

The fastest mile in the race was made by Conkling in the beginning, when he gained a lap on his competitor. The reason assigned by Conkling's friends for his withdrawal and defeat, was that he had partaken too freely of strong stimulants in the hope to sustain him in the long struggle; but it had quite a contrary effect, if such was the case. The plain, unvarnished truth is, that Conkling *cannot* favorably compete with Schempler in a 50 mile contest, and there are several other amateurs right here in Chicago that can down him in a similar race. Conkling is a genial, clever fellow, a good rider, and all that, but he has no business tackling a 50 mile race, and, we think, he will agree with us in this assertion. At all events, the majority of local wheelmen will.

In a 5 or 10 mile race, Conkling can do well, and stands a good show for taking first place, but 'tis no go in a long distance contest.

Each of the participants in the race contributed \$25 for the purchase of a handsome gold medal, which is now the property of Henry Schempler. *Chicago Sporting Journal.*

The Springfield Tournament.

The Springfield Bicycle Club have projected a three days' camp meet and Bicycle tournament, on which occasion the club will expend about \$10,000, and confidently expect to make this the largest and most interesting Meet ever held—one worthy the attention of wheelmen everywhere, and calculated to draw together the largest concourse of wheelmen in the United States; while the races, for which upward of \$4,500 will be offered in prizes, will, it is expected, make this the most interesting race meeting the world has ever witnessed.

The camp will be held in Springfield, on Hampden Park, 18, 19, and 20 September, 1883, when bicycle and tricycle races of every description will be run for valuable prizes. A few of the special features will be as follows:

A \$1,000 solid gold and silver cup will be offered for the twenty mile amateur championship of the United States. A \$500 silver cup will be offered for an inter collegiate contest, to take place between the leading colleges. The camp will be illuminated on Tuesday night, 18 September. On Wednesday night, 19 September, a grand display of fireworks will be made, with especial reference to bicycling, and many other new and novel features will be introduced.

In order to bring the merits of this meet before the bicyclists of this country, we propose to issue an eight page monthly the size of THE BICYCLE and to continue six months, five numbers to be issued before the meet, and the sixth and last after the meet, giving a full report of the proceedings. We now have the names of 6,000 wheelmen and expect to increase these to 10,000 names, and to send the six copies *free to every wheelman*, thus issuing the largest circulation of any bicycle paper in this country. The first number will be issued this month.

A Sure Preventative.

[We reprinted, last month a letter from Julius Wilcox, to the *Bicycling World* on reckless riding. "President Bates," of the Detroit Bicycle club has since sent the following communication to that paper. It is clever enough to be published as an addenda to Mr. Wilcox's article.—ED. BICYCLE.]

I noticed in a recent communication a statement that the writer had not had a fall from his bicycle in two years. He argued therefrom that no rider need fall, if he would ride with proper care. Now I know a dodge worth two of that. I know a plan whereby riders can

continue to ride as recklessly as ever, and yet never catch any falls. I invented the thing myself; though I confess that I did not force its grand value in insuring reckless and careless riders against falls. One of its great merits is its cheapness; at least it has not cost the members of my club anything yet. My invention is simply an agreement by any club to impose a fine of ten cents upon each member every time he gets a fall. We have tried it one entire season; and the treasurer reports that he has received only ten cents from that source, which was paid in by himself through inadvertence; and not taken out again because any proposition to pay back any money once received is always obstinately opposed by every member of the club, and it would be fatal to the popularity of any officer to propose any such thing.

