

MAKERS' AMATEURS.

English cyclists are seriously considering the propriety of abolishing the distinction between amateurs and professionals and place them all on the same footing. The League of American Wheelmen is not yet prepared for this step, but at the rate things are going it will soon be necessary to do one of two things—either professionalize the so-called makers' amateurs, or else amateurize all the professionals. As matters now stand there is a distinction, but it is not always a difference. There is little to choose between a professional who races for money prizes, stakes and purses, and an amateur who is paid salary and expenses for making records that will advertise and help sell machines. We do not object to the maker getting all he can out of the record-smashing, nor to the amateur realizing some financial benefit from his superior racing abilities; but we think such riders should not be classified as amateurs.—*Mirror of American Sports.*

A bicycle rider got his wheel tangled in the street car track, and landed on his face with a tremendous crash in a mud-puddle. Several of the spectators came to his assistance, and as he arose one asked: "Are you hurt?" "Hurt! no," was the injured answer. "I always get off that way!"

Chas. Robinson & Co., Toronto, are doing a large business in snoeshoes and toboggans.

TRICYCLE SPRINGS.

A correspondent of the *Bicycling World* says that having actually ridden six or eight hundred miles on the spiral spring and some thousand on cradles, he finds more side play to the spiral than the cradle. The spiral is made in weights as well as the cradle, and either one may be had stiffer or lighter as desired for effect. His own experience was that while both are good, easy springs, the cradle is better as regards being detached from the saddle, allowing of adjustment in various ways, wanted by the spiral, and is not so liable to breakage as is each of the collection of comparatively weak supports in the latter. If one desires a steadier spring, ride one of full weight.

257 AND 259 MILES.

The twenty-four record was broken twice in one day, first by W. H. Huntley, of Newton, Mass., and afterwards by L. D. Munger, of Detroit, Mich. Huntley started first, at 2 P.M. on Friday, November 20, and riding over a selected course, he finished twenty-four hours later, with 257 1-16 miles to his credit. Munger started at 5 P.M., and rode under great disadvantage. His leg was in bandages, and being unable to bend his knee to its full limit, his pedals were unequally adjusted. He scored 259 27-32 miles.

The firm of tailors that supply the I.A.W. uniforms has so far received 766 orders.

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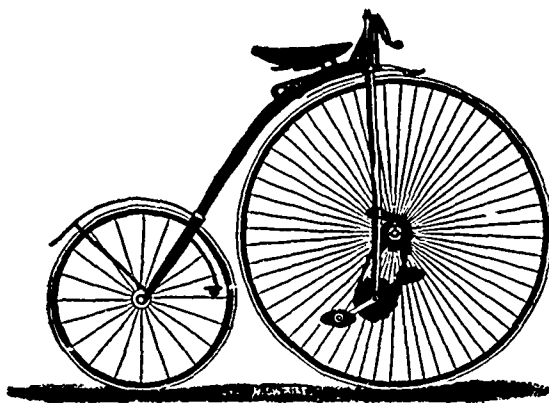
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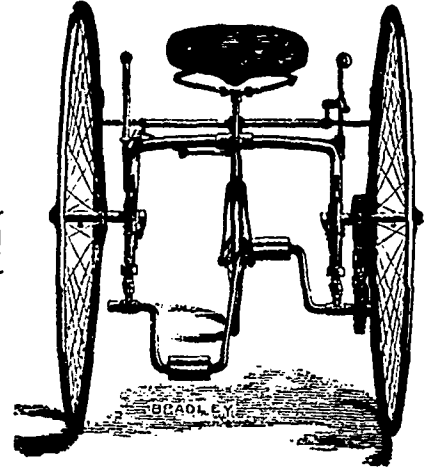
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