

One Lunch.

SCENE I.

Time, lunch hour, the day after the Club Meeting. Place, Coleman's. Personæ, Charlie, Ed., W.H., then Jim.

W.H.—Why weren't you at the meeting last night, Charlie?

Charlie.—I had an engagement and could not get there.

Ed.—Lucky you had.

Charlie.—How's that?

Ed.—Well, they brought up the matter of fees, and carried a motion that all those with fees due should be suspended from the Club,

Charlie.—The deuce you say!

Jim (entering from King St.).—Well, W.H., did you get your V?

W.H.—There's no hurry.

Ed.—As I was saying, the motion was carried; then someone got up and proposed that our Vice-President (as his fees were owing) should be made an example of, and expelled.

Charlie.—!!!

Ed. (continuing).—Then W.H. jumped up and laid a "five" before the Treasurer, and asked the meeting to consider your fees paid.

Charlie (reaching his hand across the table).—W.H., old man, shake.

Ed. (continuing).—Of course they granted it.

Charlie.—Here's your "five," W.H. I can't tell you how grateful I am.

SCENE II.

Time, same as last. Place, Rossin House cigar store. Personæ, Charlie, Ed., Jim, W.H. and clerk.

W.H.—What are these?

Clerk.—A quarter each, sir.

Charlie (aside).—My, he's blowing himself.

W.H.—Here, help yourselves. Charlie, here's your change.

Charlie.—What? Eh? Why it's—

W.H.—Your bill I bought them with.

Charlie.—What a ———!!! sucker I am. (Turns, and rushes madly out.)

C. U. S.

We now hold all world's records from one-quarter up to and including two miles. Of course, we have not the roads to compete with the old country for road records, but when it comes to the track we will always be in line. It is very doubtful whether there is a man in England who could compete successfully with either Windle or Zimmerman. — *Referee*.

Another New Pneumatic.

We were to-day shown a pneumatic tire the invention of Mr. C. F. Lavender, of the Comet Cycle Co., who has at different times displayed considerable inventive genius, being the inventor of the celebrated ball bearings now in use by this company.

The great trouble with the tires now in use in Canada, *i.e.*, the Dunlop and the Clincher, is that while the former is very elastic and fast it is also very difficult to repair should it become punctured, while the Clincher from the means used in attaching it to the rim is robbed of a certain amount of its life and elasticity. Mr. Lavender's tire is a combination of these two principles without in any way infringing upon either. The tire is held in place by the inflation of the inner tube, while the rim used is no wider than is required for the ordinary cushion, thus giving plenty of room for expansion, while at the same time the tire is so firmly held to the rim that it was impossible for three of the workmen to pull it off, a trial of which was made in our presence.

Its durability on the road has also been thoroughly tested, as Mr. Wells and Mr. Nasmith have been riding it for some time to ascertain if there is any weak point about it.

The wheel on which Mr. Nasmith made his remarkable record to Whitby a few weeks ago was fitted with this tire, and he attributes a great deal of the speed attained on that occasion to the tire.

The Comet Cycle Co. have had it patented in Great Britain, United States and Canada, and have made arrangements with one of the largest rubber firms in England to manufacture the tire for them, in which none but the best of material will be used.

The firm particularly invite any one interested in wheeling to call at their factory, 24 Adelaide Street west, and examine it, as they have an article which they are proud to show to the public.

Harry J. Hall, formerly manager of Banker & Campbell's Brooklyn house, has joined the Metropolitan Hardware Co., who recently closed a contract to handle the Rudge wheels for the Eastern States.—*Referee*.

A manufacturer of Paris has been experimenting with aluminum in the production of bicycles. In order to make it applicable it was found necessary to alloy it with copper, as it can only be used in its pure state for guards and cranks, where its extreme lightness gives a distinct advantage over steel.