE.—March 26th. Addlestone *via* Kew Bridge, Richmond, Hampton Court, Walton and Weybridge. Fifteen members and friends dined and tead at the Duke's Head (recommended). March 27th. Easter tour, *via* Ripley (staying at the well-known Anchor, with members of the Surrey and Rovers at night.) Guildford, Farnham, and Haslemere the next day, returning on the Monday *via* Godalming and Addlestone, where a capital spread was awaiting them at the Duke's Head, to which some twenty members and friends sat down, and a very pleasant afternoon having been spent, all arrived home safely before midnight, and that terminated a most enjoyable Club trip. April 3rd. Ditton, *via* Barnes Common, Kingstou Vale, and Kingston, tea at the Angel (recommended).—**R. JOURNEN**, Hon. Sec.

BRIXTON.—Ten members attended the opening run to Hampton Court. Tea at King's Head. Home reached soon after ten.—**G. McC.**, Captain.

BRIXTON RAMBLERS.—April 3rd. Opening run to Ewell *via* Mordan, roads fair with strong wind. Ten members sat down to tea at the Glyn Arms, recommended. The return journey was commenced at 8.45, and Headquarters reached soon after 10 p.m. It has been

decided to give a medal for the best attendance at Saturday runs. Our Monday evenings' socials have been discontinued for this season.—**FRED. G. DRAY**, Hon. Sec.

BENMOND.—Saturday, April 3rd. Four members to Crayford. Tea at Temperance Hotel. Recommended.—**J. WINDS**, Hon. Sec.

CLIFTON.—Monday (Bank Holiday), March 29th last, ten members to Gloucester, having left Headquarters, Queen's Hotel, at 8.30, a.m., and arriving at 12 (35 miles), *via* Berkley Road, where a halt was made for 15 minutes. Roads very fair, excepting four miles into Gloucester, and weather gloriously fine after starting in thick fog. Dined at the Spread Eagle (B.T.C.), very good, and moderate charge. **Geo. ASHMEAD**, Hon. Sec. and Treasurer.

CIVIL SERVICE.—Seven Southerners rode to Ewell on 3rd inst., accompanied by a member of the L. B. C. Tea at the Glyn Arms and home again by 10 p.m. The Concert on 5th inst. was successful in every way.—**W. W. RUSHWORTH**, Captain.

CLAPTON.—Saturday, April 3rd. Owing to the unsettled state of the weather 5 members only turned out for the run to Waltham Cross. The roads were very heavy.—**A. WYSTED**, Hon. Sec.

COMET.—Friday 26th ult. Three to Brighton, dinner at Station Hotel, Crawley, reasonable. Arrived at Brighton at 5.30 p.m. Saturday 27th. After a hard struggle with bad roads and strong head wind, we reached Eastbourne. Put up at the Anchor Hotel, not recommended. Sunday 28th. Returned to London, dinner at Railway Hotel, East Grinstead, strongly recommended. The tour was thoroughly enjoyed. Saturday April 3rd. Two members to Hampton Court.—**S. T. BOND**, Hon. Sec.

CAMBERWELL AND GUILDHALL.—A few members of these clubs having met at the Railway Hotel (Jones), B. T. C. Oxford, on their Easter run, and after visiting the Colleges, and one of the O. U. boathouses, it was agreed that we should return to London on Easter Monday together. As three of the Camberwell intended staying till Tuesday, four of each club left Oxford at 9.45 for London, *via* Henley on Thames and Maidenhead. Met another contingent of each club at the latter place. The C.'s dined at the Green Dragon, very much recommended, whilst the G.'s did ditto at Edward's Refreshment Rooms. Left at 3.45, and Longford (12½ miles) reached under the hour. Tea all round at the Peggy, Longford (B. T. C. and a very pleasant run to Hounslow, overtaking a Cambridge University man on the way, brought our riding in company to a finish, expressing mutual hopes that we might meet again. Roads were very dusty indeed, in some places being from 1 to 3 inches deep, and very stony, which, taken altogether, proved highly detrimental. Distance ridden in double file, 63 miles, time in the saddle, 6½ hours.—**A. H. DALLMORE**, Hon. Sec. Camberwell B. C.; **H. DUNKLEY**, Hon. Sec. Guildhall B. C.

CLEVEDON.—Four members attended the run on Saturday for this second monthly handicap, which was a walk over for G. Hanwell, scratch. Stayed to see the Kildare handicap. A short, but enjoyable run.—**R. W. HOOKE**, Hon. Sec.

CRICHTON.—Twelve members for opening run on Saturday last. Next Saturday to Merstham with Croydon, Forest Hill, and Beckenham B.C.'s.—**ALFRED M. BOLTON**, Hon. Sec.

CLAPHAM.—Saturday April 3rd. Six members and one friend ran to Walton on Thames. Roads fair. Adverse wind going, favourable returning. Tea at the Swan, good.

CHICHESTER AND DISTRICT.—Easter Monday, March 29th. 11 members and two visitors to Godalming Athletic Sports. Roads very stony. Thursday, April 1st, five members to Bognor. Roads fair.—**V. V. VICK**.

CHISWICK.—Owing to the unsettled state of the weather only three members and a visitor ran to Epsom last Saturday. The roads were in very good condition, with only a few stones near Ham Common. After (meeting a strong muster of the North Park B.C.) a good feed at the Eagle, a start was made for home at 8.15. Headquarters being reached at 9.45 after a most pleasant run, which had been without mishaps owing to the "careful man's" able guidance.

He always had a lamp or two
To guard against the stones,
And carried lint and bandages,
In case of broken bones.
He never stirred about without
His oil-can and spanner,
And in coming home at night
Rode in a very careful manner.

D. T. F., Bugler.

CAMBERWELL.—Seven members on Good Friday for Easter run reaching Maidenhead, where we dined. Five turned back, leaving two to ride to Oxford, which was reached about seven, *via* Reading, Pangbourne and Dorchester. Tea at White Swan, Pangbourne, 75 miles this day. Five more members came down on 28th, and met us at the Railway Hotel (Jones) B. T. C., where we were staying with some gentlemen of the Guildhall B. C. On Monday four of each Club left

Oxford at 9.45 for London *via* Henley-on-Thames and Maidenhead; met one more of each club at latter place. Dinner at Green Dragon (very good). Overtaken a Cambridge University man, making 11. Longford, 12½ miles, reached under the hour. Tea all round at the Peggy Bedford B. T. C. A stroll in the grounds and a pleasant ride home brought a successful run to a close. Left Guildhall B. C. at Hounslow with mutual hopes that we might meet again. Roads dreadfully dusty, in places 1 to 3 in., also very stony. Distance ridden, 63 miles; time in the saddle, 6 hours and a-half. Other members of the Club were touring in different directions. Headquarters on Saturday at 4 for Chislehurst.—A. H. DALLMORE, Hon. Sec.

CROYDON.—Four members went the entire Easter tour, six returning from Brighton on Easter Monday. April 3rd.—Five members to Ewell with the Lewisham. Members are reminded of the joint run next Saturday with the Crichton and Forest Hill to Merstham.—J. W. SHARP, Hon. Sec.

CITY OF LONDON.—Saturday last, 11 members and a visitor to Addington, *via* Streatham, against a strong head wind. A most wretched tea at Cricketers, viz, 2 eggs, jam, and tea like dishwater.—1s. 9d. Return *via* Merton. Roads stony. Headquarters reached by 10.30.—CHARLES KERSHAW, Assist. Hon. Sec.

CITY OF LONDON.—Our first "riding season." Social was well attended on Thursday, 1st inst., members of the Arion, Banbury, and Clarence clubs being present. The programme was as follows:—Mr. Norris, piano solo, "Pinafore"; Mr. Danks, song, "My love has gone"; Mr. Nelder (Clarence), "The Lighthouse"; Mr. Caster, recit.: "Jessie Brown at Lacknow"; Mr. Pratt, piano solo, "Marche des Troubadours"; Mr. Carter, song, "Another kind love"; Mr. Dover, "The sailor's Staunch"; Mr. Beart, "Mary had a little lamb"; Mr. Draper, piano solo, "Ras Redouble"; Mr. Kershaw, song, "They all do it"; Mr. Dover, "Olivia"; Mr. Morpew, "What dear little innocent things they are"; Mr. Ocle, "Timothy Black," and as an *encore*, "Old Rajahram"; Mr. E. C. Lucas (Captain), an original song, "My iron steed and I"; Mr. Womson, "The Rhine Wine"; Mr. Exelby, "Louis Renouf"; Mr. Beart, "Mabel, sweet Mabel"; Mr. Nelder (Clarence), "Immy Riddle"; Mr. Ocle, "Studying economy"; Mr. Carter, "Belle of the Ball"; Mr. Beckton (Arion), "Girl in the Pinafore Dress"; Mr. Tyrell (Arion), "Jersey National Anthem"; Mr. Cullingham, "I am so Volatile"; Mr. Danks, "Captain of the Pinafore"; "Auld lang Syne" closed a jolly evening. Next social H. Q. at 8 p.m., Saturday next—Dean's Court, at 3.15 for Elstree.—J. DANKS, Hon. Sec.

DEWSBURY.—Easter Monday. Run to Watton Wood *via* Wakefield, Ackworth, and branch off to the left at Badsworth Bar, where we were entertained to dinner by a relative of one of the members. Roads very good except in sundry places where patches of new metal had just been laid. Distance, 42 miles.—WALTER DAWSON, Hon. Sec.

DERBY.—Opening run, Good Friday 12 members, Belper, Watlock, Rowsley, Bakewell, dined at B. C. Headquarters, good, road between Watlock and Bakewell, one mass of stones, pavement passable. Easter Monday. By Picknall to Ashby, Swannington, visited Grace-Dieu Abbey ruins. Whitwick, visited mount St. Bernard monastery, dined at Allsop's Farm, good. Home by Loughboro', Kegworth, &c.; roads pretty good.—C. E. OLIVER, Captain.

