

THE QUICKEST TIME.

RECORDS OF TROTTING, BICYCLING, RUNNING, WALKING, AND SKATING.

Below we give a table of the world's records, carefully made, showing the status of different athletics at different distances. It will be noticed that the horse keeps ahead of the cyclist until he reaches the tenth mile. But in making comparisons it should be remembered that the horses are timed from a flying start, whereas the cyclist is timed from a standing start and the crack of a pistol. By this he loses some seconds in getting up speed.

At ten miles the bicycle is on top of the list with the records by Rowe, 27.7 1-5; Controller in harness, 27.23 1-4; John Stewart, to waggon, 28 2 1-2, and Gatehouse, on the tricycle, 29.26 1-5. After leaving the ten-mile post the bicycle and tricycle keep gradually passing ahead of the horse, and at twenty miles we find the bicycle (Rowe) about four minutes ahead of Captain McGowan, in harness, and the tricycle a little over a minute behind. We next look at fifty miles, and see both bicycle and tricycle to the front, the records being: Ives (bicycle), 2 33.54; Welsh (tricycle), 3.11.15; Ariel, in harness, 3.55.40 1-2; and Sprangle, to waggon, 3.50.4. This shows the bicycle one hour and twenty-five minutes ahead of the horse, and the tricycle also about forty-seven minutes in advance.

Twice, and twice only, has a horse been pushed to the distance of one hundred miles, whereas numerous cyclists have made that distance in wonderful time. The horse Conqueror made one hundred miles in 8.56 away back in 1853, the cycling record for that distance being 5 50.5, made by Fry.

A glance at the table will also apprise the reader how the different athletic records compare with that of the bicycle at distances. Above 100 miles some great feats of endurance and time have taken place. A. A. McCurdy, on the Star bicycle, holds all road records from 150 to 305 miles, which he has travelled in 24 hours. W. A. Rowe, on a Columbia, covered over 22 miles in an hour's run at Springfield last fall; and John S. Prince has travelled 767 9-10th miles in 48 hours on an indoor track, riding an "American Champion" wheel.

| World's Record. | 1 Mile | 2 Miles | 3 Miles | 5 Miles |
|-------------------------|-------------------|-----------|-----------|-----------|
| Trotting in harness... | 2:08 3/4 4.43 | 4:16 1/2 | 6:25 1/2 | 11:00 |
| Trotting to waggon... | 2:16 1/2 4.55 1/4 | 4:34 1/2 | 6:43 1/2 | 13 43 3/4 |
| Bicycle | 2:22 4/5 6.11 | 4:41 2/5 | 6:52 4/5 | 13 23 4/5 |
| Tricycle | 2:49 4/5 8.37 2/5 | 5:12 4/5 | 7:27 3/5 | 14 27 3/5 |
| Tricycle (tandem)... | 2:43 1/5 8.34 2/5 | 5:11 3/5 | 7:22 3/5 | 14 22 3/5 |
| Skating (roller)... | 3.11 7 17 1/2 | 6 17 1/2 | 9 17 1/2 | 15 50 1/4 |
| Skating (ice)... | 2:12 3/5 6.59 1/5 | 4:19 1/2 | 6:27 1/2 | 11 45 |
| Running | 4:13 3/4 9.11 1/2 | 8 11 1/2 | 12 11 1/2 | 24 40 |
| Walking | 6.23 13.14 | 19.35 | 27.35 | 35.10 |
| Rowing (single) 1 1/2 m | 8.36 | 13.21 1/2 | 27.57 1/2 | 33.55 1/4 |
| Rowing (double) 1 1/2 m | 7.46 3/4 | 12.16 | 24.40 | 30.43 3/4 |

| World's Record. | 10 Miles | 20 Miles | 30 Miles | 40 Miles |
|------------------------|-----------|-------------|-------------|-------------|
| Trotting in harness... | 27.23 1-4 | 55.25 | 3.55 40 1-2 | 8.55.53 |
| Trotting to waggon... | 27.02 1-2 | 55.57 | 3.59.04 | |
| Bicycle | 27.7 1-4 | 54.24 2/5 | 3.51 51 | 8.50 2/5 |
| Tricycle | 29.26 1-5 | 57.10 3/5 | 3.11.15 | 6.43.32 1-2 |
| Tricycle (tandem)... | 29.44 3/5 | 1.00 25 3/5 | | 7.57.00 |
| Skating (ice)... | 35.37 1-5 | 1.14.07 1-5 | 4.13.35 | 11.37.45 |
| Running | 51.26 3/5 | 1.54.00 | 6.05.00 | 13.26.30 |
| Walking | 1.14.45 | 2.39.57 | 7.57.44 | 15.08.15 |
| Rowing (single) 11-2 m | 1.23.00 | | 8.55.20 | |

In a private letter commenting upon the recent remarkable skating at Newburg, Mr. James G. Lathrop, of Hemmenway Gymnasium, Harvard College, says:

"Don't be deceived in the matter of distances straightaway and the times thereof. I think no one has had sufficient opportunity to note the difference between a straight course with the wind

and a circuit one half with and half against the wind. I was not surprised at the skating record at Newburg. You will remember what Lon Myers says in regard to my opinion about the matter, and I do not hesitate to make the following predictions concerning running or other tests straightaway with the wind, by first-class performers: Man running—Quarter mile, 45s.; half mile, 1.45; three-quarters mile, 3m. or better; 1 mile 4m. Man on bicycle—One mile, 2m. Horse trotting—One mile, 2m. Horse running—One mile, 1.35."—*N. Y. Mercury.*

LEGISLATION WANTED.

