

THE BICYCLING TIMES

AND TOURING GAZETTE.

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

VOL. VI.—No. 23.

THURSDAY, 22ND APRIL, 1880.

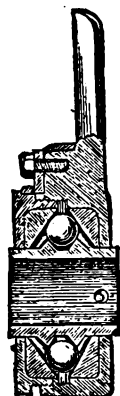
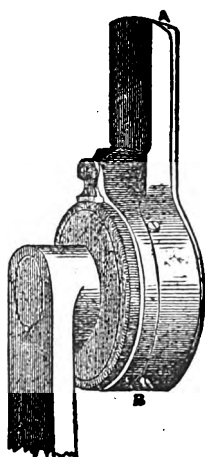
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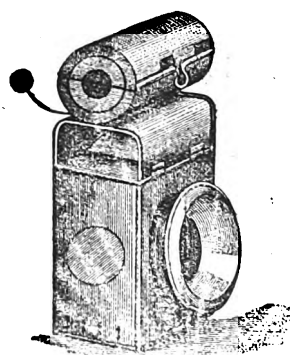
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 HOUGH, T., *Florentine*, Florence Works, Mander St., Wolverhampton.
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 PALMER & HOLLAND, *The Palmer*, Aston, Birmingham.
 SMITH, W. C., *Imperial*, Crocus Street, Nottingham.
 STASSEN, J., and SON, *Nonpareil*, 251, Euston Road, N.W.
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Small Horns, 1 turn, 3s.; 2 turns, 6s.; 3 turns, 9s.

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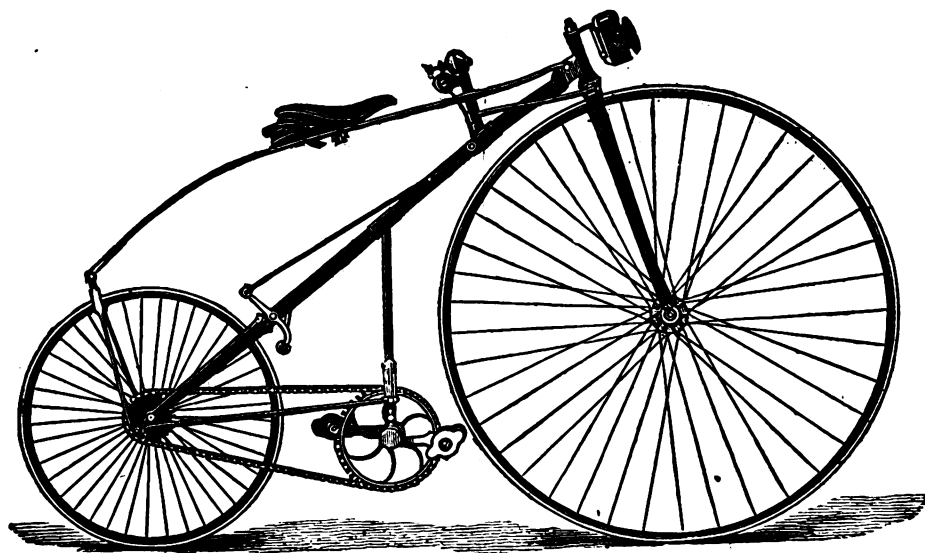
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VOL. VI.]

THURSDAY, APRIL 22, 1880.

[No. 23.]

Editorial.

IN to-day's issue we publish a letter from Mr. Shirley Fussell, the respected chairman of the committee of the Pickwick Bicycle Club, relative to the proposed action of the "Pickwick Fathers," with respect to the Amateur Question. We are glad, indeed, to have had the opportunity of publishing Mr. Fussell's letter, and the resolutions contained therein, for two reasons. Firstly, because we are glad to see a club of the undoubted standing of the Pickwick, endorsing, in so marked a manner, the action taken by the Surrey, and secondly, because it cannot but have a good effect upon other clubs by giving them additional precedent to adopt a like course.

The Pickwick is a club which has always taken action, not alone for its own advantage, but for that higher motive, the advancement of "our especial sport," and thus its decisions have always been treated with the respect they deserve; for the Bicycling community at large receive them with the knowledge that they are arrived at only after the most careful discussion and earnest consideration by a committee composed of gentlemen who, we can safely say, know as much about the sport, and are as keenly alive to the interests of its votaries, as the committee of any club in the world. For the Pickwick to take action in any certain direction, and ask the co-operation of other leading clubs, is generally a signal for that co-operation to be accorded, and we trust that the example set in the present instance by two of the leading Metropolitan clubs, may be conducive of a great measure of good in those circles of amateur riders who may have been influenced by the preachings of the Anti-Union Crusade.

Club Fixtures.

SATURDAY, APRIL 24TH.

METROPOLITAN.

Alert—Race Meeting, Alexandra Park
Albion—Clapham Common, 3.30 p.m., for impromptu run
Alwyne—Canonbury Station, 3.45 p.m., Cheshunt, via Enfield
Athenæum—Headquarters, 3.30 p.m., Kim's Langley, via Walford
Atalanta—Headquarters, 3.15 p.m., for Chertsey

Arion—Victoria Embankment, 3.30 p.m., for Snarebrook
Belsize—Headquarters, 3.30 p.m., for Elstree
Brixton—Headquarters, 3.30 p.m., for Banstead
Belgrave—Richmond Hotel, 3.45 p.m., for Ripley
Beumond—Thorburn Square, 3 p.m., for Ewell
Carlton—Mariborough Road, 3.30 p.m., for Hatfield
Comet—Headquarters, 3.30 p.m., for Redhill
Canonbury—Canonbury Station, 3.5 p.m., for St. Albans
Clarence—Headquarters, 3.30 p.m., for run with Kildare
Civil Service—N. Division—Finchley Station, 3.30, for Shenley—
Division Putney Bridge, 3.30 p.m., for Banstead.
City of London—Dean's Court, 3.15 p.m., for Down
Criterion—Grammar School, 8.30, for Totteridge
Clapham—Alexandra Hotel, 3.30 and 5.15 p.m., for Esher
Centaur—Headquarters, 3 p.m., for Ripley
Croydon—Bedford Place, 3.30 p.m., for Sevenoaks, with Sydenham
Clevedon—Holland Road, 3.45 p.m., for Esher
Chiswick—Kew Bridge, 3.45 p.m., for Cobham
Concord—Headquarters, 3.15 p.m., for Elstree
Crystal Pal. Dis.—Crooked Billet, 3.45 p.m., Sevenoaks, with Surrey
United
Camberwell—Headquarters, 3.30 p.m., run with Saturn
Druids—Headquarters, for Carshalton
Forest Hill—Headquarters, for Caterham
Fulham—Headquarters, 4 p.m., for Leatherhead
Grosvenor—Chelsea Bridge, 3.30 for Kingston
Gresham—Headquarters, 3.15 p.m., for Harrow
Golden Eagle—Headquarters, 3.30 p.m. for Elstree
Hammersmith—Headquarters, 3.30, for Staines and Hounslow.
Hermits—Headquarters, 3.45 p.m., for Loughton
Highbury—Highbury New Park, 3.30 and 5.30 p.m., for Loughton
Street
Highgate—Muswell Hill, 4.45 p.m., for South Mimms
Imperial—Hare and Bulet, 3 p.m., for Southam Bottom
I Zingari—Headquarters, 3.30 for Cobham
Kent—Black Horse, Catf, 3.45, for Tetham.
Kensington—West Kensington Hotel, 3.30 p.m. for Banstead
Kildare—Headquarters, for Epsom, with Clarence
London Scottish—Headquarters, 3.30 and 5.30 p.m. for impromptu run.
Lee Rovers—Headquarters, 3.30 p.m., for Kingston-on-Thames
Lewisham—Headquarters, 3.30, for Godstone
Mildmay—For Enfield
Mayfield—Headquarters, 3 p.m., for Elstree
Norwood—Tulse Hill Station, 3.45 p.m., for River Head
North London—Canonbury Station, 4 p.m., for South Mimms, with
Highgate
Norbiton—Headquarters, 3.30 and 4.30 p.m., for Ripley
Owl—Hackney Church, 4 p.m., for High Barnet
Pickwick—Headquarters, 4 p.m., for Waltham Abbey
Pelham—Finger Post, Perry Rise, 4 p.m., for Caterham, with Forest
Hill B.C.
Raleigh—Headquarters, 4 p.m., for Lambourne End
Rovers—Woodford, 4.30 p.m., for Theydon Bois
Rye—The Gardens, 3.45 p.m. for Merstham (Feathers)
Surrey—Race meeting, Kennington Oval.
Surrey United—3.30 p.m., for Sevenoaks
Stanley—Headquarters, 4.30 p.m., for Lambourne (Beehive)
Star—Down's Hotel, Clapton, 4 p.m., for Botany Bay
St. George's—Headquarters, 4 p.m., for Crawford Bridge
St. James's—Northumberland Avenue, Charing Cross, 3.30 p.m., for
Hampton Court
Saturn (both Divisions)—Headquarters, 2.30 p.m., for Croydon
South London Harriers—Headquarters, 3.45 p.m. for Merstham
(Feathers)
South Norwood—Headquarters, 3.15 for Reigate

Sydenham—Kent House Road, 4 p.m., for Sevenoaks, with Croydon.
Tooting—Headquarters, 4.15 p.m., for Godstone
Tally-Ho—Headquarters, 3.30 for Leatherhead
Tottenham House—Langham Hotel, for Willesden
Twickenham—Headquarters, 3.30 p.m. and 5 p.m. for Slough
Temple—N. Div., Stanmore; S. Div., Godstone; E. Div., Lambourne End; W. Div., Stanmore; Central Div., Merstham
United—Hampton, 4.30 p.m., for Esher
Upton Park—Headquarters, 3.30 p.m. for Lambourne End
West Kent—Club Room 3.45 p.m., for Riverhead and Westerham
Wanderers—Windmill, Clapham Common, 3 p.m. for Weybridge
West London—Headquarters for Beddington
Widmore—Heye's Lane, 3.45 p.m., for Riverhead and Westerham
Westbourne Park—Headquarters, for Richmond

PROVINCIAL.

