

the flap should be laid in exactly the same position that it occupied before, *with the lips of the woven tube underneath touching each other*, and when the operation is completed the tire should not be fully inflated for some minutes. The object of these precautions is to prevent the slit in the woven tube gaping, either through the lips not being brought together, or through the flap slipping, and the neglect of these precautions may result in an ugly swelling in the tire.

POINTS TO BE REMEMBERED.

Never open the tire without deflating. Let solution dry on both surfaces to be joined before bringing them into contact. After repairing the air tube, rub French chalk over the sticky places, and shake some of it into the canvas tube to assist the air-tube's sliding upon the canvas while you are pulling it in.

The milled sleeve of the valve should never be screwed tight with any instrument. The finger and thumb exert sufficient force to make it air-tight, but by using the pliers the rubber is liable to be cut through. The nut by which the valve is held to the rim must not be screwed up violently, or the air-tube may be cut, and in the case of hollow rims the two walls of the rims may be pinched together. After repairing the tire, care must be observed to replace the valve with its square part correctly fitted in the square hole.

Train Carefully.

Just now many men are trying to rush into form in the most unreasonable manner, and are covering a phenomenal mileage every week, which not only can do them no good, but must do them considerable harm. We are confident that the only way to train—and these remarks apply not only to the racing man, but to the tourist and all who cycle—is to do things gradually, and get *comfortably* into form without straining the system in the least. Over and over again we have known men do unlimited hard riding in the winter, and when the season comes on they have speedily run themselves out, and failed to do any good. A man cannot be expected to sustain his best form all the year round, and it is simply idiotic to attempt it. Easter is close upon us now, and the temptation to over-exert oneself, so that the season of tours and race meets may find one in decent riding trim, is very strong indeed; but far wiser is it to forego the full pleasures of Eastertide touring or racing than to cram

into the space of a week or so that preparation for the season's cycling which should take a month or two of gradually increasing work a wheel, and just now, when such beautiful weather is being experienced everywhere, the inducements to overstep the mark are manifold.--*Cycling*.

The Geared Ordinary.

Mr. J. S. Whalton, in *Wheeling*, gives his experience of the geared ordinary, from which he makes the following deductions:--

1. *Pace*—With the wind, faster; against it, slower than the safety.
2. *Safety*—Safest machine in the world.
3. *Slipping*—Scarcely any, though sometimes on very greasy asphalt or macadam.
4. *Hill climbing*—Better on long slopes, but not so good on very steep hills.
5. *Mud throwing*—Much better.
6. *Foot rests*—These will have to come.
7. *Tires*—Boothroyd's recommended.
8. *Rake*—The regular stock rake of 4 in.
9. *Back wheel*—26 in. recommended.
10. *Comfort*—Far more on it than on any other.
11. *Luggage carrying*—Not so good as safety.
12. *Crypto gear*—Perfect action.
13. *Racing*—Probably slower than the safety on account of windage.

Henry C. Davis, an Englishman, is champion of Russia.

M. Damond, a Frenchman of eighty years, has ridden cycles for fifty years, having first mounted a hobby-horse.

The Pneumatic Tire Co., who are seeking amendments to their patent, will have considerable opposition, as six rubber manufacturers have already entered opposition.

The Hotel du Commerce at Rouen is the oldest cycling hostelry in the world, having catered to cyclists as a class in the early days of the old hobby-horse.

The eleventh annual meeting of the St. Thomas Bicycle Club was held at the Grand Central Hotel on Wednesday evening of last week. The following officers were elected for 1892: S. H. Eby, captain; G. A. Ferguson, first lieutenant; W. McCance, second lieutenant; Geo. A. Watson, secretary-treasurer; W. Boughner, G. A. Ferguson, R. H. McBride and A. T. Edwards, reception committee; R. H. McBride, club reporter. A committee was appointed to look up a club room and report at the next meeting. The club will meet for club runs every week.