

### A Chat With an English Cycle Manufacturer.

Mr. C. Vernon Pugh, Business Manager and a partner in the Whitworth Works Co., arrived in town the other day, and is stopping with Mr. Hyslop, of Hyslop, Caulfield & Co., the Canadian general agents of the company. He expressed himself as very favorably impressed with the Canadian business, and it is his intention to proceed to New York and open up a branch house in the United States, after which he will visit Chicago to arrange for the firm's exhibit at the World's Fair.

Speaking of the Wanderers' meet, Mr. Pugh expressed himself as highly delighted with the day's sport, and offered some suggestions which his experience as an old racing man had given him. He considered the number of starters in one or two of the events rather too many, the custom being in first-class English races to run more heats, and limiting the starters to about four in quarter, six in half, and eight in mile events, even on tracks which are much wider and better banked than the Rosedale track.

As to tracks, Mr. Pugh is of the opinion that cement makes altogether the finest surface, but next to that would come a well laid board track, which could probably be laid in Canada at less expense than in any other country on the globe. It would be necessary, however, to build a trestle work with heavy timbers over which would be placed a framework of planking about three inches by ten laid on edge and about a foot apart at the outside. Upon this structure to be laid the track surface of three-quarter-inch tongued and grooved flooring, planed after laying. The track should be at least thirty feet wide all around, while the finishing straight should be forty feet. Such a track banked about ten or twelve feet on the corners would be one of the fastest tracks in the world. Mr. Pugh was of the opinion that the finishing line was too far west on our present track, because in nearly every instance the pole rider would reach the finish before his opponent could get steadied after the turn.

Coming down to bicycles, and more particularly Whitworths, Mr. Pugh was of opinion that very little alteration would be made in the present pattern except in the perfection of minor parts. For road riding he is a strong advocate of the Carter Gear case, even where one may do but little of that class of riding. He considers it a great saving on the chain and gear wheels, and maintains it is a perfect dress guard.

The Whitworth Company are placing on the market a beautiful specimen of the lady's safety, built on straight lines by dropping the rear end of the top bar of the diamond frame to the sprocket wheel, thus forming a strong and well braced wheel, which "all on" scales 35 or 36 lbs.

Tires the firm fit to suit so that one may have Dunlop or Welch, Seddon or Laforce, Preston-Davies or "G. & J." The Welch tire is the 1893 pattern of the Pneumatic Tire Co., and needs no description whatever to Canadian riders as it is exactly the same in all respects (except the valve) as the Comet tire. Mr. Pugh thinks, however, that the Dunlop will still maintain its position on the track, though the Welch may replace it to a great extent on the road.

Alluding to racing prospects, Mr. Pugh stated that it was the intention of most of the English cracks to see the World's Fair and incidentally take part in any race meets that might offer, so we in Canada may expect considerable excitement on the path next year.

### Repairing Dunlop Tires.

Some riders in repairing Dunlop tires do not follow the instruction of the manufacturers always to open the tire at the valve, but, if they know the locality of the puncture, will open the tire there, cutting open the canvas pocket. After repair the pocket is sewn up, sometimes carefully and sometimes not. A great many tires so mended burst the sewing, and the consequence is that some fine morning the rider wonders what causes the unsightly lump on his tire, or finds that his tire has burst during the night. He usually lays the blame on the manufacturer, never once thinking that he is the party who made the error a month or so before.

Stephane, the French professional, recently covered 421 miles 473 yards in the 24 hours on the Velodrome track at Paris.

Friends of Mr. Harry English, the well-known amateur photographer of the Torontos, will be pleased to learn that at the Industrial Exhibition here this year he received three medals for his splendid exhibit of photos, and at the Western Fair at London last week he took five first prizes and one second, securing a prize in every class in which he exhibited. He is now at work on the frames which are to ornament the walls of the billiard room of the club house in a few days.