Argyle Amateurs (Swansea)—Headquarters 3 p.m., for Ponlardawe
Borough of Tynemouth—Headquarters, 2.30 p.m., for Marsden Rock
Bradford—Headquarters, 2 p.m., for Rounday Park and Bardsey
Boldheath—Black Horse, 3 p.m., for Childwell
Bristol—Portland Square, 3.15 for Badminton
Cheltenham—Clarence Street, 5.30 p.m., for Teddington Cross Hands
Clifton—Suspension Bridge, 3 p.m. for Clevedon
Dewsbury—Assembly Rooms, 2.30 p.m., for Woodsome
Dumfries—Assembly Rooms, 2.30 p.m. for Woodsome
East Kent—Headquarters, 3.15 for Maidstone
Edinburgh Rovers—Collbridge Toll, Bathgate, 3.15 p.m., for the City Meet.
Huddersfield—Headquarters, 2.30 p.m. for Wortley
Kingston—Headquarters, for Chertsey
Leeds—Headquarters, 2 p.m., for Selby
Liverpool Wanderers—Headquarters, 3.30 and 5.45 p.m., for War-rington
Maidstone—Headquarters, 2 p.m. for Hadley
Newcastle Amateurs—Headquarters, 2.30 p.m., for Marsden Rock
Northumberland Amateurs—Club House, 2 p.m. for Belsay
Old Trafford—Headquarters, 2.45 p.m., for Ringway
Ormskirk—Headquarters, 3.45 p.m., for Prescott
Preston—West Cliff, 3 p.m., for Chorley and Harwich
Rangers—Headquarters, 3.30 p.m., for Rinslip
Redhill—Headquarters, 6 p.m., for Dorking
Royal Scottish—Headquarters, 3.30 for Bath
South Devon—Globe Hotel, Newton Abbot, 9.30 a.m., for open run.
South Staffordshire—Headquarters, 2.30 p.m., for Coleshill
Swansea—Headquarters, 3 p.m., for an impromptu run
Wharfedale—Moretown Church, 2.45 p.m., for Harrogate

DINNERS, BALLS, &c.

Mansfield—21st April. Annual Dinner
Highbury—22nd April. Supper and Social, Clarendon Hotel
Ramblers—24th April. Entertainment at Athenæum, Goldhawk Road, at 7.30 p.m

RACES.

(OPEN AMATEUR EVENTS ONLY.)

Notices for this column must be sent on a separate slip of paper, or on a Post Card.

St. George's—24th April, 6 p.m., One Mile Championship
Surrey—24th April, Spring Meeting at Kennington Oval
School of Mines—24th April, Bicycle Race at Stamford Bridge
Nottingham—24th April, Forest F. C. Sports, one mile handicap
Coventry—26th April, Druids' Sports, three bicycle handicaps
Birmingham—1st May, Aston Lower Grounds, two miles' handicap
Burton-on-Trent—1st May, two miles handicap at Horninglow Athletic Sports
London—5th May, Evening Race Meeting, at Stamford Bridge
Oxford—5th May, Dark Blue Races
Birmingham—8th May, North Warwickshire B. C. Races at Aston Lower Grounds, one mile handicap
Burton-on-Trent—8th May, Burton F. C. Sports, two miles handicap
Burton-on-Trent—17th May, One mile Amateur Athletic Sports
Coventry—17th May (Whit Monday), Oddfellows' Sports, two bicycle handicaps
Plymouth—17th May, open mile at Plymouth
Gravesend—17th May, one mile and five miles' handicaps for amateurs, at the Bat and Ball Grounds
Canterbury—18th May, two miles' handicap, at Rural Fete
Oxford—18th May, Dark Blue Trial Races
Cambridge—22nd May, University B.C. Invitation Race
Lacrosse—22nd May, Athletic Meeting of United Lacrosse Clubs at Stamford Bridge

Lacrosse—22nd May, University B.C. Invitation Race
Birmingham—22nd May, Edgbaston Crusader's Sports at Aston Lower Grounds, one and three miles handicaps
Cambridge—22nd May, Am. v. Pro. Races on the University Ground
Cambridge—28th May, Am. v. Pro. Races on the University Ground
Dewsbury—5th June, at Dewsbury
Pickwick—5th June, Annual Race at Stamford Bridge
Stanley—12th June, Annual Race Meeting, at Page's Cricket Ground, Upper Holloway
Kingston—12th June, Fourth Annual Race Meeting, at Surbiton Grounds
London—19th June, Annual Races at Stamford Bridge
Tufnell—24th June, Race Meeting, Pages' Ground, Tufnell Park
Civil Service—3rd July, Annual Races at Stamford Bridge
Belgrave—10th July, Annual Races at Stamford Bridge
Maidstone—10th July, Hayle Place, Annual Race Meeting
Eastbourne—21st July, E.B.C. Races, three open events
Catford Bridge—24th July, Lombard B. C. Annual Race Meeting
Lombard—24th July, Annual Races at Catford Bridge
Arion—24th July, Annual Race meeting at Stamford Bridge
I Zinguri—11th September, Races at Stamford Bridge
Surrey—18th September, Autumn Races at Kennington Oval
Druids—Race meeting, end of September

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.]

ATALANTA.—April 17th. Eight members and two visitors for Rickmansworth, roads, via Harrow and Pinner, rather lumpy, but very fair for macadam, the rest of the way good. Tea at the Swan, good and which may be recommended.—FRANK W. CLULOW, Hon. Sec.

ALWYNE.—Saturday, April 17th. Seven members carried out the run to Edgware via Tottenham. A very good tea was obtained at the Railway Hotel. Accommodation excellent. Headquarters reached at 9.45, after a most enjoyable run.—J. N. BURKE, Secretary.

ARION.—April 17th. Fourteen members. The run originally fixed for Godstone was altered to Carshalton. Roads in first-class condition. A dismount was made on the return journey at the Bay Tree, Merton, where we found the City B.C. The rest of the way home was made in company, the two clubs, 30 in number, making a good show. Members are requested to muster in good force for the run next Saturday in company of the Rovers B.C.—A. R. BISHOP, Hon. Sec.

ALERT.—April 17th. Eight members for Chigwell, run intended to Abridge. Tea promptly and satisfactorily served at Blue Boar. One member rode to Ongar. Roads good, considering the wet weather recently experienced. At a general meeting held at Headquarters on Monday, 19th inst., the following important resolution was carried:—'That the resolution passed at a general meeting held July 23rd, 1879, viz., That the Alert Bicycle Club do join the Bicycle Union, be now carried into effect, and that the resolution, &c. the above, which was passed and confirmed at the two subsequent general meetings be cancelled. Also unanimously resolved to attend Hampton Court meet, Four new members elected, and other important business transacted.—JOHN MOE, Hon. Sec.

BELGRAVE.—Saturday April 17th. Addlestone. Seven members and some friends who drove down. Tea at the Duke's Head, in Mr. Brough's usual commendable style, returning about nine o'clock, via Weybridge, Walton, and Hampton Court, the dog carts then going through Bushey Park and Richmond, the cyclists via Kingston Vale, all meeting again at Headquarters. The date of entertainment and smoking concert is Tuesday, May the 4th, not the 6th, as stated last week.—R. JOURDEN, Hon. Sec.

BEDFORD AMATEURS.—The members of this club had their opening run on Monday night, April 19, and although the weather was very showery, eighteen assembled at St. Peter's Green, and at 7.30 p.m. proceeded to Cardington, where an enjoyable evening was spent at the King's Arms. Songs were sung by most of the members present, Mr. Punshon presiding at the piano. A speech was delivered by the captain, Mr. F. C. Taylor, who called for three cheers for the B. A. B. C., which were heartily responded to. After a sharp run, home was reached at 10.20 p.m.—JAMES ROPER, Hon. Sec.

BRIGHTON STAR.—Eighteen members of this club had a run to Isfield on Saturday. Roads very good till within three miles

of Isfield, when they very ruddy. A good tea was provided at the Station Inn, highly recommended. The return journey was commenced after tea, home being reached soon after 8 o'clock.—W. H. COLLINS, Captain.

BRIXTON.—Twelve members to Epsom, tea at Spread Eagle. Return journey enlivened with solos on a piccolo. Headquarters reached 10.30.—G. MCCO., Captain.

BRIXTON RAMBLERS.—Fourteen members and two friends to Baunstead via Carshalton. Tea was obtained at the Woolpack, and remounting machines at 8.30, Headquarters were reached at 10 p.m.—F. G. DRAY, Hon. Sec.

BELSHIRE.—April 17, to Shenley Roads, in fair order, but not as good as usual. Very good tea at the Black Lion, at the bottom of the village. This inn deserves to be widely known, as nothing can exceed the attention of the host towards his guests and his anxiety for their comfort. Charges very reasonable, and good stabling for the machines.—R. P. HAMPTON ROBERTS, Hon. Sec.

CAMBERWELL.—Two more new members last Wednesday. Two members only for Leatherhead, one stopped at Ewell, I went on against a very stiff wind all the way, in fact a regular "noser." Tea at the White Swan (very good and moderate) with the Crystal Palace, Croydon, Beckenham, and Sutton Clubs. Music and soup till 8. Pigskin resumed at 8.10. Called at the Glynn Arms for other member, and found a member of the Overton going to town, so we put pipes on and rode together. Met some of our fellows half way to Merton. Six members for morning run last Monday, starting at 6.10. This was a very small muster indeed; where were the others, (lazy beggars). The run was to Tooting Common. Coming back we met a young lady tricyclist, with her brother riding behind her on the same machine. Of course we saluted the lady. I forgot to mention last week, that we stayed on Saturday 10th inst. at the Tiger's Head, Chislehurst for tea, a place that I certainly cannot recommend, a plain tea (had no meat in the house) of 2 eggs and watercress, 2s. We remonstrated, but to no use. "That is the usual charge for a plain tea." Members must turn up sharp on Saturday at a quarter to four, if possible, for a run with the Saturn.—A. H. DALLMORE, Hon. Sec.

CANONBURY.—April 17th. Five to Gough's Oak via Northaw. Good tea at the Goff's Oak. Roads rather ruddy, but otherwise good. Wm. PIR-ENGISH, Captain.

CHISWICK.—Seven members to Watford on Saturday, via Kenton and Oxley Lane. Roads in excellent condition, good time was made. After tea at the Essex Arms, some members of the Tudor B. C. were met, and the return journey commenced at 8.30 in their company. The route home was up Clay Hill, which was very rough, and over Harrow Station. After one or two dismounts for stones, Sudbury Station was reached, and here the two clubs separated, the Tudor going along the Harrow Road and making for Cricklewood, while the Chiswick turned off to the right for Hanger Hill. Two other members here met the club, and continuing over Ealing Common, Headquarters were reached at 10.45. Members are requested to muster as strongly as possible next Saturday for the run with the I Zingari B. C.—W. G. SPOONER, Hon. Sec.

CLEVEDON.—April 17th. Six members had an enjoyable run to the Victoria Inn at Cheam, where a good tea was obtained at a moderate price. On the return journey, one of the members had a nasty spill over a small brick, which nearly incapacitated him for riding. He was kindly helped by a gentleman who saw the accident, and home was safely reached about 9.15. Roads fair with one or two patches of stones. Members, please muster strongly for the run to Esher next Saturday.—R. W. HOOKE, Hon. Sec.

CLAPTON.—Saturday, April 17th. Nine members and a friend turned out for the run to High Beech. The weather was all that could be desired and the roads in very good condition, especially on the home run, via Loughton and Theyden Bois. This route recommended. Tea at the King's Oak. All arrived home safely at 9 o'clock, and spent a pleasant evening at the club room.—H. HIGSTED, Hon. Sec.

CRICHTON.—Eleven members to Ewell with Pelham B.C. Glynn Arms. Jolly run. Roads dusty. Next Saturday to Green Street Green.—ALFRED M. BOLTON, Hon. Sec.

CIVIL SERVICE.—April 17th. The ride of the North Division to Bushey Heath, was attended by eight members and a friend, who were well treated at the Three Crowns. Six members of the South Division and one friend enjoyed a ride to Sunbury, and were satisfied with the fare at the Flower Pot.—F. J. VENABLES, Sub-Captain.

