

to the judgment of the handicapper, but that official refused the responsibility of deciding the matter.—*The Wheel*.

The Sefton and Dingle C. C. have hit upon something new. Every member when he pays his subscription will wear a star upon his coat sleeve. These stars will sort of twinkle at the non-payers, and seem to say, "Hi! Why have not you paid?" It will save the secretary some trouble no doubt, but isn't it playing the game a bit low?—*Bi. News*.

Holbein, speaking of the Pneumatic, says: "I think it is quite two miles an hour faster up to 100 miles; after that the advantage is far greater, owing to the absence of fatiguing vibration, and it is certainly my opinion that 200 miles will be done in 12 hours, and 370 miles in 24 hours on a favourable day.

The fifty mile (Buffalo-Corfu, N.Y.) road race in connection with the June tournament will be a handicap race, and will be made an annual feature. The course is a grand one and convenient for the purpose. There is one sand hill on the road, and it is very similar in length, grade and landscape to that on the Pullman course.—*Bi. World*.

The President and Captain of the Rhode Island Wheelmen of Providence have been appointed a committee to confer with those having charge of the erection of the new railroad depot. Their mission is to get included in the plans of construction a small room for the storage of wheels in transit. At present the bicycles are placed in the baggage room, and their usefulness and appearance are not enhanced thereby.—*Bi. World*.

The so-called "cash amateur" boom in Australia has fizzled out, and though some efforts are still being made to carry it on, there is no question as to its utter failure; but—the men who competed are none the less professionals, and any effort to trot them out in England as amateurs will be promptly sat upon. The loss to amateurism is very slight, as the status of more than one of the "cash amateurs" has been anything but doubtful for some time past.—*Bi. News*.

Opportunities for studying the morbid anatomy of pneumatic tyres are becoming very plentiful. Moorhouse suffered recently from an unaccountable puncture of the front wheel of his brand new tricycle before it had run twenty miles, and all the repairing efforts of amateur tyre-tinkers were of no avail. Sadly he returned and started afresh on his well-tried cushion again to meet with disaster in the shape of fractured fork-ends, and the third attempt to combine the cushion, front wheel with the rest of the pneumatic machine ended in a third disaster. Johnny Price found his pneumatic guilty of most eccentric

behaviour; it boiled and bubbled until a portion of the covering gave way, and a small bud of the inner tube struggled forth like the rounded top of a tiny toadstool. Gradually it swelled, and stretched, and bulged to the size of a child's air ball, and then gave up the ghost with a loud report, while Johnny danced round it in an ecstasy of mingled horror and surprise.—*Bi. News*.

M. A. Holbein, looking the very pink of condition, was seen on the Ripley Road last Sunday. He will form one of the party of Englishmen who intend crossing the streak and taking part in the French road ride next month from Bordeaux to Paris. Holbein is by no means decided yet as to whether he will select a cushioned or a pneumaticised mount for the trip—as with the latter there are other casualties to be dreaded besides the risk of explosion.—*Bi. News*.

An English rider, who has experimented to a considerable extent with cushion tyres, says that a great mistake is made in putting a tyre with too large a hole on the rear wheel. For riders weighing 140 pounds or less the orifice should be $\frac{3}{8}$ -inch, and for those over that weight $\frac{1}{2}$ -inch is plenty large enough. The sizes apply to $1\frac{1}{2}$ -inch tyres. It is generally acknowledged that the best results are secured from a fairly hard rear tyre. Soft cushions in the rear have a tendency to flatten slightly and retard the motion.

The following, from *Bicycling News*, will, we think, be of some use to Canadians as well as our friends on the other side of the Atlantic: "The old, old question, 'what to take on tour?' has had a long lay-by in the cycling papers, and it may be useful to new recruits to cycling to know the kind of kit that the more experienced and better known tourists carry. The luggage carried by such well-known way-farers as Langridge, Tinsley, Waterhouse, A. E. Jewesbury, Callan, Bolton and others is pretty much like that detailed below—and the list shows how little luggage is needed for perfect comfort on the longest tour. Items: Spare flannel shirt, spare necktie (washable), gossamer cape, shaving tackle, tools and oiler. For evening wear—a pair of light trousers or complete suit of some feather-weight material, socks and slippers, map and C. T. C. Hand-book. These, with a little medicine in the form of pills, capsules or tabloids, a pair of smoke glasses and a mosquito veil are all the things really essential for the biggest of tours on the Continent, and 12 lbs. weight would cover the lot. The best way to carry the load is on the handle bar, whether the machine be ordinary, safety or tricycle. In addition to the above, the tourist should, of course, have in his pocket his passport and his purse. Then he's all right."