

EDITORIAL NOTES.

Neilson and Eck are still talking about the championship of Canada. They think more of Canada than Canada does of them.

Burley B. Ayers is preparing for a Big Four tour through Europe in '87. England, France and Italy will be the countries to suffer.

Elections of club officers will be in order during the coming months. Will club secretaries oblige by promptly forwarding to THE WHEELMAN the results of such elections?

The Wheel says that three-fourths of the Montreal wheelmen left the city because of the small-pox. The Montreal boys are not that kind of stuff. They may have gone over to New York for a few days, however, to bury the editor of *The Wheel*.

Says a correspondent of the *L.A.W. Bulletin*: "We should by all means have the distinctively American flying start, and in every other way possible depart from the ways and customs of our English cousins." The writer proves he has departed as far as possible. He has written himself down an ass.

"Boston, the 'hub of the universe,' will in May next show the world the grandest, greatest and most successful meeting of cyclists in the history of cycling."

So says the *Springfield Wheelman's Gazette* about the coming meet of the L.A.W. Steady, brother, steady! Don't forget past English meets, as well as past American ones—the former as exemplars, the latter as warnings.

A very handsome calendar, and one that will do much to promote the cause of cycling, as well as the interests of the firm that publishes it, has been issued by the Pope Manufacturing Company. Twenty-five thousand have been distributed. For each day of the year a verse or remark applicable to cycling is presented, that for January 1 being by Will Carleton:

"We claim a great utility that daily must increase,
We claim from inactivity a sensible release;
A constant, mental, physical and moral help we feel,
That bids us turn enthusiasts, and cry 'God bless the wheel!'"

Ever active, the Woodstock Amateur Athletic Association is bestirring itself betimes this season, and is making big preparations for a bicycle tournament on the Queen's Birthday (May 24). The chief attraction promised is the first professional bicycle race ever held in Canada, for which a very handsome prize will be offered, and in which it is expected that Neilson, Prince, Woodside, Brooks and others will compete. Whatever the W.A.A. has taken in hand in the past has been so successful that we may look forward to a first-class tournament on May 24th.

Some people talk of the decline of bicycling. In the words of the *Springfield Wheelman's Gazette*, "there is no such thing." Our contemporary very truly says: "Cycling has come to stay, just as did the wagon of hundreds of years ago, and the railroads of the present century. The wheel is a practicable machine, filling a hitherto unoccupied field of locomotion, and in a few years with improved roads can no more be dispensed with than our horses and wagons, which croakers said there would be no use for when railroads became thoroughly established."

T. W. Eck, of Aurora, Ont., has taken up Robert Neilson, of Boston, for signing himself professional bicycle champion of America and Canada in his challenge to Prince, and challenges him to three races—10 miles, 100 miles, and 26-hour straightaway—for \$50 to \$100 a-side each race and the championship of Canada, the race to be run in Chicago, Boston, or Toronto. Eck has put up his forfeit.

The Woodstock people should try and secure this race for the 24th of May. The championship of Canada should be fought for on Canadian soil, not banded around a race track in Chicago or Boston. Who are Eck and Neilson, anyway?

Mr. Harry Etherington announces, in his modest way, that he has retired from the editorship of *Wheeling*, an English wheel magazine. Part of his valedictory reads thusly:

"Readers of *Wheeling*, my lords, ladies and gentlemen, Harry Etherington has reached that point with *Wheeling* at which he can afford to make a big stride forward, and, while making his own lot easier, advance the interests of the paper and enhance the interests of its readers. I have, to come to the point, made arrangements for the future editing of *Wheeling*, which will relieve me from a great deal of work which is irksome to me, and enable me to urge the paper on in those directions where, I flatter myself, *H. E.* is not likely to be left much."

Mr. H. E. must have got that "left much" in the States. He wouldn't be any worse off if he had left much of it in the States.

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BICYCLE TOURS AND THE L. A. W.