CRYSTAL PALACE DISTRICT.—On Saturday last, four members ran with the Croydon and Sutton B.C.'s to Leatherhead, where an excellent tea was provided at the White Hart (recommended), to which about 30 sat down. Roads good throughout.—W. HITCHCOCK, Hon. Sec.

CITY OF LONDON.—Saturday, April 17th. Sixteen members for Hampton Court, accompanied part of the journey by the St. George's B.C. Good tea at King's Arms, ls. 9d., after which a stroll

and smoke in Bushy Park, was much enjoyed. Started for home at 8 o'clock. A halt was made at Baytree, Merton, where we met the Arion men, with whom we rode to the City, the lights from some thirty-five hub-lamps presenting a very effective "coup d'œil." Headquarters reached by 10.30. Roads splendid.—Monday, 19th. Eight members to Baytree, Merton, where an hour's conviviality was indulged in. Roads good. Members are requested to note that the run next Saturday to Keston Common will be extended to Down. Tea at Weaver's.—CHAS. KERSHAW, Assist. Hon. Sec.

CLARENCE.—Saturday, April 17th.—Five members and a friend, to Elstree. The Plough Inn, highly recommended for quality and prices of fare; also ground, and scenery from back of house, and a good sample of music to be found on the piano. Members, please note the special run on Saturday next with Kildare B.C. to Epsom. Tea at Ewell, Glynn Arms. Muster strong and early. A challenge prize having been presented for a one-mile Handicap, the race will be decided as follows: Saturdays, May 1st, June 12th, July 17th, Aug. 14th, and Sept. 11th.—GEO. DUNFORD, Hon. Sec.

CROYDON.—April 17th. Ten members to Leatherhead with the Crystal Palace District B.C. Tea at the Cock. Home with the Sutton. Roads very good. Members are requested to turn up in force next Saturday for the Godstone run.—J. W. SHARP, Hon. Sec.

CRITERION.—All members are particularly requested to take part in the run to-morrow for Totteridge, leaving the Grammar School at 3.30 p.m. precisely.—V. R. LONGMAN, Hon. Sec.

CLAPHAM.—April 17th. Ten members ran to Smitham Bottom, and returned to Caterham Junction to tea, (good and cheap). Roads good. Headquarters reached at 9.30.—FRED. M. MCGAW, Hon. Sec.

DERBY.—April 17. Seven members to Wirksworth, tea at Red Lion, visited the Black Rocks, from which a magnificent view of Cromford Matlock and the distant hills for many miles round, rewards a somewhat easy climb. Run on Saturday next to Nottingham for Nott's Forest F. C. sports.—W. W. BEMROSE, Hon. Sec.

DUMFRIES.—Friday, April 16. Three riders at 10 a.m. for Dalbeattie. Roads heavy. Visited Corra Castle on way, and spent short time in Dalbeattie, via Palnackie to Auchencairn, dinner at Commercial Inn, during preparation of which had good spin along road to Balcary, fine view. Returned to an excellent repast at exceedingly moderate charge. Leaving at 2 p.m. had a splendid run of 8 miles level to Castle Douglas, through a sort of pass with lovely scenery and the road being in capital condition. Remained to tea, previous to which had a stroll along Carlingwark Loch, and got a good drenching from heavy shower. Got on the road for Dumfries at 6.20 p.m. and had a magnificent run, refreshing at Crookesford, and arriving home at 8 p.m. after a most enjoyable little tour. Saturday, April 17th. Three members to Castle Douglas against head wind, got soaked when nearing our destination, put up at Commercial Hotel to tea, then home, weather dry and wind favourable, and reached Dumfries at 8 p.m.—J. J. CLARK, Hon. Sec.

EAST ESSEX.—Mr. Fowle is Hon. Sec.; Mr. J. Bonner Captain, and Mr. J. Lovett, Treasurer, of the new club, the East Essex. Headquarters, Steeple Bumpstead. This club is open to all riders in the district on application to the Hon. Sec.

FOREST HILL.—Eleven members with a member of the Norwood B. C. to Hampton Court, via Sutton, Ewell, and Surbiton. After tea at the Park Cottage had been partaken of, a start for home was made, the route taken being through Tooting and Merton, reaching Forest Hill at 10 o'clock after a most enjoyable run. The run next Saturday will be to Caterham with the Pelham B.C.—ARTHUR ARCH, Hon. Sec.

FULHAM.—Six members mustered for the run on Saturday last to Sunbury via Kingston and Hampton. Tea was obtained at the Flower Pot, which place we should advise bicyclists not to patronise, owing to their high prices. The start for home was made at 8 o'clock, and reached at 9.45. There will be a General Meeting next Monday.—WM. EASY, Hon. Sec.

GROSVENOR.—Three members to Morden, tea at the Crown, roads in good condition.—G. A. SMALL, Hon. Sec.

GRESHAM.—April 17th. The fixture was Waltham Cross, but it was extended by seven members to Broxbourne. Tea at the Black Bull. Home via Enfield Road, fair, and run much enjoyed. Members are reminded that the moon will be full on Saturday next, when the favourite run to Harrow will be made. "*Verb. sap. sat.*"—J. HOWARD, Hon. Sec.

GOLDEN EAGLE.—Five members to Richmond, via Hammer-smith Bridge, roads bad, tea at Dysart Arms, Petersham. After a stroll saddles were resumed, and return journey made via Kew, roads good.—FRED M. EVANS, Hon. Sec.

HYPERION.—(Blackheath), Saturday 17th. Chislehurst and St. Mary's Cray to Farnborough, and home by Bromley and Lewisham. Roads mostly good. Special general meeting, Headquarters, 7 a.m., Saturday, 24th instant. Musical evening, Wednes-

day, 5th May, 8 p.m., at Green Man, Blackheath. Invitations will be sent to all the local clubs this week. Representatives of other clubs cordially invited. Our captain (A. H. Llewellyn Winter) is making arrangements that will, it is trusted, ensure a pleasant evening.—HUGH GRAHAM, Hon. Sec.

HIGHBURY.—Saturday, April 17th. Eleven members, one Guildhall, and a friend, rode to Enfield. Tea at the King's Head. Roads in good condition. Social to-night at Headquarters.—F. W. PAUL, Hon. Sec.

HORNSEY.—Members are informed that the Socials at Headquarters on Thursday evenings will be continued until further notice.—ALGERNON PROUT, Hon. Sec.

I ZINGARI.—A general meeting of this club was held at Headquarters on the 14th inst., when Mr. Malcolm J. R. Dundas, was appointed secretary (vice Mr. F. E. Tobias resigned), and Mr. Royston sub-captain (vice Dundas.) All communications should now be sent to me at 142, Queen's-road, Bayswater. Members may now order their uniforms from the club tailor, G. J. Woodman, 111, Fore-street, E.C.—MALCOLM J. R. DUNDAS, Hon. Sec.

I ZINGARI.—Owing to the non-completion of uniforms the muster at Headquarters last Saturday for Uxbridge was not so strong as might have been expected, considering the favourable state of the weather. Members are reminded that the inter-club run with the Chiswick B.C. takes place on the 24th inst., starting at 3.30 p.m.—MALCOLM J. R. DUNDAS, Hon. Sec.

KENNINGTON.—Seven members turned up on Saturday last for the run to Caterham via Mitcham and Croydon. Roads good. Tea at Railway Hotel. Headquarters reached at 10. Members are requested to muster well at Headquarters (Fentiman Arms) at 3.30 sharp, for Banstead.

KENT ROVERS.—Saturday last, fourteen members and three Friends to Green street Green. Tea at the Rose and Crown, not recommended, as the host is getting too independent.—W. MITCHELL, Hon. Sec.

KILDARE.—Eleven members on Saturday turned up for run to Staines via Acton Lanes. Roads good, with exception of stones at Acton Station. Tea at the Swan, highly recommended. Members are reminded of Inter-Club run with Clarence B.C. on Saturday next.—W. J. HARVEY, Hon. Sec.

KINGSTON INSTITUTE.—We commenced this season with opening meeting on Thursday, April 15th. Letter was read from the Mayor, Dr. Wooley, stating he would with pleasure act as president of the club. Members will please note that opening run will be on Saturday, 24th, to Harrington Corner, Middlesex. Runs for Saturday, May 1st to Sutton, and Saturday 8th to Ripley.—DENWOOD H. FIVIMASH, Hon. Sec.

LEE ROVERS.—Fifteen members and one friend rode to Riddlesdown on Saturday. Had Tea at the Rose and Crown, so well known to Cyclists for its good accommodation. Roads through Croydon are as bad as ever. Monday five members started for morning run, two went to Dulwich, and three to West Wickham. Circular run, distance 19 miles.—H. GRIFFIN, Hon. Sec.

LEEDS.—On Saturday the 17th inst., five members of the above Club went to Lindley Woods, where, owing to the kindness of two of the members, who took the necessary apparatus and provisions in their M. I. P.'s, Tea was prepared gipsy fashion. After a stroll in the woods the return journey was commenced, and home was safely reached before dark. Roads very fair. Distance 25½ miles.—W. F. WARD, Hon. Sec.

LIVERPOOL WANDERERS.—Saturday April 17th, 1880, Headquarters, Grove Hotel, Falkner Square, 3.30 and 5.45 p.m. Eleven members ran out to Hale, the run having been changed from Tarbock, on account of the races. Roads in first-rate condition.—G. H. JONES, Hon. Sec. and Treas.

LEWISHAM.—Favoured by fine weather, and a large number of spectators, the 20-mile race for the Championship and 3 medals, was held at the Crystal Palace, on Saturday last. The field numbered eleven, and a good start was effected at 4 p.m., C. H. Hingston at once running to the front and retaining his lead for the first mile, which was accomplished in 3 m. 54 sec. The first five miles occupied 20 m. 4 sec., F. Porter then leading; and at 5 miles 1 lap E. A. Hingston, owing to rather a serious fall, was obliged to retire. At 6 miles 2 laps, T. Bailey and E. Wood retired; at 8 miles, J. Wood, and at 8 miles 1 lap, C. H. Hingston also retired. L. Grant retired at 11 miles 2 laps, and F. Porter at 15 miles (which distance was covered in 60 m. 35 sec.), he then being third, and 2 laps in advance of 4th man. A sharp race then took place between C. T. Hunt and H. H. Stewart for first place, and J. Rossetti and F. M. Turney for third, (the latter pair being just a mile behind the former), until J. Rossetti retired at 18 miles 1 lap, leaving only 3 men on the course. About this time C. T. Hunt was visited by a severe attack of stich, which no doubt had a good deal to do with the late champion's defeat.

Stewart at once went to the front and steadily increasing his lead, rode well to the end, covering the last mile in 3 m. 47 sec., and winning easily by 1½ laps, in 1 hr. 21 m. 30 sec. 1½ laps also dividing C. T. Hunt, second, and F. M. Turney. The course was 3 laps to the mile. A. E. ORAM, Hon. Sec.