FOREST HILL.—8 members took part in the Easter club tour to Hastings, 6 members starting from Forest Hill on Good Friday morning, 2 following on Saturday, being accompanied to Tunbridge by 3 more members, all returning together on Monday, the trip being much enjoyed. 3 members turned up to the club run on Monday Bank holiday, to East Grinstead, where dinner was partaken of, and some few hours pleasantly spent. Saturday 3rd inst., 11 members to Green Street Green, over very good roads, where a substantial tea at the Rose and Crown, was done ample justice to, Forest Hill being reached about 8 o'clock. The run next Saturday will be to Merstham, with Beckenham, Crichton, and Croydon B. Cs. All members are requested to attend the Special General Meeting at 10, Mayow-road, on 9th inst.—ARTHUR ARCH, Hon. Sec.

HIGHBURY.—The Easter Tour was a great success. About 15 members started on Good Friday, roads good to Ware, where about 30 bicyclists sat down to a good dinner at the Saracen's Head, recommended, some of the members having to be in town on Saturday, returned from here, the remainder proceeded over bad roads to Cambridge, Bath Hotel, good and moderate. On Saturday, rode to Dunstable, roads still indifferent. At the Saracen's Head (B. T. C.) found excellent accommodation. Met here on Saturday 5 more members who had ridden out; started on Monday morning *via* St. Albans, to Hatfield, dined at the Red Lion (B. T. C.), spent two or three hours in Hatfield Park, remounting, proceeded to Potter's Bar, roads very loose, tea at the White Horse, very good. Home reached at 8 o'clock.—F. W. PAUL, Hon. Sec.

HORNSEY.—Members are particularly requested to attend the opening run next Saturday. It is hoped that those who cannot be at Tally-ho Corner by four o'clock will meet at 6.30 at the Salisbury Arms,

Barnet, where tea will be provided. After tea a "sing-song" will be held, at which clubs and clubmen are cordially invited. Members who are not in possession of the new club cap should procure them of "Goy" before next Saturday.—ALGERNON PROUT, Hon. Sec., Tollington Place, N.

HASTINGS.—Four members left Hastings Easter Sunday at 9.30 a.m. for Gravesend *via* Hawkhurst, Maidstone, and Rochester, arriving at 7 p.m. Put up at the New Falcon Hotel (highly recommended). Visited Rosherville Easter Monday morning, and attended the races at the Bat and Ball Grounds, Cinder Path in the afternoon, one member racing. Started return journey at 6.30 p.m., and rode to Tunbridge. Took the train from there to Hastings. Roads fair with exception of stones. Wind against us all the time. One member to Maidstone Easter Monday.—C. A. PALMER, Bugler.

KENSINGTON.—April 3rd. Two men, including Sub-Captain to Chertsey. Home *via* Hampton Court and Richmond. Roads fair. Where were the riding members?—W. HENDERSON STARR, Captain.

LARKHALL.—The Easter trip to Brighton was very much enjoyed by 6 members and 1 Clapton. Returned home on Monday. Tea at Red Lion, Hand Cross (strongly recommended for attention and cheapness). Members are requested to have their new uniform before the Hampton Court meet, May 22nd. Next committee, Wednesday, April 21st 9 p.m.—H. BODEN, Hon. Sec.

LEICESTER TEMPERANCE.—Seven members rode to Matlock and back. 90 miles on Good Friday. Roads bad through loose stones.—ARTHUR BRIGGS, Captain.

LEEDS.—On Tuesday evening the 6th inst., a meeting was held at Headquarters to receive Mr. Eccles' resignation of the secretaryship, as he is leaving the town, and Mr. W. F. Ward was elected in his place. It was also resolved to hold monthly club handicaps at the Horticultural Garden, on the first Monday evening of every month. The first handicap will be held on Monday, May 3rd, at 6.30 p.m.—W. F. WARD, Hon. Sec.

LONDON SCOTTISH.—First Division.—Three members turned up for Chingford. Second Division.—To Woodford *via* Tottenham and Hale End, returning by Snarebrook and Leyton.—THOMAS MURRAY, Hon. Sec. *pro tem*.

LOMBARD.—A Grand Evening Concert will be given at the Athenæum (large hall), Camden Road, N., on Tuesday, April 20th, 1880. Artists: Miss Agnes Ross, Miss Marian Burton, Mr. Arthur Hooper, Mr. A. C. Latter, Mr. W. Webster. The Central Glee Union: Messrs. Gill, Allen, Gill and Leach. Recitations by Mr. C. D. Davies, Blackheath Dramatic Club.

LEE ROVERS.—Twelve members stated for opening run last Saturday. Owing to not starting till 4.30 p.m., the run was altered to Carshalton, where we did justice to the meat tea provided. Home was reached at 11. Roads very heavy. All members are requested to attend run to Knockholt Beeches to-day at 3.30 p.m.—H. GRIFFIN, Hon. Sec.

MANSFIELD.—The Annual General Meeting for the election of officers for the ensuing year, was held at Headquarters, Literary and Scientific Institution, Highgate, on the 17th March, when the following officers were elected:—President, Edward Brooke, Esq., J.P.; Vice-President, Dr. Clothier; Captain and Treasurer, A. L. Sargood; Sub-Captain, T. H. Ward; Bugler, T. Horsley; Secretary, A. Wade. The opening run to South Mims took place on Saturday, the 3rd inst., when, notwithstanding the bad weather, six members turned up.—A. WADE, Hon. Sec.

NORBITON.—The members of this club had a capital run to Boxhill on Saturday. A good tea was obtained at the Beehive. Roads in very good condition. Four members took part in the Easter tour to Leamington, through Oxford and Banbury. Roads loose to Maidenhead, then good to Oxford, very bad to Deddington, and good again to Leamington. The following hotels recommended:—Banbury, White Horse; Leamington, Angel; Oxford, Mitre—good, but dear.—W. M. ALLENDER, Hon. Sec.

NORWOOD.—April 3. Sub-captain and self to Reigate. Owing to the wind and state of the roads stayed the night at the Grapes Hotel.—WM. GEO. TYLER, Hon. Sec.

OWL.—Last Saturday, in consequence of the muddy state of the roads, the run to South Mims was abandoned. Members are requested to muster strong for the run to Chigwell Row next Saturday.—A. McCLEVER, Hon. Sec.

PELHAM.—Saturday, April 3rd, to Chislehurst *via* Bromley. Roads in good condition. Members are reminded that there will be impromptu run on Wednesday evenings, starting from the Fingerpost as usual.—JAMES C. WATSON, Hon. Sec.

ROVERS.—The opening run was, on account of the weather, not a success numerically, but a jolly evening was spent with the Hermite, Star, and several other B.C.'s. Bicyclists wanting dress circle tickets (price 2s. 6d.) numbered and reserved, for our performance of "Velo-

epideia at the Hackney Theatre, on Monday 19th inst., should apply at once, as there are only about a dozen left out of 90.—ARTHUR A. B. WOODIN, Hon. Sec., Captain.

RALEIGH.—The run to Abridge, fixed for last Saturday, did not come off owing to the wretched state of the weather and roads. Members are requested to muster in force for run to Rainham next Saturday.—B. GLANVILLE PREBCE, Hon. Sec.

SHAKESPEARE.—Seven members turned up last Saturday for a joint opening run with the Star B.C. to the Castle at Woodford, where we had tea, and spent a jolly evening with members of the Alert, Canonbury, Hermit, London, Scottish, and Rovers B.C's., numbering in all about 50, arriving safely at Headquarters at 10.30 p.m., but—oh, the mud.—T. BENCE, jun., Hon. Sec.

SOUTH LONDON HARRIERS.—Opening run, four members and two friends to Green-street Green, tea at the Rose and Crown. Return journey commenced at half-past eight, Headquarters reached at a quarter past ten. The run was thoroughly enjoyed notwithstanding the heavy roads and high wind. Members are reminded that a Dramatic Entertainment takes place at the club's cross country Headquarters, Streatham, on Saturday, the 10th, at eight in the evening.—H. W. EVITT, Hon. Sec.

SURREY UNIFIED.—A committee meeting will be held at Headquarters, on Wednesday next, the 14 inst., at 8.30 p.m. April 3rd. Three members ran through Keston to Cuddiam. Tea at private house. Two others ran to Seal. Roads heavy with patches of stones in parts.—JAMES GOMER, Hon. Sec.

SOUTH HORNSEY.—Owing to the state of the weather, the run to Rainham was abandoned. Fell in with the Golden Eagle to Romford. Had tea at the King's Head (not recommended); after tea a convivial evening was spent. Mr. Gill of the South Hornsey, gave his services at the piano.—I. C. BANGS, Hon. Sec.

STOCKWELL.—On Friday, April 2nd. This club gave a *Soirée Dansante* at the Surrey Masonic Hall, Camberwell New-road. About a hundred members and their friends put in an appearance. Dancing was commenced soon after 8 o'clock, and was kept up with spirit until nearly three. The M. C. and stewards worked indefatigably throughout the evening to promote the enjoyment of the company, and the verdict of all present was that the evening had been a perfect success coupled with a hope that the club would make an Annual Ball part of their programme in future. The Opening run to Ham Common took place on Saturday, but owing to the dissipation of the previous night, was only thinly attended. Members are particularly requested to come together in large numbers next Saturday for a run to Hampton Court.—W. J. KERN.

ST. JAMES.—Five members started for Barnet on Saturday last; when they had gone about 6 miles it came on to rain very heavily, and the roads being in a bad condition it was decided to abandon the run. The Headquarters have been removed from Pall Mall to the Northumberland Avenue Hotel, Northumberland Avenue, Charing Cross, where a General Meeting will be held on April 19th, at 8 p.m.—W. P. GIBB, Hon. Sec.

