

THE BICYCLING TIMES

AND TOURING GAZETTE.

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

VOL. VI.—No. 22.

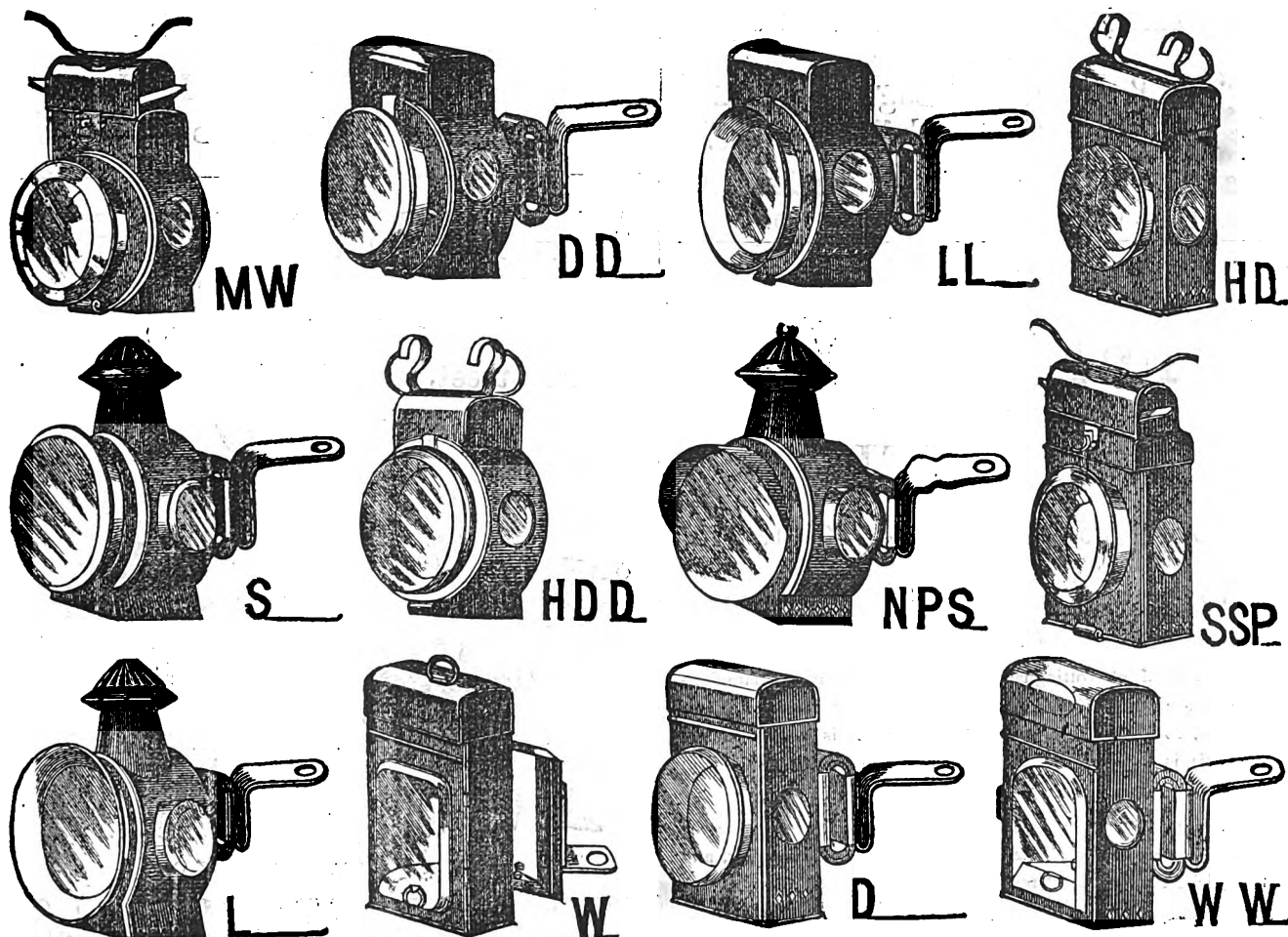
THURSDAY, 15TH APRIL, 1880.

[TWO PENCE.]

THOMAS SMITH AND SONS,

PATENTEES AND ORIGINAL MAKERS OF BICYCLE FITTINGS.

LAMP SHEET.



SALTLEY MILL, ADDERLEY ROAD, BIRMINGHAM,

63, HOLBORN VIADUCT, LONDON, E.C

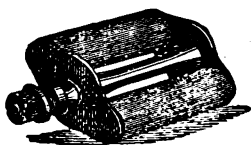
TO THE TRADE

Digitized by Google

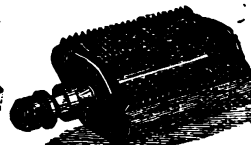
FOR THE PRESENT SEASON.

BUTLER'S RAT-TRAP PEDAL SLIPPER.

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



REGISTERED.



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

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

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

St. John's Wood Bicycle Depot, School, and Practice Grounds, 63, QUEEN'S ROAD.

Adjoining Marlboro Road Station, Metropolitan Railway.

MAYNARD, HARRIS & CO.,

PATENTEES OF THE CELEBRATED

"DEVON" TRICYCLE

Are now appointing PROVINCIAL AGENTS. Applications should be sent in at once to their London Depot.

MAYNARD, HARRIS AND CO.,

PATENTEES OF

The "M.I.P. Holdfast" Bag, the "Acme" Dressing Case, the "Club" Valise &c.

126 and 127, Leadenhall St., London E.C.

AND 81, WEST STREET, BRIGHTON.

THE

IMPERIAL BICYCLE

MANUFACTURED BY

W. SMITH,

Crocus St., Nottingham,

IS THE MACHINE FOR 1880.

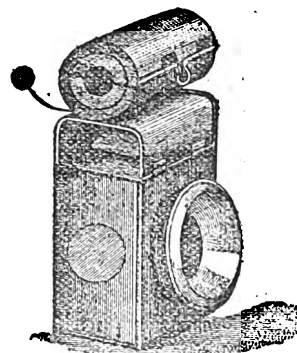
As is proved of by the following:—

Mr. H. HIGHAM, of Nottingham, won the long-distance Championship of the Midlands, of 14 hours per day, at Birmingham, in October, 1879, on a 52-in. Imperial Racer. It is worthy to note that this is the only 6 days' race ever won without a change of machine.

Thursday, March 17, 1880. At the Agricultural Hall, he rode the unprecedented distance of 230½ miles, without dismounting, and the quickest 100 miles on record.

Write for Price Lists and Testimonials before ordering elsewhere.

GOY, London Agent.



HUB LAMP.

SALSBUURY'S

PATENT

NOISELESS LAMPS,

For Head or Hub.

Will burn well, and shows a good light on the road.

Thousands are in use.

To be had of the principal Bicycle Makers and Agents in the Kingdom.

MANUFACTORY:

125 & 126, LONG ACRE,
LONDON, W.C.

MAPPIN & WEBB,

SHEFFIELD MANUFACTURERS,

Mansion House Buildings, City, }
Oxford Street, 76, 77, & 78, W, } London.



BEST AND CHEAPEST STOCK OF

CUPS, GOBLETS, MEDALS,

AND ALL ARTICLES SUITABLE FOR

PRIZES!!

Price Lists on application.

Liberal Terms to Clubs.

THE BICYCLISTS' DIRECTORY.

Agents.

BOURDON, W. & CO., 87, High Street, Bromley, Kent.
 CALVERT, C. H., Belle Vue Road, Southampton.
 MORRIS, J. C., Pontypriid, Glamorganshire.
 PHILPOT, R. N., 75, High Street, Sevenoaks, Kent.
 TRANTER, E. A., Wholesale, Trowbridge.

Backbone and Rim Makers.

WARWICK, THOMAS, Sheffield Works, Alma Street, Birmingham.

Bell Makers.

CHALLIS BROS., Homerton, E.

Bearing Makers.

BOWN, W., "The *Æolus*" Ball, 308, Summer Lane, Birmingham.

Bicycle Makers.

ACME BICYCLE CO., 144, High Holborn, and 144, Cheapside, E.C.
 BAYLIS AND THOMAS, *Excelsior*, Lower Ford Street, Coventry.
 CUNLIFFE AND CROOME, *Manchester*, Manchester.
 HARRINGTON, J., *Arab*, 18 & 20, Norman's Buildings, St. Luke's.
 HOUGH, T., *Florentine*, Florence Works, Mander St., Wolverhampton.
 HUMBER, MAKRIOTT, AND COOPER, *Humber*, Nottingham.
 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.

Bicycle Schools.

ASHTON BROS., 13, London-road, Downs-road, Clapton, E.

Bugle Makers.

HENRY KEAT & Son, *Buglet*, Matthias Road, Stoke Newington, N.

Cement Makers.

PROUT, S., 22, Silver-street, Regent Street, W.

Fittings, Makers of

BOWN, W., 308, Summer Lane, Birmingham.
 TRUMAN C., & CO., 85, Loveday-street, Birmingham.

Hollow Forks, Makers of

WARWICK, THOMAS, Sheffield Works, Alma Street, Birmingham.

Horn Bicycle Whistles.

GOULTHORPE, H., 107, Rockingham Lane, Sheffield.

Hosier and Outfitters.

LEWIN AND RAMSAY, 17, Billiter Street, E.C.

Hotel.

COVENTRY, THREE TUNS.

Lamp Makers.

SALSBURY, 125, Long Acre,

Monogram or Pin Makers.

WHITE, H., Jordan Well, Coventry.

Nickel and Silver Platers.

THE DYNAMO-ELECTRIC PLATING WORKS, 2, Old Swan Lane, Upper Thames Street, E.C.

Nipple and Screw Makers.

SIMPSON, J., Acorn Works, Darlaston.

Nut Makers.

SIMPSON, J., Acorn Works, Darlaston.

GOULD, A., 6, Park Street, Wednesbury.

Patent Agents.

DES VCEUX, F, 32, Southampton Buildings, Chancery Lane, E.C.

Rim Makers.

GOULD, A., 6, Park Street, Wednesbury.

Silvermiths, Medallists, &c.

WHITE, H., Jordan Well, Coventry.

Screw Tackle, Stocks, Dies, and Tap Makers.

GOULD, A., 6, Park Street, Wednesbury.

Tricycle Makers.

STARLEY BROS., Fleet St. Coventry.

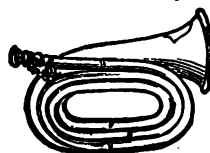
TRANTER, E. A., *Leopold*, Trowbridge.

Uniform Makers.

LEWIN AND RAMSAY, 17, Billiter Street, E.C.

THE BUGLET! THE BUGLET!!

The only Bugle ever made having four turns.



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

HENRY KEAT & SONS, Inventors & Sole Makers

MATTHIAS ROAD, NEWINGTON GREEN, LONDON, N.

NICKEL PLATING.

THE PLATING COMPANY (LIMITED), LONDON AND SHEFFIELD, are now prepared to Electroplate Bicycles *entire*, thus avoiding the expense of taking them to pieces. This Metal as especially adapted for these Machines is, a covering of which on all their steel portions preserves them from rust or oxidation, and thus saves an immense deal of labour and trouble in keeping them bright to all Bicycle riders. It is very hard and durable, and does not wear off, or tarnish as silver does. It admits of a very high polish, and looking quite as well, with less than one-half the cost, is much more suitable than this latter softer metal for this purpose, for which it is strongly recommended.

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

FOR SEASON 1880.

NEW PATTERNS OF THE

"DEFIANCE"

"STD,"

AND

"ALBERT" BICYCLES,

NOW READY.

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

SIMPSON & SON,

PATENTEES AND MANUFACTURERS,

ALBERT WORKS,
 MANSFIELD, near NOTTINGHAM.

BICYCLE OILS.

Avila Tringham's Champion Ruby Bicycle Oil; finest prepared and suitable for all machines.

ELECTRIC LAMP OIL,

Specially refined for the bicycle lamp: burns steadily on the roughest roads; highly recommended; six hours' brilliant light at the cost of one penny. Sold in capsuled bottles, 1s. each.

A. TRINGHAM, Oil Refiner,

161, HANBURY STREET, MILE END, LONDON, E.C.

PRICE LIST

OF THE

"CHALLENGE"

BICYCLE & TRICYCLE,

ALSO OF THE CELEBRATED

"XTRAORDINARY,"

"IMPERIAL CHALLENGE"

AND CATALOGUE OF

SECOND-HAND MACHINES

And other Machines by various Makers, taken in exchange
during 1879, may be had on application

All sizes ready for delivery.

SINGER & CO.,
COVENTRY.

LONDON: 21, HOLBORN VIADUCT,

LIVERPOOL: 57, BOLD STREET,

LEEDS: 15, PARK ROW.

NO AGENTS IN LONDON, LIVERPOOL, OR
LEEDS.

"When found, make a note of!"

Before you purchase your new machine for

THE COMING SEASON,

SEE

JAMES CARVER'S
CELEBRATED
BICYCLES.

FAMED FOR THEIR

*Strength, Lightness, Elegance, Cheapness,
Durability, Finish.*

Enjoy the luxury of riding

Hollow Spokes. Hollow Forks.

These Machines are fitted with

**Double Ball Bearings, Shackle Spring,
Suspension Saddle, Safety Pedals,
Without Extra Charge!**

The London *Daily News*, in its account of
the last Hampton Court Meet, said:—

"The procession comprised every description
of Bicycle from the Improved Bone-shaker to
the exquisitely finished 'Carver' of hollow-
spoke fame."

The *Bicycling Times*, in noticing the machine
said: "The machine is most graceful in appear-
ance."

Orders received now are having the best and
most prompt attention. Delivery in seven days
from receipt of order.

Machines on view, and Price Lists, Testimo-
nials, and any information, given on application
to

JAMES CARVER,
ALFRED STREET MILLS
NOTTINGHAM.

Or any of the following Agents:

Messrs, MOIR, HUTCHINS, & HICKLING, Queen Victoria
Street, London; GOY, 21, Leadenhall Street; and WILLIAM
SARGENT, 9, Brecknock Road, Camden Road, London.

"INTERCHANGEABLE" BICYCLE

Palmer & Holland, Aston, Birmingham.

THE BICYCLING TIMES

AND TOURING GAZETTE.

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

VOL. VI.]

THURSDAY, APRIL 15, 1880.

[No. 22.

Editorial.

THE Surrey Bicycle Club have, in passing the resolutions which we published in our last issue, taken a step which might, and most likely would have been fatal to a club of inferior status in the Bicycling World, for the simple reason that many of the non-union cracks would have feared, in the face of recent events, to have started to run against the amateur champion without going through the form of entering a protest against him on the strength of the recent ill-natured attack upon him; and rather than enter such protests, the majority of the men who enter for open events would have held aloof but from the fact that the old Surrey is the club to have put its foot down, and virtually say, though not in as many words, "If you would run at our meeting you must not bother us with silly protests against Mr. H. L. Cortis because he happens to have run a public trial with John Keen at the bidding of the Bicycle Union," the majority of racing men will bow their heads and accept the dictum without a murmur, for what racing man of note would be out of the Surrey Open Events, of all races of the year? What flyer would be out of the Open Scratch Event—to our mind, one of the grandest struggles of the year? He does not exist who would, for such a quibble, relinquish his right to enter the lists in the phalanx of 3-minute men!