LONDON SCOTTISH.—Six members started from Headquarters on Saturday last, for run to Southgate.—THO. MURRAY, Hon. Sec.

MILDMAY.—This new bicycle Club was formed April 1st, for Youths under 18 years of age. Headquarters at No. 132, Mildmay Road, Newington Green. Number of members 8. Uniform Blue serge, Blue stockings, and Polo to match. Captain H. Goudge, April 17th, ran to Waltham Cross 5 members. Tea at White Hart, recommended. Going Main Road very bumpy. Home via Enfield good.

METROPOLITAN.—Eight members rode to Broxbourne on Saturday. Tea at the Crown. Members are reminded of the run for Saturday 24th, to Lambourn, which I hope to see well attended. Tea at Beehive.—W. SARGENT, Captain.

NORTH LONDON.—Saturday April 17th. Six members to Chingford, roads via Spring Hill fairly good. Tea at the Prince Albert, moderate. Members are reminded that, as the run next Saturday to South Mimms is in company with the Highgate B.C., the Captain hopes to see a good muster. The evening runs, starting from Canonbury Station at 7 p.m., on Tuesday and Thursday evenings, have commenced.—ARTHUR BENNETT, Hon. Sec.

NORBITON.—Five members took part in the run to Virginia Water (Railway Hotel) on Saturday, through Egham and Staines. Had a very enjoyable ride, road being in very fair condition.—W. M. ALLENDER, Hon. Sec.

OWL.—April 17th. Five members to Epping via High Beech. Roads in very bad condition. Returning through Loughton, two members were picked up.—FRED. A. MCCLUER, Hon. Sec.

PELHAM.—Inter-Club run with Crichton B. C. on Saturday last, twenty-one members of the two clubs being present on the return journey. Tea was provided at the Glyn Arms Hotel, and gave great satisfaction. Roads in capital condition. Run to-morrow jointly with Forest Hill B. C. to Caterham.—JAS. C. WATSON, Hon. Sec.

RALEIGH.—Saturday April 17th. Light to Chigwell. Tea at the King's Head. Roads fair. Members will be pleased to hear that Mr. Alderman Finnis has kindly consented to become a Vice-President of the club.—B. GLANVILLE PREECE, Hon. Sec.

RANGERS.—Five members left Headquarters last Saturday for Stanmore, tea at the Abercorn Arms, recommended. Roads fair for the time of year. The start for home was made at 5 p.m., Headquarters being reached by 10 p.m.—H. SEALE, Hon. Sec.

REDDITCH & DISTRICT.—Saturday last, eight members, accompanied by three of the Temperance B. C., had a 20-mile spin along the Evesham Road. Owing to strong head wind, and the threatening appearance of the weather, a stoppage was made six miles short of Evesham. The return was made via Cookhill and Astwood.—T. HOWARD WARNER, Captain.

SATURN.—Five members of the main division and one of the St. John's division ran to Epsom on Saturday last. Tea at the Spread Eagle, not particularly good, nor yet particularly cheap. Roads in very good condition. A general meeting will be held on Thursday next, 22nd inst., at which will be discussed the advisability or not of joining the Union. Members are requested to attend.—HOWLAND HODGE, Hon. Sec.

SOUTH NORWOOD.—Seven members to Godstone on Saturday, April 17th. Left Headquarters at quarter to four p.m., arrived at Godstone 5.15. Tea at Clayton Arms. Return journey commenced at 7 o'clock, arrived home at 8 p.m. Roads very good. Rode both ways without dismounting. Nine members started 6.30 a.m., Monday, April 19, to the Swan, at West Wickham, returned to Headquarters by eight a.m. Should like to meet neighbouring clubs in early morning rides, generally at the Swan at 7.30 a.m.—W. R. BOTTEWILL, Hon. Sec.

SURREY UNITED.—April 17th. Five members ran to Caterham. As usual, good and reasonable tea at the Railway Hotel. Reached home at 9 p.m. Roads in splendid condition. Two other members to Sevenoaks.—JAMES GOMER, Hon. Sec.

ST. JAMES'S.—Six members and one friend to Pinner last Saturday, via Finchley, the Hyde, and Harrow, Edgware Road being rather bumpy, the others very fair. Tea at the Queen, moderate. The return journey was commenced shortly after eight, town being reached about ten.—W. P. GILL, Hon. Sec.

SHAKESPEARE.—Four members and friend to Epping. Tea at Thatched House, returning safely to Headquarters by 11.30 p.m., after a most enjoyable run.—T. BENCE, Jun., Hon. Sec.

STOCKWELL.—On Saturday a very excellent run was made to Leatherhead. The Swan was reached about 6 o'clock, where a very

good tea was served. The return journey, which took less than an hour and three-quarters, was very enjoyable, the moon being up, and the roads in splendid condition.—W. J. KEEN.

STAR.—Eighteen members attended the run last Saturday to Theydon Bois. Tea at the White Hart, Abridge.—R. STARKEY, Hon. Sec.

SOUTH LONDON HARRIERS.—Saturday, 17th April, 1880. Six members and three friends to Down. Tea at Queen's Head, recommended. Return journey commenced at 8.30, Headquarters reached soon after ten o'clock. The ride next Saturday to Merstham will in all probability be continued to Crawley, the astronomers predicting a full moon on that day.—H. W. ERITT, Hon. Sec.

ST. GEORGE'S.—Saturday last to Thames Ditton, in lieu of Bromley. On the road we fell in with several members of the City of London B. C. who were bound for Hampton Court. Tea at The Angel (very good and reasonable), with two members of the Antelope B. C. Start for home made about 8 p.m. Headquarters reached soon after 10 p.m. Roads fair. Members are again reminded that the one mile Champion Race will be run at Hayes on Saturday next, the 24th inst., at 6 p.m.—H. W. K. HOUSEMAN, Hon. Sec.

STROLLERS.—A number of gentlemen met at the Franklin Hall, Oxford-street, and formed a bicycle club under the above title; full particulars will be forwarded in a few days.—H. C. LLOYD, Hon. Sec.

SOUTH HORNSEY.—Nine members mustered for the run to Waltham Abbey, via the main road, rather rutty. Tea at the New Inn, recommended, spent a pleasant evening. Mr. Gell, of the South Hornsey, gave his services at the piano.—Yours truly, H. BANGS.

SYDENHAM.—Last Saturday's run to Godstone was attended by ten members; at Caterham Junction joined the Red Hill Club, and in company rode on to the Clayton Arms (strongly recommended), where the usual good fare was provided at a moderate price. After tea, and a short stroll about this rural neighbourhood, several members rode on to Hand Cross, the remainder reaching Sydenham about 10.30. Roads in good condition.—WM S. P., Captain.

SHEPPY.—A General Meeting was held at the Victoria Hotel, on Thursday, April 15th. The principal business of the evening was passing the balance sheet, election of officers, and other important affairs. The officers elected were as follows:—viz., — McGuire, Esq., President; — Males, Esq., Vice-President; Mr. R. Newby, Captain; Mr. W. Ride, Sub-Captain; Mr. R. Marsnew, Hon. Sec. and Treasurer. Messrs. Burgess and Carreck, Buglers, and Messrs. Woolley, Lake, and Burgess, Committee-men. A vote of thanks was given to the retiring committee for their past services, which was responded to by the Captain, R. Newby.—R. MARSNEW, Hon. Sec.

SUTTON.—Saturday 17th. Fifteen members to Leatherhead in company with Croydon and Crystal Palace B. C.'s. Put up at the Swan. Excellent accommodation. Club runs every Wednesday at 7.45 for 8 p.m.—R. S. FARDEN, Hon. Sec.

TEMPLE.—East Division. Five members rode to Lambourne End on Saturday, and home by Abridge.—G. R. GLANFIELD, Captain.

TUDOR.—Cricklewood, Saturday, 17th April, five members to Walford, meeting at Stanmore. Three riding via Edgware, Brockley Hill, and two riding via Wembley and Harrow Weald. Tea at Essex Arms, where we met seven members of the Chiswick B. C. After a few games at billiards together, we left, 12 in number, for the return journey, about 9 p.m., riding together until we reached Sudbury, where we separated for our respective destinations after a most enjoyable run. Roads good both routes. The run next Saturday will be to Potter's Bar, starting from The Crown, Cricklewood, at 4 p.m.—W. M. ROBERTS, Hon. Sec.

TUFNELL.—Saturday 17th.—Eight members to South Mimms. Two coming on afterwards. Tea at White Hart. Mount was sounded about 8.0. Shortly after leaving Mimms, were delayed, an unattached gentleman had come a cropper and hurt himself rather badly, our Sub-captain rode back again to get a conveyance, unluckily the best he could procure was the sweep's cart, into which we packed the injured man, and having seen him safely started in charge of a gigantic unwashed sweep, proceeded on our way, reaching Headquarters about 10 p.m. after a capital run, roads being very fair, bar Archway, which was as bad as usual. At a Committee meeting, held at Headquarters, on Tuesday, evening, 20th inst., it was decided to hold the race meeting this season at Page's Ground, Tufnell Park. That there be two races—The 10-mile club championship and a 2-mile club handicap, particulars of tickets &c. to be announced in due course.—W. A. MORRIS, Hon. Sec.

TOTTENHAM.—Eleven members started for Cheshunt via Enfield. Roads very good. Tea at the Haunch of Venison. Return journey via Enfield Highway and Edmonton, roads in a very lumpy condition. Members please to note next Saturday's run to Hatfield via Enfield and Potter's Bar.—C. W. DAVIS, Hon. Sec.

WANDERERS.—Eighteen members took part in the run to Sunbury last Saturday. Roads rather rough. Tea at the Magpie, very good

and reasonable. The run next Saturday will be abandoned, to allow members to attend the Surrey B. C. races at the Oval.—WALTER DENNY, Hon. Sec.

WESTBOURNE PARK.—Seven members started for Barnet on Saturday. Tea at the Star, recommended. The return journey commenced at 8, Headquarters being safely reached by 10 o'clock.—WALTER JAMES, Hon. Sec.

WIDMORE.—Saturday 17th inst. Six members only, ran to Croydon. Merstham roads rather lumpy, otherwise good. Tea at Merstham, moderate charges, fair provisions, distance 27 miles.—FRED. W. HOLWORTH, Hon. Sec.

Correspondence.

PICKWICK BICYCLE CLUB.

TO THE EDITOR OF THE "BICYCLING TIMES."

SIR,—The Committee of this Club, agreeing with the action taken by the Surrey Bicycle Club, in the matter of protests at their Race Meeting, have last evening adopted the following resolutions, having reference to our meeting at Stamford-bridge on the 5th June next.

1st. "That being members of the Bicycle Union, the meeting be held under the Union rules, and the races be open to amateurs as defined by the Bicycle Union.

2nd. "That no protest be accepted against a rider's status as an amateur, excepting such rider shall have infringed the definition of the Bicycle Union.

3rd. "That any entrant preferring such a protest shall thereby forfeit his right to compete."

Your kindly giving publicity to this in your next issue, will greatly oblige.—Yours faithfully, SHIRLEY FUSSELL, Chairman of the Committee.