STAR.—During Easter a large number of members commenced the season's touring. The following being some of the places visited:—Brighton, Tunbridge-Wells, St. Leonards, Oxford, Aylesbury, Bedford, Huntingdon, Cambridge, and Ipswich. At the General Meeting, held the 30th ult., was declared the result of the balloting for the vacant offices, viz.: Captain, W. D. Taylor; Assistant Secretary, W. Thomas; Bugler, S. Smiley; Sub-bugler, H. S. Bidmead; Delegates to the Union, R. Starkey, and A. W. Palmer. Twenty-six members turned up for the opening run last Saturday to the Castle, Woodford, regardless of the roads and weather. We were accompanied by 5 members of the Shakespeare and 4 of the Albert. At the Castle were met 9 Hermits, 3 Canonbury, 7 Rovers, and 1 London Scottish. After tea a regular enjoyable impromptu concert was held. Returned safely to Headquarters by 10 o'clock p.m.—R. STARKEY, Hon. Sec.

SUTTON.—April 3rd. seven members to Caterham. Three continuing the journey to Reigate. The usual good fare at the Grapes Hotel. Strong head wind and roads very heavy in parts.—CHAS CRUTE, Captain.

TEMPLE.—The Opening run to Epsom will take place on Saturday next, the 10th inst. All divisions will meet at the Double Gates, Merton, at 4.30 p.m. Tea at the Spread Eagle, Epsom, 5.30. T. STEVENS, Hon. Sec.—South Division. In spite of the fine weather only three men turned up for the run to Caterham, which place was reached in nice time against a strong head wind. Had good tea at Railway Hotel, roads pretty fair.—H. M. SIMPSON, Vice Captain.

TALLY-HO.—This club commenced the season on the 1st inst., and all members are requested to attend the club runs, which will be duly advertised among the fixtures in this paper. Subscriptions are now due, and should be forwarded as soon as possible, to the hon. treasurer.—C. A. RYAN, Hon. Sec.

WEST LONDON.—A Social supper will be given at Headquarters next Tuesday. Supper on table at 9 o'clock. Tickets can be obtained from any of the members, 2s. 6d. Members will oblige by letting me know the number of tickets sold not later than Saturday.—R. W. ROYLANCE, Hon. Sec.

Correspondence.

THE SURREY BICYCLE CLUB RACES.

TO THE EDITOR OF "THE BICYCLING TIMES."

SIR,—In view of the ideas which have been recently propounded in reference to the late Amateur v. Professional Races, the Surrey Bicycle Club deem it fair to riders to give publicity to the following resolutions, passed with regard to their race meeting to be held on the 24th April:—

"That being members of the Bicycle Union, their meeting will be held under the Union rules of competition, and that the races will be open to amateurs, as defined by the Bicycle Union."

"That no protest will be accepted against a rider's status as an amateur, excepting such rider shall have infringed the definition of the Bicycle Union."

"That any entrant preferring such a protest shall thereby forfeit his right to compete."

The S. B. C. have passed these resolutions to avoid the delay and annoyance caused by protests being entered on the course, and will esteem it a favour if you will insert this in your next issue.—Yours,
M. H. GOODMAN, Vice President S. B. C.

DANGEROUS HILLS.

TO THE EDITOR OF THE "BICYCLING TIMES."

SIR,—I beg to draw the attention of bicyclists, who think of going to Hastings by road, to Silver Hill, situated about a mile from the other side of Hurst Green, and nearly 15 miles from Hastings. This hill is, at present, in a most dangerous condition, stones being freely laid a greater part of the way down; it is steep and has one or two nasty sharp turns.

I may mention that a most serious accident occurred at this spot on Good Friday, about 6.30 p.m., to a member of a South Eastern Club, and I caution all riders to think twice before they attempt to ride down the hill, in its present state, although it may be carefully ridden when the surface is in better condition.—Yours, &c., C. H., Lewisham B. C. & B. T. C.

A GRATEFUL BICYCLIST.

TO THE EDITOR OF THE "BICYCLING TIMES."

Will you allow me to use your columns as a medium for publicly thanking Mr. and Mrs. Kelcey, the Host and Hostess of the "Railway Hotel," Crawley (I had a nasty cropper just past Handcross, on the road from Brighton to London, on Good Friday), for their kindness to me. They were most considerate, and to let bicyclists know (at all events those who don't know) where they will be sure to meet with every attention when in the same unfortunate position I was on that day.—JOHN P. BRITTON, Temple B. C.

A CORRECTION.

TO THE EDITOR OF THE "BICYCLING TIMES."

SIR,—I noticed in your issue of March 25th a letter from Mr. Danks, the Hon. Sec. of the City of London B.C., expressing surprise at a letter from our club, which appeared in the previous week's issue. I was also surprised at the letter being inserted then, as it should have appeared about five weeks previously. I think it is due to Mr. Cavanagh, whose name appeared as Hon. Sec. *pro tem.* that the mystery as to how he became possessed of that title should be solved. Mr. Cavanagh was elected by the remaining members of the club to act in that capacity until the general meeting, when a vote of thanks was passed to him for his services. I do not intend to go further into the matter of "amalgamation or no," suffice it to say that since its formation in March, 1879, the Guildhall B.C. has not been in a more flourishing condition than at present. Apologising for encroaching on your space, yours, &c.—H. DUNKLEY, Hon. Sec., Guildhall B.C.

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, Regens Street, London. £6 12s. per cwt. Terms, cash.—ADVT.

MIDLAND BICYCLE

M E E T,

WHIT MONDAY 1880.

MONSTER FÊTE

IN THE

Jephson Gardens,

LEAMINGTON.

Large and Varied Programme will be published shortly.

SURREY BICYCLE CLUB

SPRING MEETING,

KENNINGTON OVAL,

SATURDAY, APRIL 24th, 1880.

OPEN EVENTS.

1 MILE HANDICAP.—Three Prizes, value 10, 4, and 2 guineas. *Entrance Fee 2s. 6d.*

10 MILE SCRATCH RACE.—For Challenge Cup, value 50 guineas, presented by the Surrey B. C., to be won three times, the winner each time to receive the gold medal of the Club until finally won. (Holder, H. R. Cortis, Esq.) 2nd Prize, silver medal of the Club. *Entrance Fee, 5s.*

Entries close on Saturday, April 17th. Apply to the Hon. Sec. Mr. T. C. BUDD, 9, Barnes Terrace, S.W.

London Bicycle Club.

AT THE

STAMFORD BRIDGE L. A. C. GROUNDS

EVENING RACE MEETING.

Wednesday, 5th May, 1880.

Open Event, 3 miles Handicap. First prize, Gold Medal. 2nd prize, Silver Medal. Third prize, Silver Medal. *Entrance fee, 2s 6d.*

ANNUAL RACE MEETING.

Saturday, 19th June, 1880.

Open Event, 2 miles Handicap, First prize, value £10. Second prize, value £5. Third prize, value £3. *Entrance Fee, 2s. 6d.*

Entry Forms to be obtained from, and Entries to be sent to H. R. Boyce, 35, Warrington Crescent, W.

Entries for the Evening Race Meeting close on Saturday, 1st, May. Entries for the Annual Race Meeting close on Saturday 3th June.

A 48-IN. BICYCLE for Sale, Carver's make, double ball bearings in front wheel, cone bearings in back wheel, almost new, all bright, &c., &c. Rubbers in good condition. Price £15. Particulars from T. E. MILLER, 27, Victoria Square, Clifton, Bristol.

FOR SALE. 50-inch Keen Roadster, Brand New, never used, all bright. Cost £17. Only reason for selling, too small. Price £13. Apply to "50-IN." Care of Editor, *Bicycling Times*.

EXCHANGE.

56 IN. TIMBERLAKE, in first class condition, roller bearings, ratchet brake, lamp, &c. For particulars, apply to MAYNARD, HARRIS AND Co., 126, Leadenhall Street, where in may be seen.

In Future, CLUB NEWS will not be inserted unless received by the FIRST POST ON TUESDAY MORNING.

BICYCLING TIMES.

APRIL 8, 1880.

Racing

LONDON ATHLETIC CLUB.

CRITICS and cavillers may say what they like, but bicycle racing is certainly more popular than ever, as conclusively proved by the interest evinced in the one mile handicap race, which formed one of the tit-bits of the menu provided by the executive of the London Athletic Club on the occasion of their opening athletic festival, which took place at Stamford Bridge, on Saturday. The arrangements of the executive were almost perfection, and we should gladly welcome such an excellent course keeping at every meeting we attend. Mr. M. Rücker, jun., allotted the starts for the race under notice, in his usual efficient and careful manner.

DETAILS:—ONE MILE BICYCLE HANDICAP RACE. HEAT 1—H. V. Cleaver, L.A.C., 55 yards start, first; R. A. Woolnough. Rovers, 100 yards, second; F. R. Liver, L.A.C., 120 yards, third; S. Kemp, L.A.C., 130, 0; T. W. Howard, L.A.C., 120, 0; W. G. Nutkins, Middlessex B.C., 160 0; G. L. Jeffery, *non ascript*, 170, 0. Passing the orchard in the last lap, Liver held the lead, followed by Woolnough and Cleaver. When fairly in the straight the leaders began to come back to Cleaver, and half way up Woolnough headed Liver. Cleaver challenged the leaders a dozen yards from the twine, and after a splendid finish, "the Otter" won cleverly from the "Rover" by three-quarters of a yard. A couple of yards divided the second and third. Time—2 min. 57 1-5th secs.

HEAT 2.—H. L. Cortis, L.A.C., scratch, first; W. T. Thorn, jun, L.A.C., 60 yards, second; M. J. R. Dundas, Zingari B.C., 140 yards, third; G. L. Hillier, L.A.C., 115, 0; F. Rendell, L.A.C., 150, 0; J. T. Crier, L.A.C. 170, 0. Just after entering the straight for the run on, Cortes got on terms with his field. Coming with a grand spurt about fifty yards from the goal, he came out with a clear lead, and ultimately won cleverly by about three-quarters of a yard from Thorn, who defeated Dundas by a foot only for second place. Time—2 min. 53 2-5th sec.