It is very certain that the Council of the Bicycle Touring Club intend, despite the decided wish of the majority at their recent General Meeting, to have a special organ of their own. They single out one man and give him the full pecuniary benefit to be derived by being able to herald to advertisers that he is bound to supply a club of some 1250 members gratuitously, and thus obtain a circulation for what otherwise might be an obscure country magazine. It is all nonsense to talk of the line of action adopted saving the B. T. C. money, and that the £2 per month paid for 1250 copies of the secretary's magazine is less than the circular could be issued for as a separate publication. We should be sorry, on principle, to see our journal or any of our weekly contemporaries

made the sole organ of the B. T. C., because we think such a club should not adopt so suicidal a policy; but if one paper is to be chosen, it ought to be put to the highest bidder. It would certainly pay any journal to publish the B. T. C. circular gratuitously, and post it free to members. Why, then, should the B. T. C., to whom we wish well, and whose shortcomings we only draw attention to in order that they may consider the desirability of abandoning them,—why should the B. T. C., we say, whose income is so small, pay £2 a month for work that could be done for nothing? Why also go through the absurdity of saying that the circular is sent to all papers? It is not. After it has appeared in the secretary's magazine, and the pages *been numbered as a part of that publication*, a copy cut from the magazine is sent to the weekly journals, and even the common courtesy, which no press man should neglect, of sending two copies, so that the compositors can set from one side only, is neglected. It will take a dozen "Healand Charlies," instead of one, to preach the virtues of the B. T. C. to Londoners, if the riders who have recently joined are to be maintained within the ranks of a club the council of which coolly ignores the expressed wish of the majority in public meeting assembled.

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 must 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.]

ALERT.—I am desired by the committee to inform you that our next general meeting will be held at Headquarters (Earl Derby, King Edward-road), on Monday, 19th inst., when the prizes for our races which will take place on the following Saturday will be on view. Business: Bicycle Union, Hampton Court Meeting, Election of Members, &c. The committee hope that every member will be present, as it is important that the opinion of the club be arrived at, respecting the Bicycle Union, and a decision come to thereon. The chair will be taken at 8 o'clock precisely.—John Mc. M. SHAW, Hon. Sec.

ALERT.—Six members attended on Saturday last, the fixture being Barnet, but by general desire the run was extended to Potter's Bar. Tea at the Robin Hood, which place we can highly recommend for good provender and moderate charge. The return journey, as far as Whetstone, was ridden in company with the Golden Eagle and South

Hornsey Clubs. The lanes between Tottenham and Whetstone in very muddy condition, especially when subject to much traffic. Main-road Potters Bar to Highgate in fair order.—J. CHALLIS, Captain.

ALWYNE.—Saturday, April 10th. Eight members started for Buckhurst Hill, but owing to very heavy roads, almost impassable from recent wet weather, the run was altered to Chingford. One member, carried out original run, and reported roads in Epping Forest good. The Fountain at Chingford cannot be recommended.—J. N. BURKE, Secretary.

ALBION.—Saturday, April 10th. Eleven members rode to Ewell, halted at the Glyn Arms, and there joined the London, Arion, and Saturn B.C.'s. As usual, a good tea at moderate charge, and home by 9 o'clock. Roads heavy and wind strong. The run was thoroughly enjoyed by all. Members are reminded of the run to Hampton Court on Saturday next.—H. E. BARNETT, Hon. Sec.

ARGYLE AMATEUR (Swanses).—Thursday, 8th inst., 5 members to the Mumbles. Roads stony. Saturday, 10th.—Only 3 members turned up for the run to Gower. Roads bad and stony. The run was very much enjoyed, arriving at home about 7 p.m. EDWIN E. F. SWEET, Hon. Sec. and Treasurer.

ARROW.—The proposal of amalgamation with the Rye B.C., has been accepted.

ARION.—April 10th. Eight members and two friends to Ewell, the roads, after Merton was passed, being excellent. Good tea at the Glyn Arms, but not very moderate in price. Members, please note that tea will be taken at the Clayton Arms at Godstone, next Saturday, April 17th.—A. R. BISHOP, Hon. Sec.

ATALANTA.—Saturday 10th. Three members for Riddlesdown, tea at the Rose and Crown, good and moderate roads, in very good condition.—FRANK W. CLULOW, Hon. Sec.

ATHENEUM.—Saturday, 10th April. Ten members and a visitor rode to Chigwell. The roads near Tottenham were very heavy.—E. T. S., Hon. Sec.

BELSIZE.—April 10th. Greenford; small muster. Lanes, via Acton and Ealing, in splendid condition. Very cheap and excellent tea at White Hart. The Club ball at the Hampstead Vestry Hall on the 6th instant proved a great success in every way.—R. P. HAMPTON ROBERTS, Hon. Sec.

BELGRAVE.—Thursday, April 10th. Ewell, via Barnes Common, Kingston Vale, and Malden. Roads splendid. Tea at the Glyn Arms, in company with some friends who had driven down. After a chat and some songs round the fire, all started together at 8.30 for home, via Morden, Merton, and Wimbledon, the cyclists piloting their friends with the aid of their "hubs," all arriving home safely after a most pleasant outing. Members are reminded that the run on Saturday next is for Addlestone. The date of entertainment has been fixed for May 6th.—R. JOURDEN, Hon. Sec.

BEUMOND.—Saturday, April 10th. Eight members ran to Shirley, via Southend and Beckenham. Tea at the Sand Rock Hotel, good and reasonable.—J. WIDDOWS, Hon. Sec.

BRIGHTON STAR.—Eleven members of this club and one friend, had a capital run to Henfield on Saturday. Roads very good. A good tea was provided at the White Hart—highly recommended. The return journey was commenced 5.55, head-quarters reached 7.5.—W. H. COLLINS, Captain.

BRIXTON.—Small muster for Shirley, via Mitcham and Croydon, picked up one member on the road and two others arrived late, eight members returning home at 9.30.—G. MCC., Captain.

BRIXTON RAMBLERS.—Eleven members and two friends carried out the run to East Moulsey. Tea was obtained at The Bell, after which a pleasant evening was spent. Saddles were resumed at 9 o'clock, and Headquarters reached at 10.45 p.m. Roads in fair condition.—F. G. DRAY, Hon. Sec.

BRADFORD.—April 10th. Muster of 8 members for circular run, via Bingley, Keighley, Steeton, Addingham, and Ilkley, distance 31 miles. An improvement in the state of the roads was noticed, the layers of new stones getting nicely worked in.—M. E. HOLDSWORTH, Hon. Sec.

BURTON-ON-TRENT.—April 10th. Eight members met for the run to Tamworth, after a short stay the mount was sounded for return; the wind having dropped the speed was very fast all way home. Roads near here very lumpy, better farther from town. Run to Bingsley next Saturday.—S. HOWARTH, Hon. Sec.

BRISTOL.—Saturday, April 10th. Eleven members and two friends started for run to Berkeley, but owing to strong head wind, only eight got there. Tea (recommended) at White Lion Hotel, road in fair condition. Home reached by 10 p.m.—J. YOUNG, Hon. Sec.

CANONBURY.—10th April. Five members to Stanmore. Tea at Abercorn Arms, good. At the last committee meeting it was unanimously resolved to erect one of the Bicycle Union Danger Notice Boards at the top of Muswell Hill. Three new members were elected.—WM. PYE-ENGLISH, Hon. Sec.

CARDIFF.—Wednesday, April 7th. Run to Cowbridge and back, roads rutty and heavy, otherwise very enjoyable. In the evening the club rooms were formally opened to members, turning up to the first Social, which on account of its success will be repeated. Next run will be 17th inst. to Pontyfridd.—W. M. JONES, Hon. Sec.

CHICHESTER and DISTRICT.—April 8th, Thursday, 7 members to Havant. Distance 18 miles. Recent rain bad, made the roads heavy.—V. V. VICK, Hon. Sec.

CHISWICK.—Six members and two friends attended the run to Addlestone on Saturday last. The roads between Kew Bridge and Kingston were by no means good, while from the latter place to Walton they were everything that could be desired; from thence on to Addlestone very sticky and heavy. A good tea at a moderate price, to which everyone did justice, was procured at the Duke's Head, and after a little "shell out," the return journey was commenced at 9 o'clock. The head wind now made itself felt, and so did the tea, but Headquarters were reached in due course at 11 o'clock, all having enjoyed the ride. Members are particularly requested to keep themselves disengaged for Saturday, April 24th, as the inter-club run with the I Zingari B. C. takes place on that day. New members who have not yet procured their uniforms will oblige by doing so at their earliest opportunity.—W. G. SPOONER, Hon. Sec.

CITY OF LONDON.—Saturday 10th inst. 14 for Elstree, tea at the Plough (eggs, etc.) 1s. 3d., very much recommended. Captain and Sec. of St. George's tea'd with us. After tea, a little music (good piano) and tobacco, and saddles being resumed at 7.45, home was reached at 10.15. Roads very rough, and the thanks of the club are due to the persons (Query, Bicycle Union?) who erected the "Danger Board" at a nasty hill just this side of Elstree. Saturday next, 17th inst. (Hampton Court) Dean's Court 3.15. Next Social, May 6th, H. Q., at 8 p.m.—J. DANKS, Hon. Sec.

CAMBERWELL.—At last Wednesday's Committee meeting it was decided that a silver medal should be awarded to the member who attended the greatest number of runs this season. It was proposed by Mr. Cook, seconded by myself, and carried unanimously, that Mr. Cohen be elected Sub-Bugler, and that the Bugler should wear a silver bugle on each arm, and the Sub one on the left. The question of the morning runs will be brought forward and finally settled at a later meeting. Two new members were elected. Four members to Chislehurst on Saturday 10th, via New Cross and Bromley-road, up past Bromley. Coming back, through Eltham and High Road, Lee, good. Headquarters at 4 p.m. on Saturday for Leatherhead. Those who cannot turn up then are to follow. Must again remind those members who have not paid their subscriptions.—A. H. DALLIMORE, Hon. Sec.

CIVIL SERVICE.—The ride to Riddlesdown was attended by nine members who found the roads to the prettiest spot in Surrey in very good order. The Captain will ride Northward on 17th, and hopes to meet all the members of the Division at the East End, Finchley, Railway Station, at 3.30 p.m.—W. W. RISEWORTH, Capt.

CRICHTON.—Committee meeting, held on 8th inst. Probable date of Champion Bicycle Race, June 9th, at Crystal Palace. Saturday last, twelve members to Merstham with Beckenham, Croydon, and Forest Hill Bicycle Club. About fifty members tea'd at the Feathers. Next Saturday to Ewell with Pelham Bicycle Club.—ALFRED M. BELTON, Hon. Sec.

CROYDON.—10th April. 6 members with Beckenham, Crichton, and Forest Hill B. C.'s to Merstham, tea at the Feathers. The Brighton road is now in capital condition.—J. W. SMARPE, Hon. Sec.

CLAPHAM.—Saturday 10th. Eight members ran to Banstead via Ewell. Roads good to Ewell, bad thence to Banstead. Tea at Woolpack, good and cheap. Capital Fishponds. Dark run home. Headquarters reached at 9.30.—FRED. M. MCGAW, Hon. Sec.

CRITERION.—April 10th. Only 4 members for short circular spin, via Finchley Road, Whetstone, &c. Roads rather muddy and strong head wind most of the way.—V. R. LONGMAN, Hon. Sec.

CLAPTON.—Saturday 10th. 7 members ran to Abridge. Roads rough. A very enjoyable evening was spent at the club-room.

DERBY.—April 10th. Six members by Repton to Burton-on-Trent, tea at Queen's Hotel, very good; returning by the usual road to Derby, which is now in very good order. This club passed a resolution nearly twelve months ago to join the Bicycle Union, but owing to numerous changes in Hon. Secs., the subscription was neglected to be remitted, which, however, has now been done.—W. W. BEMROSE, Hon. Sec.

DUMFRIES.—Saturday, April 10th. Four members and one friend to Lochmaben. Heavy head wind and roads stony. Visited Bruce's Castle, and had spin along Castle Loch. Refresher at Crown Inn, and returned home, getting a shower on way and enjoying a good spin, the wind and hills being favourable.—J. J. CLARK, Hon. Sec.

FOREST HILL.—A special general meeting was held at 10, Mayow road, on 9th inst., when three new members were elected, and miscellaneous business discussed. Saturday, 10th inst., fourteen members with Beckenham, Crichton, and Croydon Bicycle Clubs to Merstham.

Forty-one riders, sitting down to tea at the "Feathers," spent a very pleasant evening, enlivened by contributions from the musical members. Coming home, a nasty "smash up" occurred, about a mile from Merstham, among the other clubs, three machines being entirely disabled, and having to come home by train, Forest Hill being reached about 10 o'clock. The run next Saturday will be to Hampton Court. The new club tailors are Messrs. Wray & Roby, Queen-street, Cheapside. —ARTHUR J. E. ARCH, Hon. Sec.

FULHAM.—Owing to only three members mustering for the run to Carshalton last Saturday, it was decided to run to Epsom. After tea and a walk round the course, machines were mounted, and home reached about 10 o'clock.—WM. EAST, Hon. Sec.

GRESHAM.—The opening run took place on Saturday last, the destination being Loughton, returning to Headquarters to tea, to which 18 members and friends sat down, after which a convivial evening was spent, many songs and recitations being given.—J. HOWARD, Hon. Sec.

GOLDEN EAGLE.—Six members and five of South Hornsey & Potters Bar. Roads very muddy. Tea at the White Horse, recommended, where we were joined by three more members of S. H. B. C. Homeward journey commenced about 8.30, in company with the Alert. The monthly committee meeting took place on Thursday, 8th inst. Members are reminded that the subscriptions are now due. Any gentleman wishing to join may obtain all information from FRED M. EVANS, Hon. Sec., 12, Arlington-square, Islington.

HORNSEY.—The opening run last Saturday to Shenley, Colney Heath, and North Mimms, was very badly attended, only five members starting from Tally Ho Corner. The roads beyond Barnet were in good condition, but very few bicyclists were met. On arriving at the "Salisbury Arms," Barnet, at 7 o'clock, we found four members and a friend waiting for us, and after full justice had been done to the tea, which was provided in the usual good style by the above hotel, and a long chat, the start for home was made at 10, and Tally Ho reached at 10.30. The run, although not well attended, was much enjoyed. ALGERNON PROUT, Hon. Sec.

HIGHBURY.—Our last social will take place on Thursday, the 22nd inst., at Headquarters, preceded, at 8 p.m., by a supper. Tickets 2s. each. Visitors invited.—F. W. PAUL, Hon. Sec.

KENT ROVERS.—Twenty members attended opening run to Westerham. After a short stay the return journey was made, reaching Headquarters, at 7 p.m., when twenty-four members and six friends sat down to a sumptuous meal, provided by the worthy host, Mr. J. Bailey, to which ample justice was done. The cloth being cleared the remainder of the evening was spent in harmony.—W. MITCHELL, Hon. Sec.