[This is a step in the right direction, and one that the clubs will do well to follow.—ED. B. T.]

MR. CORTIS AND THE UNION.

TO THE EDITOR OF THE "BICYCLING TIMES."

SIR,—So much has been said of late upon the question of Amateur *versus* Professional, and the connection of Mr. L. Cortis with the Bicycle Union, that it was with something akin to astonishment I learnt the other day that the Wanderers B. C., the club to which Mr. Cortis is attached, does not belong to the Union.

If this is the case, I feel a somewhat natural curiosity to know if Mr. Cortis himself is an individual member of the Union, and if not, how his name has become so mixed up with the racing affairs of the B. U.—Yours, ANXIETY.

[We think our correspondent has been misinformed, the Wanderers B. C. certainly did belong to the Union, and if we mistake not is still a contributory club. This being the case, of course, as a member of the Wanderers, Mr. Cortis is a Unionist.—ED. B. T.]

DANGER BOARDS.

TO THE EDITOR OF THE "BICYCLING TIMES."

DEAR SIR,—Seeing by your last week's issue, that the City of London B. C. referred to the board fixed at the top of Woodcock-hill, near Elstree, I wish to state that it was not put there by the Bicycle Union, but by Mr. Geo. Gooding and myself, it being the second already erected by us. The first was smashed by some uncivilised brute, and the present one has been knocked down by one of the same tribe. A gentleman living close by (— Moeder Esq.) kindly had it refixed. I write this, not for the sake of taking any credit in the matter, but merely as a suggestion to all bicyclists living near dangerous hills to follow the example, as it must be a work of time for the B. Union to carry out Mr. English's excellent idea.—Apologizing for the length of this letter, Yours faithfully, "PRUFFLE," P. B. C.

P. S. Dr. Slammer (P. B. C.) suggested this board twelve months ago.

[Great praise is most certainly due to our correspondent for his single-heartedness in fixing this board. We wish we could see his good example followed by other men in the neighbourhood of dangerous hills.—ED. B. T.]

Books of all the words and songs in "Velocipedea," "Jupiter's" Bicycling Burlesque Extravaganza, can be obtained by applying (by letter) to Arthur A. B. Woodin, Manor House, Bromley, E. Songs suitable for club teas, set to popular tunes, price, post free, 9 stamps.—ADVT.

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. B. Cortis, Esq.) 2nd Prize, silver medal of the Club. Entrance Fee, 5s.

Entries close on Saturday, April 17th. Apply to the Hon. Sec. Mr. T. C. BUDD, 9, Barnes Terrace, S.W. Prizes on view at Messrs. Withers and Co., 42 & 43, Cheapside, E.C.

BURTON ON TRENT,

Amateur Athletic Sports,

Will be held on

Whit Monday, May 17th, 1880.

The following events will be open for competition by Amateurs only.—

- One mile Bicycle Race,
- One " Flat "
- One " Walking "
- 120 yards Flat "
- 120 " Hurdle "
- 440 " Flat "
- Tug of War.

Entry forms for the above handicaps, can be had on application to the Secretary,

R. M. ARNOLD,

14 Union Street, Burton on Trent.

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THE

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A Bicycling & Tricycling Illustrated Monthly.

Edited by

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BICYCLING TIMES.

APRIL 22, 1880.

Ships.

THE annual sports of the Carthusians came off, in weather bad enough to pierce through any human being less pachydermatous than Ajax's celebrated shield, and to curdle the blood of any mammal less warm of temperament than the sperm whale.

"PETER QUINCE," said Bully Bottom, "there are things in this tragedy of 'Pyramus

and Thisbe' that will never please." In spite of the deliberations of certain judicial functionaries, I am of opinion that many of the bye-laws as applied principally to tourists stand in a similar position.

POPULARITY is a condition of success at a bicycle race meeting. If a gathering once sink in public esteem and public favour, sport will soon desert its enterprises. Hence the necessity for the appearance of a star. The star may be a fixed star, such as a very popular secretary, like Mr. Yeoman, or, best star of all, innate excellence and superiority in management.

Our Bicycling journal has certainly the right to provide whatever kind of pabulum its readers are most likely to enjoy—whether grapes or thistles—and there are some mysteries of journalism that it is well the intelligent public should not know—granted. But I ask on what principle can a wilful misstatement of almost every important position be defended? Is it fair to set in inverted commas that which a man never wrote, and to quote in italics that which he did not so emphasise.

It was the late Charles Lever, I fancy, who wrote

"In the midst of fighting
Be hanged to writing."

So say I as a mortal combat is now taking place in the road opposite my window between a couple of the rising generation, as to the right of doing the square on an ancient bone-shaker, which in this locality occupies a similar position to the hard-worked, four-footed "member for Hampstead."

JOINT editorship is, I note, the fashion of the day as regards bicycling papers, and it would appear that the custom is spreading in other walks of professional life. Why should it not be so? A joint-stock sermon is certainly not an uncommon thing, and many a bucolic congregation listens to a "sweet" discourse whose lines have been laid in the reading-room of the British Museum, whose finishing and local touches have been put on in the parson's own study.

"The opening of the eyes of Mrs. Chio," painful as it must have been for that lady to have been awakened to the perfidy of her bosom friend," the faithful Tox, was a mere flea bite when compared to the astonishment of some bicyclists on learning that Mr Racker, jnr., is now actually about to turn a bicycle salesman.

PEACE ye Bicyclist Philistines, peace. Let him alone! Leave him to himself, to his machines and his business. O'r an' ye have wit enough to be sarcastic, say unto him, as Launcelot said unto Jessica, "I always was plain with you, and so now I speak my agitation of the matter; therefore be of good cheer for truly I think you are damned."

HOOD's miserable jest, "Jam satis of preserves," like many other miserable jests, is not without its true sides. The constant reopening of a stale subject, however profitable and instructive, is unacceptable and displeasing to the generality of mankind. To tell a man that he is getting bald is as dangerous as gun-cotton. I noticed in your columns an ingenious device on the part of the world renowned Latreille, who by the means of two heads, ludicrously points out, to those on whom the prevailing complaint of *anno domini* is beginning

to tell, how they can cause their hair to bloom again with the full vigour of youth. Age comes on, and with it hair decays. Baldness is not a state of things to be desired. I say to these who wish to avoid it, try Latraile's lotion, and they may find their desert places bloom again. Now, jolly old Bicyclists, take my advice.

With regard to the L.A.C. One-Mile Handicap, there was great grumbling; but I have no patience with grumbling. Why do not men act, and not talk! I cannot speak with unqualified approval of the handicapping, no more than I can speak with gratification of the result. What genius made me have a dash on the "Rover" I cannot say, but he never came anigh in the "final" that afternoon.

I AM not disposed to relish a premature commencement in performing the active duties of the day. Indeed, I was never remarkable for early rising, yet I remember when I was presented with my first bicycle, that getting up at four o'clock for a start on a spin in the summer time, I did not consider a very early hour, but a matter of pleasant excitement.

MORE than once I have been astonished when perusing one or two books devoted to the subject of training. The doctrines are generally enshrouded in a verbiage sufficiently mysterious to leave an impression of vague profundity upon the minds of that portion of their readers whose education or preception, like my own, or Sam Waller's vision is "limited."

"He who goes a borrowing goes a sorrowing," says a familiar proverb, and the same may very often be said of the young man who goes a reporting. A clever bicyclist friend of mine found it *painful* work, the other night if all I hear is true. Hot-headed "roughs" of all classes were about this electionering time.

Now for a few words relative to anonymous correspondence; perhaps the greatest danger in it is the tendency sometimes evinced to use the freedom which a *nom de plume* gives to indulge in rather strong experiences; but an anonymous writer could scarcely go further on that way than a *certain* writer has done in styling those who differ from him "embéciles."

I AM not ashamed of the "rock from which I was hewn," still I cannot see what difference it can make to a letter or article whether I write from a club, a castle, or a mountain top.

No, no, Sir,
The rank is but the guinea stamp.
The man's the gowd for a' that.

I HAVE no wish to give the slightest offence to any one; in fact, it would pain me to do so. I simply write on subjects which I believe I have well studied and am pretty well acquainted with. So long as the Editor will allow me I shall, as I have hitherto, continue in showing up any thing which I consider to be wrong, and with his kind permission, will also continue to use for my *nom de plume* that of

WOODCUTTER.

Racing Notes.

THE Captain of the Clapton Rovers B. O. Mr. A. E. Cock, offers to ride any youth his own height (3 ft. 9 in.), any distance from 215 miles. He rides a 44-in. machine.

THE Dark Blue propose to hold an invitation race on May 18th, the distance suggested is two miles.

We hear that Baugh Corbett, and several other cracks, are down for the Druids' open one mile at Coventry on Whit-Monday next.

THERE are 53 entries for the open mile at the Surrey Spring Meeting on Saturday, 7 for the club, and 9 for the Challenge Cup, including Cortis, Popplewell, Thorn, and others. We regret to say Mr. Osborne will be unable to ride.

We learn that entries for the Lacrosse Open Events on Saturday, May 22nd, have been coming in very well, and the Bicycle Race will be no small item on the Programme.

At the Moynieux Grounds, Wolverhampton, there will be held the usual Whitesutide handicaps, the prizes amount to £70 for two one mile handicaps 1st, and 2nd class.

THE Tufnell have decided to hold a race-meeting at Page's Ground, Tufnell Park, on June 24th; there will not, however, be an open event.

Notes.

MR. R. R. MACKINNON, late of the Brighton Club, and who was until very lately well-known in racing circles of the Metropolis, has succeeded lately in obtaining an Indian Cadetship. He informed us the other day that he had no intention of ever again appearing on the path.

Our publishing office is in a state of chaos. About four times an hour George Lacy rushes in frantically, grasping a huge black bag, "looks tragic, strikes attitude, comes up centre," and gasps, "Any more letters?" "Faed" pays us visits morning and afternoon, and grasping huge blocks of freshly purchased box-wood, retires to his sanctum sanctorum in Bolt Court, to cut his fingers and litter the floor in his feverish haste. 'Arry looks pale, interviews printers by dozens, weighs paper, decides colours, and writes letters as though the result of his grandmother's will depended on it. Gentle reader, it is all right: it is only *Wheel World* getting ready to revolve in front of you.

How is it that the S. W. Clubs do not patronise the Surbiton track for their race meetings. Their terms are extremely favourable, every attention is paid to the perfection of the track, the London and South Western Railway runs within one minute of its gate, 'tis unquestionably the fastest track in or near the Metropolis, no breakneck corners or dangerous fences. Hon. Secs. might do worse than write for terms, &c.

We regret to hear of the serious indisposition of Mr. Tufts, the popular captain of the Westbourne. We trust we shall next week be

able to give our readers news of his recovery. With the season just approaching, the Westbourne can ill afford to be without the services of so efficient an officer.

Thomas Barry, of the Ashby-road, was charged with riding a bicycle on the footpath on the Burton-road, Tutbury, on the 9th ult. Mr. Wilson defended. Evidence was given by Sergeant White, and Mr. Wilson then contended that his client was riding a tricycle and not a bicycle, and that the bye-laws under which the summons was issued only provided for dealing with bicycles. The bench held that the contention was valid, and dismissed the case.