HEAT 3.—J. T. Griffiths, Surrey B.C., 115 yards, first; O. Thorne, L.A.C., 175 yards, second; J. R. Hamilton, L.A.C. 60 yards, third; P. G. Hebblethwaite L.A.C., 130, 0; T. G. Williams, L.A.C., 150, 0; R. Welbeloved, St. James' B.C., 1650, 0; A. Meville, Temple B.C., 180, 0. At the termination of the half distance, Griffiths took first place, and finally won without being extended by half a dozen yards. A capital struggle for second place ended in the defeat of the old Westminster boy by two yards. Time—3 min. 1 1-5th secs.

FINAL HEAT.—Griffiths, 1; W. T. Thorne,

jun., 2; Cortes, 3; Cleaver, 0; Woolnough, 0; O. Thorne, 0. When they had settled down, Griffiths drew out and assumed a commanding lead, easing down, coming up the straight for the finish; he was finally hailed the winner by quite thirty yards. Cortes finished third two yards behind Thorne *secundu*. Time—2 min. 53 4-5th secs.

R. Rogers was the official timekeeper.

KILDARE BICYCLE CLUB.

THE first race of the season took place at Ham Common, on Saturday last. There was a very good attendance. This being the first monthly competition for the club badge, the distance was two miles on the road round the Common. The captain, Mr. W. H. Pook, was starter, and Mr. W. B. Taylor officiated as judge. The following is a description of the race:—J. Roach, 100 yards start, first; W. J. Harvey, 160, second; F. Thompson, 150, third; J. Ramsey, 200, 0; J. Uglow, 300, 0. Roach went away in good style, and quickly; running through his men at 400 yards, he dashed past Harvey, and keeping up the pace at half a mile from the start, he was in the leading position, Harvey running into second place at the same time. From here, although the second man tried hard all the way, Roach held his own, and finishing well, won by ten yards, the third man was twenty yards behind Harvey, and the others finished fairly well up. The usual tea was indulged in after the race, and several other clubs being represented, the first race day of the season was celebrated by a most enjoyable evening.

LEAMINGTON COLLEGE BICYCLE CLUB.

A THREE mile bicycle race was run on the road, on Thursday, April 1st. The result was as follows:—G. A. Bramwell, first, 10 secs.; W. Hunt, second, 10 secs.; E. Wilkinson, third, 25 secs. Time, 9 min. 55 secs. The race was throughout a good one. E. Windle (scratch) would certainly have won, had he not had a severe fall.

SIX DAYS RACE AT NEWCASTLE.

THIS race was commenced on Monday last, for prizes of about £160. On Monday and Tuesday nearly 30,000 people visited the race and during the remainder of the week was also well patronised. The programme consisted of a six days' contest of fourteen hours per day for professionals, and a "Fourteen Hours' Amateur Championship" competition. For the Amateur Race there were twelve entries, of whom only seven competed. Nine men started on Monday for the professional race viz. W. Cann, Sheffield; H. Higham, Nottingham; R. Roberts, Cramlington; H. Leeming, Oldham; T. Waller, Newcastle; J. H. Taylor, Loughborough; R. Pattison, Newcastle; R. Bowman, Cramlington; and J. B. Wright, Newcastle. G. W. Waller himself also started, but not with the intention of competing for a prize, but only with the object of beating the best record time, viz. 905 miles. The champion, however, had had no training for the task, and falling ill upon Tuesday, took little further share in the racing until Friday. Cann went badly on Monday, but rode much better afterwards, and went ahead of everybody. Roberts rode well on Monday, but the slight illness overtaking him on Tuesday, threw him a long way behind. On Friday night at twelve o'clock the distances were as follows:—Cann, 880 miles; Higham, 840 miles 1 lap; Roberts, 802 miles, 3 laps; Pattison, 780 miles; T. Waller, 720 miles, 7 laps; G. Waller, 620

miles, 2 laps; Wright, 415 miles, 3 laps; Bowman (retired), 409 miles; Leeming, 371 miles, 6 laps. The amateurs' distances being:—Monday—Mr. Wood, Manchester, 183 miles, 5 laps. Thursday—Mr. T. Anderson, Newcastle, 184 miles, half lap. Friday—Mr. T. E. Jobling, Newcastle, 189 miles, 7 laps. The other amateurs who competed did not ride whole specified time. After six o'clock there was some fine racing between Leeming and Waller, Cann occasionally joining in, and as the three passed and repassed each other the excitement was very intense. Waller compassed 150 miles, at 7 h. 17 mins. 30 secs. About half-past nine Waller had a heavy fall, bringing Roberts, who was then on the track, down with him. Roberts retired immediately afterwards in consequence of the fall; but Waller, who was very much shaken, mounted again, and started off once more amid the cheers of the spectators. He had then an hour and twenty seven minutes in which to ride over twenty miles. Led by Leeming, he went at this task with great spirit, although tried by the hard day's riding, following up his illness during the week. Cann finished 1000 miles, by far the greatest on record for the distance, at 9 h 56 min 55 sec. As he finished this distance, he was received with a tremendous cheer from the people, which was continued with waving of hats for some time, and after running another lap he went off the track, only Waller, Leeming, and Higham being now left on. Waller then pursued his way alone, and amid great enthusiasm he completed the unprecedented feat of running 200 miles under 14 hours at 10 h 56 min 13 sec. In the last quarter of an hour both Cann and Higham came out and kept the champion company for a few minutes. At the finish the totals were:—Cann, 1001 miles 1 lap; Higham, 952 miles 6 laps; Roberts, 854 miles 3 laps; Pattinson, 816 miles 7 laps; T. Waller, 750 miles 8 laps; Wright 517 miles 1 lap; Leeming, 416 miles 8 laps; G. Waller, 200 miles 6 laps; Mr. W. Mills, amateur (retired hurt) 103 miles 9 laps.

IRISH CHAMPION ATHLETIC CLUB,

ONE MILE BICYCLE (Novices).—H. M. Wright, first; F. Crawford, second; J. Lichfield, I.C.B.C., third. Good race for the half distance, when Wright went ahead, and won easily at the finish. Time, 3 min. 26 sec.

TWO MILES BICYCLE HANDICAP (Club).—H. M. Wright, 60 yards start, first; E. Millar, I.C.B.C., 0. Wright came in alone. Time, 7 mins. 18 secs.

FOUR MILES BICYCLE HANDICAP.—H. M. Wright, D.U.B.C., 400 yards start, first; J. Keatin, 400, 0; O. B. Dickson, D.U.B.C., (scratch), 0. The winner alone went the full distance. Time, 13 min. 56 secs.

BORDER CITY BICYCLE CLUB RACE MEETING.

THE second annual meeting of the Border City Bicycle Club was commenced on Easter Monday, and was continued on Tuesday in the Agricultural Show Field, in this city. The weather was everything that could be desired for the occasion, and it being a general holiday a large number of people assembled to witness the sports, it being computed that between 3000 and 4000 were present. The following is the return:—

FIVE MILES HANDICAP.—FIRST HEAT.—1. J. W. Thorburn, Liverpool (200 yards); 2. L. Fletcher, Liverpool (scratch); 3. J. S. Gibson, Edinburgh (150 yards); 0. J. Foster, Aspatia (300 yards); 0. G. Glaister, Carlisle (500 yards);

0. A. Laing, Hawick (600 yards); 0. W. Routledge, Carlisle (300 yards).

SECOND HEAT.—1. R. Dover, Penrith (350 yards); 2. J. H. A. Laing, Hawick (150 yards); 3. Davidson, Hawick (150 yards); 0. Nicholson, Maryport (200 yards); 0. W. Jackson, Whitehaven (350 yards); 0. W. Jackson, Whitehaven (350 yards); 0. H. Wake, Whitehaven (150 yards); 0. P. Hunter, Penrith (700 yards).

FINAL HEAT.—1. R. Dover; 2. Davidson; 3. J. W. Thorburn; 0. L. Fletcher; 0. J. S. Gibson, Edinburgh.

TWO MILES INTER-CLUB RACE (Scratch).—1. J. Oldcorn, P.B.C., Penrith; 2. W. L. Tiffin, B.C.B.C., Carlisle; 3. A. J. Todd, B.C.B.C., Carlisle. Oldcorn came in an easy winner; a splendid race between Todd and Tiffin. Time, 8 mins. 25 secs.

BICYCLE SLOW RACE (293 yards).—First, Maltum Big, value 15s.; second, Lamp, value 12s.—1. J. H. A. Laing, Hawick; 2. M. Johnston, Penrith; 0. G. Glaister, Carlisle; 0. J. Tiffin, Carlisle; 0. T. Armstrong, Carlisle; 0. L. Fletcher, Liverpool; 0. J. W. Thorburn, Liverpool.

ONE MILE HANDICAP. FIRST HEAT.—1. M. Johnstone, Penrith (79 yards); 2. J. Armistead, Carlisle (85 yards); 3. A. Laing, Hawick (90 yards); 0. J. S. Gibson, Edinburgh (20 yards); 0. A. J. Todd, Carlisle (60 yards); 0. W. Routledge, Carlisle (100 yards); 0. J. Tiffin, Carlisle (120 yards); 0. R. Hunter, Penrith (120 yards).

SECOND HEAT.—1. J. W. Thorburn, Liverpool (40 yards); 2. R. Dover, Penrith (70 yards); 3. L. Fletcher, Liverpool (scratch); 0. W. L. Tiffin, Carlisle (60 yards); 0. J. K. Graham, Carlisle (70 yards); 0. G. Glaister, Carlisle (75 yards); 0. H. Wake, Whitehaven (90 yards); 0. J. G. Turner, Carlisle (95 yards); 0. R. Alsop, Carlisle (95 yards); 0. T. Armstrong, Carlisle (100 yards).

FINAL HEAT.—1. R. Dover, (80 yards); 2. M. Johnstone (70 yards); 3. J. Armistead (85 yards); 0. A. Laing (90 yards).