KILDARE.—Saturday. Five members started for West Drayton, via Acton Lanes. Roads very good. Tea at the De Burgh Arms (good and moderate); returning via Staines and Hounslow, roads very bumpy.—W. J. HARVEY, Hon. Sec.

KENSINGTON.—April 10th. Sub-captain and myself, accompanied by two I Zingari men, rode to Epsom via Wimbledon, Morden, and Ewell. Tea at the Spread Eagle, with upwards of 30 members of Temple, B.C., with whom a most pleasant evening was spent, Auld Lang Syne being sung in hearty style before we parted. Home via Ewell, Surbiton, and Kingston, Roads splendid both ways. As far as Kingston we had the agreeable companionship of Mr. Braine, T.B.C.—W. HENDERSON STARR, Captain.

KENT ARABS.—A meeting of this club was held at the Lord Herbert, Herbert-road, Shooters Hill, on 9th April, when it was decided that the opening run of this club should be on the first Saturday in May. Mr. W. Boyden, of Stoke Newington, was selected to be badge maker, &c., of this club.—H. SUAW, Hon. Sec.

LEEDS.—On Saturday the 10th inst., eight members of the above club met for the usual Saturday afternoon's run, which was fixed for Cowthorp, a village situated four miles beyond Wetherby, and noted for a fine old oak, which is said to be one of the largest in England, its trunk being about eighteen yards in circumference. Roads as far as Wetherby, good. Distance 32 miles.—W. F. WARD, Hon. Sec.

LONDON SCOTTISH.—On Saturday last three members turned up for run to Enfield. It has been decided to give two prizes for the best attendance at club meets, and it is hoped members will do their utmost to attend these meets.—THOS. MURRAY, Hon. Sec.

LYMINGTON.—The annual meeting of the members of the Lymington Bicycle and Tricycle Club was held at the Anchor and Hope, on Friday evening last, Mr. W. Curtis in the chair. The Secretary read over the balance sheet, which showed the club to be in a flourishing condition. The present number of members, we hear, is about twenty, but considering the popularity of bicycling, we have no doubt this number will soon be largely increased. The following officers were elected for the ensuing year. B. Purchase, Captain (re-elected), W. Curtis, Sub-captain (re-elected), C. King, Hon. Sec. Committee, Messrs. W. H. Tanner, T. Rashley, W. Grunsell, and

W. Shilcock. The opening run will take place on Wednesday evening next, at six o'clock, when all members are requested to be present.

LEWISHAM.—Twenty three members in company with the Kent B. C. started for Sevenoaks, owing to the inclemency of the weather it was deemed advisable to stop at Farnborough. Tea at the New Inn, recommended; after tea singing was indulged until 8.15, mount sounded at 8.30. Headquarters reached by 9.45. Roads good.—J. H. CLAYSON, Sub-Captain.

LEE ROVERS.—Twelve members rode to Knockholt Beeches, 10th April, where we met six of the Invicta; tea at the Three Horse Shoes, which can be recommended for accommodation. The ride home, via Farnborough and Bromley, was accomplished without a dismount. All members requested to attend to-morrow's run in full uniform.—H. GRIFFIN, Hon. Sec.

MANSFIELD.—Five members started on Saturday last for Enfield, had a pleasant run, though rather muddy in some parts. Members are requested to turn up strong next Saturday for Kew.—A. WADE, Hon. Sec.

NORBITON.—Last Saturday's run was voted excellent by the members. The roads being in good condition to Reigate (except across Banstead Downs). A capital tea was obtained at the Grapes. Members are requested to muster in full force for next Saturday's run to Virginia Water.—W. M. ALLENDER, Hon. Sec.

PELHAM.—Eight members attended the run on Saturday last, to Green Street Green, altered from Sevenoaks on account of the threatening state of the weather. Good and moderate tea at the Rose and Crown. Inter-club run to Ewell to-day with Crichton B. C.—JAS. C. WATSON, Hon. Sec.

RYE.—(Late Arrow and Rye B.C.) The Secretary is now T. R. Sayer, of 14 Derwent Villas, Grove Vale, S. E. (late Secretary, A. B. C.): Mr. Hill having resigned.

ROYAL SCOTTISH.—This club held their first run of the season on Thursday, 8th April, when 12 members turned up at the club house, 50, Bothwell Circus, for Rowardennan. After an enjoyable run by way of Balloch and Luss to Inverberg, where bicycles were left, the members and four visitors ferried across Loch Lomond to Rowardennan, where they dined. When about to start the rain came down in torrents, but as there was no sign of it ceasing, a start was made. It, however, cleared up shortly afterwards, the run home being very enjoyable, considering the wet state of the roads, Glasgow being reached shortly after 10 p.m. Distance 65 miles.—J. MEIKLE, Assistant Hon. Sec.

REDDITCH and DISTRICT.—Saturday, April 10th. Four members and a visitor rode to Henley-in-Arden, against a strong head wind. Refreshments at the White Swan. Found roads improved since late rain. Reached home soon after seven o'clock.—H. W. W., BUGLER.

SATURN.—Six members carried out the Club run to Sutton on Saturday last, arriving at an early hour we decided to push on to Glyn Arms, Ewell, for tea, arriving about 6 o'clock. The accommodation not be mentioned, it is always good. A start for home was made shortly after nine, and Headquarters reached about 10.30. Members are requested to forward their subscriptions without delay.—ROWLAND HODGE, Hon. Sec.

SUTTON.—Sunbury, seven members. Tea at the Magpie, (recommended), roads to Hampton Court excellent, afterwards through a young ocean of mud. Return to Headquarters at 9.30. Members are requested to turn up strong next Saturday, to meet the Croydon B.C.—R. S. FARDEN, Hon. Sec.

SURREY ARABS.—The Annual General Meeting of the club was held on Thursday, April 8th. The officers elected for 1880 are, Captain, E. Squire. Sub-Captain, E. Winterbourne, Hon. Sec. and Treasurer, J. B. Wood. (All the above were re-elected.) Committee, Messrs. Aldridge, Waterhouse, Gale, and Smith. The balance sheet proved the funds to be in a satisfactory state. It was decided to attend the Hampton Court Meet.—J. B. WOOD, Hon. Sec.

ST. GEORGE'S.—The Captain and myself being the only two members who turned up, owing no doubt to the threatening aspect of the weather, we decided to run to Barnet. At the Anglo-French College, Finchley Road, we met 13 members of the City of London B. C., with whom we ran on to Elstree. Tea at the Plough, very good and reasonable, after which a few songs were indulged in. Start for home was made about 7.45, Headquarters reached at 10 p.m., having had a very enjoyable ride home. Roads heavy and loose in places. Members are informed that the 1 mile championship race was run off at Hayes, at 6 p.m. on April 24th. The run next Saturday afternoon is to Bromley, when if the weather is anything like favourable, it is hoped all members will attend.—H. W. K. HOUSEMAN, Hon. Sec.

STAR.—Nineteen members turned up for the run last Saturday to Totteridge, but as there was no accommodation in the village, the run was continued to Barnet. Tea at the Red Lion, with the Shakespeare. Returned safely to Headquarters by 10.30 p.m. Members are re-

quested to note that on Saturdays a second detachment starts from Headquarters at 5 p.m.—R. STARKY, Hon. Sec.

SOUTH LONDON HARRIERS.—Four members to Streatham to witness race for 5 miles challenge cup. Out of eight entries only four started, viz. H. Bishop, W. M. Colson, W. W. Davis and J. B. Foreman. After a hard race, in consequence of the high wind, the men finished in the following order:—Foreman, first; Davis, second; Bishop, third; Colson fell, and retired happily unhurt. Several members arrived during the race, and about thirty sat down to tea. In the evening a dramatic performance by Messrs. G. F. Harris, D. T. Mayson and A. J. Fowden, was remarkably well given, and duly appreciated by the audience.—H. W. EVITT, Hon. Sec.

SHAKESPEARE.—Four members, and friend to Barnet, tea at the Red Lion, in company with the Star; returning together arrived safely at Headquarters 10.45 p.m., after a most enjoyable ride.—J. BENCE, Jun., Hon. Sec.

ST. JAMES'S.—Five members and three friends went to Sutton on Saturday, roads fair, had tea at the Cook, moderate, with a member of the Saturn. After a few songs the return journey was commenced, home being reached about 10.30. Members are requested to turn up on Monday next, at the General Meeting, which will be held at the Headquarters at 8 p.m. sharp.—W. P. GIBB, Hon. Sec.

SYDENHAM.—April 10th, Bexley. Five members. Tea at Staples' Railway Inn, good. Roads in very fair condition.—WM. S. PHELPS, Captain.

SOUTH HORNSEY.—Eight members mustered at the Headquarters for the Inter-club run, with six members of the Golden Eagle, to Potters Bar via Southgate. Had an excellent tea at the White Horse, highly recommended. After tea we were joined by six members of the Alert, which made a most enjoyable ride home, via the main road. At a meeting, held on Monday, the 5th inst., it was resolved that in future the Polo caps be worn instead of the helmets.—J. C. BANGS, Hon. Sec.

SURREY UNITED.—Being unable to hold our Club races at the Crystal Palace on Saturday next (in consequence of the track being occupied), it has been decided to hold them on the 8th May. April 10th: four members ran to Kingswood, good and reasonable tea at the Fox. Reached home at 9 p.m. Roads good. One other member ran with the Star B.C. to Barnet. Members are reminded that a silver medal will again be given for the best attendance at runs during the season. Next Saturday's run will be to White Hill.—JAMES GOMER, Hon. Sec.

TOTTENHAM.—Eight members attended opening run to Waltham Abbey. Tea at the Commercial Hotel, recommended. There being a piano in the room, some songs and choruses were indulged in after tea. Return journey was commenced at 8.30, and Headquarters reached at 9.30 p.m., all members declaring we had spent a very jolly evening. Members are requested to muster in good force for run on Saturday to Cheshunt, via Enfield.—A. W. DAVIS, Hon. Sec.

TEMPLE.—The opening run to Epsom took place on Saturday last. Spite of threatening weather 30 members turned up, including the Vice-President and Captain. The South mustered the strongest, 11 members. Roads good all the way. The Spread Eagle, Epsom, was reached at 5.30. Ample justice was done to an excellent knife-and-fork tea. An hour was devoted to songs, &c., and a mount was made for home at 8 o'clock, each division reaching its destination in good time. The Championship Race of this division will not be held on the 8th of May, as arranged, but another date will be fixed and due notice given to the members.—F. STEVENS, Hon. Sec.

TEMPLE.—SOUTH DIVISION.—Saturday next, being the first official run for this division, I hope that members will turn up in force. Whips Cross, 3.45 sharp.—J. R. GLANFIELD, Captain.

UPTON PARK.—Six members to Romford via Redbridge and Barkingside. Roads very bad, except about a mile from Romford. A very comfortable tea was provided at the Swan. The return journey was commenced at 6.50, via Ilford and Wanstead Flats, and home reached at 8 o'clock. ARTHUR H. OUGH, Hon. Sec.

WEST LONDON.—Seven members on Saturday last to Hampton Court. Tea at the Cardinal Wolsey. The Social Supper, fixed for Tuesday last, was unavoidably postponed till the 27th inst.—B. W. ROYLANC, Hon. Sec.

WESTERN RAMBLERS.—The above club held their first race on Wednesday, the 7th inst. The course was from Russel's Farm, Newland, to the Rhydd and back, via Guarlford. (Distance from 8½ to 9 miles.) Five started, and the result was—G. W. Filton, (6 minutes start); F. C. Wilson, (6 minutes), 2; J. B. Tiernay, (3 minutes), 0; R. E. Tickell, (10 minutes), 0; F. Felton, (scratch), 0. Tickell kept his lead till the Rhydd, when he was passed by Fitton and Wilson, and taking a wrong turn lost considerable ground. The two level men had been keeping close together for half the distance, but just before the Rhydd, Filton led by about 60 yards, which he afterwards

increased, and finished 30 yards in front of Wilson. Time, 38 minutes, on a rough road. Fitton had a severe fall.—F. C. WILSON, Hon. Sec.

WIDMORE.—Saturday, 10th. Seven members, St. Mary Cray, Lillingstone, Farningham. Tea at Farningham. Good moderate run, 23 miles.—F. W. HOLWORTHY, Hon. Sec.

WESTBOURNE PARK.—Seven members started from Headquarters on Saturday. Owing to the unsettled state of the weather, the run was altered to Ealing. Tea at the Bell. After which a few songs were rendered by the members, saddles being resumed at eight, home being reached by 10 o'clock.—WALTER JAMES, Hon. Sec.

WESTBOURNE.—The Annual General meeting of the club was held on Wednesday, 7th April, at which the following officers were elected for the ensuing 12 months. Captain, Mr. W. H. Tufts; sub-captain, Mr. E. F. Shaw; secretary and treasurer, Mr. J. A. Ellerton; committee-men, Sir F. Osborne, Bart., Messrs. de Courcy, Williams, and Jackson; bugler, Mr. J. A. Ellerton. The reports showed that the club was in a flourishing condition, both numerically and financially, having representatives in America, New Zealand, and China, and its numbers were still increasing. The Drill rides for the Hampton Court meet will commence on Monday, 26th inst., at 6 a.m., and will be continued every Monday, Wednesday, and Friday morning, until the meet.—J. A. ELLERTON, Hon. Sec.

Club Fixtures.

SATURDAY, APRIL 17TH.

METROPOLITAN.

