

blessed atom unbroken. I felt mighty savage, and to relieve my feelings I knocked down the pig driver, told him to make an arm chair for his granny out of the wreck, and clapping a little squealer under each arm I bolted home. For the rest of that week we feasted on pork at Pollie's, and jolly good pork it was, too."

A Glimpse at Our Exchanges.

Trophies offered at meetings of athletic clubs controlled by the A. A. U. rules shall not exceed the following prices: \$35 for first prize, \$20 for second, and \$10 for third.

American wheelmen encourage the membership of ladies in their clubs. We agree with the American wheelmen. It is only the married cyclist who ever objects to the presence of the sex; but then some of these bald-headed Benedicts know a lot.—*The Wheelman*.

Philadelphia intends to inaugurate a big tournament on Labor Day, and has formally applied for the national championship races which Detroit so unfeelingly cast to one side. Chicago also lays claim to them, and Peoria, Hartford or Providence would be only too pleased to secure the honor of conducting them.—*The Wheel*.

The net result of a lantern parade recently held at Cardiff, Wales, was £303 odd shillings and odd pence. Will someone tell us how money can be made on lantern parades? In this country the result of such illumination is much weariness and vexation of spirit, a series of nasty slips on the greasy pavements, tallow here, tallow there, tallow, tallow everywhere, and not a few of the ladies' dresses torn.—*The Wheel*.

We have just received a copy of a circular letter, sent by the Secretary of the C.W.A. to all the members of the Association, asking their assistance in opposing the Davis Bill. It deserves and requires the immediate attention of every member, and it is to be hoped that each member will feel that it is a personal letter to himself, and act accordingly.

We cannot understand why so much fuss should be made over Lord Lonsdale's feat of driving twenty miles within the hour. There are hundreds of driving men in Ireland alone who could do as well as that. Where is such a performance when compared with Holbein's or Edge's long-distance ride? Simply nowhere.—*Wheelman*.

Our English correspondent on the occasion of his first experience with a pneumatic, discarded mudguards with the result that he

did not reach his *lares et penates* at all that night, nose, eyes, mouth and ears being filled with mire and clay; and shoes, when once taken off, refusing to go on again. Novices, take to heart this over true tale.—*The Wheelman*.

The venerable Mr. Coupon Clipper, growing loquacious after dinner, told this story: "I well remember the failure of Getup and Glideaway. They went overboard dishonorably and then bankruptcy brought them a fair return for their trouble. Their failure was a well managed and profitable affair. They owed me \$300 and it cost me several thousand to jail them, for they were sharp birds. My trade knew that I had nailed them, and while I continued business, firms which were anxious to fail made it a point to first pay Coupon Clipper." And there is much meat in the story.—*The Wheel*.

On Saturday evening we called at the "Comet" works to take a look at their machines, and found that though they had a number on the way there was not a complete "Rational" or No. 1 "Safety" in stock, the demand for these machines having been so great. Mr. Lavendar, however, informed us that they would have a number finished in a day or two.

Some "smart Aleck" tried riding over the curb-stone on Jarvis Street on an ordinary the other evening. Result—a first-class "header."

Ladies' Safeties.

The ladies' safety in America is almost a necessity to the woman who rides much in the country, whereas we in England, in fact, we in the United Kingdom may keep to the three-wheeler if we choose, without the fatigue and discomfort suffered by its votaries in the States. But though most of the English manufacturing firms are now turning out ladies' safeties those very firms continue to assure us that the demand for the two-wheeler is by no means large, and to marvel why this thing should be. Perhaps one very good reason lies in the fact that the safety for feminine use is still, as produced by many of the makers, open to considerable improvements in one or two respects.

Chief among these faults is a badly-dropped frame. Now, to induce a lady to mount a safety, it is necessary to convince her that she will not look awkward or unwomanly upon it. If she sees a frame constructed, as it is in many cases, so that her skirt cannot