Recognizing how great is the importance of the fact that the League of American Wheelmen should have charge of touring events, President Beckwith has at last decided upon a plan which he thinks will prove successful, and one which he intends to submit to the Board of Officers at their meeting in New York next month. This department is to have two officers—the tourmaster, or chief director, and the chairman of the bureau of information. Burley B. Ayers, of Chicago, has been appointed to the former office, and H. S. Wood, of Philadelphia, to the latter. The tourmaster is empowered to take charge of everything pertaining to the organization, business direction and guidance of tours. The chairman of the bureau of information is empowered to obtain duplicate copies of all road reports, maps, and anything else with practical cycling information. He is to have as assistants all compilers of road books. One of the advised duties of the tourmaster will be to promote or organize a tour once a year, carrying out the details as he may think best. This annual tour will be the result of the tourmaster's efforts in promoting cycling in the touring department, the same as it is one of the objects of the chairman of the racing board to promote racing events, although those events may not be given under the auspices of the L.A.W.

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Messrs. Gormully & Jeffery, of Chicago, have recently added a new building to their factories for nickelling and enamelling. Their nickelling is entirely on copper. Hereafter their Standard Finish for Challenge and Safety will consist of all parts enamelled in black except the head, handle-bar, hubs, stop and cranks, which will be nickelled.

HEALTHY, BUT NOT SOCIAL

The bicycle has doubtless become one of the greatest promoters of healthy out-door exercise among our young men, as well as some of the older ones—but there is necessarily nothing social in it; in fact, it is the most selfish conception possible. Think of a family-man buying a bicycle and starting off for a ride while the wife and children are left at home on the veranda to admire the grace and ease with which their lord and master wheels off to get exhilarating whiffs of fresh country air. The economical young man mounts his wheel on a fine afternoon and whirls off to the house of his lady-love, leans his steed against the front fence and spends the summer evening on the piazza, while the young lady is no doubt thinking of her possibly old-fashioned but more fortunate companion who has gone out on the road behind a good trotter to breathe the refreshing air. The one wheel is far more economical in every way, and its enthusiastic if not anatical admirers no doubt get much good from it, but in an article on social recreations they cannot hope for high praise, for their favorite machine is certainly not a family invention. When Mr. Edison will invent a motor which may be hung beneath the seat of a sociable tricycle, with a small seat behind for the children, and by which the whole load may whirl off to the country without the danger of running away at the first railway crossing, or the necessity for grooming or feeding on the return, then the family may sing the praise of the "cycle."—MILTON BRADLEY, in *Good Housekeeping*.

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TRICYCLE vs. PHYSIC.

When Shakespeare said, "Throw physic to the dogs," he had an eye on the tricycle lying in the womb of the future. There can be no doubt of it, because a lady in the West End has demonstrated it. She is the mother of adult children, and had suffered from insomnia and a burning pain in the head, that finally resulted in a complete collapse. A friend quietly brought a tricycle into the backyard and left it there. The lady, seeing it, was possessed with a desire to learn to ride, and that evening went out on the asphalt and rode a few blocks. Completely captivated with the new notion, she could scarcely wait until the next evening, and when it came rode five or six miles, climbing the Seventeenth street hill and going up the steep grades with ease. That night she enjoyed the first night's sleep for many months, found that the pain in her head had disappeared, and that not a single pain or ache was left in its place by the gentle exercise of the night. This restoration was brought to her, moreover, while she was dosing herself with the remedies "made and provided."—*St. Louis Post-Dispatch*.

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That the pleasures of the wheel are enjoyed by all classes and conditions of men, is evidenced by the fact that the Overman Wheel Co. has just received a very flattering testimonial letter from Prince David Kawanakoa, of the Sandwich Islands. He rides a Victor bicycle, and writes to express his approbation of it.

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The H. B. Smith Machine Co. will endeavor to reduce the weight of the Star this year to 30 pounds.