

London Letter.

EDITOR CYCLING,--In reading your report of the result of the T. B. C. handicap races I notice that you state, that dissatisfaction is expressed in some quarters because of the method adopted in making up the scores. I also notice you state the method proposed by some of the dissidents. Now, in my humble opinion, both these methods of computing points are wrong, and the proper way to score is to award the winner and other competitors in each race the same number of points for position in each race, no matter how many or few the competitors are. For instance, let the winner in each race have the same number of points as there are riders in the most numerous contested race, or else adopt some fixed number, as say 100 as the value of the winner's position, and deduct say one point for each subsequent position. Following out the first method, and the result would be:—

	RACES.			Total.
	1.	2.	3.	
1. G. F. Stephenson	21	22	18	61
2. J. Miln	13	20	17	50
3. E. Y. Parker	17	18	13	48
4. W. Robins	15	17	14	46
5. C. C. Harbottle	0	21	20	41
6. E. J. P. Smith	23	0	15	38
7. W. Hyslop	20	0	16	36
8. E. Moyer	16	0	19	35
9. A. Stuttaford	8	0	16	24
10. H. Logan	0	23	0	23

Adopting 100 as the winner's figure, then the result is the same, Stephenson obtaining 291; Miln, 280, and so on. I think a moment's reflection will shew this to be the best plan of scoring. Fortunately all three methods agree in placing Stephenson at the top of the list. One advantage of the above method is, that every person is accorded a score in accordance with his position, and is not prevented from securing points because he is unfortunate in one race. Under the "First Ten" system, Stuttaford would be excluded altogether from a position earned by hard work in two races. Again, under the Racing Board's method, Gullett and McClelland, who only rode in one race each, obtain positions, just as Syms and Gullett do under the "First Ten" system. Under the method above set out, only one man, Logan, succeeds in getting a position by riding in one race only, and he only does so by taking first place. So this method has the effect both of making a man, who desires a position, ride in each race, and of awarding position according to merit. As the races

are all handicap there is no reason to be surprised at good riders, such as McClelland, Gullett, Bulley and others not obtaining positions.

Yours truly,

W. G. OWENS.

Mr. H. P. Davies and Mr. Golden, of the New Howe Co., have been in Muskoka for the last two weeks on a shooting excursion.

Messrs. Eaton & Co. have a sample 1893 machine. It is a New Rapid, No. 6, and fitted with the new Witch tire, commonly known as the 1893 Dunlop.

Mr. Hector Clemes, of the Wanderers, has just returned from New York, where he was on a business trip. He is looking well, and he says he left the forementioned city in good shape.

T. W. Eck is the only man now living who saw the mile made for the first time on a bicycle in less than three minutes, and who also saw it made in less than two minutes. The former event occurred in Boston, April 5, 1882, when R. P. Ahl rode an ordinary in 2 min. 58 5-8 secs., while the latter was Johnson's 1.56 2-5 at Independence.

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