Why would it not be in order for our management to engineer something as follows through the Ontario Legislature: Bicycles, tricycles and all other vehicles propelled by manmotive or pedomotive power are hereby declared to be carriages within the meaning of that term, and all persons by whom bicycles, tricycles and said other vehicles are used, ridden or propelled, upon the public highways of the Province shall be entitled to the same rights and subject to the same restrictions in the use thereof as are accorded and prescribed in the Revised Statutes in the case of persons using carriages drawn by horses.

The commissioners, trustees, or other authorities having charge or control of any public street, public highway, public park or driveway in this Province shall have no power or authority to pass, enforce or maintain any ordinance, rule or regulation by which any person using a bicycle or tricycle shall be excluded or prohibited from the free use of the public highway, street, avenue, roadway, driveway, parkway or public place at any time when the same is open to the actual use of other pleasure carriages.—Yours, NEMO.

The above has been introduced into the New York Legislature.

TRADE NOTES.

The handsome catalogue we have yet seen is the one issued by Mr. A. Lane, of the Carnival House, Montreal. It is of 34 pages, with a fine lithographed cover, and contains descriptions of an almost endless variety of cycling articles carried in stock by Mr. Lane. Send for one.

Messrs. Charles Robinson & Co., of 22 Church street, Toronto, had a remarkably successful auction sale of bicycles a few days ago. The sale was held on two days, and about forty-five wheels were disposed of. While the majority of the machines were bought by Toronto purchasers, a number of buyers from other towns were present. It was undoubtedly the largest sale of its kind ever held in Canada, and the long line of sixty wheels made an imposing sight before the auctioneer depleted the ranks. The crowds that attended indicated the unusual interest which is being taken in cycling, and gives evidence that the ranks of wheelmen are being rapidly increased.

The *American Wheelman's* road race for the 100-mile road championship of the world is a chief topic of interest now being discussed in many parts of the country. Perhaps the most systematic preparations at this early date are being made by the Star folks, the H. B. Smith Machine Co., of Smithville, N.J. Last year in the *American Wheelman's* 50-mile race the two Star men, Geo. Weber and C. E. Kluge, romped in comparatively easy winners, Weber breaking the then world's record for the distance, and finishing in 3h 7m. 38 3-4s., and this, perhaps, has tended to sharpen the Star peoples' appetites for more scarp early in the season. A. A. McCurdy and Charlie Frazier are both at work in the Smithville shops, but each, under instructions, quits work regularly at 3 p.m. to proceed to an impromptu gymnasium which the Company has especially prepared for their benefit on the top floor of one of their buildings.

THE RETURN.

A cyclist, worn out and weary,
Homeward wheels his way,
He'd travelled far and travelled long
On unknown roads astray.

His "Norfolk," soaked and dusty,
He'd tied up with a string,
A neat and pretty parcel,
From the saddle's rear to swing.

His muscles, tough and hardy,
Were reaching fast a point
Where every movement of the wheel
Seemed stiffening every joint.

His throat was parched and dusty,
His visage dark and grim,
For as he rode a dreadful thought
Had just occurred to him.

His wife was young and pretty,
His home a cosy nest;
He knew his comrades envied him
His quiet place of rest.

That morn he'd started early
To make a two hours' run,
But, tempted by the skies so fair,
Full fifty miles he'd spun.

Then came to him the query:
Can I get home to-night?
If not, I have myself to blame
For this most dismal plight.

He turned his wheel so trusty,—
The shadows longer grew;
The passers-by in wonder gazed
As on and on he flew.

With fear his brain grew heavy,
With doubt his heart was filled,
Now beating with tumultuous throb,
Now slow, and almost stilled.

The evening air grew chilly
As near his home he drew;
He muttered low, beneath his breath,
"If I only, only knew."

And walking through the open door—
He paused his nerves to steady,
His wildest fears were realized—
His supper wasn't ready!

—*L. A. W. Bulletin.*

According to the *Echo*, a bicycle belonging to a European gentleman at South Mahratta station has kindled such envious feelings in the breast of a native student in the local high school, that the latter has written the European the following imploring epistle: "Most Respected Sir,—I fall at your feet; if you please, save my life and make me happy. I have the strongest desire to have the bicycle to ride on. Through the contemplation, I have no sleep either in the day or in the night. I have been reduced to half, and if I continue the same course I do not know what my fate will be. I have no money to buy it. Piety has never become fruitless, and so the generosity. Your honor should not think that you present me only a bicycle worth of nine rupees, but my life, which will perhaps serve your honor for your life. Now I have become like a helpless sick person and you a doctor. If you give me medicine I shall recover, otherwise not. God will be pleased with you, which is necessary for a man to be happy. Let your great, kind and noble mind order your generous hands to present this miserable man with your most beautiful bicycle."

Messrs. Charles Robinson & Co., of Toronto, have already received several shipments of the 1887 Rudges. Every wheel contains improvements, enabling them to still hold their high position. We direct attention to their advertisement on the second page of the cover.