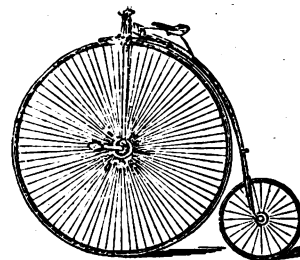
Mr. Elson, the well-known captain of the Fulham B. C., who is better known as "Elson of the Middlesex," wants to make a match with Mr. Appleyard, of the London, for the championship of the Bath Road. We do not for a minute expect that Mr. Appleyard will accept Mr. Elson's challenge, but even were he to do so, we expect that the fact that a race between two such celebrities would get to the ears of the police, who would at once take steps to prevent it coming off.

THE Warwick Swimming Club gave a capital smoking concert on Tuesday, April 13, at the Eyre Arms Hotel, St. John's Wood, on which occasion the Plantation Minstrels gave their laughable Ethiopian Entertainment. Amongst others we noticed several well-known bicyclists present.

THE Coventry Druids are to have Two Bicycle Handicaps at their Sports on April 24th, when Mr. W. Hosier will act as Handicapper.

OUR burlesque writer, after reading Mr. Cotterell's letter on the pecuniary connection between *Cycling* and the B. T. C., was inspired with an idea, and produced a play, "The Wicked Washerwoman of the Wheel World, or Victorious Welford and the Wily Whop." Farmer Jarge is to play the title role.

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BYE-LAWS AT DERBY.

"TO THE EDITOR OF THE BICYCLING TIMES."

DEAR SIR,—In many parts of the country the law against bicyclists is very strict, but in none do I think the animus displayed by both Borough and County Magistrates can exceed what it is in Derby; which town has, I think, more riders in proportion to its size than any other in England, with the exception of Coventry. The following two extracts from this week's local paper require no comment from me. If you can kindly find room for these in your columns they may be perhaps a warning to any strangers who may be passing through Derby. I may say the Littleover Hill mentioned is a mile long, and the finest out of Derby for "coasting;" and it appears they wish to stop us, doing that now.—Yours truly, THOS. SORBY GOODALL, F.R.M.S., A.P.S., B.T.C., and Derby B.C.

BICYCLES ON FOOTPATHS.—At the County Petty Sessions at Derby, on Friday, Col. Mosley, the chairman of the bench, drew the attention of the police to the way in which bicycles were used in the district. Mr. Ryley, of Mickleover, was the other day descending Mickleover Hill, when notwithstanding that he was a hale, hearty man he was completely knocked down by a bicycle. He suffered no other injury than that received by his clothing, but it was very evident that the way these machines were sometimes driven about the country was very dangerous to everybody, whether pedestrians, horsemen, or persons in vehicles. He wished Mr. Lawson, the deputy chief-constable, would give instructions to his men to see that bicyclists were summoned when they broke the regulations in any way.—Mr. Lawson replied that the constables had already received such directions, and many persons had already been summoned.—Col. Mosley: The bells they use are scarcely ever heard, and I do not think anyone at all hard of hearing would receive any warning of their approach.—Mr. Allport remarked that he had frequently seen cases of the improper progression of these machines on Littleover Hill. Bicyclists took their feet off the treadles, and came down the hill at a frightful speed.—Col. Mosley said he saw a bicyclist on the footpath only that morning, but he was stopped by someone.—Mr. Lawson said he had just sent in the information for summoning two Birmingham bicyclists. The police were very strict. If the reporters would take notice of the complaint which the chairman had made, no doubt it would aid in the suppression of the nuisance.—*Derby Mercury, April 14th.*

A CAUTION TO BICYCLISTS.—At the Derby Police Court, on Tuesday morning, Charles Large pleaded guilty to a charge of riding on a bicycle after sunset, without a lamp, on the Burton-road, on Saturday evening.—Defendant pleaded ignorance of the bye-law requiring him to carry a lamp, and said he intended when he went out in the afternoon to be home before six o'clock.—He was fined 5s. and costs.

SECOND CLASS HANDICAPS.

"TO THE EDITOR OF THE BICYCLING TIMES."

DEAR SIR,—I observe in your issue of the 1st inst., a letter from Mr. Cunningham, of the Temple, suggesting that Clubs holding Race Meetings should give prizes for open races, to be run for by what he terms *second-class* men, that is men who cannot cover a mile inside 3 mins. 3 secs. No doubt this proposition will receive support from a certain class of individuals who run in amateur races with the hope of pulling off every other event for which they enter (and who are, indeed, wonderfully surprised and hurt if they run three races without obtaining a second at least), but I have great doubts of it meeting with the approbation of those amateurs who race for racing's sake, putting aside those aspirations after pots which have become so conspicuous to those taking an interest in Amateur Bicycling. Nevertheless it may appear feasible at first sight, but I think its impracticability will be self-evident to any devoting a few moments' consideration to the subject. Let us suppose that a Club offers two prizes for two events, as proposed by your correspondent, what would be the result? merely that in the second-class none but what Mr. Lopper aptly terms "mugs" would enter, while the first-class race would be confined to the cracks, thus creating virtually a scratch race.

Again, pride would prevent many men who are at present incapable of riding a mile in the specified first-class time from entering for the so-called second-class event, thus forcing them to ride in the former, and causing themselves to be out-handicapped continually, as the limit for such a handicap could only be 150 yards at the outside. In addition, the time which would be taken up by the two open events would effectually prohibit the Club races which are now held at such meetings, thus detracting from the general interest taken in the affair by the immediate friends of the promoters. At present Club meetings are seldom if ever (I mean, in the case of a large Club

which are the Clubs who generally hold Race Meetings) brought to a close before dusk; so that something would evidently have to give place to this chimerical Second-class Handicap. If some large Club would give the suggestion a trial, more food for discussion would be produced; but in the absence of tangible facts to support his proposition, I fail to see the solidity of Mr. Cunningham's argument. Would he have the classification of the men carried out by the Union Handicapper, or would he prefer that the men should classify themselves? There are objections to both these arrangements. In the first place, Mr. Cunningham belongs to a Club the members of which would unhappily blindly object and refuse to be classified at all by the official mentioned, and should the men be allowed classify themselves, Heaven preserve us from such handicaps as this extraordinary arrangement would bring out! Perhaps Mr. Cunningham (who appears to be sweet on the proposition) will give us some further information why his ideas should be adopted, as perchance I have entirely mistaken his manner of carrying out the scheme. The above objections are merely those which at once presented themselves to me on the perusal of his letter, and I think they are of sufficient gravity to be taken deeply into consideration by men advocating Mr. Cunningham's suggestions. No doubt others will be pointed out by those more capable to give an opinion on, and to judge of, the effect of these proposed Second class Handicaps.—I am, Sir, Yours, &c., Nemo, Kensington B.C.

ANONYMOUS CORRESPONDENCE.

TO THE EDITOR OF THE "BICYCLING TIMES."

SIR,—Seeing a letter in a bicycling paper a short time since respecting anonymous correspondence, and not quite agreeing with the writer's remarks, perhaps you will permit me to say that I do not see the necessity of a real signature being appended to any communication, unless it contains a personal attack or offensive matter.

The attachment of the name of the writer does not, as far as I can see, in any way affect the merit or demerit of the communication. Does the writer wish us to understand that he values what he reads in proportion to the importance of the signature attached to it? Surely not.

I think he cannot fail to have noticed that some of our great writers have made an undying reputation before their true names have been made public. For instance, the great astronomer, Protor, astonished the astronomical world with his powerful writings long before it was known who had contributed them.

I mentioned this to show that if a letter or article contains really valuable matter, it is worth just as much even if it comes from anyone who chooses to don a *non de plume*.

I rather think it is commendable to write anonymously, because it shows that the writer desires to advance the interest of the subject on which he writes without having the credit of so doing. It shows his humility more than his fear.

I am certain that if you, for instance, Mr. Editor, excluded all anonymous contributions, that you would surely prevent your readers from having the opportunity of perusing much interesting matter, for many anonymous writers may have far more experience than those who append their names and address.—Yours, IVANHOE.

THE AMATEUR QUESTION.

TO THE EDITOR OF THE "BICYCLING TIMES."

SIR,—At the present time Bicyclists, especially racing ones, seem to have a great trouble on their minds re the definition of an amateur. Our grandfathers told us what an amateur was, but a certain wise council have tried to alter the old standing law; they tell a certain gentleman to ride against a professional for a prize, saying, Fear nothing, we give you permission, we are a great council, no one will be fool enough to dispute what we say. I speak of the Bicycling Union; might I ask who they are, and who gave them the authority to play with the Athletic laws? A man having once competed with a professional for a prize with or without the consent of any number of men, has no right to the name of amateur. As this question ought to be finally settled before the racing season commences, I propose that a leading club convene a public meeting of Bicyclists, and for that meeting to define an amateur, and their definition be accepted as law.—Yours etc., TIME, Brixton Ramblers B. C., and B. T. C.

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.

Misapprehension.

THE BICYCLE UNION AND THE HORNSEY LOCAL BOARD.

COMMENTING on the recent action of that *far-seeing* and *keen-witted* body of gentlemen, the Hornsey Local Board, our contemporary, the "Seven Sisters and Finsbury Park Journal," writes in the following sensible manner, in their issue of April 15th:—"What objection the Hornsey Local Board could have to the placing of notices on certain hills within the district, giving warning that they were dangerous to bicyclists, is by no means clear. But the bicyclists have had to apply to the Board more than once to obtain its sanction, and at the meeting of that body last week "a gentleman from the Bicycle Union 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." It is pleasing to note that the Board accorded its permission, for bicyclists are now very numerous, and in allowing them to protect themselves from danger the Board is really doing some service to the public as well, seeing that the collapse of a bicyclist may often result not only in painful consequences to himself, but to persons who may be passing at the time in some other vehicle."

MARRIAGE.

On the 15th inst., at Trinity Church Tredegar Square, by the Rev. J. F. G. Prendergast, John P. Brittan (Temple Bicycle Club) of 3, Mitre Court, Temple, to Jane, second daughter of the late Captain Kewley More, of Bow.

"FIRE!"

W^e happened on Saturday evening last to be engaged at the disastrous fire which took place in Holborn, and noticed with regret that amongst the general destruction of surrounding property, two buildings which in different ways are somewhat of interest to the bicycling community, did not escape damage. The one being the Duke's Saloon of the Holborn Restaurant, where at Metropolitan club dinners we have spent many a pleasant evening, and which we may here observe was only saved from total destruction by the prompt action of our comrade volunteers, who worked with the Metropolitan Fire Brigade, and who with several officers of that brigade, were dining at the time of the outbreak in the well-known saloon before mentioned.

The second building to which we referred was the factory of Messrs. Newton, Wilson & Co., the makers of the Acme Bicycle, and the A. B. C. Bearings. Thanks, however, to the capital manner in which the fire was handled, these buildings were saved from total destruction, and after slight repairs have been effected, Metropolitan clubs may again dine in the Duke's Saloon, and Messrs. Newton & Wilson again resume work at their factory.