- Alert.**—Headquarters, 4 p.m. for Chigwell.
Albion.—Clapham Common, 3.30 p.m., for Hampton Court.
Alwyne.—Canonbury Station, 3.45 and 4.45 p.m. for Edgware.
Athenæum.—Headquarters, 3.30 p.m. for St. Albans.
Atalanta.—Headquarters, 3.15 p.m. for Rickmansworth.
Arion.—Victoria Embankment, 3.30 p.m. for Godstone.
Belsize.—Headquarters, 3.30 p.m. for Shenley.
Brixton.—Headquarters, 3.30 p.m. for Epsom.
Belgrave.—Richmond Hotel, 3.45 p.m. for Addlestone (Duke's Head.)
Beumont.—Thorburn Square, 3 p.m. for Farnborough.
Comet.—Headquarters, 3.30 p.m. for Leatherhead.
Clarence.—Headquarters, 3.30 p.m. for Elstree.
Canonbury.—Canonbury Station, 3.45 p.m. for Gough's Oak.
Civil Service.—N Division.—Finchley Station, 3.30; S Division.—Putney Bridge, 3.30 p.m. for Sunbury.
Clapton.—Headquarters, 3.45 p.m. for High Beech.
Criterion.—Grammar School, 3.30 for Edmonton.
Clapham.—Alexandra Hotel, 3.30 and 5.15 p.m. for Croydon.
Centaur.—Headquarters, 3 p.m. for Barnet.
Croydon.—Bedford Place, 3.30 p.m. for Leatherhead.
Cleveland.—Holland Road, 3.45 p.m. for Cheam (Victoria Inn.)
Chiswick.—Kew Bridge, 3.45 p.m. for Watford.
Concord.—Headquarters, 3.15 p.m. for Hatfield.
Crystal Palace District.—Crooked Billet, Penge, 3.45 p.m. for Leatherhead.
Camberwell.—Headquarters, 3.30 p.m. for Leatherhead.
Druids.—Headquarters for Waltham Abbey.
Forest Hill.—Headquarters for Hampton Court.
Grosvenor.—Chelsea Bridge, 3.30 for Croydon.
Gresham.—Headquarters, 3.15 p.m. for Waltham Cross.
Golden Eagle.—Headquarters, 3.30 p.m. for Richmond.
Hammersmith.—Headquarters, 3.30 for Harrow.
Hermits.—Headquarters, 3.45 p.m. for Theydon.
Highbury.—Highbury New Park, 3.30 and 5.30 p.m., for Enfield.
Highgate.—Northfield Hall, 3.45 p.m. for Cheshunt; 5.15 p.m. for Southgate.
Imperial.—Hare and Billet, Blackheath, 3 p.m. for Farningham.
I Zingari.—Headquarters, 3.30 for Uxbridge.
Kent.—Headquarters, 3.45 for Gravesend.
Kensington.—West Kensington Hotel, 3.30 p.m. for Hampton Court.
Kildare.—Headquarters, for Staines.
London Scottish.—Headquarters, 3.30 and 5.30 p.m. for impromptu run.
Mansfield.—Headquarters, for Kew.
Norwood.—Tulse Hill Station, 3.45 p.m. for Poll Hill.
North London.—Canonbury Station, 4 p.m. for Chingford.
Norbiton.—Headquarters, 3.30 and 4.30 p.m. for Virginia Water.
Owl.—Hackney Church, 4 p.m. for Epping.
Pickwick.—Headquarters, 4 p.m. for Abridge.
Pelham.—Finger Post, Perry Rise, 4 p.m. for Ewell.
Raleigh.—Headquarters, 4 p.m. for Chigwell.
Rovers.—Championship Race, Alexandra Park.

Rye.—The Gardens, 3.45 p.m. for Farnborough (New Inn).
Surrey.—Merton Gates, 3.45 p.m. for Westerham.
Surrey United.—First Spring Race Meeting, 3.30.
Stanley.—Headquarters, 3.30 p.m. for Richmond.
Star.—Downs Hotel, Clapton, 4 p.m. for Theydon Bois.
St. George's.—Headquarters, 4 p.m. for Bromley.
St. James's.—Langham Hotel, 3.30 p.m. for Pinner.
Saturn (both Divisions)—Headquarters, 2.30 p.m. for Epsom.
South London Harriers.—Headquarters, 3.45 p.m. for Down (Queen's Head).
South Norwood.—Headquarters, 3.15 for Godston.
Sydenham.—Kent House Road, 4 p.m. for Godstone.
Tooting.—Headquarters, 4.15 p.m. for Walton-on-Thames.
Tally-Ho.—Headquarters, 3.30 for Hatfield.
Tottenham House.—Langham Hotel for Forest Hill.
Twickenham.—Headquarters, 3.30 p.m. and 5 p.m. for Slough.
Temple.—N Div., Stanmore; S Div., Sunbury; E Div., Lambourne End; W Div., Stanmore; Central Div., Merstham.
United.—Hampton, 4.30 p.m. for St. Anne's Hill.
Upton Park.—Headquarters, 3.30 p.m. for Woodford.
West Kent.—Club Room, 3.45 p.m. for Ewell and Epsom.
Wanderers.—Windmill, Clapham Common, 3 p.m. for Sunbury.
West London.—Headquarters for St. Albans.
Widmore.—Heye's Lane, 3.45 p.m. for Croydon and Merstham.
Westbourne Park.—Headquarters, for Barnet.

PROVINCIAL.

Argyle Amateurs (Swansea).—Headquarters, 2.45 p.m. for Llanelly.
Borough of Tynemouth.—Headquarters, 2.30 p.m. for Poutsland.
Bradford.—Headquarters, 2.15 p.m. for Goit Stocks.
Boldheath.—Black Horse, 3 p.m. for Childwell.
Bristol.—Baths, New Cut, 3.15 p.m. for Clevedon.
Cheltenham.—Clarence Street, 5.30 p.m. for Tewkesbury.
Clifton.—Suspension Bridge, 3 p.m. for Yatton.
Dewsbury.—Leeds Cutting, 2.30 p.m. for Leeds.
Dumfries.—Headquarters, 2.30 p.m. for Dumfries.
East Kent.—Headquarters, 3.15 for Sheerness.
Edinburgh Rovers.—Morningside Toll, 3.15 p.m. for Leadburn.
Huddersfield.—Headquarters, 2.30 p.m. for Bretton Park.
Leeds.—Headquarters, 2 p.m. for Lindley Wood.
Maidstone.—Headquarters, 2.30 p.m. for Sutton.
Newcastle Amateurs.—Headquarters, 2.30 p.m. for Seaton Sluice.
Northumberland Amateurs.—Club House, 2 p.m. for Shotley Bridge.
Old Trafford.—Headquarters, 2.45 p.m. for Hoo Green.
Ormskirk.—Headquarters, 3.15 p.m. for Rufford.
Preston.—West Cliff, 3 p.m. for Lytham.
Royal Scottish.—Headquarters, 3.30 for Hamilton.
South Devon.—Globe Hotel, Newton Abbott, 2.45 p.m. for Ashburton.
South Staffordshire.—Headquarters, 2.30 p.m. for Longdon.
Wharfedale.—Moretown Church, 3 p.m. for Boston Spa.

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.

THE BEST BICYCLE SCHOOL is the City Oval, of sufficient area to render the Pupil thoroughly efficient for Road Riding. Tickets of Goy, or at City Bicycle Works, 46, Barbican, E.C. Repairs promptly executed.

Correspondence.

"WHO IS THE BATH ROAD CHAMPION."

TO THE EDITOR OF THE "BICYCLING TIMES."

THERE has been for some time a misunderstanding between the friends of Mr. Appleyard, of the London Bicycle Club, and Mr. Elson, captain of the Fulham Bicycle Club (late of the Middlesex), as to who is the Amateur Champion of the Bath to London road.

It will be remembered that Mr. Appleyard rode from Bath to Brentford, whereas Mr. Elson rode the distance to "London" (King's Arms Hotel, High Street, Kennington), in 8 hours 23 min., which time has not been beaten. Therefore, to avoid further dispute, Mr. Elson would be happy to meet with Mr. Appleyard, to make arrangements for a race from Bath to "High Street," Kensington, 106½ miles.—W. EASY, Hon. Sec. Fulham B. C.

LOMBARD BICYCLE CLUB.

TO THE EDITOR OF THE "BICYCLING TIMES."

THE Committee of the above Club, having been applied to to admit Country Members, it has been resolved at a General Meeting to offer its advantages to gentlemen engaged in banks throughout the kingdom, and in pursuance of such resolution, I beg to bring particulars under your notice. The Lombard B.C. at present consists of over eighty Members, gentlemen engaged in Banking establishments, and a few of their intimate relations, the latter admitted under strict supervision. It is now proposed to admit Country Members outside a radius of 20 miles from the G. P. O., at an entrance fee of 2s. 6d. and a yearly subscription of 5s. which would qualify as full members of the Club and include membership of the Bicycle Union. Honorary Members are also admitted at a minimum yearly subscription of Ten shillings. The uniform of the Club is navy blue coat and breeches, polo cap, with badge, drab gloves, blue sewn and chocolate hose, and is supplied by the Club Tailors at a minimum price of Two Pounds Seven Shillings. So soon as sufficient members have joined it is proposed to form groups at various centres. The Committee think that thus the Lombard B.C. would become an invaluable means of intercommunication, and for obtaining information as to road companions, for touring, &c., among a class of gentlemen many of whom would be unwilling to join local clubs. As it is difficult to communicate with every bank, may I ask the favour of your bringing this circular under the notice of banking gentlemen through your paper. At any time we shall be glad to furnish you with information on this subject, and rely on your kind co-operation.—Yours faithfully, ROBERT T. CORK, GEORGE STEVENSON, Hon. Sec.

KENTISH MEET.

TO THE EDITOR OF THE "BICYCLING TIMES."

DEAR SIR,—At a meeting of Delegates from the Bicycle Clubs in Kent, convened by the Kent B.C., which was held at their Headquarters on the 1st March last, it was decided to hold a Meet of Kentish Bicyclists at a place within a radius of 5 miles of Maidstone, on Whit-Monday, 17th. May, 1880, and the following were elected to form the Committee for carrying out the necessary arrangements:—Messrs. G. H. Lacey, (Chairman), Kent; P. J. McKinlay, Beckenham; W. Cosens, Canterbury; H. J. Wood, Cricton; T. A. Denne, East Kent Invicta; F. Wilson, Lewisham; A. H. Llewellyn Winter, Hyperion; L. Grant, Kent; F. W. Cramphorn, Sydenham; J. F. Hall, Tunbridge Amateur. At this Meeting it was decided that each Club taking part in the Meet should contribute 10s. towards the expenses. The above Committee have decided that the Procession shall start from Warringbury, a place situate four miles S.W. of Maidstone, ride out on the Tunbridge Road, and return to same place after making a circuit of about 4½ miles. If it is the intention of your Club to take part in the Meet I shall be obliged if you will fill up the form attached hereto and return it to me at once, together with P.O.O. for 10s. payable at the General Post Office, E.C., but if your Club does not intend to be present, kindly return the form with the words "Will not take part in the Meet" written across it. A Cold Collation will be provided at 1 p.m. sharp, and the Procession will start at 2.30, p.m. The order of Procession will be as last year, viz.:—The Kent lead and the other Clubs follow in alphabetical order. It has been decided that the Captain of each Club shall wear his Club Colours on the left arm, and a band or sash will be provided for that purpose. There will be a Programme of the day, containing full particulars of the Meet, which will be circulated gratis. Particulars of such further arrangements as will be made will be forwarded to you.—Yours Faithfully, ARTHUR J. RELTON, Hon. Sec.

WANTED AT ONCE, A GOOD BICYCLE FITTER, capable of doing (well) general repairs, constant work. Apply sending reference to S. PEAKE, "Royal" Bicycle Depot, 5, Lisle St., Leicester Square.

A BARGAIN. For immediate disposal, a **SEMI-RACER CHALLENGE**, Cycle Bearings, good as new, cost £16, price 10 Guineas.—Address: C.H.G., Darewood House, Banbury.

50 inch BICYCLE, by eminent maker, for sale. Dust proof cone bearings to back wheel, front roller brake, suspension saddle, valise, &c. Owner getting higher. No reasonable offer refused. Can be seen by appointment.—T. C. Oakley, 2, Pembroke Terrace, High Road, Tottenham.

53 inch "CLUB" to be sold. Only ridden 150 miles, Half plated, roller bearings, and all latest improvements. Price £15; also 52 in. **SINGER'S SPECIAL CHALLENGE**, cycle bearings, and all improvements, front wheel brake, &c., Price £12. The above are first class machines, and deserve the attention of any one seeking a secondhand machine that has been proved, but not damaged. Sold for no fault, reason given.—Address, Rev. H. F. Baxter, Sibdon Castle, Craven Arms, Shropshire.

54 inch HOLLOW-SPOKE CARVER. All bright, well burnished, extra well made. A first-class machine, late improvements, 1½ inch tyre, 16 inch hind wheel. £12, cost £20. Satisfactory reasons for selling. — H. W., 102, Leighton Road, Kentish Town, N.W.

FOR SALE. 54 in. **HUMBER RACER**, quite new, all bright, ball bearings to both wheels, and all latest improvements, has only been ridden twice, not being high enough for owner. Price £14 10s.—G. F. Evans, 18, Wood Street, E.C.

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*.

MIDLAND BICYCLE

M E E T,

WHIT MONDAY: 1880.

MONSTER FÊTE

IN THE

Jephson Gardens,

LEAMINGTON.

Large and Varied Programme will be published shortly.

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.

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. BUDN, 9, Barnes Terrace, S.W. Prizes on view at Messrs. Withers and Co., 42 & 43, Cheapside, E.C.

LONDON ATHLETIC CLUB, Stamford Bridge Grounds, FULHAM.

A Two Mile open Bicycle Handicap will be run at the Second Spring Meeting of this Club, to be held at the above Grounds, on Saturday, May 1st, 1880.

Entrance Free, Strangers 2/6. Members Free.

Three Prizes.—1st. A Silver Cup,
2nd. Prize, A Cup,
3rd. Prize, A Cup.

Entries which close on Saturday, April 17th, to be sent to the Hon. Sec. W. WADDELL, 11, Queen Victoria Street, F.C., together with Entrance Fee (P.O.O.), and name of Club and Colours.

The Committee reserve the right of refusing any entry.

BICYCLING TIMES.

APRIL 15, 1880.

Ships.

We English have the character of being an eminently unsocial people. For instance, hundreds of bicyclists must meet week after

week, and yet do not know each other. Occasionally they get so far as to nod, or to say "How d'ye do?" or "It's a fine day;" but these are rather the exceptions than the rule. Be this as it may, I am of opinion that the fewer acquaintances the better, unless they are to ripen into friendships.

ACQUAINTANCES and friendships founded on nothing are pretty sure to break down and leave an unpleasant heap of rubbish, if nothing worse—so I set my face against them.

I AM quite prepared to be called churlish and unsociable, and even a brute; but as I write anonymously that doesn't matter: and if I didn't it would not make any difference, for I have—I dare say my readers are convinced of that—quite enough of the John Bull in me, to let me say what I please about things in general and making acquaintances in particular.

I SAID before that I abhor the so-called clever young bicyclist. Indeed, I have an aversion to infantile prodigies of any sort. They are things out of keeping with nature—*lulus natura*.

THERE is a subtle magic about old associations which we do not care to attempt the difficult task of analysing and comprehending: it is sufficient for us that it exists, and that we feel it exercising over us its witching attraction, and leading us back insensibly, and yet irresistibly from the harshly-outlined, sharply-defined present to the softened, mellowed image of the past. Old associations form by far the brightest page on my memory, and the one that my heart is best satisfied to dwell upon.

In such a manner I regard my old associations with the Surrey Bicycle Club. Forgetting the long intervening past, at each succeeding meeting at the Oval I live my former life again. I maintain that the Surrey gatherings afford a thousand standing instances of the marvellous things that a club can do, animated by energetic purpose, and labouring with unwearied purpose. There needs no ghost, indeed, to predict that the executive will next Saturday week enjoy a "rearing trade." As for the threatened "plague," I will not think of it, believing it to be moonshine.

I AM glad to perceive that some ladies are taking kindly to the tricycle. They will find it a healthy and invigorating companion, and of far more utility than the gymnastic tricks, most ruinous to young women's health, so constantly engaged in in order to produce "the waist of scarce a span." Fancy loveliness being found in crushed ribs, any more than in cramped toes or in flattened skulls. In my opinion the tottering, waddling, celestial or the sacred Venus of a far southern isle is, as respects the extent, injuriousness, and ugliness, of her deformity, not so much to be pitied as the victim of a pair of stiff corsets, possessing that object of envy and admiration, "a very small waist."