ONE MILE SCRATCH RACE.—1. J. Oldcorn, Penrith; 2. J. H. A. Laing, Hawick; 3. M. Johnstone, Penrith.

ON TUESDAY.—The weather was again fine and there was a very large gathering of spectators. The following is the return:—

THREE MILES HANDICAP.—1. A. J. Todd (scratch); 2. W. Routledge (400); 3. J. Armistead (200); 0. G. Graham (scratch); 0. W. L. Tiffin (50); 0. T. Armstrong (400); 0. J. W. Moffatt (600). Time, 12 min. 48 sec.

TWO MILES NOVICES' RACE.—1. R. Alsop (300); 2. J. Graham, Carlisle (scratch); 3. J. Armistead (20). Won by about 40 yards.

ONE MILE SCRATCH RACE.—1. A. J. Todd, Carlisle; 2. G. Graham, Carlisle; 3. W. L. Tiffin, Carlisle. Tiffin at once led off and was followed by Graham at a good pace. When about half the distance was traversed Tiffin still kept the lead, but unfortunately he had a spill. Todd being next in order, he attempted to pull up, but could not before he rode over Tiffin's machine. Graham taking advantage of this opportunity rode to the front, and was leading about fifty yards when Todd remounted. Within twelve yards from home, however, Todd again reached him and won by scarcely a foot. This was one of the most exciting struggles of the meeting, and the time, 4 min. 3 sec., is stated to be the quickest since the path was formed.

ONE MILE CONSOLATION.—1. J. Tiffin; 2. J. Turner; 3. T. Armstrong.

Seven ran. Tiffin and Turner had it all their own way, and Rodney was upset twice.

Mr. J. Atkinson acted as judge, Mr. J. Blain

starter, Mr. J. Fairlie time-keeper, and Mr. Joseph Todd lap counter. A brass band under the leadership of Mr. R. Bull played several selections of music, which added considerably to the enjoyment. The prizes were presented to the successful competitors on the first day by Mr. S. J. Binning, and on the second day by Mr. Joe Todd.

LEEDS B. C. CHAMPIONSHIP.

THE 10 mile race for the Championship of the above Club and a silver medal was held at the Horticultural Gardens, on Saturday, April 3rd, at 3 p.m. When 5 members competed, and after a well-contested race Mr. W. H. Burrow won by a few yards.

BICYCLE RACING IN NEW ZEALAND.

THREE MILES HANDICAP RACE.

W. Brown, 72yds (53in wheel), 1; E. C. Farr, 14yds (50in wheel), 2; H. Clark, scratch (56in wheel), 3. P. Norgate, 96yds (52in wheel), also started.

Immediately after the start Brown fell, and after remounting repeated the performance. He was again, however, quickly in his seat, and started in good style after his friends, catching Clark in the second lap. Farr was running away in good style, but Brown bent nearly double—as if looking into the future—was balancing himself beautifully, and making good headway. At the top turn of the course in the second lap Brown passed Norgate amid loud cheers, and though working a long stern chase for first place, bravely kept steam up. In the last lap of the mile Clark overhauled Norgate. The latter then slackened his speed, and on being overlapped by Farr in the seventh lap eventually dropped out altogether. Before this lap was finished Brown had also overlapped Norgate. In the eighth round Farr over-lapped Clark, Brown going after the leaders at a splendid bat, lessening the distance between them every turn of his wheels. In the ninth lap, Brown overhauled and passed Clark amid loud cheering. In the tenth lap both the leaders doubled to their work, Brown, by his plucky riding, being encouraged with cheers all round the circle. Coming into the straight in the second last lap, Brown came up with Farr, but the latter by a determined effort, got away again for a short distance. Both bicyclists were now treading apparently for dear life, the excitement throughout the large assemblage being intense. Brown had, however, most in him, and when they had reached opposite the grand stand, amidst a tremendous outburst of cheering, he passed Farr, and eventually won a hard-fought, plucky race by about ten yards. Farr also rode a very plucky race throughout. Clark went round easily for third prize. Time—Mile, 4 min. 4 2-5th secs.; two miles, 8 min. 41, sec.; three miles, 13 min. 11 1-5th sec.

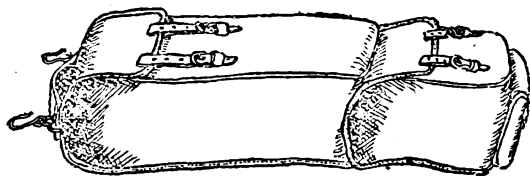
THE Athletic Meeting of the United La Crosse Clubs, which is down for May 22nd, promises to be a great success. Mr. Lloyd, the secretary, who is working very hard completing the arrangements, informs us that a game of La Crosse will form one of the many features of interest. This, with the Bicycle race, which is certain to draw some of the cracks, as the first prize is a ten guinea one, ought to ensure a big gate, in spite of the unfortunate circumstance of the Hampton Court Meet falling on the same day.

By the way, in our report last week of the Coventry Easter Monday Sports, The Handicapper was given as Mr. Homer, it should have been Mr. Hosier.—Those awful printers again.

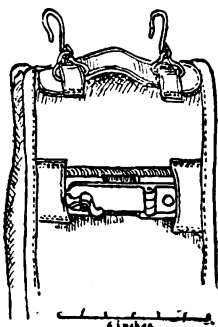
Ideas and Inventions.

THE CAMBRIDGE BAG.

THE Cambridge Bag is a modified form of the well-known *multum-in-parvo* designed by Mr. Rucker. Its chief points are that it contains half as much again as the old pattern, and it is fitted with a strong screw clamp, which fastens it firmly to the spring. Below the ordinary multum is a smaller bag, and below this is the tool pocket. This additional bag does not offer any inconvenience to mounting, as it would if placed in any other position. The lower part is easily accessible without removing the whole from the bicycle, and the



one foot



space between the two is a very convenient place for a waterproof cape or guide book, which can be pulled out without touching the straps. It has been found that plain hooks are all that is required for the saddle staples. The bag was designed by Mr. A. P. Trotter, B.A., of Trinity College, Cambridge, late Captain, C.U.B.C., for long tours, but since either part may be left empty without any inconvenient result, it becomes useful for all purposes. It has been in use for some time by several members of the Cambridge University Bicycle Club.

Disquisition.

WESTBOURNE BICYCLE CLUB ANNUAL DINNER. (Specially Reported).

THE second Annual Dinner of this select and well-organised West-end Club took place at the Holborn Restaurant, on Friday evening last, when about fifty members and visitors were present to honour the occasion. Mr. W. H. Tufts, the Captain of the Club, occupied the chair, Mr. E. F. Shaw occupying the vice-chair. The whole affair passed off in the most satisfactory manner, and we cannot but remark on the very great efforts made by the members of the Club to make their guests comfortable. A noticeable feature was the absence of songs between the toasts, these being left until the conclusion of the speeches. This is a great improvement on the usual style, and enables those who have trains to catch to leave early. After dinner the Chairman proceeded to propose "The Queen and Royal Family;" this having been duly honoured, "The Army, Navy, and Reserve Forces," next called for attention.

Captain Ellerton, (36th Middlesex), a member of the Club, suitably responded.

Mr. Charles N. Rosenfeld then proposed the toast of the evening, viz., "Success to the Westbourne Bicycle Club." He observed that they had made great progress of late, and trusted that they might continue to prosper. They had in Mr. Tufts a first-rate captain, and they also had other hard-working officers. This being the case they ought to succeed; they were highly thought of by neighbouring clubs, and he felt sure they had a long run of prosperity before them.

Mr. W. H. Tufts, in replying, said, that he thanked them for the kind way they had received the toast, that the interest of the Club was his interest, and always should be. The gods had not been pro-

pitious during the last season, but he hoped for better things this year, as they had had such a "heavy wet" year during the last. (Laughter.) He then referred in suitable terms to the loss the club had sustained by the death of Mr. Schofield.

Mr. E. F. Shaw, replying, said that he was glad they were satisfied with the work done by the officers and committee of the Club; but, he said, these gentlemen all felt what they owed to Mr. Tufts for the assistance he had rendered them from time to time. They should endeavour to keep the club select in every way.

The Chairman then proposed "Other Clubs." He liked to see friendly feeling existing between clubs. He regretted that they had not more visitors from other clubs present.

Mr. F. W. Morris (London B.C.) responded, and hoped that the western division of the London might be able to arrange a run with the Westbourne.

Mr. Webb (Zingari B.C.) also replied and said they were near neighbours—as they used the same Headquarters. He hoped to be present at the inter-club run, which had been arranged.

The Chairman proposed "The Visitors," to which toast Mr. Tufts, sen., replied, saying that he claimed to address them as brother bicyclists, for he was a bicyclist also. He had ridden a bicycle—once—he remembered it distinctly. He was most successful in getting on, still more so in getting off (laughter). In his mind bicycling had since then always been associated with a recollection of going home for arnica and another pair of trousers. He was not in the bicycle trade, he said. He neither bought nor sold bicycles, but he had paid for a number (laughter). He had enjoyed the friendship of their chairman for a number of years. He had, he thought, known him better than anyone else in the room (laughter). He regarded their relationship with pardonable pride. It was by marriage chiefly (roars of laughter).

Mr. Rosenfeld then proposed the health of the Captain, to which Mr. Tufts suitably replied.

Captain Ellerton proposed the Press, coupling with the toast the name of Mr. C. J. Fox, jun. (*Bicycling Times*).

Mr. Fox having replied, Mr. Jackson proposed "The Ladies," expressing a hope that they would turn up in force at the Hampton Court meet.

Mr. Jones replied. Mr. Tufts, sen., proposed, "A pleasant voyage to their friend, Mr. Bearmore, who was about to return that night to America, and who had spent his last night in England with them. Mr. Bearmore responded, acknowledging the hospitality he had received in England.

