

nothing more than a case where the wheel that is absolutely the best in every respect will be the most popular machine. For a number of years past wheels of English manufacture have been in the lead, but this year they will have many formidable rivals in American safeties. Why shouldn't a wheel embracing all the qualities and features of the leading English machines be made on this side of the Atlantic? The Americans are a keen, ingenious people, and as inventors hold a very high place in the manufacturing world. Those who have embarked in the cycle trade this season have done so with the intention of giving to the consumer a machine that will be unsurpassed by any, and have spared neither pains, money or time to bring about this end. The plants that have been built are extremely fine, the tools are marvels of ingenuity, and the men employed are experienced mechanics in their special branches of trade. Among the many later arrivals may be mentioned: The Liberty, manufactured at Harkaway, N. J.; The Temple Scorcher, Marion, Ind.; The Speedy, Moffat, Derby and Monarch, Chicago. The Union, 2.10, is also a new arrival and is manufactured by the Union Cycle M'fg. Co., Unionville, Mass. All of these machines bid fair to take the place among riders so long held by wheels of English manufacture.

The improvements made on many of the above machines show the ingenuity of the American people in a marked degree. The methods of fastening the cranks and sprocket wheels to the crank axle, as well as the bearings used on them, and many other details, are superior to those found on machines made on the other side of the Atlantic.

The pneumatic tire has improved very materially in the hands of the American inventor, and we should not be surprised to find that the successful tire at the end of the coming season was made in this country.

At a later date I will give more detailed description of some of the leading wheels, tires and sundries made on this side of the line.

J. JAY ROSS.

Chicago, Feb. 22, 1892.

London Letter.

DEAR CYCLING,—In accordance with the usual custom I suppose it would not be amiss to take stock of cycling prospects in London for the coming season and to present to your readers the general outlook. First of all, in

regard to the Forest City Club. The prospects for a successful season for the "veterans" can truly be said to be bright, for they have a board of officers who are both painstaking and enthusiastic. I believe it is the intention of the club to secure new rooms in a central location, which will be more convenient and better in every way than the present house. The fees are to be raised, I understand, and every endeavor made to cause it to be in the interests of every wheelman to join. Some move will be made towards encouraging road riding and racing. In short, the old F. C. B. C. will worthily maintain its past record as a live and lively organization. No doubt it will acquire an increased membership. On the other hand, however, we have to record the resignation from the club of ex-president Morphy, ex-secretary Mullins, ex-treasurer Durngoll and "yours truly"; the cause in every case except that of "Alf" being a temporary retirement from wheeling. In my own case I do not know whether I shall ride any more or not; in any event I shall not race again. "Alf" is getting old—he is beginning to forget events in the war of 1812—and thinks, I am afraid, that it is time he retired from club life. I did hear "as 'ow 'e 'ad a girl." However, though no longer members we shall endeavor to help the old club in every way in our power.

In regard to the London Cycling Club, I understand that at present it is not yet decided whether they will reorganize for the season or not. In all likelihood, however, they will, as they have some very enthusiastic wheelmen on their roll-book. The removal of Mr. R. J. M. Webbe, their pushing secretary, to Winnipeg, has left them without a head, so to speak, but no doubt they have many members capable of booming the sport.

All C. W. A. members will hear with regret that Mr. R. M. Burns ("Bob") has left the ranks of the bachelors and joined the Benedicts. However, I guess we will see him once in a while, and he says he will still continue to wheel—with a tandem among the possibilities.

"Billy" Mullins is now employed by the G. T. R. in a new capacity which requires him to travel a greater portion of the time. "Billy" says if it were not for the shekels he would prefer his old sit., as he will be prevented from wheeling except at rare intervals.

"Bengough" has been engaged by the club for the 22nd inst., and as the bye-election here takes place on the 26th should draw a large crowd with his political sketches.

Yours truly,

W. G. OWENS.