Blackwood states that the habit of smoking is favourable to "fixity of thought." The effects of smoking on the mind may possibly be different in different constitutions, but with myself it agrees with the statement in *Blackwood*. I can walk and think, and ride and think, or lie in bed and think, but I cannot sit still and think; I must be doing something,—either reading or writing,—when not engaged

in conversation or other affairs, and as smoking comes the nearest to doing nothing, I smoke and ruminate, as it were,—the process of respiration being carried on by the functions of the physical system as an accompaniment.

TABLE-turning certainly turned heads, but there have always been plenty of silly people, long before people ever dreamt they had any magnetism in their composition: rolling stones, I place among the number. Now I am the last person in the world to wish a man to stick to one course of conduct, whether it be profitable or not. Circumstances around us are perpetually changing, and we must change too. But I *should* like to see a little more consistency as regards the actions of some bicyclists.

THE strong desire to depreciate the Bicycle Union which has for some time manifested itself in certain quarters has, I notice, done nothing more than to provoke a smile of contempt at the pitiful littleness to which some people can descend. It may perhaps be disappointing to those who have given themselves so much trouble in the matter to learn that their efforts have only had the effect of drawing more attention to the Union, and that some at least have had sufficient discrimination to view the abuse in the light of the motive which prompted it.

I OBSERVE that a "Subscriber" asks for a panacea for tender feet. I fear no such thing exists as an external application, but am persuaded from experience that a vitiated stomach has produced more aching soles than all the unboiled peas that pilgrim ever trod on. Let me advise your correspondent to avoid everything that produces acidity, and whisper in his ear that port wine surmounted by "sneakers" of brandy-and-water is a certain cause of the malady he complains of. My bow, of course, is drawn at a venture, but if such be his custom in the afternoon, *hinc illa lachrymæ*. Soaping the heel of the stocking (which should always be worsted or merino), and anointing the toes and soles of the feet with olive oil, will be found the best external auxiliaries—at least so thinks

WOODCUTTER.

Racing

PLYMOUTH BICYCLE CLUB.

THE first of a series of six monthly races, took place on Monday morning, April 5th, at 8 a.m. A strong gale, which was blowing at the time, prevented anything like fast time being made, as the result showed. The distance was three miles, and six faced the starter. Before, however, a mile had been covered, two members succumbed to the force of the wind, and retired, the other four completing the distance with considerable difficulty as follows:—Spooner, 14 mins. 30 secs.; Pidsley, 15 mins. 30 secs.; Barter, 16 mins. 25 secs.; Grrig, 17 mins. 20 secs. In accordance with the conditions the winner will be handicapped in the next race.

100 MILES RACE AT NEWCASTLE.

ON Saturday afternoon last, 15,000 people flocked to the mammoth tent in the Northumberland Cricket Ground, Newcastle, to witness a 100 miles race promoted by the long-distance champion, G. W. Waller. There were four competitors, viz., G. W. Waller; Charles

Terront, William Cann, of Sheffield; and J. F. Lees, of Sheffield. Shortly before four p.m. they were despatched by Mr. C. Bedford. Waller and Terront overlapped both Cann and Lees before a mile had been covered. The champion rode in fine style, with the Frenchman close up. At the end of the third mile Lees was two laps behind, and Cann three. Terront completes 25 miles at 5h. 31m. 41s., having covered during the first hour 16 miles 5 laps, and the second, 32 miles 5 laps; Waller being a lap, Lees 1 mile, and Cann 1 mile 1 lap behind. At seven o'clock (three hours from the start) the distances were—Terront, 47 miles 7½ laps; Waller, 47 miles 6½ laps; Lees, 46 miles 1 lap; and Cann, 45 miles 9 laps. Terront completed 50 miles at 7h. 8m. 50s., and Waller, 50 miles at 7h. 9m. 12s. Cann scored his 50 miles at 7h. 16m. 13s. At 9h. 14m. 5s., when a little over 82 miles had been covered, Waller caught Terront, who from this point lost ground rapidly. At 9h. 37m. 5s. Terront missed his treadle, and fell heavily. He, however, remounted, and at ten o'clock (six hours from the start) the score stood:—Waller, 91 miles 1 lap; Terront, 93 miles 1 lap; Cann, 89 miles 7 laps; Lees, 84 miles 8 laps. Waller from this point attempted to beat record time. Terront had another bad fall at 10h. 13m. 35s., and Waller scored his 100 miles at 10h. 22m. 27s. (or 6h. 22m. 27s. from start), beating record time (that is on a boarded track) by 2m. 43s. Terront at this time had covered 98 miles 6 laps; Cann, 95 miles 1 lap; and Lees, 87 miles 7 laps. During the race Cann rested 5 min. and Lees, 15 min.

GATESHEAD.

ON Saturday afternoon a two miles amateur bicycle handicap, and a twenty miles professional handicap took place at the North Durham Cricket Ground, Gateshead. The handicaps were promoted by John Keen, and Sir Henry Clavering, Bart. of Axwell Park, was judge.

TWO MILES AMATEUR HANDICAP.—Heat 1: F. Spence, Rovers A. B. C. 200 yards' start, first; M. Dodds, N.A.B.C., 80, second; J. A. Dixon, Osborne, C.C., 250, third. Won by twenty-five yards. Time, 7 min. 4 sec. Heat 2: W. Mills, N.E.B.C., 50, first; J. Oliver, N.A.B.C., 250, second; W. D. Welford, N.A.B.C., 300, third. Won by four yards. Time, 7 min. 21½ sec. Final Heat: Oliver, first; Dodds, second; Spence, third. Won by twenty yards. Time, 6 min. 45 sec.

TWENTY MILES HANDICAP (winner £15; second £5).—John Keen, scratch, first; W. Phillips, 1 min. start, second; H. Higham, 1 min., third; J. Battersby, 1 min. 30 sec., 0; J. B. Wright, 2 min., 0; J. Bowman, 1 min. 45 sec., 0. At the fifth mile Wright fell, and retired from the race. Phillips led until just before the twelfth mile was finished, when he was passed by Keen, the first ten miles in 33 min. 20 sec. A capital race took place between Keen and Phillips, the former winning by one yard and a half, the time being 70 min. 10 sec.; Higham was third, 300 yards behind.

SURBITON.

ABOUT 1500 spectators attended this enclosure on Monday last, to witness a five miles professional handicap and a ten miles race, between David Stanton and Master Jem, an "American" trotter. Fortunately the weather was delightfully fine, though a strong wind blew (all against fast times). Brief details:—

TEN MILES MATCH.—D. Stanton v. Master Jem.—The horse had to travel under saddle on the outer side of the track, and the bicyclist on the inside portion, the two courses being divided with cords and decorated with flags. To complete the distance Stanton had to cover 40 laps, and the horse 38 laps and 340 yards. Con. Brine, a Surbiton light-weight, was deputed to ride the horse, but directly the start was given it was apparent that he could not handle the animal properly, for he evidently lacked the nerve to take the corners at full speed. At a mile and a half the horse cast a shoe, and after two stoppages another jockey (a plucky and determined one too) was substituted for Brine, but the race at this point was all over. Stanton, who to get the lead had to pass the horse twice, went by for the second time after going 3½ miles, eventually winning, hands down, by over 500 yards. Stanton's times:—First mile, 3 min. 24 sec.; second, 6 min. 56 sec.; third, 10 min. 29 sec.; fourth, 13 min. 59 sec.; fifth, 17 min. 29 sec.; sixth, 21 min. 2 sec.; seventh, 24 min. 36 sec.; eighth, 28 min. 2 sec.; ninth, 31 min. 30 sec.; tenth, 34 min. 56½ sec.

FIVE MILES BICYCLE HANDICAP.—J. Keen, scratch, first; D. Stanton 200 yards start, second; B. Keen, 180, third; W. Shakespeare 300, 0; A. Keen, 500, 0; J. S. Fryer, 500, 0. The champion, who rode in grand form, caught B. Keen and Stanton at a mile and a quarter. "Bradley," however, put on a grand spurt in the sixth lap, and once more passed his brother, but the effort was not sustained. Before completing three miles, John Keen headed the field, and overlapped all but Stanton at four miles, eventually winning by about 250 yards. Keen's miles:—First, 3 min. 9 sec.; second 6, min. 31 sec.; third, 9 min. 46 sec.; fourth, 13 min. 14 sec.; fifth, 16 min. 25 sec. Stanton's time was 16 min. 51 sec.—*Sporting Life*.

Notes.

BILLY CANN has again come off victor in a Six Days' Championship of the World. His first win was, as our readers will recollect, scored at the first of the Long Distance Competitions at the Agricultural Hall. And now, after a series of misfortunes almost without parallel in the minds of Bicycle Racing, the plucky, though unfortunate, Sheffielder is again in the proud position of winner of a Six Days' Contest.

THIS does not in any way affect the Long Distance Championship of the World, as that is still held by Charles Terront. He will have a right to hold this Championship until it be wrested from him in an eighteen hours' day competition. The race at Newcastle having only been for 14 hours daily.

BY the way, when are Waller and Terront coming to terms?

SURELY Waller has the coin now to put down his £200, and there are lots of men ready to find the coin to cover it for Terront.

OUR readers will be very glad to hear that the s. s. Montana of the Guion Line, which went ashore in the fog at Holyhead, has been saved from total wreck, and is shortly expected in Liverpool. She is interesting to Bicyclists from the fact that she conveyed the first detachment of the Anglo-French Bicycle Team in safety to America, encountering on the way one of the most fearful gales on record.

Miscellaneous.

A CIRCULAR RUN THROUGH SURREY, SUSSEX, AND HAMPSHIRE.

LONDON to Longford 16 miles (Peggy Bedford Hotel, B. T. O. recommended) and Reading 39, good but rather stony and sandy in places till out of Maidenhead. Reading to Basingstoke 15, good, but rather stony in places, till into Basingstoke. (Wheatshaf Hotel B.T.C. recommended). Basingstoke to Whitchurch 12, and Andover 18, rather hilly and stony in many places, down hills into Whitchurch and Andover (White Hart, B.T.C. recommended). Andover to Amesbury 14 miles, very hilly and stony roads, very bad and rutty in places, a good deal of walking to be done owing to stones and several steep descents, but no unrideable hills till into Amesbury.

Amesbury to Stonehenge and Salisbury 17, road rather hilly but good though stony in places, Salisbury (Red Lion Hotel) B. T. C. recommended) to Stockbridge 14 (Grosvenor Hotel at Stockbridge B. T. C. recommended), 2 miles uphill out of Salisbury, then hilly to within 2 miles of Stockbridge, then mostly down hill, this road is rutty and very stony. Stockbridge to Winchester 9 miles, long uphill out of Stockbridge, then good undulating road, a trifle stony and steep down hill into Winchester, Winchester to Bishops Waltham 12 (Crown Inn recommended), long uphill out of Winchester, then good undulating road to Bishops Waltham. Bishops Waltham to Fareham 6, rather a hilly road but good down hill into Fareham. Fareham to Havant 10, a good level road, rather stony and sandy in places Havant (Dolphin B.T.C. recommended), to, Chichester 8 miles and same kind of road as from Fareham to Havant. Cannot recommend Dolphin Hotel at Chichester, charges high accommodation bad. Chichester to Billingshurst, road good, turn to the left at foot of Aviscot Hill, descent into Fairmile Bottom, stony, road up Fairmile Bottom, and down Bury hill on to Pulbore' hill, out of Pulbore' stony, good on to Billingshurst, took the wrong turning at Billingshurst and wandered about some very rough country lanes for some time, eventually coming out near Ockley, thence to Dorking good, and from Dorking to London is a well-known road. Distances not guaranteed to be correct.

Jno. Fix, L. B. C.

A RUN IN DERBYSHIRE, BY THE DERBY BICYCLE CLUB.

GOOD FRIDAY always being considered the opening run of the season, twelve members met at Headquarters for a visit to one of those picturesque places which lie so plentifully around us in Derbyshire. To many Bakewell was an unexplored spot, and thither we had resolved to go. Leaving Derby at about 9.30 a.m., on the morning of Good Friday last, we proceeded towards Belper against a smart wind; getting clear of the town and stopping the tinkle tinkle of the bells, which were hardly needed in the quiet streets, we went on at a steady pace towards Belper, which dull town does not appeal to the artistic eye, save at the river bridge where there is a tumult of weirs, the mills and trees are reflected in the stream, and the hills rise rather abruptly towards the sky. We left the town in company with a Leicester Club who had started early in the day for Matlock, towards which place we travelled in company.

The road by Whatstandwell—near which, high upon the right, may be seen the residence of Florence Nightingale—winds through some pretty and striking scenery, the greensward being intersected with stone walls in place of hedges, until it brings us to a matlock far famed for its heights and tors; here leaving our companions of the cycle, we pushed on to Darley, where the roads became profusely covered with limestone, freshly laid and difficult to navigate, one man who did not sufficiently "mind the stops" of those in front, came over and lay a glittering heap of chaos; after being imitated by another member anxious for fame, we were obliged in self-defence to seek the pathway, as the road continued the same for a considerable distance. However, the scenery around of hill, valley, and rugged steep, the magnificent prospect of Nature all around, amply atoned for the violence of the road. Arriving at Bakewell we made for the Castle Inn, which is a most comfortable place, and Headquarters of the Bicycle Touring Club. The energetic landlord exhibits an instructive sign, conceived by a passing artist, and which is unrivalled as a work of art. Under the words, "Headquarters Bicycle Touring Club," is depicted a cyclist in full costume and career, with almost impossible cranks and smoking a huge pipe. After a brush and wash, in itself refreshing, we sat down to a capital luncheon, and ate as only cyclists can eat (not excepting even the proverbial ploughboy), and diversifying the viands with a little friendly chat of a gossiping nature; when the far-famed Bakewell puddings appeared, they seemed to stir up the political feelings of all to a high pitch, and election matters were highly discussed, the merits of "blue" and "yellow" being well weighed. After signing

the B.T.C. visitors' book, the road was retraced to Haddon Hall; this splendid baronial edifice soon showed on the rising declivity to the left, its many turreted walls towering high above the tree tops; leaving our steeds on a grassy mound, we passed through the many monogrammed doorway, and in company with a guide "did" the Hall and Grounds, not forgetting the Peveril Tower, where the beautiful view is obtained of the Wye curving about the land like a thin ribbon of silver. Here we indulged in a few bugle calls: at last regaining our machines we made for Matlock, a Cyclist on the road entreating us to "tell that man on an extraordinary to look sharp" if we met him passing through Cromford. We proceeded to mount the hill by degrees. This hill is considerably over a mile long, steep as a housetop and as difficult to walk up, gaining the top we soon found ourselves at Worksworth, an old lead-mining town, and pausing at the "Red Lion," prepared for the quick spin which always follows to Derby, the road having a good surface, a steep bit leads out of the town. After leaving Idridgehay we soon came to "Puss in Boots," Windley, on the banks of the Ecclesbourne, a trout stream; the landlord is half miller and half publican, and so can always provide well for the inner man, not forgetting a gentle hint on his swinging gate that ready money is a good thing. Leaving this Grimalkin in Wellingtons, we come to "Damp Duffield," and our run is practically over, all arriving safely home after a good day's outing, which will be remembered for many a long day by the D. B. C.