This great safety invention was suggested to my mind by observing that our rule which fines a member ten cents for being absent at roll-call without a valid excuse, never brought any money into the treasury. To be sure, this rule did not appear to the casual observer, to make any member any more punctual in attendance; but a careful study of the treasurer's reports always shows a full attendance, even when there isn't a quorum, by the fact that nobody ever pays the fine for absenteeism. I have found this to be the case with other clubs all over the country. Once, when we were talking of falls, and their effect upon public prejudice against the bicycles I bethought me of the remarkable effect of a ten cent fine upon absenteeism; therefore, I suggested a fine of ten cents for each fall. The proposition was adopted. Since then there have been no falls in our club—not a solitary one. The secretary and treasurer will file affidavits to this effect, if required. The riding records of our various members will show that we have ridden, during the year 1882, a grand total of nearly 34,000 miles, without one single header, or any other genuine fall, by any member of the club! If any other club can exhibit any such record, please mention its name. Of course you have observed that, wherever there is a prohibitory law, there liquor is never sold or drunk. This ten cent fine operates as beautifully as a prohibitory law. Just as a tariff tax promotes native industry, so this fine promotes native presence of mind in the bicyclist.

It is true that we have had various narrow escapes; but no fall sufficiently real to put ten cents into the treasury. I remember that the president himself, during a club ride, last September, suddenly dismounted over the handle-bar, and stood on his bald head, while he felt around in the dust with both hands. But he arose in a dignified manner, and exhibited to the club a half dollar with great presence of mind, he produced from the dust of the road, and explained that he had dismounted to pick it up; and, as there was a restaurant just ahead it would be expended in refreshments for the club. The unanimous vote of the club decided that this was no fall—in fact, several members expressed a strong conviction that their beloved president couldn't possibly fall under any circumstances.

On another occasion, when several of us were passing a procession of young ladies who were pupils of a fashionable seminary, brother High, paying too much attention to the procession, and too little to his wheel, ran against a gutter crossing and immediately dismounted over the handle-bar, a id lay down with striking agility. But he immediately arose and gravely remarked that he had long suspected that tallest girl of wearing pink hose; and now he knew it; hence he proposed to purchase lemonade for the club. The proposal was accepted; and it was voted that this sort of dismount was very natural under the circumstances, and didn't resemble a real fall in the slightest degree.

When Brother Lowe, while we were exercising in one of the city parks, and when he was riding side-saddle fashion, dismounted backward, and went full length into the foun-

tain basin, while his machine bent one handle by striking the curb of the basin, several of us really thought he had fallen, till he arose, blew the water out of his nose and throat, and explained that he dismounted thus hastily, for fear of asking us all to eat ice-cream in an neighboring restaurant (while he went home and changed his clothes) would strike some other generous soul first. While eating the cream, it was voted by all but two (those two don't like ice-cream) that this was not at all like a fall—it was much more like a baptism.

I might multiply instances; but these are enough to show that the ten cent fine plan is a sure preventative against falls, besides possessing the great merit of encouraging presence of mind, and quickness of invention—two most important qualities for bicyclers to possess. Hence I suggest its universal adoption.

PRESIDENT BATES.

Ten Miles Professional Championship.

The first race for the 10 mile professional championship of England was decided on the 26th of March.

The starters were as follows: R. Howell, F. DeCivry, F. Wood, R. W. Edlin, Geo. Edlin, H. O. Duncan, F. Lees, A. E. Dorkinderin and R. James.

It began to snow before the start, but at the critical moment the sun shone out. Howell went away with the lead at the signal, being in fine form, but Wood soon collared him. The first mile was covered in 3.17 with James leading, Lees second, etc.

Suddenly the Frenchman went to the front with a rush. He kept it up till about 3 miles, then Higham took a turn at the head. Then Howell let out and with Wood and Lees, tore away from the others. The 5 miles was negotiated in 16.40; all but the leaders and Duncan quit, the latter seemed to only care for fourth prize, as he was lapped. On nearing the finish the excitement among the spectators was intense. On the last lap Howell and Lees were abreast, with Wood immediately in the rear. Lees drew slightly away, then Howell caught up again, Wood followed suit.

Finally Howell rushed to the front, having the advantage of the curve, and won a most desperate race by three yards in 33 min. 34 1/2 sec., Wood second and Lees three yards in the rear. The referee was Mr. G. W. Atkinson.

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