The following is the official Fire Brigade report of the damage to the buildings we have referred to:—"At nine minutes past seven the "call" was received at Holborn Fire Station to attend a fire which had broken out at 210 High Holborn. Amongst other serious damage were the following at No. 218 High Holborn. The Holborn Restaurant, occupied and belonging to Mr. Gordon, the Duke's Saloon, roof of dining room damaged by fire and breakage, rest of building and contents damaged by water, building and stock insured in the Phoenix Fire Office. No. 1, Newton Street, owned and tenanted by Messrs. Newton Wilson & Co., bicycle and sewing machine manufacturers, back front scorched."

Speaking of danger the restaurant was in, the *Daily Chronicle* says, Mr. Hamp, the hotel manager, assisted so manfully that he tore his clothes, singed his hair, and burned his hands, similar personal damage been received by several members of the auxiliary and Metropolitan brigades, and to those gentlemen, it is due to state, that by their creditable endeavours the Holborn restaurant and other buildings remained intact.

ANNUAL GENERAL MEETING OF THE LIVERPOOL BICYCLE CLUB.

The Annual Meeting of this club, was held at the Grove Hotel, Liverpool, on Wednesday evening the 14th inst.

There was a good attendance of members, and the chair was occupied by the President, W. Lowes Rushton, Esq. The Balance Sheet for the past season was presented by the Honorary Treasurer (Mr. T. S. Hunt) which showed the financial condition of the club to be a very sound one. This statement having been accepted, the following gentlemen were elected as officers for the coming season.—President, W. Lowes Rushton, Esq.; Captain, Mr. S. McMillin; Sub-captain, Mr. W. H. Walker; Bugler, Mr. T. Hogg; Hon. Treasurer, Mr. T. S. Hunt; Hon. Secretary, Mr. H. Wiles.

Some discussion then took place with regard to changing the uniform,

but it was finally decided to make no change whatever in this respect, but that the uniform be the same as hitherto, viz:—Grey suit, blue stockings, and blue polo cap, ornamented with a silver band and silver monogram of the club.

On the suggestion of the president, it was resolved to adopt the following as the club's motto, "*Liber actus in orbem.*" It was also resolved that taking into consideration the flourishing state of the funds of the club, the annual subscription be reduced from 10s. 6d. to 5s. (with an entrance fee of 2s. 6d.), and that the fee for honorary members be reduced to 2s. 6d. The first run of the season will be to Hale, on Saturday, April 24th, members starting from Headquarters (Albert Hotel, Sefton Park), at 4 p.m.

VELOCIPEDEIA.

BY "JUPITER," AT THE HACKNEY THEATRE.

RARELY if ever have we so enjoyed an amateur performance so well as we did the performance of Mr. Woodin's capital Bicycling Burlesque Extravaganza, "Velocipedeia," which was performed for the second time at the Hackney Theatre, on Monday evening last, by the members of the Rovers B.C., including their popular Captain, the clever author of the piece, assisted by their lady friends. It will be within the recollection of our readers that the first performance took place at Stratford, on February 9th last, but owing to the fact that the meeting of the Bicycle Touring Club was held the same evening, many who would otherwise have been present were prevented. This being the case, the author, in response to many requests, determined to repeat the performance, and the result was a grand success. The performance commenced with Tom Taylor's Favourite Comedietta, "To Oblige Benson," in which Mr. Woodin sustained the principal part of "Trotter Southdown" with an aptitude which would have done credit to a professional actor. The other characters were ably represented by Arthur Grey, Lew Lincoln, of the Rovers, and the Misses Mumford. After an interval, Mr. Thomas Harvey gave a selection from Macklin's celebrated play, "The Man of the World." His rendering of "Sir Pertinax" was clever in the extreme. The curtain then rose upon the first act of "Velocipedeia," and discovers a group of girls who are engaged in looking after a bicycle club which has just passed through. They then vow, to the discomfort of the village beaux, that they will marry none but cyclists. The village squire, "Sir Cycle Backbone" (Arthur Grey), then arrives, and having promised bicycles to all the men, the scene closes, leaving all resolved to gain the hands of the village maidens by becoming riders forthwith.

The opening of act 2 again discovers the remote village, and after various songs and speeches illustrative of the progress the men are making in the sport, the race for the captaincy of the village club is run, resulting in the victory of "Handel Barr" (Jupiter), the Squire's son-in-law elect, who forthwith claims as his bride, "Valise Backbone," (Miss Florence Mumford). On the curtain rising for the third and last act, the club is discovered at a club social at the Royal George Hotel, the Squire in the chair. Various songs are sung by members of the club, and the evening progresses harmoniously until the proceedings are abruptly brought to a close by the arrival of the wives of the club men, who bemoan their lonely lives, and lament that coming home, only for their meals, the club men leave their wives to drag out a wretched lonely existence. The Squire good-humouredly wishing to make reparation for the injury he imagined he has inflicted upon the once happy homes by making the men bicyclists, promised to stand the Tricycles all round. At first the men object to this, but being brought to reason, the curtain falls on a happy *finale*.

Beyond the characters we have previously indicated, the other parts were well sustained by the various ladies and gentlemen who had given their services. Of course it will be observed that in nearly every case the names are assumed; they were as follows:—

Characters.—Jack Spokes (Village Spokist), Lew Lincoln, R.B.C.; Gnoys Kalendar (An Unlucky Dog), Frel Lincoln, R.B.C.; Vellum Parohment, Esq. (Magistrate's Clerk), Priam, R.B.C.; Hugh Rimm (A capital fellow), Proteus, R.B.C.; V. Rimm, (his Brother), Atlas, R.B.C.; Skrus Hammar, Hymen, R.B.C.; Stanley Head, Morpheus, R.B.C.; Valise Backbone (The Squire's Daughter), Miss Florence Mumford; Hinda Wheel (Village Spokes), Miss Minnie Mumford; Bugel Kaul, Miss Rose Priam; Belle Stormont, Miss Cecilia de Vere; Clara Albright, Miss Amy Sargent; Ruby Lampoil, Miss Laura Wilkins; Aeola Baring, Miss Constance Kendal; Fusie Bryant (a good match), Miss St. John Brown; Vesta May, (a good match), Miss St. Mary Smith.

The auditorium was full to overflowing, and we can only say that everyone seemed to thoroughly enjoy it. Amongst those present, we noticed many well-known faces in Metropolitan Bicycling circles. The orchestra was composed entirely of distinguished amateurs. Mr. Frank Jolly, the late popular Hon. Sec. of the London Bicycling

Club, manipulating the double bass with the placid self-possession of a well-trained professional.

The only unpleasant feature of the evening was the behaviour of a few cads in the upper part of the house, who happened to think that although the performance was of a semi-private nature, yet being held in a public theatre, the illusion should be rendered complete by the howlings and whistlings of the "Bills," and the "Arrys" of "Ackney."

In conclusion, we cannot but thank Mr. Woodin, and the other members of the "Rovers," for the very enjoyable evening we spent, and congratulate them on the success of their capital entertainment.

IN MEMORIAM.

ALTHOUGH these columns are usually devoted solely to matters concerning our sport, we for once depart from our beaten track to pay a tribute of respect to a brave man. We deeply regret that at a fire in Somers Town yesterday morning, one of the Metropolitan Fire Brigade lost his life whilst doing his duty fearlessly. By the death of Patrick Fitzgerald the Brigade have lost the services of an energetic member, and we, personally, a brave comrade, with whom we have often worked side by side.

Racing

CAMBRIDGE UNIVERSITY.

(By our own reporter.)

THE four miles handicap for the University Challenge Cup took place on the Club track on the 19th inst. Keith Falconer was unfortunately put out of the race owing to his machine going wrong. The following was the result:—

1, P. Renouf (Trinity), 840 yards; 2, J. C. Isard (Trinity), 840 yards; 3, W. J. Barclay (Downing), 930 yards; 0, Hon. Keith Falconer (Trinity), scratch; 0, F. F. Tower (Trinity), 200 yards; 0, O. P. Fisher (Jesus), 225 yards; 0, C. A. E. Pollock (Trinity), 250 yards; 0, J. D. Day (St. Johns), 250 yards; 0, R. V. Wilson (Jesus), 300 yards; 0, J. Willink (Pembroke), 300 yards; 0, P. G. M. Seds (Clare), 350 yards; 0, J. B. O'Reilly (Christ's), 590 yards; 0, H. H. Frere (Trinity), 930 yards. At three miles, Renouf deprived Frere and Barclay of the lead, and beat Isard by about 10 yards, who was about 20 yards in advance of Barclay. Time, 12 min. 13 two-fifths sec.

MALDON BICYCLE CLUB.

THE Challenge Cup of this Club was won on Wednesday last, by W. F. Green, who beat C. Perry by 10 yards.

CARDIFF.

(By our Special Correspondent.)

ON Wednesday, April 14th, a five miles handicap was decided at the Alexandra Park, in this town. Prizes of the following values being offered, viz., £10, £3, and £2. The event was run in two heats, and a final with the following results:—

Heat 1.—1, A. G. Harris, 200 yards; 2, T. Rate, 90 yards; 3, J. Dunbar, scratch. About 350 yards from the winning post the scratch man came a bad cropper, and Harris, who had maintained the lead throughout, won easily, though Rate was anything but a bad second.

Heat 2.—1, T. J. P. Sloggett, 360 yards; 2, J. Bailey, 30 yards; 3, T. C. Morris, 30 yards. Sloggett won as he pleased, Bailey not appearing to push him, and the pair received but little trouble from Morris, who retired in the fourth mile.

Final Heat.—1, B. ilev; 2, Sloggett; 3, Rate; 0, Harris. This was a most exciting race, but was unfortunately marred by a double cropper. Sloggett held his lead manfully, though Bailey and Harris did all they knew, and were coming up rapidly close together, when they closed, and fell. Quickly remounting, however, they both tried hard to make up the lost ground, and until the last lap, it was impossible to name the winner. Shortly before reaching the post, however, Bailey put it on, and won; good second and third,

MARBLE RINK CLAPHAM.

A NEW track for Bicycling has first been laid down at the above rink by the enterprising proprietor, Mr. Timewell, where on April 17th inst. a Five Miles Amateur Handicap was run off. There was, however, but a meagre entry, only nine men having put down their names to start. The event was divided into three heats and a final, and the results were as follows:—

Heat 1.—1, C. R. Oxx (Surrey), Scratch; 2, W. T. Bailey,

(Surrey United), 500 yards; 3, F. Snell (Tottenham House), 350 yards. The Surrey representative had the race in hand from the first; in the fourth mile, won hands down. Time 18 min. 29 sec.

Heat 2.—1, H. Keen (St. Peters), 250 yards; 2, S. F. Huxley, (Corrough Rangers), 500 yards; 3, O. T. Snell, (Tottenham House), 280 yards. The namesake of the Professional Champion went to the fore early in the race, and, maintaining his lead, won anyhow, Snell retiring. Time not taken.

Heat 3.—1, C. F. Davis, (Lombard), 400 yards; 2, J. Cole, (Chelsea), 150 yards; 0, R. A. Moss (Lombard), 500 yards. Davis was never headed, and won easily. Cole about 100 yards behind. Moss unfortunately, came a cropper, and did not remount. No time taken.