C. E. O.

HORNSEY LOCAL BOARD AND THE BICYCLE UNION.

A MEETING of this Board took place on Monday night, at the offices, Southwood-lane. In reference to the application to the Board for permission to place a notice warning bicyclists on certain hills said to be dangerous for them, a gentleman from the Bicycle Union now attended, and submitted a specimen of the notice proposed to be used—an enamelled iron plate with the words: "To cyclists.—This hill is dangerous. Bicycle Union."

After some discussion, the necessary permission was given, the plate to be affixed to the satisfaction of the Board's surveyor.

THE GOOD FRIDAY RUN OF THE LIVERPOOL WANDERERS.

TWELVE members left Liverpool Landing Stage by 8 a.m. boat to Birkenhead; left there at 8.30 for Whitchurch, encountering a strong head wind all the way. The roads were good, but very much beset with loose macadam and exceedingly dusty. First dismount, Chester, being a run of fifteen miles, where we stayed three-quarters of an hour; mounting our steeds again we pushed our way on to Whitchurch (in all 37 miles out) arriving there at 1.30 p.m. We made for the Fox & Goose Hotel (recommended), where a first-class dinner was in readiness, to which we all did ample justice, feeling so much the better. We took a stroll up-town to see some of our fellow bicyclists (the North Wirrwickshire B.C.), which turned out a good number of men, evidently well-accomplished riders, having ridden up the same morning. Left Whitchurch at 5.30 on our journey home, arriving in Chester at 7.45, where we partook of tea at the Blossoms Hotel; having been thoroughly reinvigorated we started again, arriving in Liverpool at 11 p.m., having completed a run of 74 miles, and enjoyed a lovely day's riding.

GEORGE H. JONES, Hon. Sec.

A BATCH OF BICYCLISTS IN TROUBLE.

MANY Bicyclists are not aware that the bye-laws adopted by the Court of Quarter Sessions for the County of Surrey require that every person riding a bicycle between the hours of sunset and sunrise in that county shall have a lamp lit. Ignorance of this rule has already landed several Metropolitan bicyclists within the reach of the arm of the law, and on Monday last three members of the Lombard B. C., viz. Herbert Dixon, Plummer, and Brackett, were charged at the Epsom Bench, for riding in the High Street, Epsom, at 7.45 p.m. on the night of the 26th ult. (Good Friday) and not having their lamps alight. Defendants admitted the offence, but said that they had no intention of breaking the law, and that it being a moonlight night, they had not noticed that it had got beyond the prescribed time, and further that they had intended stopping at the bottom of the street to light up. They were each fined 5s. and costs, the Chairman (Mr. W. Farmer) stating that they had rendered themselves liable to a fine of £2 and costs, and that if other offenders were brought before them, they would be severely punished—James Fencher and Benjamin Shepherd were charged with a similar offence on the same day, but an hour later. It was admitted in this case that both of the defendants had bells, and they were riding with two other members, of their club, two of whom were

before them with their lamps alight, and one following also having a lamp alight. Defendants pleaded ignorance, and were also fined 5s. each including costs, one of the magistrates advising them to get a copy of the bye-laws and have them hung up in the club-room. Defendants promised to adopt his worship's suggestion.—Edward James, was also fined 5s., the offence in his case being committed on the 29th ult. (Easter Monday). He also had a member of his club riding before him with a light and one following; but he was told the rules required that each should have a light. While not finding fault with the ruling of the Epsom Bench, for they were only carrying into effect bye-laws adopted by their superiors, we cannot help thinking that the wisacres by whom they were framed would have employed their time to much better purpose had they imposed some such rule on the proprietors of butchers' and bakers' traps, and vehicles of a similar description. A bicyclist for his own safety will generally see that he has some means of examining the road he is travelling on, but the drivers of the vehicles referred to above, who are generally boys of from twelve to fourteen or fifteen years of age, drive as though the roads were especially for their use, and pedestrians run far more risk of being injured by them than by a bicycle.

A MAN'S LIFE SAVED BY A MEMBER OF THE IPSWICH BICYCLE CLUB.

MR. POPPLEWELL, a well-known member of the Ipswich, was on Saturday evening last the means of saving a man's life under circumstances of an extraordinary nature. It appears that he was riding his machine in the direction of Ramsey, near Harwich, about a mile from Wrabness Railway-station, when he noticed two waggons approaching, and the two men in charge of them both riding, one on the front rail or shaft, the other in one of the waggons. The man on the shaft was swaying backwards and forwards, apparently drunk, when, suddenly overbalancing himself, he fell to the ground and the wheels of the wagon passed over one of his ankles, crushing it. Mr. Popplewell rushed up at this juncture, and was just in time to save the man from being killed, for he only managed to seize the head of the horse in the second wagon and stop it as the wheel touched the man's ear. In another second the wheel would have passed over his head and crushed him to death. Mr. Popplewell then cut away the boot from the injured foot, bound up the limb, put the unfortunate man in the wagon, and conveyed him to the village. We must congratulate Mr. Popplewell upon his promptitude and pluck. This incident is another feather in our sport, showing, as it does, that bicyclists are as a rule possessed of more presence of mind than other young men from the fact of their being prepared for emergencies.

Touring.

DIARY OF A MIDSUMMER'S HOLIDAY ON TWO WHEELS

(Continued from page 321.)

10th July, Wednesday morning, and cold and cheerless, but there being nothing but the kind hospitality of Widow Hodgson to induce me to linger longer here than I could help, the hour of 10 o'clock, or thereabouts, saw me again in the pigskin. Before proceeding with my journey, I should like to make a few remarks though. I had heard that Lancashire roads were rough; still I did not anticipate what I found. I argued that surely a main road running through the vicinities of such towns as Lancaster, Preston, and Manchester, would be tolerably smooth and well kept, and it is proverbially known that the "Devil is not so black as painted." Again, as I was ambitious to see and be able to speak of these towns, I determined to go. But never again. Should any fellow traveller on two wheels decide to make a tour to the North, with respect to this part of the country, allow me to give him the same advice as given by Mr. Punch to those "about to marry—Don't." Let him choose another road, even if he have to go thirty miles farther round. Well, to return, being mounted I was soon travelling towards Burton (4 m.) away, and although rain had fallen during the night, and the surface was rather soft, still I have nothing to complain of at present, so 'tooled along' making mental notes of the pleasant views. Having been directed to bear to the right, I began to fancy it was about time to do so; but not having perceived a turning, I supposed I was all right, until, making inquiry of a smithy, I found I was all wrong, for I found I was on the road to Kirby Lonsdale, and had overshot the mark about two miles, so had to retrace my way to an old toll-gate, and take a narrow, rough lane by the side thereof, that, however, eventually brought me safe to the main road again. I was no sooner there than I had to dismount, and conceal myself in the hedge to escape a terrific down-pour of rain; a precious quarter of an hour was thus soon wasted, and

the road's surface decidedly not improved by the damp vegetation. The road continues fairly level until a very stiff ascent brings you into Burton, on that day a miserably wet, uninteresting place. I had gone but a mile farther, when Jupiter Pluvius again paid a visit to Mother Earth, and I a visit to the shelter of some friendly tree. Whilst standing there offering prayers, I was joined by a pedestrian, who remarked it was not very fine for my work. I answered that he certainly spoke the truth. After the manner of a Job's comforter, he dared to say the rain would last all day. "It generally does in this part of the country, you know, being in such close proximity to the West coast, you know. But there, it's a beautiful rain and will do a lot of good, more than you or I shall, you know." Hardly appreciating the exhilarating conversation of the stranger, I left and went on my way, but not rejoicing much, for I was absorbing a large quantity of moisture into my garments. I found the road to Lancaster might have been very fair travelling, but, unfortunately for me, it had but lately been repaired, and the stones were far from being ground down. The road is rather undulating, the country dull, with an occasional glimpse of Morecambe Bay, several villages are passed through; but there is nothing to note until you reach Lancaster, 11 miles from Burton, which is entered by a bridge across a very dirty river, the Loyne. I stayed some little time here, and walked about the town, but the weather being so bad, certainly did not make me feel inclined to stay long, especially as I could not discover nothing particularly interesting there. Again on my way, and scarcely a mile passed, when the road became so bad, it was impossible to drive through the depth of such mud which covered it, so the cinder pathway held out such inducements to me, that heedless of "sunmons," I was soon careering wildly thereon; but again down came the rain, and once more I had to seek shelter in a friendly hedge, regardless of pricks and of nettles. But staying until I was cold, and the rain scarcely abating, I determined to ride on in spite of it. Soon the beautiful path ended, and I was compelled to take the road, which had now become a perpetual puddle. Eventually I reached Garstang, 11 miles, the personification of a drowned rat. I halted at the first inn I came to, to dry a-bit, and to wet a-bit. Staying here about an hour and a-half, I managed to get my clothes about half dried, and the rain having ceased, I felt capable of undertaking the next stage, of 11 miles, to Preston. Wheeling my machine through the town, over the pleasant petrified kidney stones, I had leisure enough to observe that Garstang wears an air of having once been a flourishing little town, but its flourishes appear now to be forgotten, it is so long since the "good old times." A sharp fall, and ditto rise, or vice versa, takes you away from here, and for a few miles the road improves (not so much rain had fallen here apparently), so alternately taking the path and road enabled me to make very fair progress through a rather uninteresting country; in fact nothing worth speaking of occurred, until the long shafts of the Preston Cotton Mills loomed in sight. The road now suddenly becomes a lumpy macadam, until you reach the town, when a dismount becomes necessary, owing to the rough stones the streets are paved with. The distance through Preston I reckon at something beyond a mile, every step of which must be walked. There had been a grand flower show held here, so that the place was in gala costume, flags and banners flying, and all the good folks in a high state of excitement, the poorer classes creating a ceaseless clatter with their clogs, as they hurried to and fro on the pavement. Preston is a large and busy town, the tall factories and taller shafts being a special feature of the place. Leaving the town for the Chorley road, I crossed over a bridge, at the side of which I fortunately noticed a blacksmith's shop. I say fortunately, because after I mounted the hill, which is a continuation of the bridge, I fancied my hind wheel was not quite right. Upon examination, I found some dust had got into the oil hole, and prevented the oil running round the corners. After cleaning out, as I screwed up the nut again, I carelessly broke the thread, consequently was in a fix, until I thought of the blacksmith's I had passed. Returning down the hill to him, he soon put me right again, charging the large sum of one penny. It was about six o'clock when I again started, and threatening rain. After getting two miles on my way, down it came; but just arriving at a village I hurried to an inn, and, whilst waiting, thought I would amuse myself with a good tea. Clearing up about half-past seven, I made another start, but found the road very rough. I now came to a peculiarity of the district, namely, half the width of the road is roughly paved, and is quite unrideable; the other half being nearly invariably in a similar condition. However, with the assistance of the path occasionally, progress may be reported, but when I had covered the undulating road between this and Chorley, I concluded my day's run halting at the Royal Oak Hotel, a place I can scarcely recommend. I had a good bed, but the breakfast and attention I cannot say much for, and charges are far from being moderate. Totalling up my day's work I found I had passed over 50 miles of road, scarcely one of which could be called enjoyable.

July 11th.—Jumping out of bed this morning, my first proceeding was to find out the state of the weather, and was greatly disgusted to find it at the "same old game." Mournfully, but bitterly, I sang "The rain, it raineth ev'ry day." Mournfully, too, I dressed myself, and descended to my "morning" meal, which naturally was a wretched affair, and only obtained after a considerable wait. About 9.30 the rain held up for quite ten minutes, and having become perfectly miserable watching it falling, through the window, I thought I could not feel much worse if I were out in it, and there was a chance that a few miles hence I should find a brighter sky. Five minutes later then saw me trundling my vehicle over the paved streets of Chorley. Five minutes more saw me a disciple of Joey Ladle, "Taking it in at the pores." The great difference, though, between us being in the description of the "liquor." Depressed in spirits and very damp, I can give but a poor account of Chorley. Principally I noticed that it has a strong family likeness to Lancaster and Preston. One can scarcely be expected to take great notice of a place where every movement of your head, causes a stream of water to play fully trickle down your neck. I am glad to get away. After getting clear of the town, the road rises and falls, and the good surface raises hopes, soon however to be disappointed, for the road from here to Bolton (11 miles) is, or was that morning, unrideable, half of it's width is paved, and the other half a mixture of brick, stones, and cinders, not very well amalgamated. Fortunately there is a good wide cinder path which I rode along nearly all the way; but for this I must have walked. On such a morning one would perhaps have a prejudice against the country, but I certainly have no remembrance of anything particularly striking to the eye along this road. I was therefore pleased when I reached Bolton. This is a town that stands out prominently, to be seen some time previous to arriving there. Great shafts, with their usual companions, clouds of smoke, being again a distinctive feature here. I was comforted somewhat on arriving here by the rain ceasing for nearly fifteen minutes. Walking along (riding being out of the question over such pavement), I came to the centre of the town, Deansgate, I think it is named. Staying here a short time to look about, I was greatly impressed with the very business like air of the town. Being wet through, however, I was afraid to stand about long for fear of catching cold, so quickly moved on. I should like to mention that I was much astonished at not taking a bad cold, after the soakings I endured. For more than half the day again was I wet through, but I attributed my keeping so well from the fact that I never stayed anywhere long enough to get chilled. I kept in motion, and by that means caused the blood to keep the same, and by the ending of my day's journey the exercise dried my clothes. I recommend riders in wet weather to make a note of this. Bolton is a very large town, and although the name kept suggesting what I should do to get over the next 11 miles to Manchester, still I found the paved roads made this impracticable as far as racing was concerned. Wearily I plodded on hoping against hope for the road to improve, but no, no chance. From Bolton to Manchester is a succession of dirty villages, or parishes, and a diabolical paved road all through. I tramped nearly every yard of the distance. I constantly asked myself, "Is this enjoyment or is it penance," and I frequently found myself uttering the well-known words of Poe's Raven, "Never more!" Reaching Salford the road improved so much that I was enabled to indulge in a good rest by quietly riding through the streets into Manchester, when I halted at a Restaurant, and had a capital feed at a very moderate charge. I shall not attempt a description of Manchester. It is needless, I think. Suffice it to say that it was the only town I passed through in Lancashire where I felt I should care to reside. The streets of Manchester I soon found had been laid down without a thought of such a creature as a Bicycle, therefore walking was again the rule, and riding a few yards an exception. The rain having ceased soon after I had entered Manchester, and a tolerable breeze having taken its place, the roads were drying up, consequently I did not object so much to pedestrianism; still when I had reached the outskirts of the town and the rough paving gave no signs of an end, I certainly began again to think the exercise somewhat monotonous. A rough piece of macadam presently enabled me to ride along for something more than a quarter of a mile, when suddenly my back wheel gave an alarming wobble. Rapidly dismounting, I discovered that four or five spokes had become loose, owing, I suppose, to the terrible roads it had traversed. Although at first much alarmed, as I was uncertain of my abilities to tighten up again, the spoke screws having a different arrangement to those I had been used to in my old machine, still I am pleased to say I eventually found the right tool amongst my collection, and satisfactorily made all right, but only after wasting an hour. With the exception of this one mishap, which I put right myself, my machine carried me splendidly over all sorts and conditions of roads, and is now as rigid and sound, as when I first brought it away from the Viaduct. I am uncommonly well satisfied with it in every respect.