Mr. C. J. Fox proposed, "Our American friends, and American bicyclists." He was, he said, glad to be able to propose this toast because he enjoyed the friendship of a large number of Americans. They must all feel glad with him to see Americans taking sufficient interest in English Bicycle Clubs as to have attended the dinner that evening. He could not conclude without acknowledging the hospitality which had been extended by all classes of Americans to the Bicycle Team which he had been partly instrumental in sending out to the New World.

After the toasts music was resorted to, and, among others, Mr. Tufts, sen., sang "A Fine Old Irish Gentleman." Mr. Jackson, "Little Miss Muffit;" Mr. Morris sang "The Frenchman;" Mr. Ellerton, "The Muddle Puddle Porter;" Mr. Webb recited "A Villanous Ambition" in his usual telling style, and was loudly *encore'd*. Mr. W. Tufts also sang. Mr. Edward Jones sang "The Lost Cord," in a high tenor voice, with capital effect. This gentleman, though he was suffering from a severe cold, reached some of the higher notes with an ease that gave evidence of the most careful training, and we venture to predict that he will make his mark as a vocalist.

HAMPTON COURT MEET.

A COMMITTEE meeting will be held on Friday, 9th April; wishing to present as full a report as possible, I shall be obliged if those clubs who have not yet forwarded to me the forms signifying their intention of being present at the meet, etc., will please do so without further delay.

I shall also be glad if the clubs who have not already done so, will remit the amount (8s.) towards defraying expenses in connection with the "H.C.M."

Hon. Secs. are particularly requested to note the above requests.

LAMARTINE C. B. YEOMAN, Hon. Sec.

THE STAR B. C. SUPPER.

THE "Stars" of Hackney entertained their retiring Captain, Mr. W. J. Dodds, to supper, at Headquarters, on the 31st March, the newly-elected captain, Mr. W. D. Taylor, presiding, faced by Mr. Alf. Snapes, Sub-captain. After the cloth was removed, Mr. Moves opened the musical proceedings by "Captain Ladidaddidooing," followed by Mr. Fuller apostrophising a certain "Little Brown Jug;" next

the company drank to Mr. Dodd's health, and immediately proceeded to impair it by cheering enough to give him a splitting headache. Mr. Kemp having expatiated upon the charms of the "Girl in the Pinafore Dress," Mr. Holborn Hill (pronounced by the cockney Stars, 'O'bun 'ill") evoked a full chorus to "The Dutchman." The eccentricities of the "Careful Man," having found an able exponent in Mr. Alf. Snapes, the amours of a certain Squire for a maiden named Maria, were duly descanted upon by Mr. T. Bence, sen. The new captain, Mr. Taylor, having been warmly toasted—almost done brown, in fact,—Mr. W. Thomas warbled melodiously of the "Blue Alsatian Mountains," and Mr. Bence jun., described a journey "50 miles"—not on a bicycle, but—"Under the Sea," whereupon Mr. J. Wilson ("Faed,") appropriately followed by spinning the "Yarn of the Nancy Bell." Mr. Secretary Starkey narrated his experiences in "Quiet Lodgings." Mr. Alf. Snapes trolled out the time-honoured "Tom Bowling," and Mr. Fuller continued the nautical series by singing "Jack's Yarn." The ladies having been duly honoured in the "rosy," Mr. Allthaus sang "Eily Mavourneen," Mr. Meves held forth re—"Sam Johnson," Mr. Kemp undertook the difficult task of elucidating "Bradshaw's Guide," and some other songs brought to a close a most enjoyable evening about mid night.

THE LAMPLIGHTER.

Near London when the sun sinks low,
In fact, wherever one may go,
The moment he sets our lamps must glow,
Or risk we judgment summary.

The bye-laws say that with sundown,
Lamps must be lit and a good light shown,
Where'er we be—bootless, how lone,
And the bobby larketh furtively.

The day, tho' waning, may be bright,
But woe betide the hapless wight
Whose lamp 'ere then is not alight,
For he offends law's majesty.

If homeward bound at seven two,
And lamplss meet a man in blue,
When at seven one Sol bade adieu,
You'll rue the hour most grievously,

'Tis vain explaining why your'e late,
Or that your'e near your own house gate;
E'en tears would fail to mend your fate,
Tho' half-a-dollar might do.

In vain to say that the light is still
Quite clear and shows each distant hill,
You'll have to pay a lawyer's bill,
For breaking law so recklessly.

SIGMA.

THE TEMPLE B. C. AND THE AMATEUR QUESTION.

At a Committee Meeting held on the 6th inst., the following resolutions were passed:—"That the committee will advise the club for the present, to take no steps to deviate from their Rule 2, defining an amateur. "That the Temple Bicycle Club, having regard to the unsettled state of the amateur question, shall hold no open race meeting this year." Rule 2 is as follows:—"The club shall be strictly confined to amateurs. The definition of an amateur shall be as follows:—One who has never competed in any open competition for public money, and who has never, at any time, taught or assisted in the pursuit of athletic exercise as a means of livelihood, and who is not a mechanic, artisan, or labourer. The committee consider it advisable that a meeting should be called of those Metropolitan Clubs which do not recognise the Bicycle Union, for the purpose of discussing the amateur question, and taking some unanimous action in the matter, and they empower their Hon. Sec. to convene such a meeting.—F. STEVENS, Hon. Sec.

A LOMBARD RUN.

THURSDAY, March 25th. Eight men rode to Feltham via Richmond and Twickenham, joined there by the London and one of the Pufnel men. Friday 26th. Started at 9 a.m. for Hind Head via Cobham Dipley and Godalming. Dinner ordered at White Lion, which we can thoroughly recommend. Before dinner five men had a race, the difference between first and last man being 17 minutes. The road very stony. Returned same way, staying for tea at Green Man, Guildford, thence via Cobham and Richmond home. Saturday 27th. Seven men met at Tally-ho, Finchley, riding to Digswell Hill where the number increased to 12. My younger brother and N. E. division cap-

tain, riding on to Bedford and Shelford respectively. Sunday 28th. Started at 9.30 via Hitchin for Bedford, arriving at 12.30, Headquarters Midland Hotel. A row on the Ouse enjoyed after dinner. All attended St. Paul's Church in the evening. Having all received an invitation from my father to breakfast, rode thence at 9, and, enjoying ourselves, started for London at 11, arriving at Digswell Hill at 2 o'clock without a dismount, 3 of us (28 miles). Left for London at 4.30 with the Hornsey Club, our number being 25, via Hatfield and Barnet, arriving at Hampstead at 7. I must not forget mentioning that Mr. Cork's son, not yet arrived at the age of eleven, rode the whole distance very pluckily. Opening run April 10th. All divisions meet at Kingston Station at 6.30 for 7 sharp for Esher and Guildford.—GEORGE M. L. KELLHAM, Captain.

CIVIL SERVICE CONCERT.

A CONCERT given by this Club took place at the Steinway Hall, on Monday, 5th instant, and was by far the best Amateur Concert, in connection with a bicycle club, of the season. An attractive programme was furnished and fully appreciated by a large and fashionable audience.—Each part opened with a duet for two pianos, the first, "*La Danza*," (Rossini,) the second, "*Grand Duo*" (*Les Huguenots*,) both rendered in the most brilliant style on two of Steinway's grands. Of the songs, "O Rudder than the Cherry," "The Requital," and "When in Early Morn," were well appended. "*Una Voce*," and "*L'Estasi*," were given in a most expressive manner, the latter gaining an encore, "Where'er You Walk," was sung with great feeling. "The way Through the Wood," and "The King's Highway," were evidently favourite songs with the audience. A violin solo, "*Fantasia*," ("*I Lombardi*,") by a young lady, well merited the rapturous applause accorded to it, as did also the Flute solo in the second part. It was regretted by all that, in order to complete the programme by the appointed time (10.30), an encore could not be given to "*Nobil Signor*," which fairly brought down the house. The part songs were rendered in a most telling manner. The programme was well sustained throughout, and reflects great credit on Mr. Poole, the Vice President of the Club, under whose direction the arrangements were carried out.

EASTER TOUR OF THE BRADFORD B. C.

BRADFORD.—On Good Friday 5 members started on the Easter tour to Newcastle, in order to attend the North-eastern meet there on Easter Monday. As the principal roads to the North had been so often travelled, and are so well known to our readers, a circular run over new ground was adopted, with very satisfactory results in the aggregate.

First stage: Harrogate, Commercial Hotel, Headquarters of B. T. C., splendid cold lunch with hot potatoes 1s. 6d., with soup 2s. This house deserves the patronage of all bicyclists riding through this well-known watering place. Passing through ancient Knaresborough, of Eugene Aram fame, we stopped at Aldborough. This was once a Roman station of some repute, and here are two tessellated floors of beautiful design, and in a perfect state of preservation. Having viewed these interesting remains we proceeded through Boroughbridge and Topcliffe, to Thirsk, the end of first day's run, 47 miles. Fleece Hotel, celebrated for its homely comforts and good viands. There is nothing of interest to detain the tourist in this town; therefore, next day we started at once for Yarm, through which we rode without stopping, and on to Stockton-on-Tees, 24 miles. This road has a very fair surface, but at this season of the year was suffering from repeated patches of stones, which required careful and sometimes anxious negotiation. In summer the riding will be agreeable; and, as is usual in this part of Yorkshire, it is gentle collar work northwards. There is nothing worthy note on this route to the ordinary tourist. Without resting at Stockton we rode to Middlesbrough, and dined (bill of fare) at the Queen. This is the best hotel in the town, but select and expensive. Middlesbrough having grown rapidly, like an American city, boasts no ancient hostelry for its substantial dinners to welcome the hungry cyclist. We were met here by the B. T. C. Consul, Mr. R. W. Huggins, and another cyclist, Mr. Swordy, sub-Captain of the Middlesbrough, who kindly piloted us over part of the road to Sunderland. On reaching Coxhoe, about 23 miles from Middlesbrough, our stomachs told a tale of hard work, and after a good plain tea (1s. 3d.) at the Three Tuns, we hurried on to Sunderland, 16 miles further north. After leaving Coxhoe, we got into a district engaged in the iron trade, and a good portion of the road was composed of cinders, which made the going sublime. Sunderland was reached about 8 o'clock, distance 66 miles. Walton's Hotel, Fawcett-street, Headquarters B. T. C. This hotel we highly recommend. The kindness of the host, the cheerful attendance of the servants, and the quality of the edibles being all that could be desired. After a

