bought. One thing we see, or rather do not see, and that is a liquor store. With Mr. Pullman lay the decision as to whether there should be saloons or not, and he decreed no. The population is about 8,000, which I think will not increase much, as the shops are the only source of occupation, and these are well filled.

It yet remains to be seen whether, from a social standpoint, Pullman shall prove a success or no. Already the men are growing restless, because held under the rein of one man, and only time can solve the problem.

But if you wish to spend a delightful afternoon, I advise you to take a peep at Pullman.

'S. S.

'Cycle Notes.

Of the large number of wheelmen who attend the Institute, many may like to be "posted up" a little with regard to some of the latest ideas and improvements in the light bicycle line, by one of their number whose long experience as a rider has always caused him to take considerable interest in such points.

I have not written full accounts of all machines, and have not pretended to criticise, preferring merely to notice the points chiefly commented on by riders in general.

To riders of light weight, and those who prefer very light machines, the "Rudge Light Roadster" will prove of interest. This machine is made very light, a fifty-inch being only thirty-eight pounds actual weight. It has already had the test of our roads, and is therefore known somewhat to riders. One improvement in this machine over last year's pattern is the abandonment of the old method of lacing the spokes, which now end at the hub and are there riveted, and made slightly larger where they pass through. This is thought to be a valuable improvement, as it does away with the old annoyance of snapping spokes at that point. Each spoke is also crossed over one spoke and under another, and soldered at the points of contact; which method, joined with the "Warwick" rim, makes a very rigid wheel. The remaining points are the same as in last year's machine.

The "American Rudge" is already well known, and is certainly a good cheap mount. The present pattern of this machine is, I believe, essentially the same as that of 1884.

The "Rudge Safety" is another edition of the "Kangaroo," but possesses a more graceful outline and some other differences, among which the gearing chain is considered important. This chain is made up of steel links with square ends, connected by short steel cylinders which revolve over the cogs, and thereby produce less friction. These little bicycles are held in considerable contempt by some riders, but it must be remembered that they supply a need not otherwise met, of furnishing a light-weight machine, which is safe, speedy, and easy running. The first quality is evident to any one who has seen the article; the last two were vindicated by their breaking all road records in 1884.

The principal wheel of Read & Sons is the "Royal Mail," which has already been tested and is well known. The spokes are laced in this machine, and cross other spokes in two places, where they are fastened with wire and soldered. The rim is the Warwick, the best hollow rim invented; the machine is also built with direct spokes. In other respects the "Royal Mail" is similar to the "Rudge."

The "Star" is made somewhat lighter this year, and has been improved by the throwing off of the jacket which covered the backbone or steering rod.

The "Victor" bicycle, made by the Overman Wheel Company, is somewhat of a departure, in several points, from other machines. The weight of this machine is not materially less than that of some other bicycles of former years; it being, I believe, about forty-two pounds for a fifty-inch. The backbone is unusually large behind the saddle. The forks are about the same as in other machines, but the handlebar is cow-horn in shape, and is made of one piece, tightly bolted to the head, thus giving a firm, detachable handle-bar. The rim is the same as the Warwick, but made of heavier iron. The tires are compressed into the rims, as in the tricycle. The spokes are laced and