The Theatre.

THE PHILHARMONIC THEATRE.

ATTRACTED by a most luxuriant programme, I went the other night to the Philharmonic Palace of Varieties, and my anticipations, strongly coloured by a desire to see what sort of a *menu* Frank Hall would provide for me, were by no means disappointed. The well-known and pretty little theatre has been thoroughly overhauled and redecored, and if one could withdraw the attention long enough from the stage to think about it, it is exceedingly comfortable. But so continued is the attraction on the boards, that we hardly found time to notice these particulars. The programme opens with an array of musical talent, embracing Messrs. Horace Clifton, Harry Ward, and Mademoiselle Patti Goddard. This is followed, after an acceptable interval for refreshments, by Howard Paul, in his musical sketch "Looked Out." Of this it is enough to say that it is quite up to Mr. Paul's "form," and that he is now ably assisted by Miss Letty Lind as "Lottie Lee." Mr. T. MacLagan well deserves the title given him on the bills, "The Greatest Versatile Artist of the Day," his varied impersonations and effects are bewildering, and though where all is so excellent, to pick out one becomes a difficulty, yet his "Pretty Jane," after Sims Reeves, is simply splendid. The entertainment *does* eventually come to an end with Mr. Hall's clever burlesque of the "Yellow Dwarf," and the talented and genial author as "King Bomesang" is capital, "brimming over with fun" throughout the piece, MacLagan once again engages our attention as "Semi Breves," and Mr. J. Dallas is excellent in the *title role*. Of the ladies it is difficult to say enough within the calm limits of Lindley Murray. Miss Laura Sedgwick plays the Prince with undeniable grace and *chic*, and as the Princess Pretinna, Miss Alice Mowbray is more than charming. Miss Wall enacts the Mermaid, and Miss Goddard was capital as "Noxtumia." Though amongst such a phalax of beauty it is difficult to make a selection, the belles of the ballet were undoubtedly Misses P. Rosenberg and Harley. In the front of the house the comfort of the visitors was capitally cared for by those obliging gentlemen, Messrs. Smythe and Morrison, who spare no pains to render the Philharmonic one of the most comfortable and attractive of London Variety Theatres, and whom it is no mere compliment to say succeed most admirably in their endeavours.

ANSWERS TO CORRESPONDENTS.

- E. F. SHAW.—Glad you were pleased. Always most happy to oblige you or your club in any way.
- J. H. CRAMPHORN.—We have forwarded your letter to Mr. Yeoman.
- H. J. LIMON.—Try Prout's elastic glue.
- ALPHA.—There are several good hub lamps, Cooper's, Salisbury's, Smith's, Lee's, and others; inquire at a depot. The one you mention we have no experience of, but we hear it well spoken of.
- WHEELMAN (Royal District B.C.).—Your best route from Windsor to Horsham would be as follows: Windsor, Egham, Chertsey, Weybridge, Cobham, Leatherhead, Mickleham, Dorking, and Horsham, roads all in first-rate order, except in several places where fresh patches of stones have just been laid. The most hilly part of the old route is at Dorking.
- S. HAVARTH.—Thanks for the cutting.
- HON. SEC. BOLINGBROKE B.C.—Mr. Yeoman's address is Gutter-lane, E.C.
- J. B. BUCK.—Account of meeting to hand.
- H. J. S.—Glad to hear from you again. Thanks!
- H. J. BELL.—Messrs. Etherington and Co. are about to publish a little work on the subject. It will be advertised.
- W. H. COLLINS.—The best route from Brighton to Hampton Court is as follows: Brighton, Crawley, Reigate, Epsom, Thames Ditton, Moulsey, Hampton Court. Roads good the whole way.
- WELL WISHER TO THE "BICYCLING TIMES".—Thanks for the cutting. You will notice we have inserted it nearly as you sent it. Always glad to hear from you.
- SEC. SOUTH STAFFORDSHIRE B.C.—Account of your Club run too late for insertion this week.

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.—ADVT.

THE LOMBARD BICYCLE CLUB

Have decided to PRESENT an

“ **ARAB,** ”

Complete, with all its Latest Improvements, as the FIRST PRIZE for their OPEN EVENT
on JULY 24.

WHY?

BECAUSE their Committee are sufficiently practical to appreciate a good thing when they see it.

Who said the “Arab” was a nightmare? Well, it’s not true; but it got about in this way:

The other Saturday some members of the great unattached were out for an impromptu, making for the Devil’s Punch Bowl or the Hind Head, when some awful swell whizzed past them on an “Arab,” at frantic speed.

Said the leading man of the great unattached to Peter, his companion, “Peter, let’s go for him.”

Peter said “let’s.”

“So up went his elbows, and down went his nose
For a pretty old spin, as the sequel soon shows.

From 3 o’clock on Saturday afternoon, till 2 o’clock on Sunday morning, went Peter for that “Arab,” swearing he saw but a blue streak before him, so vivid, that it trailed for miles, and calling his machine all sorts of wicked names. At last, about 6 a.m., Peter caved in, and declared he had chased a nightmare; and nobody yet has ever caught that “Arab.”

FURTHER PARTICULARS OF THE

“ **ARAB** ”

MAY BE HAD ON APPLICATION TO THE WORKS,

**18 & 20, NORMAN’S BUILDINGS,
ST. LUKE’S, LONDON, E.C.**

THE "EXPRESS" BICYCLE FOR 1880.

Messrs. J. DEVEY & Co. beg to inform their Friends and the Public, that to meet the great demand made upon them for their Celebrated Bicycles, they have taken to very extensive Works, opposite their old Works, where they have laid down at a great cost all kinds of Modern Machinery and Appliances which will enable them to execute all Orders with which they might be favoured, within 6 days (at very latest) from receipt.

Messrs. J. D. & Co., in thanking their Friends and the Public for past patronage, have pleasure in calling attention to the improvements made in their Machines for the present season.

They also beg to express their regret that owing to the limited space at their command last year, they were reluctantly compelled to return many Orders, which they were unable to Execute, and which was very unpleasant both to themselves and their customers, but they feel confident that with their present appliances, together with a large staff of experienced workmen, they will be able to meet any demand which might be made upon them during the present season.

• SPECIAL "EXPRESS." PRICES.

| | |
|-----------|---------|
| 44in..... | £6 10 0 |
| 46in..... | 6 15 0 |
| 48in..... | 7 0 0 |
| 50in..... | 7 5 0 |
| 52in..... | 7 10 0 |
| 54in..... | 7 15 0 |
| 56in..... | 8 0 0 |
| 58in..... | 8 5 0 |

Patent Æolus Ball Bearings to front wheel
25s. extra.

Patent Æolus Ball Bearings to both wheels,
35s. extra.

Hollow Forks, 16s. extra.

This Machine is sent out Complete, with web seated saddle and valise, spanner, oilcan, and patent alarm bell. No extras. Weight of a 50 in., 40lb.

"EXPRESS" BICYCLE, No. 3.

THE WORKING MAN'S FRIEND,
THE CHEAPEST ROADSTER IN
THE MARKET.

Any size up to 50in., £4 10s., above 50in.,
£5. The Cheapest house in the Trade for
BICYCLE FITTINGS. Large quantity
always in stock.

J. DEVEY & CO.,
TOWER WORKS,
WOLVERHAMPTON:

ESTABLISHED 1869

Price List Free. Photograph 3 Stamps.

AGENT:

GOY, { 21, LEADENHALL STREET, and
54, LIME STREET, LONDON, E.C.

Where the "Express" is always on view.

LIST OF PUBLICATIONS BY ETHERINGTON AND CO.

THE BICYCLE ANNUAL, 1879.

A few copies unsold. Containing all
main roads, resumé of the year, list of clubs,
&c., diary, portrait of F. COOPER.

Price 1s.; post free, 1s. 2d.

MODERN TRAINING,

BY AMATOR,

Or Athletic Condition and How to
Obtain It.

A complete resumé of the most approved
method of Athletic training.

Price 6d. Post Free 7d.

RIDING RHYMES

BY FÆD.

Or Every Bicycle Club its own Music Hall.

Price 1s. Post Free 1s. 1d.

Now Ready

The Fourth Yearly Production of
THE BICYCLE ANNUAL,

Price 1s.

"WHEEL TRACKS"

Particulars to be given shortly.

THE ROAD BOOK OF GREAT BRITAIN,

OR

HIGHWAYS AND BYEWAYS.

Particulars Shortly.

The Tricyclist's Handbook

An Annual Publication. Particulars
Shortly.

ETHERINGTON & CO.,

East Temple Chambers,

WHITEFRIARS STREET,

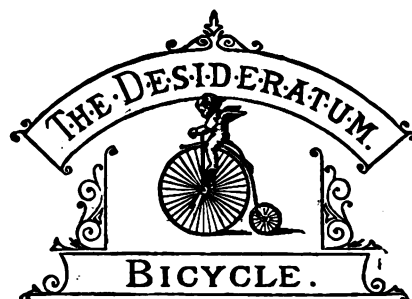
FLEET STREET, LONDON, E.C.

BY ROYAL LETTERS PATENT.

Dec. 11th,
1877.



Oct. 1st,
1878.



A LARGE STEEL ENGRAVING (11 in
by 9 in.) of this celebrated machine,
together with DESCRIPTIVE PRICE LIST
and TESTIMONIALS, sent post free for one
stamp.

Patentees and Sole Manufacturers,
HARRINGTON & CO., STEWARD STREET,
WOLVERHAMPTON.

CITY AGENT:
GOY, { 21, Leadenhall Street, E.C.,
London.

Petersfield, Hampshire.

52 Miles from London.

PORTSMOUTH ROAD.

THE DOLPHIN HOTEL,

J. HARVEY, Proprietor.

Bicycle gentlemen will find every accommo-
dation at moderate charges.

Hot Joints at Two o'clock.

"THE UNIVERSITY"

INTENDING purchasers are requested to
write for Price List of this Splendid
Machine, which attracted so much attention
at the recent Agricultural Hall Bicycle Show.
Burnished machines with Roller or Bow's
Bearings, and Hollow Forks, £8 to £11.
Painted Machines from £6 10s. All machines
packed and Carriage Paid.

W. PATRICK & Co., Pearson street, Wolver-
hampton. London Agent—H. CLEMENTS, 113,
Holloway Road N., where machines are now
on view.

EVERY THURSDAY FORTNIGHT.

LE SPORT VELOCEPEDIQUE,

The only bicycling paper

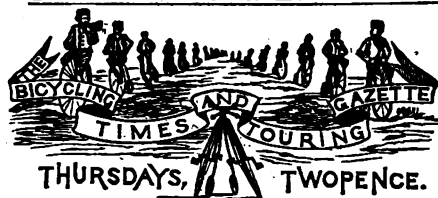
FOR FRANCE, SWITZERLAND AND BELGIUM,
Contains

All the Velocce-club News, Accounts of Races,
Descriptions of Roads, &c.

Edited by P. DEVILLENS, Paris.

English Representative and Correspondent,
C. J. Fox, junr.

Subscriptions Six Shillings per Annum.
Apply to the OFFICES of the *Bicycling Times*,
London.



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. Mdles. Cornelle D'Anka, Alice Burville, Kate Sullivan, Hodgson, Ewell, M'Namara, Fisher, Hebe Mapleson, Percival Hudson, and Mdle. 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 Amalia, Lilian Lancaster, Marie Williams Edith Blande, Emilie Copsy, C. Douglas, Rose Cullen; Messrs. C. Ashford, E. Strick, S. Wilkinsons, F. Irving, Charles Groves, and Chorus.

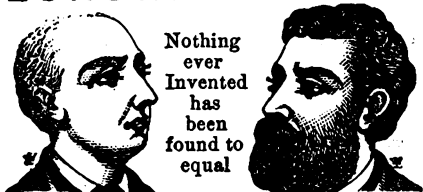
OPERA COMIQUE.

At 8.45, THE PIRATES OF PENZANCE. by W. S. Gilbert and Arthur Sullivan. At 8.0, IN THE SULKS. 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 Dolaro, St. Quinten, Violet Cameron; Messrs. Harry Paulton, Gregory, Newton, Mitchell, and Lorédan. Preceded at 7.15, by THE HAPPY MAN; Mesdames Grahame, Chorley; Messrs. Wilton, Hill, Craven, Henry and Mr. Shiel Barry.

LUXURIANT HAIR.



"Look on this Picture,"

Nothing ever Invented has been found to equal

"And on this."

LATREILLE'S

EXCELSIOR STIMULATIVE LOTION,

Which has received the highest commendation from all classes of society all over the world as a producer of

Whiskers and Moustachios,

AND

CURER OF BALDNESS.

Price 2s. 6d. per bottle. Can be had of any chemist, through Barclay, Sanger, Newbery, Edwards, Sutton, Thompson, Hovenden, Maw and Co., or any other Wholesale Chemist, or direct from the proprietor, Mr. LATREILLE, Hair Cultivator, Walworth, London, on remitting Post-office Order or Stamps. Be careful to ask for Latreille's Excelsior Lotion, and refuse anything else that may be offered, as the enormous success, extending over twenty years, has led to many useless imitations which can only disappoint. A trial will convince.



THE BICYCLE FOR 1880, THE "Florentine,"

MANUFACTURED BY

THOMAS HOUGH,
FLORENCE WORKS,

MANDER ST., WOLVERHAMPTON.

Price list for the season now ready.

Photo 3 stamps.

London Agent:—S. PEAKE, 5, Lisle Street, Wardour Street, Leicester Square.

WRAY & ROBY,
ESTABLISHED 1833.

TAILOR & BREECHES MAKERS,

To Members of New Civil Service and other Co-operative Societies.

ESTIMATES GIVEN FOR CLUB UNIFORMS.

Outfits for India.

Ten per cent. Discount for Cash.

85, Queen Street, Cheapside, London, E.C.

THE BICYCLIST'S

TAKEABOUT

ADAPTS ITSELF TO ANY SIZE.

WEIGHT 10½ oz.



PRICE 7s. 6d.

Affords the Bicyclist the only means of carrying his traps with comfort.

Testimonials, Press Notices, and full particulars post free from the sole maker,

W. J. SPURRIER, Birmingham.

To be obtained from all Bicycle Depots, Outfitters, &c. Agents Wanted.

BICYCLES, TRICYCLES, AND OTHER MACHINES,

BY THE BEST MAKERS,

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

C. H. CALVERT,

BELLEVUE ROAD, SOUTHAMPTON.