ourishing supper of "boiled milk," we agree like "Anthony and Cleopatra," to wander through the streets and note the qualities of people. On Sunday morning, after breakfast the B. T. C. Consul of Sunderland, Mr. Milburn, very kindly waited upon us, and with him we enjoyed a stroll on the beach at Roker, a suburb of the town. After dinner our esteemed friend, Mr. Holding, so well known in connection with canoeing and bicycling, spent the short time he had at liberty with us, and at 4 o'clock we departed for Newcastle, 12 miles, over a very indifferent road. At Newcastle, we made for the Royal Turf Hotel, Headquarters B. T. C. This hotel is so well known in the north, that it need little praise from us. Mrs. Waller, the hostess is just the sort of person to make a tired cyclist comfortable. After tea we spent a few hours patrolling the streets, etc., and afterwards at the hotel spent a pleasant evening with other riders from our own district. Monday was devoted to Waller's six Day's Competition, the Meet, the lunch at the Corn Exchange, and "H.M.S. Pinafore," at the theatre. On Tuesday we intended running all the way home, a distance of 107 miles, but owing to adverse rains and winds, particularly the latter, which prevented us from going more than 7 miles an hour in some instances, we could get no further before dark than Harrogate, 84 miles. The best and most direct route was selected, viz., via Durham, Darlington, Northallerton, Baldersby and Ripon. At Harrogate we took train for Bradford, where we arrived at 10 o'clock in the evening, having experienced a very hard day's work. Under ordinary circumstances, from Newcastle to Bradford, would not be a very difficult performance, as some portions of the road are the finest in England. Total miles covered during tour was 215. Distance measured by a Stanton's Log, which proved perfectly correct.

We were all members of the Touring Club, and found the assistance and advice of the Consuls of great value. From our own experience we can say that all the officers of the B. T. C., with whom we came in contact have the cause of bicycling very much at heart, and cyclists who avail themselves of their aid will find the pleasures of a tour very much augmented.

The other members of our Club, who, from various reasons, did not take part in the tour, enjoyed runs of more or less length to the various places of resort in the neighbourhood.—M. E. HOLDSWORTH, Hon. Sec.

A NEW CLUB FOR LIVERPOOL.

At a meeting of Bicyclists held at the Angel Hotel, on Wednesday, March 18th, it was decided to form a new club under the name of "The Liverpool Wanderers." The usual preliminary steps were gone through and the following officers elected:—President, Mr. D. Ritchie, jun.; Vice-President, Mr. C. A. Grimacopulo; Captain, Mr. W. Morgan; Sub-Captains, Messrs. W. I. Jones and Bayley; Hon. Sec. and Treasurer, Mr. George H. Jones; Committee, Messrs. Grove, Crookford, Waller, and Stevenson. Sixteen members were enrolled.—GEORGE H. JONES, Hon. Sec.

The Theatre.

"Is it as good as 'Pinafore'?" How often has this question been asked, since it became public that Messrs. Gilbert and Sullivan had produced a new piece! My reply is, "Quite as good, if not better." "The Pirates of Penzance," adds another to the successful list, commencing with "Trial by Jury," and "The Sorcerer." The plot is now pretty well known, and the whole is mounted with that completeness of detail which distinguished "H.M.S. Pinafore." Perhaps there are not so many catching airs as in the former piece; but we have hardly had time to hear how the public will take them up. One notably beautiful piece is the duet between Frederic and Mabel; all the parts are adequately supported. Miss Emily Cross replaces Miss Everard, in consequence of the unfortunate accident to the latter lady. Our especial admiration, Mr. G. Grossmith, has not, perhaps, quite so good a part as Sir Joseph Porter proved in his hands. The Major-General in "The Pirates" is not a skit on any recognised public character. I need not say, Go and see it, as everybody will doubtless throng to the OPERA COMIQUE, anticipating, and without doubt enjoying, a real treat.

"The Naval Cadets." The great attractions of "Les Cloches" having at length become exhausted, the stage of the GLOBE is taken by a new piece adapted from "The Seecadet," and it proves an excellent supplanter of its popular predecessor. It is splendidly and completely arranged, and the cast is an exceptionally strong one. Felina Dolaro supporting the *title role*, singing and acting with any amount of *verve*. To attempt more than a most congratulatory notice of the piece in the small space at my disposal would be im-

possible, but I need only say that the success of "Les Cloches," is likely to be equalled, if not excelled by that of "The Naval Cadets." "BRUTO CURRIE."

Touring.

DIARY OF A MIDSUMMER'S HOLIDAY ON TWO WHEELS.

(Continued from page 300.)

THIRSK is a rather large and busy market town at a distance, I calculate, of about 14 miles from Helmsley. Just previous to entering I saw a splendid specimen of "John Brodie," standing in the centre of the road, leaning on a hayfork, and watching my approach with evident delight. Wishing to make some inquiries respecting the way to Masham, I dismounted close by him, thinking he was a likely card to speak with. Instead of answering my question he strode up to me, gave me the machine an admiring look, and me a friendly (but tremendous) blow on the back, and remarked, "Ah'm damned ef Ah would'us gie a hoondred pounnds ef Ah coould ride that thing." Then he relapsed into silence and admiration. I assured him the riding was very simple and easily learnt; and after a conversation on the use and pleasure derived from my favourite, I at last got the desired information, but so interlarded with provincialisms that I am afraid I was none the wiser. I gratified my friend by showing him how to get on "that thing," and rode into the town, stopping again at the "Golden Fleece," where I had a good cold luncheon, with pastry and a pint of beer, but think the charge of three shillings was like "Sutton's Brow," rather a stiff 'un. Whilst lunching I was quite pleased to hear some "London talk," between two gentlemen—travellers, I presume. Hearing home spoken of in familiar accents, after having had so much provincial dialect, was, I can assure you, quite refreshing. One of the gentlemen being somewhat acquainted with the neighbourhood around Thirsk, and also possessed of some good maps, kindly offered them for inspection, and gave me some valuable information, and as there are several turnings and cross-roads about this part, it was thankfully accepted. Continuing my route I followed the road straight through Thirsk, past the Railway Station, and out into the country again. It continues level and of fairly good surface, though in parts rather loose, owing to dry weather. Keeping straight forward, you presently cross the Northallerton Road, then gradually winding to the left, brings you out on the road, yecept Laming Lane. Turning to the right along this fine road for about a quarter of a mile, you next turn suddenly to the left along a narrow road (a lane, in fact). All this road from Thirsk requires careful riding, or you can easily take a wrong turning. The surface now gives credence of this road being very little used; grass growing plentifully with loose stones and sand intermixed. In fact, although rideable, one could scarcely recommend it as enjoyable. I felt it to be very monotonous, and again wished for the absent friend. The country is purely agricultural for miles, and, furthermore, does not bear a very flourishing aspect. Houses are few and far between, and the only excitement you have is in taking care you do not lose the direct road, turnings and cross roads being frequent. Under these circumstances I was pleased when I had covered 17 miles, and arrived at Masham, albeit a very quiet, sleepy place. Stopping at a large and melancholy-looking hotel, I was served with a very good tea, at which I was joined by three Liverpool men, who were on a walking tour. They apparently did not intend killing the natives with work, although they boasted of having walked that day the remarkably long distance of twelve miles or thereabouts, and had stopped at some place (Terraux Abbey, I think) at midday to play a game of "nap." I astonished them when I said I had left Scarborough that morning. They politely said "Indeed," but evidently thought I was—romancing. The day was now nearly spent, but as the sun was not quite gone to rest, and the evening, in short, promised to be gloriously fine, I decided upon journeying quietly over the next ten miles to Middleham, especially as I heard the road was very good. Leaving Masham, I was soon steadily bowling along a fair and undulating road to my intended night's destination. The run is pleasant, taking you to East Witton, which pretty-looking little village is, however, not passed through, a sharp turn to the right down a sharp fall taking you away before you can get more than a passing glimpse of a long, straggling and irregularly built street, with the houses on the left overlooking the tops of those on the opposite side, the village being built on the side of a hill. The roads now gets a trifle rougher, but the country more interesting, and soon a rather steep hill brings you to Middleham. Halting at the old Cross, in the centre of the street, I looked about for a desirable resting place, and soon espied an old-fashioned-looking inn hard by. I made the necessary arrangements, and was presently enjoying the social pipe and glass, prior to playing a capital game of "nap" in a very decent bed, with "old Morphens" as partner. Distance to-day 75 miles.