Final Heat.—1, H. Keen, 250 yards; 2, G. R. Oxx, scratch; 3, C. F. Davis, 400 yards. Keen allowed Oxx to come up with him, but having done this, refused to allow himself to be headed. In the middle of the last mile the pair came up with Davis and went by, and finished as above. Time not taken.

WINDSOR.

The Grosvenor Football Club held their sports last Saturday, the 17th inst., in the St. Mark's School Grounds. Amongst other open events, was a two miles Bicycle Handicap, of which the following is the result:—1, H. O. Duncan (Uxbridge), 70 yards; 2, W. Jarvis (Royal District), 230 yards; 3, W. Kearley (Royal District), 360 yards; 4, P. G. Hebblethwaite (Dewsbury), scratch; 0, W. E. Ackroyd (Surrey), 35 yards; 0, J. T. Crier, (Atalanta), 35 yards; 0, E. L. Strong, (Edinburgh Academy), 160 yards; 0, T. Brown, (Royal District), 175 yards; 0, T. G. Dyson, 270 yards; 0, A. H. Dyson, 300 yards. The winning man had the race in hand from the start, and mowed his men down one after the other in magnificent style, and ultimately won by 10 yards. Hebblethwaite was evidently out handicapped, and the absurdity of placing him at scratch, and giving a man like Kearley 360 yards, reduced the race to a farce of the most ludicrous description. We should think the handicapper, whoever it was, would not be in a hurry to try his hand again at "weight adjusting."

Patents.

(Compiled by Mr. F. DesVœux, Patent and Trade Marks Office, 32, Southampton Buildings, Chancery Lane, London.)

1565 Joseph Goodman, of 16, Hercules Buildings, Lambeth-road, in the County of Surrey, "Improvements in bicycles." Dated 16th April, 1880.

1607 William Soper, of Reading, in the County of Berks, "Improvements in velocipedes, which improvements are partly applicable to other machines." Dated 19th April, 1880.

Gouring.

DIARY OF A MIDSUMMER'S HOLIDAY ON TWO WHEELS.

(Continued from page 340.)

THE interested spectator who assisted me in the rather difficult operation mentioned in our last week's issue, having informed me that the road to Stockport was a beautiful road, I at last departed delighted at the welcome intelligence; but after riding half a mile I found that his idea of a "beautiful road" was quite the opposite of that entertained by me. I may here remark that the natives of this part have quite a weakness respecting this road. I inquired of five separate individuals, each one of whom told me it was a beautiful road—farther on—and gave me to understand generally that it was simply perfection. My experience is, that it is a continuation of the Bolton to Manchester road—half paved, half macadam, and the latter newly laid, consequently unrideable. Six more weary miles did I compute to my walking list. There is nothing to note along this road either, except that Manchester and Stockport will shortly be connected by rows of houses, building operations going on rapidly along the entire distance. Stockport is entered by a steep incline past the Railway Station, along a street to the right, then turn to the left, and a stiff hill brings you on to the road for Macclesfield (12 miles). The most noticeable feature of Stockport is its advance over the other towns I had passed through in point of cleanliness. Mounting the hill above-mentioned, the street widens, and although but little riding can be done for two miles, you soon feel as though the air is getting purer, breathing easier, and the country nearer. These favourable symptoms continue to increase until Bullock Smithy is reached, where the road becomes

forked, and to get to Macclesfield the right prong is used, so to speak. I had now entered the County of Cheshire, and the surface of the road had become so much improved, and with it the character of the surrounding country, that bowling along at a ten to twelve mile rate, I began to feel, as the name of the county immediately suggests, quite the "cheese" again. Arriving at a small place—named, I think, Hope Green—I stopped at the hotel on the left, thinking a wash and tea would do me good. Both these pleasures were indulged in, and in about an hour I was on the road once more. An easy descent, past a blacksmith's shop, takes you comfortably away from the inn. I had presently to dismount for a drove of wild-looking and shaggy ponies, which were being driven along the road by several diminutive men as wild-looking as the ponies. I afterwards heard the herd was from North Wales, seeking a market. Rapidly pushing along this capital highway, and now thoroughly enjoying the ride and fair evening, I was soon making the ascent into Macclesfield: a quaint but comfortable town apparently, walking leisurely through the place the better to see it, and also as the main street requires careful riding. I, however, was not long 'ere I was crossing the canal, and with a few parting stones from some urchins, none of which fortunately reached me, was running legs over handles along a comfortable descent, the corresponding rise, though, requiring some hard work to conquer it. The road here for some distance is of considerable width, and although but very little used, evidently is good riding. I now kept up a rare good pace on this excellent highway, and although very lonely, it was still most enjoyable. The scenery is pretty, the road undulating until Rushton Marsh is reached, when a steep hill is encountered, making necessary some strong work to reach the top, but when success has crowned your efforts, the splendid views amply repay you. A magnificent stretch of water (called Rudyrd Lake) on the right hand gives a striking beauty to the landscape. The road is still good, and riding can be resumed, the descent being fairly easy. Half way down I passed two lads who were seemingly partners in the happy possession of a "boneshaker," the glorious colours with which it was decked out showing plainly the admiring esteem in which it was held by the twain. Two glances of wondering admiration, and a loud hurrah greeted me, as I shot rapidly by them. I was soon in sight now of Leek (which from its pretty situation I fancy is a very pleasant town), and presently I entered the outskirts, dismounting at the 12th milestone from Macclesfield, the 12 miles having been wound off in eighty minutes. Great banks of clouds were now obscuring the twilight, and threatening a repetition of the morning downpour, so I determined I would sleep at Leek. Slowly pushing the 'cycle up the steep hill into the town, I was overtaken by a member of the town bicycle club, who very kindly troubled himself so far as to show me to very comfortable quarters, and passed remainder of evening with me. I owe him many thanks. I computed I had to-day travelled a distance of 52 miles, more than twenty of which I had walked. Although the distance was numerically small, no one, but those who have done this road, can form any idea of the labour attached to it. I confess I was more tired when I reached Stockport than after my first day's journey of 118 miles.

(To be continued)

ANSWERS TO CORRESPONDENTS.

J. J. CLARKE.—Your rules are very nicely got up. Having the member's ticket attached is a very good idea.

J. J. CLARKE.—Have done as you asked this time.

E. T. BROUGH.—Mr. F. W. Paul is the Hon. Sec. of the Highbury B.C. His address is 10, Douglas-road, North Canonbury, N.

R.D.B.C. had better apply to the Comopolite Veloce Club, of Calais, (W. Arnett, Sec., Rue Lafayette 126), for state of road from Calais to

Paris, though he might go via Boulogne, which is known to be good. For the other portion of his queries—Paris to Geneva, bordering, &c., if R.D.B.C. will kindly call on me, when in Paris (36, Rue Monge), I can give him some information too long to be explained here.—P. Devillers, B. T. C., consul *pro tem*, and Ed. S.V.

W. M. ROBERTS.—We have not received your fixtures; send them.

F. G. DEAY.—A letter appears elsewhere on the subject, and is answered.

J. D. B.—Many thanks. We will make use of it when space permits. H. R. REYNOLDS.—Many thanks.

MESSRS. HARRINGTON AND Co.—Quite a trifle, done by printer for his own convenience. We had it altered.

A. M. BOLTON.—The fixtures have never come to hand: send them and we will gladly insert them for you.

F. W. PAUL.—Thanks. Will endeavour to be present.

A. J. KELTON.—We will endeavour to send a representative.

SUBSCRIBER.—We cannot give you the particulars you want about the lamp, as we have not had the opportunity of trying one; we have certainly heard of it. Apply for particulars to Messrs. Clare and Sons, who are the sole agents.

WALTER HUGHES.—Should have been inserted, but was destroyed.

TIMID.—We know but little of the machine you mention, but will endeavour to ascertain it for you. We believe it more difficult to learn and more dangerous than a bicycle.

QUERIES.

Will some readers kindly oblige with the name and address of the present makers of the Otto, and oblige the Editor.

Wanted.—Shortest and best route from London to Perth (Scotland) with towns to pass through, state of roads, distances, &c. Any fellow-rider furnishing me with the required particulars (for whole or part of distance), will greatly oblige—"NICHOLSON."

ANSWER TO QUERY.

In answer to the inquiry about the best route from Paris to Geneva it is with pleasure I enclose the following, kindly given me by Mr. Payet, the well-known cyclist. It is shorter and less hilly than the other. On leaving Bercy ask for the road to Melun. Here one comes across 10r. 64 miles of paved road; Fontainebleau is also paved, and there were about 14 roads in all of "petrified kidneys." From Melun to Nemours ask for road not paved, as there are only two, one good and one bad. Pass by Montargis, Briard, Coane, La Charite, Nevers, Decize, Digoon, where one must ask for best road to La Clayette, Les Echamots, La Mure, in the Vallee d'Azergues, and then on to Lyons. This route is flat to Digoon, from Digoon to Lyons hilly. Distance, 450 r., The other road through Burgundy is very hilly, if not any shorter than the one indicated. If the rider passes here, he will find bicyclists only too pleased to see him, and a stock of information on roads to Marseilles, Geneva, Milan, Rome, &c. All journeys made by Mr. Payet and other members of the B.C.—ELDON, Sub. Capt. B.C. de Lyon B.T.C.

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THEATRE ROYAL, DRURY LANE.

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

ROYALTY THEATRE.

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

OPERA COMIQUE.

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

GLOBE THEATRE.

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

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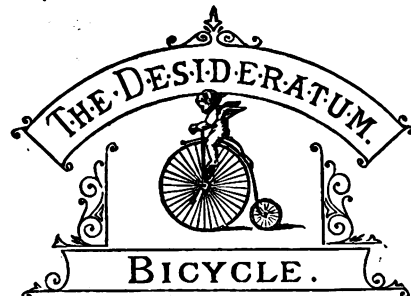
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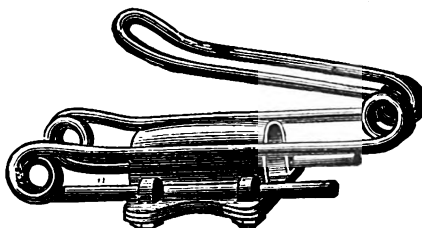
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Sept 1.	" "	Boston, United States	1405	"	53 D.H.F. Premier.
Nov.	" "	"	660	Terront	52 D.H.F. Premier.
Apl. 12.	100 Miles Championship	Leicester	100	W. Phillips	55 D.H.F. Premier. (without dismounting)
Nov. 3.	" "	Birmingham	100	J. J. Lees	53 D.H.F. Premier. (without dismounting)
Dec. 13	" "	Nottingham	100	W. Phillips	52 D.H.F. Premier.
Dec. 27.	14 hours Amateur	Hull	184	G Scaum	53 D.H.F. Premier.
Sept. 10.	50 Mls. Tricycle Road Race	From Kew to Blackwater and Back	50	Mr Derkin-derin	50 Flying Dutchman.

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