

we can give no better reply than to quote from a letter which we recently had cause to write to one of their number:

"There are no L.A.W. officers in Canada to my knowledge. A mutual courtesy membership can very properly be assumed in foreign organizations, but all executive or other work for mutual improvement, information or protection, is due your home organization first. This principle, which would cause us to resent interference in our own sphere, insures the protection of the C.W.A. in every relation with us in their own territory."

The kindly spirit in which the above is written will be fully appreciated by the members of the C.W.A.—except its reference to ice-palaces and toboggans. We certainly lead the world in ice-palaces and toboggan slides, but that they are typical of Canada we deny with as much emphasis as brother Aaron, of the *Bulletin*, would deny that he is a Comanche. Both are sectional characteristics of our respective countries—that is all. As the membership of the League in Canada is given as three, it would appear that those three gentlemen are decidedly ambitious.

HINTS FOR OLD AND YOUNG RIDERS.

In oiling any part of a machine, bear in mind that the object is not to have the bearings swim in oil, but merely to use enough to lubricate the parts which chafe. Too much oil acts as a dust-catcher.

If your machine squeaks, and you have been unable to locate the difficulty, examine the base-bearing of the head and you may find it as "dry as a bone." It is frequently the case that this bearing fits so snugly that no oil can penetrate it unless the head is loosened and the lubricant placed within.

See that your pedal rubber are non-revolving. Many headers result from the slipping of pedals at critical moments.

To get the best results, use only a wheel on which you can ride up a grade without feeling that you are reaching for the pedals.

The rider of too large a machine has the following difficulties to contend with:

Inability to climb as steep a hill as on a smaller wheel.

Leg-weariness after a longer run than ordinary, also after a spurt, the difficulty being that the thigh is compelled to do the entire work, whereas if a smaller machine were ridden an ankle motion, involving the powerful muscles of the calf, would be brought into play.

Inability to stand upon the pedals when striking an obstruction or running into a hole, and consequently numerous headers.

A frequent cause of rattling about a machine is the leg-guard; it gets too near the backbone and strikes it at every jar. I have known riders to study and search for the unaccountable rattle from this cause for months, and not be able to locate it, until I have shown them where the difficulty was. A few taps of the hammer on the guard close to the head will remedy the trouble.—MILLO, in *Cyclist and Athlete*.

In the suit of the Pope Manufacturing Company against the Overman Wheel Co., manufacturers of the celebrated Victor bicycle, pending in the Supreme Court of Massachusetts, for an infringement of their patents, it is stated by the Overman Wheel Co. that a decision has been rendered in their favor and against the Pope Manufacturing Co.

WITHOUT A CHANGE.

All the makers are straining every nerve to gain records, and will go to almost any extent to accomplish their desire. It must be a great satisfaction to a dealer to be able to advertise that all the records were made on his machines, and that his machines are the only ones that can be ridden twenty-four hours without breaking down. It makes a pretty advertisement to say that the record was broken without change of machine, but at the same time it is well to keep within the bounds of truth. Of course I don't mean to say that anybody ever does advertise anything but the truth, yet I occasionally hear things that in spite of my guileless nature will sometimes awaken strange feelings of doubt and distrust. For instance, one hears A say to B: "See here, Mr. B, what makes you advertise that ——— broke that record without a change of machine?"

"Because he did," mildly responds Mr. B.

"Nonsense! He told me himself that he knocked about all the spokes out of his little wheel on the first round, and on the second did the same with his big wheel. Isn't that true?"

"I don't deny it."

"Then how, in the name of all the unholy fiends, did he ride without a change of machine?"

"Well, I think you are a friend of mine, so I don't mind telling you, provided, of course, that you don't let it go any farther. I must see ——— and shut him up. He always did talk too much. We advertise that he rode without changing his machine, and it is true, that is, if you look at it in one way, and that is the way we, of course, look at it. If our customers don't do the same, that is, of course, not our fault."

"But you don't tell me how it was done," interrupted the impatient Mr. A.

"Why, don't you see, we put a new rear wheel in on the first round, and on the next round put a new front wheel in the same machine—the same machine, mind you."

"How about the backbone? Did that——"

"Never you mind about our backbone; we don't advertise anything about them; it is our wheels that we claim to beat the world on."

The waiter was whistled for, and the conversation quickly drifted into other channels.—*Wheel*.

Mr. E. H. Foote, of the Massachusetts Bicycle Club, has invented and patented an attachment to crank bicycles by which headers arising from the ordinary obstruction on the road are prevented. It consists of a small, swinging bifurcated frame, pivotally attached to the brake, and provided at the lower ends with rubber rolls which, when the driving-wheel strikes an obstacle, crowd between the rim of the wheel and the fork, thus preventing the frame of the machine from travelling forward when the large wheel has stopped. It has been thoroughly tested and found to work very well.

Maiden fair,
Cycler bold;
Header square,
Story old.

TRADE NOTES.

Wm. Payne has just received a large consignment of bicycles by the SS. Caspian. He expects this month to have the largest and most complete stock of machines far in advance of any that he has handled the past seven years. Improvements: "Crypto" gear to bicycles; sliding pedals; detachable handle-bar; double-action springs; tilting saddle, etc. etc.

Geo. Frederick Brooks, M.D., of the Albany Bk. Club, has composed a bright, catchy waltz, arranged for the piano, which he has dedicated to the L.A.W. under the title of "The League Waltz." The title-page is unique, being lithographed from an original pen-and-ink drawing by the author. Edw. Schubert & Co., 23 Union Square, New York, are the publishers.

Gormully & Jeffery's new catalogue consists of 48 pages and cover. The cover is a handsomely-lithographed allegorical design in colors, and no expense has been spared to make this catalogue a work of the printers' art and perfect in its mechanical make-up. In it are minute and detailed descriptions of a very extended line of cycling novelties of interest to all who keep up with the times; and it is G. & J.'s desire that every wheelman shall not hesitate to apply for this catalogue at an early date.

We are indebted to Mr. Robt. Ed. Phillips, member of the Institution of Mechanical Engineers, 10 Victoria Chambers, London, S. W., England, for a copy of his new work, "The Construction of Modern Cycles," an essay read before the Institution. It treats exhaustively of the modes of construction of all the various forms of bicycles, tricycles and tandems, illustrated by over 100 diagrams, and is a decidedly useful handbook for all interested in the principle of construction and complex mechanism of the modern cycle.

If the practical experience of a wheelman is of value as a guide to an intending purchaser, we should say that the strong testimonials in favor of the Rudge on Chas. Robinson & Co.'s advertising page were convincing proof that that machine is all that is claimed for it. Messrs. Robinson & Co. have been appointed sole agents for Rudge & Co. for Quebec, Ontario, Manitoba and British Columbia, and they are making extensive preparations for doing a large business. Their new catalogue is about to be issued.

I do not for one moment pretend to be a Sabbatarian, yet the National Cyclists' Union, with Lord Bury at its head, would have brought disgrace on the sport had it thrown out the motion at a recent council meeting to reject Sunday racing records. A quiet Sunday spin may be all very well for amateurs who are working from Monday to Saturday night, but it would be little else than a disgrace, to say nothing of the illegality, were a congregation dispersing after service to be run down by a mud-covered cyclist who was dashing through the public thoroughfares at express speed, and accompanied by the usual officials who were to verify that the rider beat record—perhaps to the end of a scheming firm of makers.—*The Bat*.