

A narrow tire, in making progress through sand or soft dirt, in effect and in reality, goes up hill all the time, while a wide tire, that sinks in but a trifle, runs on an almost even surface. The latter skims over the top of the dirt as easily as a bird over the water, while the narrow tire ploughs through it like a plough. So much for the greater ease of wide tires in cycling, and inferentially, their greater ease on horseflesh.

Pembroke Coleman's time keeping feat over Holbein's 24-hours' record becomes more astonishing when looked into than it appears at first glance. Laps, odd miles, and hours' records, total no less than 1,171 separate observations. There are only 1,440 minutes in 24 hours, so the observations average under *one* minute for each. The total number of figures entered into Coleman's book was 14,873, and the certificate for the N.C.U. Records Committee was an exact copy. Total of figures written, 29,746, the writing out of the certificate took nearly six hours. An unique feat, and one which is a worthy record performance of the Union's official timekeeper from 1878 to '91.—*Bicycling News*.

"The great stumbling block to the absolute success of pneumatic tires," says the *Bicycling World*, "is the fact that no matter how near perfection it can be brought it will never reach the point where it will not require intelligent care. We have before pointed out this difficulty, with the intention of placing the blame where it belongs, in many cases where failure has occurred. In a great many cases carelessness and recklessness by the riders of pneumatics has been the direct cause of such failure, and it is in such cases that we hear the loudest and most emphatic condemnation of the compressed air tire. Now the user of the pneumatic tire *must* use care and intelligence; he cannot put the tire to unusual tests 'just to show how easy it rides,' and expect the tire to stand. Well we remember the ridiculous and reckless way the safety bicycle was used on its first introduction. Obstructions were ridden over, and the machines were put to the most outrageous and unnecessary tests by riders, to prove that headers were impossible. Of course these machines, subjected to these unreasonable strains, gave out once in a while, and then the rider was emphatic in his condemnation of the wheel and the maker thereof, never for a moment realizing that the breakage was due to his own extreme carelessness."

*Dublin Society* delivers itself thus on the subject of feminine bicycling: "A great and mighty authority is prophesying that half the girls in Dublin will be riding bicycles next year. They could not do a better thing. If Dublin sets the fashion the unreasoning prejudice against bicycles for women—due in a large degree, we are sorry to say, to the ungraceful and ignorant riding of one or two careless specimens—will vanish rapidly. It is bound to go sooner or later. The makers usually know what they are about, and they are turning out ladies' safeties by the score in anticipation of a coming demand."

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