9th July.—Tuesday morning opened with a complete alteration in the weather, Overcast, cloudy, and cold, with half a gale blowing from the N.W. However, Middleham offers no inducement to stay, unless it should be to those interested in horse racing and their training matters. So I soon settled I would get forward spite of "wind and weather." I had not travelled a mile when I found I must prepare for some solid work. By Jove! there are some hills to climb, and when you are being nearly blown out of the saddle, you quickly discern that walking is not so difficult as riding. I was directed (in leaving Middleham for Hawes) to descend a hill, cross a river, and take a turning to the left which should bring me to West Witton. The first part of the direction I carried out successfully, but the turning I missed, and only found out I had gone wrong after I had climbed a terrific hill and reached the village of Leybourn (I think it was). Imagine my delight at all this wasted labour. But there was consolation in being told I need not retrace my steps, but was to go through the village, and descend the hill on the other side, when I should again find the right road. I did so, riding carefully down the hill. The road is good macadam to West Witton, and although hilly can be ridden all the way (when the wind does not blow quite so hard) I had to walk nearly all the way, finding it sufficiently hard to do that in face of the blinding storm of dust I kept encountering. In spite of these disadvantages I was much impressed with the country, and should recommend the road to those who don't object to work. Through quiet little Witton, and down another rideable hill, the surface still continuing very fair, and so on, up and down, until a long hill brings you to the wretched-looking village of Aysgarth. On a clear day a good view of the country can, no doubt, be had from here, but on this particular day I could scarcely see anything but great banks of mist rolling along the valleys towards me, which, however, interesting in a meteorological point of view, was scarcely so in mine, as it foretold a very wet jacket. Descending from Aysgarth the road continues very good, but still hilly through to Hawes, which town I reached in a tolerably damp condition, the threatening mist having wet me half way between Aysgarth and Hawes. Note here interesting mountain stream, which passes under bridge, entering this town. It was market day here, so every one was busy with pigs, sheep, and poultry, but in spite of the quantity of live meat about, I found some difficulty in obtaining any of the article in a dead and cooked condition, but managed it at last at an hotel I had passed on my right on entering the town. Being half wet through, and everything bearing a dreadfully dismal aspect here, I was anxious to get on to Kendal, although rain was again threatening. Upon inquiring the road of a knot of farmers, they first treated me to a good long, broad stare, and then asked, "Be'st going by train, lad?" Replying in the negative. They said, "Nay, thou'll ne'er do it." Asking "Why not?" they replied, "Because it be a main bad road, lad." "Nevertheless, I intend trying," saying which, off I went. But after going two miles over a sad, bad road, down came the rain again, or rather mist, forcing me to shelter under the lee of a small bridge that spans a mountain stream, which stream by-the-by keeps company with the road some miles, and gives at times some very pretty effects. After staying about an hour, and getting starved with the cold, the beautiful mist rolled itself away, and I proceeded to follow suit. But of all the roads I ever travelled on commend me to this; I might have tried to travel along the bed of the adjacent stream with equal success. After plodding along for some five miles, expecting every moment some part of the machine would be broken from the awful thumps and bumps, it received, in mounting over the pieces of rocks that were half buried in this villanous road. I began to tire of it, and think the wise men of Hawes were not far wrong in their advice; so spying a railway station, I determined to call at it, and find out whether I could reach Kendal from there. Climbing a rough hill, I got to the station (Hawes Junction) and made acquaintance with the station master. He received me very civilly, said I could get to Kendal from there, but described it as such a round-about way, that I had serious thoughts of retracing my steps to Hawes. Seeing me look so dismayed, he asked my reason for wishing to go by train. "Oh! simply because the road is so damnable I cannot ride." "Ah!" said he, "then if you continue for about half-a-mile farther, you'll find the road greatly improved." Thanking him joyfully for his intelligence, I got down to the road again, and after walking some distance found it sufficiently smooth to mount. Blessed be that station master, for he gave me the most sensible and useful information I received all through my route. Imagine my joy when I found the road presently became a cinder path, and although the rain had made it somewhat soft, still, it is needless to say how I enjoyed it. The weather too cleared up and the scenery became splendid. The road wending along a valley is accompanied by the pretty stream above-mentioned. You are surrounded with tremendous hills, which every now and again break away, disclosing beautiful bits of country. This run of 9 miles is one of my pleasantest reminiscences, and I would not have

lost it for any consideration; it amply repaid me for my previous hardships. About two miles from Sedberg, the road crosses a large heath, descends gradually, and as gradually rises into this quiet place I stayed here at an hotel on the left, half way through the main street. It looks like a cross between a private dwelling and a country inn. It is also within a few yards of a church, if I remember rightly; so that refreshment for both body and soul can be combined. After demolishing a good tea, I departed for Kendal (11 miles), about seven of which had to be walked. Leaving pleasant Sedberg behind, the road continues good and tolerably level, for about two miles, and then commences the ascent of the most tremendous hill I ever crossed on a bicycle. After struggling upwards about a mile, you flatter yourself you have arrived at the surface, but 'tis not so—merely a turning; you must go on still higher, and higher yet, until at last you find yourself fairly amongst the Yorkshire moors—a wild, rugged country. Surrounding you, and dimly visible in the distance, are even higher hills, the summits nearly enveloped in clouds of mist, and one or two lakes partly hidden by plantations of trees. Then the silence and solitude is most impressive, not a sound but the tinkle of a sheep-bell, or the cry of some bird flying past you. Not a human being in sight, indeed it is a lonely spot, strongly suggestive of the days when travellers where accosted with the pleasant demand, "Stand and Deliver." Feeling the solitude of the surroundings pressing on my spirits, and rain again commencing to fall, I hastened along as quickly as the undulating and rough state of the road would permit. Suddenly the road begins a very steep descent, followed by a sharp rise, and then continues more or less hilly until it bends to the right, and one of the most glorious views opens that it was ever my good fortune to admire. The sun was setting in an angry glow of deep red, straight before me, lighting up the town of Kendal, in the valley beneath, with all its glorious tints. To the right were heavy and threatening banks of clouds folding in thin embraces the distant giant-like mountains; whilst on the left the scene showed a landscape of hills, valleys and water, softly fading away in the distant haze. It was a marvellous, grand, and never-to-be-forgotten sight. After feasting my eyes, and making a mental photograph of this beautiful picture, I made the descent of the hill, finding some trouble in holding in my machine for about a mile, after which I was able to mount and ride into Kendal. This is a large and apparently straggling town, with a wide river running through. Thinking it rather too early to make a halt for the night, I liquored up and decided to try and reach Barton. After going seven miles along a wide, rough road, I came to the village of Crooklands, and darkness having come over in an astonishingly rapid manner, I thought it only wise to cry "Hold, enough!" Being fortunate in obtaining a bed at the only inn in this very small village, I partook of some light refreshment, totalled up my day's journey to 54 miles, and was soon tucked up between the sheets of a large old-fashioned, but comfortable, four-post bedstead, and sleeping the sleep of the innocent.

To be continued.

ANSWERS TO CORRESPONDENTS.

W. H. O.—We do not think so. As we very seldom hear of such, we should think the cases are about one in two thousand.

A. J. E. ARCH.—Thanks. We had not had them.

A. M. BOLTON.—Yes. Thanks.

J. ROWE.—Your news only came to hand on the morning of publication, so was too late. You must send news on a post-card.

"CLEETHA."—Thanks. We have written to him, but he declines, being too busy.

W. SMITH, Eaton Square.—The charge for your advertisement is 1s.

WALTER JAMES.—Thanks for address.

W. L., Paddington.—Your advertisement being 20 words, comes to 1s.

F. G. DRAY.—Thanks. Yours is a pattern postcard.

A. E. BISHOP.—Please recollect that club news must be sent on a postcard.

QUERIES.

WANTED.—The best and most direct route from Liverpool to Berwick-on-Tweed, also as to the class of road to be met with on the route; the distances from place to place, and any other information.—A. M. N.

INFORMATION WANTED.—As to roads from Calais to Paris; Paris to Geneva; Bordeaux to Paris; Paris to Nice, by R. D. B. C.

TOUR.—EDINBURGH TO EXETER.—Wanted, the best route from Edinburgh to Exeter, passing through the lake district, North Wales, and West of England. I should also like to know the distance if possible, and if the route is an easy one or very difficult one.—R. M. D.

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Theatrical Announcements.

PRINCE OF WALES'S.

At 7.50, A HAPPY PAIR. Mrs. Bernard Beere and Mr. Edgar Bruce. At 8.40, FORGET-ME-NOT. Misses Genevieve Ward, Kate Pattison, Annie Layton and Mrs. Leigh Murray; Messrs. Flockton, J. G. Shore, Robertson, and John Clayton.

THEATRE ROYAL, DRURY LANE.

At 8.40, LA FILLE DE MADAME ANGOT. Mdlles. Cornelia D'Anka, Alice Burville, Kate Sullivan, Hodgson, Ewell, M'Namara, Fisher, Hebe Mapleson, Percival Hudson, and Mdlle. Palladino; Messrs. Wilford Morgan, J. A. Arnold, &c. Preceded by LADY AUDLEY'S SECRET. Miss L. Moodie, &c.

ROYALTY THEATRE.

At 8, THEMIS. Followed by BALLOONACY. Mesdames Amal, Lilian Lancaster, Marie Williams, Edith Blande, Emilie Copsy, C. Douglas, Rose Cullen; Messrs. C. Ashford, E. Strick, S. Wilkinson, F. Irving, Charles Groves, and Chorus.

OPERA COMIQUE.

At 8.45, THE PIRATES OF PENZANCE, by W. S. Gilbert and Arthur Sullivan. At 8 o, IN THE SULK. Messrs. Grossmith, Power, Richard Temple, Rutland Barrington, George Temple, Frank Thornton; Mesdames Marian Hood, Bond, Gwynne, La Rue, and Emily Cross.

GLOBE THEATRE.

At 8, NAVAL CADETS; Mesdames Selina Dolara, St. Quinten, Violet Cameron; Messrs. Harry Paulton, Gregory, Newton, Mitchell, and Lordan. Preceded at 7.15, by THE HAPPY MAN; Mesdames Grahame, Chorley; Messrs. Wilton, Hill, Craven, Henry and Mr. Shiel Barry.

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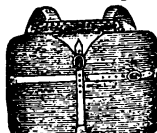
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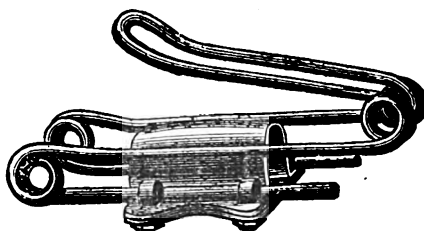
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Nov. 3.	" "	Birmingham	100	J. J. Lees	53 D.H.F. Premier. (without dismounting)
Dec. 13.	" "	Nottingham	100	W. Phillips	52 D.H.F. Premier.
Dec. 27.	14 hours Amateur	Hull	184	G. Scaum Esq.	53 D.H.F. Premier.
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