Agents wanted everywhere. Whole or spare time.

NICKEL PLATING FOR BICYCLES

BY THE DYNAMO-ELECTRIC MACHINE.

By this process nickel plating is executed with better and more permanent results than by any other method, and at lower charges.

Also specially adapted for fenders, fire-irons, swords, cruet stands, and all plate, &c. Resilvering done by same process with equal results.—Apply at

DYNAMO-ELECTRIC PLATING WORKS,

2, Old Swan Lane, Upper Thames-street. N.B.—Close at one on Saturdays.

LATEST "TIP" TO CYCLISTS
Desirous of Cycling as cheaply as possible this Season, RIDE THE

CAMBRIAN BICYCLES,

Manufactured by

MORRIS BROTHERS

Or purchase your Machine of any other make, and accessories of all descriptions, of the same firm, at a

LARGE DISCOUNT!

One of the Largest Stocks of New and Second-hand Machines in the United Kingdom to select from. All Goods Carriage Paid.

Works—Pontypridd.

Showrooms and Offices—16, Angel St., Cardiff. Price List 1 stamp.

The "RAWSON" BICYCLE

Acknowledged by all experienced riders to be the best Machine manufactured, both as a Roadster and Racer. Latest and special improvements. Send for Price Lists, Testimonials, Photographs, &c., post free.

RAWSON & GRAVES,

Midland Counties Bicycle Works, Burton Rd., DERBY.

CLUB BADGES, &c.

To Secretaries and Officers of Clubs, and Others.

For Specialities and Artistic Badges at moderate charges, send to W. BOYDEN, Manufacturer of every description of Club and Bicycle Badges, 34, Woodlea Road, Church Street, Stoke Newington, N.

See Opinions of Press and Testimonials.

The "Cotswold" Bicycles.

These Bicycles which met with such high favour last year, are still further improved for the present year.

The Cotswold No. 1 is, without doubt, as good a Machine as any made. It has Ball or Roller Bearings, Best Steel Hollow Forks, Adjustable Cranks, our new Adjustable Step, etc., Price from £8.

The Cotswold No. 2 is a strong and serviceable Roadster, well made and finished, and with all materials of the latest patterns, Prices from £6.

Easy terms of Payment, or Discount for Cash. Send 1 stamp for illustrated price list, containing copies of numerous unsolicited testimonials. Every description of Fittings at moderate prices. Quotations for Amateurs' Lathes on application, with Stamp.

THE WOLVERHAMPTON MACHINEISTS' CO.,
47, Chapel Ash, Wolverhampton.

THE "CROWN" BICYCLES.

These Machines are of the most modern build, and have all the latest improvements applied.

No. 1 A magnificent Machine, finished in grand Style, and fitted with Bown's Patent Aeolus Ball Bearings, Steel Hollow Forks, etc, Price for 48 in. £12 10s.

No. 2 A first-class Machine well made and finished, Price for 48 in. £8.

No. 3 A Good Strong Serviceable Roadster, Price for 48 in. £6 10s.

No. 4 The Cheapest Machine made, Strong and Useful, Price for 48 in. £4 15s.

Boys' Bicycles at Moderate prices. Easy terms of payment, or Discount for Cash.

Price List, 1 Stamp. Photos, 3d. each.

M. H. DEAKIN & Co.,

11A, Clarence Street, Wolverhampton.

NOW READY.
RIDING RHYMES,
 Or every Bicycle Club its own Music Hall.
 INCLUDING FAEDS COMIC ALMANACK FOR 1880.

ILLUSTRATED BY NUMEROUS SKETCHES BY
 GEORGE LACY HILLIER AND THE AUTHOR

With additional Contributions by

"JUPITER," "THE POETIC ROVER,"
 AND OTHERS.



"Mr. Buttaphile; How he Learnt Bicycling." Amusing
 Adventures.
 "The Railway Companies' Droll Little Games."
 "Gaffer Goliath's Scientific Letters to the 'Nooze.'"
 "That Small Boy!" "No More Dull Sundays!"

See FAED'S COMIC ALMANACK for 1880 in "RIDING RHYMES."

ETHERINGTON & CO.,
 Publishers, "Bicycling Times" Offices, Whitefriars, St., E.C.

THE BICYCLE FOR 1880.

The Acme Bicycle Co s. New and Special List for 1880, Now Ready.

THE A B C BEARINGS FOR 1880.

These Bearings are not only for 1880, but for all time. For the first time a bearing is perfected, which has a simultaneous adjustment on all the bearing points, and this without the removal or addition of a single part.

THE A B C BEARINGS FOR 1880

are applied to the back wheels of Bicycles, and to the hubs of Tricycles.

THE A B C BEARINGS FOR 1880

are applied to the pedals in a new and original manner; they have no projections, and are always in the right position for mounting. These new pedals can be supplied separately for any bicycle.

THE A B C BEARINGS FOR 1880

are supplied to the trade, and may all of them be applied to any style of Bicycle

Fully Illustrated Prospectuses, shewing every detail of the great and newly patented improvements, sent Post Free from the

CHIEF DEPOT: 144, HIGH HOLBORN, AND 144, CHEAPSIDE,

Price Lists of new Bicycles, with all the newly patented improvements, post free on application.

LAMPLUGH & BROWN, 135, GT. COLMORE STREET, BIRMINGHAM,

PATENTEES AND SOLE MAKERS OF THE CELEBRATED SUSPENSION SADDLE.

PRICES.—Suspension Saddles for Bicycles, Plain 8/6; Ventilated, 9/-; Lace Insertion, 10/-; For Tricycles with Back Rest, 16/-; For Tricycles with Jones' Rolling Attachment, 4/- extra.

L. & B. beg to draw attention to their New

"SERVICEABLE" MULE TO IN PARVO BAGS FOR BICYCLE OR TRICYCLE.

These bags are their own make, are warranted good and serviceable, best waterproof canvas, and capacious enough to hold the necessities of a long tour. L. and B.'s names are stamped on all these Bags, and buyers can rely on purchasing a really serviceable article.

PRICES.—Tricycle M. I. P., 1st. size, 16/-; Larger size, 21/-; Bicycle, with Registered Holdfast, 12/6.

IMPROVED BICYCLE HANDLE.

TRY

HENRY GOULTHORPE'S
IMPROVED HANDLE.
SHEFFIELD HORN WORKS,
107, Rockingham Lane, Sheffield.

BICYCLING REQUISITES
OF ALL KINDS
PRICED CATALOGUES DISCOUNT FOR
GRATIS CASH
HILL & SON
4 HAYMARKET, LONDON.

BICYCLE SPOKES.

COX BROTHERS & HOLLAND,
Alcester Street,
BIRMINGHAM.
In Steel Homo & Charcoal Iron, Small.

J. PARR,

MANUFACTURER OF THE

**STAR BICYCLE
AND TRICYCLE.**

No. 1. "STAR" BICYCLE is fitted with
Hollow Forks and Ball Bearings.

Sole Agent for Johnson's Bicycle Oil.

Price Lists on Application.

JAMES PARR,

58, Navigation St., Leicester.

THE NONPAREIL

FOR 1880.

J. STASSEN & SON,
251, EUSTON ROAD,
Factory Entrance, Beaumont Place.

Manufacturers of the Nonpareil Improved
Stanley Head, Hollow Fork, Improved Ball
Bearings to front and back wheel, and all
the latest improvements. These Machines
never get out of order, nor give trouble to
riders. All Machines Warranted. Illustrated
Price List, one Stamp. Weight of Machine
from 40lb.

35 **BROWN'S** 42
CELEBRATED

BICYCLE SUITS

103, QUEEN VICTORIA ST. E.C.

THE "NORWOOD,"*The Favourite Roadster.*

EASY GOING, LIGHT, & DURABLE.

THE NEW HOLLOW-FORKED NORWOOD,

Lightest and Strongest Machine made.

New and Improved Hollow Forks to Front
and Back Wheels. Ball Bearings to both
wheels at List price. As every part is made
on the premises, Riders can have Machines
built to suit.

"The Grosvenor,"

Introduced to meet the increasing demand
for a good, durable, and easy running ma-
chine, at a low price. Roller bearings, rat
trap pedals, break, &c. Painted to choice.
Price, 50 in. or 52 in., £12; polished, 20s. extra.

CITY AGENT—

GOY, { 21, Leadenhall Street,
54, Lime Street,

LONDON, E.C.

WILLIAM KEEN,
Empress Bicycle Works,
Norwood Junction, S.E.

THE "PERFECTION" BICYCLE.

Machines from £4 10s.

Price Lists of this celebrated Machine for 1880 are
now ready, and will be forwarded post free on appli-
cation. Photos. Three Stamps.

C. GORTON,
TALBOT BICYCLE WORKS,
WOLVERHAMPTON.

Show Rooms: 20, WORCESTER ST.,
Works STEWART STREET.

N.B.—All Machines warranted and sent
on approval.

BICYCLES FROM £3 10s.

Before purchasing, send stamp for list of
Manchester Express, Nos. 1, 2, and 3, with
adjustable ball bearings, hollow steel forks,
detachable cranks, coned pedals, and all other
improvements. Steel U Rims 5s. per pair,
wood wheels, rubbers, and fittings of all kinds
at lowest prices.

T. CLARKE,
Express Works, 21, Leigh Place,
Stockport Road, Manchester.

BICYCLE BELLS.

HARRISON'S PATENT
ALARM BELL

Meets all the requirements of the Act. To
be had of all bicycle agents or of J. Harrison,
Patentee, 14, Scholesfield Street, Birmingham.

**OF ALL BICYCLE AGENTS,
CHALLIS'S
STOP BELL.**

Completely meets the requirements of the new
Bye-laws.

CHALLIS Bros., Manufacturers, Homerton, E.
Wholesale only.

THE BICYCLING WORLD,

A Fortnightly 16pp. Quarto. Record of
Bicycling Events and progress in the United
States of America. Edited by Charles E.
Pratt, author of "The American Bicyclist,"
etc. Yearly subscriptions, post-paid, 10s.
Address: 40, Water-street, Boston, Mass.
U.S.A.

THE CENTRAL TELEGRAPH SCHOOLS,

9 & 10, RAILWAY APPROACH,
London Bridge, S.E.; and

40, St. Stephen's Avenue, Shepherd's Bush, W.

Terms for the course of 10 weeks—instruction
in Telegraphy 4 guineas, payable in advance.
Further information, if required, may be ob-
tained upon application to

JOHN KENT, PROPRIETOR.

Will shortly appear,
Handsomely bound in cloth, with gilt lettering,
100 pages, crown octavo. Price 1s.

ROMANCES WHEEL,

A collection of romantic cycling tales, by
W. J. C. an old rider.

Orders received at BICYCLING TIMES Office
at the Printers and Publishers, Hiffe & son,
Cyclist Office, Coventry, or at all Bicycle Agents.

GRIBBIN BROS.,
Collyhurst Street, Oldham Road,
MANCHESTER.

Patentees and Manufacturers of the

HANOVER

**"Double Tubular Fork"
BICYCLES.**

Which for strength, lightness, and rigidity is
acknowledged to be the best this season.

Before ordering send for our descriptive Price
List which we forward post free.

**LILLIE BRIDGE GROUNDS,
WEST BROMPTON.**

Practice tickets, one guinea, are now issued,
available for the year, which entitle the holder
to view all sports, Oxford and Cambridge
Championships, &c., all fetes, and to use the
ground for bicycling and athletics at any time
when not otherwise engaged. An outdoor
gymnasium has been erected, and a new track
made (seven laps to two miles). Classes meet
Tuesdays and Fridays in the gymnasium, for
instruction in boxing, fencing, &c., under
Herr Stempel. The grounds open for the
season on Saturday next. For particulars
apply to the Secretary, Lillie Bridge Grounds,
S W.

G O Y ,
THE BICYCLE AND ATHLETIC OUTFITTER,
CLUB UNIFORMS & SUNDRIES.
 PURCHASE YOUR
BICYCLE OR TRICYCLE
 ON
GOY'S NEW PLAN.

i.e.,
DISCOUNT FOR CASH, OR BY 6 OR 12
EQUAL MONTHLY PAYMENTS.

Carriage Free to any Railway Station in England.

Write for particulars and Price Lists.

G O Y ' S
TRICYCLE SHOWROOM,
NOW OPEN.

Gentlemen or Ladies desirous of testing the capabilities of the various makes of Tricycles should spend half an hour at the above room.

GOY'S CALENDAR OF SPORTS, PUBLISHED MONTHLY.

GOY'S ATHLETIC CLUB DIRECTORY, PUBLISHED QUARTERLY.

Forwarded free on receipt of ADDRESSED postal wrappers, as may be required

Fixtures for CALENDAR, Names and Addresses, &c., of Hon. Secs. for DIRECTORY should be sent before 22nd of the month.

GOY { 21, LEADENHALL STREET } LONDON,
 { 54, LIME STREET } E.C.

MARVELLOUS FEATS!!!!

PERFORMED ON BICYCLES AND TRICYCLES OF

HILLMAN, HERBERT, & COOPER'S

MANUFACTURE DURING 1879.

| Date. | Race. | Where Run. | Mls. Covd. | Winner. | Machine. |
|-----------|---|---------------------------------|------------|-------------|--|
| May 1. | Long distance Championship of the World | Agricultural Hall | 1172 | Waller | 53 D.H.F. Premier. |
| Sept. 1. | " " | " " | 1405 | " " | 53 D.H.F. Premier. |
| Nov. | " " | Boston, United States | 660 | Terront | 52 D.H.F. Premier. |
| apl. 12. | 100 Miles Championship | Leicester | 100 | W. Phillips | 55 D.H.F. Premier. (without dismounting) |
| 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 | Hull | 184 | G Soam | 53 D.H.F. Premier. |
| Sept. 10. | 50 Mls. Tricycle Road Race | From Kew to Blackwater and Back | 50 | Mr Derkin | 50 Flying Dutchman. |

The fastest 100 miles on record 6hrs. 26mins. was accomplished by Phillips at Hull on Dec. 22nd. on a 53 D.H.F. Premier.

In addition to the above **HUNDREDS OF SHORTER RACES** have been won on the **D.H.F. Premier** Bicycles, which however, are not so important for the purpose of demonstrating the stability of the machines.

Premier Works, Coventry.

LISTS ON APPLICATION.

GOOD AGENTS WANTED.

STEPHEN WITHERS & CO.,
THE NEW CITY BICYCLE OUTFITTERS,
 —
Equipment Throughout.
 —

CLUB UNIFORMS, HOSIERY, and all
REQUISITES.

BICYCLES & TRICYCLES

On the new Purchase System, or
 Liberal Discount for Cash.

42 & 43, CHEAPSIDE,

OPPOSITE THE TREE.

Unquestionably the Bicycle
for 1880.

THE
HUMBER.

HUMBER, MARRIOTT, AND COOPER,

WORKS :

BEESTON, NOTTINGHAM;

LONDON WORKS :

78, RICHMOND ROAD, WEST BROMPTON.