

hours spent in endeavoring to get hold of one of these individuals, we at last succeeded, persuaded him that we were quite harmless, and carried no contraband goods; so were allowed, with our belongings, to take the coach assigned us in the Glasgow train.

(To be Continued.)

Tyres.

As in ancient times the Jew turned his face towards Jerusalem so in these modern days the cyclist turns towards the Stanley Show. The show, always interesting and instructive, is this year of special interest on account of the discussion on the great tyre question. Secretary Shipton of the C.T.C., than whom there is no better authority, gave his lecture on the 26th to a large audience.

His opinion is that a properly constructed air tyre is entitled to pride of place. Such a tyre should be as simple in construction and as flexible throughout its entire diameter as is consistent with the uses to which it is intended to be put; that it should be readily repairable, and that it should be provided with efficient valves. Next to the pneumatic comes a cushion, so constructed that the displacement of the rubber at the point of contact is rendered easy without cutting by the rim. Next comes the solid with a spongy rubber core, and last the solid.

For those who have tried the cushion and found it wanting, and who still hesitate to purchase a full Dunlop Pneumatic, Mr. Shipton recommends the Pneumatic of the North British Rubber Co.

The Clincher rim is used, into which the air tubes, with the valve attached, is laid. Over the air tube is placed a hoop of rubber about five inches wide and a quarter of an inch thick. The edges of the hoop are tucked under the flanges of the rim, and the inner tube at once inflated, the inflation binding the edges of the hoop so fast that it cannot be wrenched from its place. This tyre is so simple that a child could keep it in order. It may be a little heavier and not quite so speedy as the Dunlop, but is much superior to the cushion or solid. Another recommendation to public favor is the comparatively low cost of the Clincher.

London Letter.

DEAR EDITOR,—Our new Executive Committee have got down to work with commendable alacrity and have secured Mr. J. W. Bengough, the well-known humorist, to give an entertainment for the benefit of the club. The boys are all hustling and are determined to make the affair a great success. "John A." has also helped us considerably by placing the nominations on the date of the entertainment.

A silver medal is to be given by the road officers to the member making the greatest mileage on club runs during the coming season. This should encourage a large attendance at each run.

It is rumored around the club rooms that the Citizens' Athletic Association is going to hold a meeting at an early date, organize search parties with powerful microscopes and endeavor to discover some funds. If the searchers are successful the money is to be devoted to buy Bengough tickets for the Association.

What is going to be the attraction on the Queen's Birthday this year? Is Woodstock once more to hold their annual? If so, will there be a road race? Of course there would be no money in it for them, but it should be a drawing card for wheelmen.

Another point on which we are somewhat in the dark in London is—Where is the meet of 1891 to be held? Hamilton would, I think, receive the solid vote of the west, and is fairly entitled to it anyway, since they have never had it before, have an excellent track, and, further, the meet should be west this year. What say the Torontos?

On January 25th last Lieut. Tunc and Mr. Alex. Milne made the return trip to Lucan for the first time this year. By the time the city was reached, on the return journey, the riders were both pretty tired, though they do say "Nip" was still as game as ever. He promises to make everybody hustle to win this year on the road.

The boys are all now eagerly looking forward to the opening of the season, which now cannot be more than seven or eight weeks off. Trips are being planned every day, price lists are being carefully compared, cushion and pneumatic tyres discussed, and everything got in readiness for the first bare road

"NICKEL IN THE SLOT."

LONDON, February 6, 1891.

Thinklets from the Think Tank of the London Correspondent.

Who will leave the biggest record for selling tickets for Bengough? "Nip," "Stout" and "Maud" ought all to run close together.

"Scotty" Milne is reported to be training for the purpose of surprising the other safety men on the road.

Bugler Luttrell says that when he receives his new Eagle nobody except Van Wagner will be "in it" with him.

Walter Mann will also make it hot for everybody mounted on a new Singer ordinary. Walt says he had enough of safeties in one year's trial.

Jack Dromgale proposes to make somebody hustle this year with his new mount, but Stout says he proposes to be the Irish flier himself.

Geo. Orr, of the Wanderers, may not be able to set a very fast pace as a rule, but when we had the pleasure of a visit from him last week he acquired quite a "gait" (gate.)

"Chuck" Ellis not being present at the club rooms for the last two Sundays, rumor has it that he has got over his woman-hating and is now as the rest of us.