

NOTES.

(Continued from page 35)

opens up in the spring it is said some marks will be made that no Director or Arion will be able to vie with. When Hanlan, the oarsman, first visited England, it will be remembered that the north countrymen circulated a story to the effect that he had a gas or wind bag under the seat which aided him in his flight along the surface of the water. In like manner it is now stated that electricity is to be introduced into the "hike," which under its influence is expected to just fly after the fashion of one possessed, or with the speed of the fastest railroad train ever known, that is at the rate of a mile in thirty-seven seconds. The speed may be possible, but no man's legs, unless he is in convulsions, will ever be able to jerk themselves fast enough to maintain their connection with the pedals at that pace. By discarding the electricity story, it is undoubted that some invention will be introduced to the public in April and May in connection with the tyres and the gearing that will make possible greater speed than has ever yet been attained on the bicycle. At present the record for a mile is 2:05, made by W. W. Windle at Springfield, Mass., October 8, 1892. Johnson, Zimmerman and Wheeler are each reported to have done miles in better than 2 minutes, but such performances, if ever really accomplished, have not been recognized by the record authorities. Recent improvements, however, it is confidently stated will make 2 minutes a mile as common as 2:20 is now. Of course this will be on a prepared track, but it is anticipated that the speed that will be possible on the road will be as great almost as that at present reached on the track, while the wishes of the rider as regards ease and convenience are to be more considered than ever. This is all very well, but there is one desideratum without which bicycle riding can never be pleasant, namely, good roads. Wheelmen the world over recognize this and in many places they have literally put their shoulders to the wheel to bring about reform. Road Improvement Associations have been organized for the purpose of co-operating with township and municipal authorities in the object signified in the title. One of these associations was organized in Toronto to cover Ontario the other day. While the roads generally in this province are in pretty fair shape, there is yet plenty to be done. Farmers, bicyclists and hotel-keepers might well work together in securing better roads, for they form the class of citizens who will profit the most thereby.

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ECROUS of the Mitchell-Corbett fight, or "farce," as the English papers term it, still hover around us. The principals, it is said, have made up and are going to spar together in New York for sweet charity's sake. The proposition is to give an exact imitation of the fight at Jacksonville. In that case Mitchell will need a good deal of the charity. Corbett has done one good thing since the set-to. He has caused to term the ruffianly tough, who poses as the champion of England, in his

play, Charlie Twitchell. A great deal is said nowadays about the degeneracy of the ring. As a matter of fact the pugilists of the present generation are far ahead of any that have gone before in many respects. They are certainly better educated, move in better circles, enjoy more luxuries, and appear less brutal in their instincts. Perhaps the pups of ancient days were less vindictive, were more addicted to pure "business," and more sparing of their words than their living prototypes; but, in spite of all the talk about their manliness, their good nature and their good feeling towards each other, it is on record that some of them were extremely cruel and brutal when in their cups, and that their instincts were decidedly low. This is, perhaps, not so true of the English members of the fraternity in by-gone days, as it is of the Yankee pugilists, the last of whom were generally addicted to rough and tumble fighting, to biting, gouging, stabbing and shooting. Proof of this will be found in the careers of John Morrissey, pugilist, congressman and gambler, and Bill Poole, who was assassinated by a gang of Morrissey's toughs. A perusal of the careers of the men who are lauded as heroes compared with the gladiators of to-day would open the eyes of the majority of the people to the fact that is being talked. While Peter Jackson, the black Australian, was sometime ago regarded as a sure conqueror when he should meet Corbett, he is now spoken of with much less favor. It is whispered that he is given to quit "drunks." In short, it is believed he will prove a mere tool in the hands of the man with whom he once fought a long, weary battle to a draw. Failing Jackson, who then will whip Corbett is the question. The answer comes from an unexpected quarter. Sampson, the strong man, says he will do it. One of his acts, he remarks, consists of breaking iron bars against his neck and jaws, and, therefore, Corbett's blows could hardly hurt him very much. His method in the fight, he states, would be to rush forward and, taking all the punishment offered, seek to disable his opponent by breaking his arms or wrists. A couple of blows from his ponderous fists, he maintains, would do this, and he would then have his man at his mercy. He, himself, would deserve, and probably get, a term in the penitentiary for willfully maiming a human creature.

ICE-RACING AT MONTREAL.

A Week of Some Rare Sport, with Large Fields and Fair Weather.

Judges—A. W. McKelroy, T. W. Foster, and M. St. Jean.

MONTREAL, Feb. 10, 1894.—There has probably closed here the most successful winter trotting meeting ever held in Montreal. The program was laid out for four days, but the consolation event, which was set for letting down the curtain, remained unfinished on Friday night and so went over.

The fields in every race were either large or fairly so, entries having been received from Massachusetts, New York, most every horse centre in Canada.

On the opening day the most interesting contest was probably the two-mile race between Simmie, a Buffalo horse, Factory Girl, by Mambrino Charta, owned by Robert Stewart, of Aylmer, and Mattie, owned by W. H. Benedict, of this city. This was a horse-race all through, but Factory Girl ultimately took first money by capturing the first and third heats. Simmie, a rather bad actor, taking the second. Fully showed up well, being beaten out only a bare length in the second heat. The 2:27 race was decided in straight heats, Jimmie Mac, by the Caldwell vendor, taking the sweep without any trouble in six time. The 2:50 trot and pace brought out a field of twelve, and required six heats to decide, the time being better than in the 2:27 event. In the first heat Dominion Boy, a black horse, by Laurent, was not in the finished actually twelfth, but after that he kept on improving until the fourth, fifth, and sixth heats, with the lion share of the money, were placed to his credit. Senator, a sandy brown gelding, got by General Stanton, owned by Havelock James, of Hamilton, took second money with two firsts, three seconds and a fifth. Nettie D., owned in Hastings, Ont., surprised herself and everybody else probably by taking the first heat, but after that she never had to be reckoned with.

On the second day the prime struggle took place in the 2:22 race. Little Frank, owned in Biondore, N. Y., was regarded with the most favor, but after he had won the first heat, Money Maid captured the next three and the race. Although for the fourth heat a change of drivers was made as regards the foreigner, Pettit, a rather good gelding got by George Wilkes and owned in Pennsylvania, had it all his own way with the 35 class, none of the others having a shadow of a chance.

On the third day the track was sloppy, owing to a thaw, but the racing was good. Previous to commencing, an accident occurred that led to the death of an intending competitor. Aberdeen was taking exercise the wrong way of the track, and collided with Iron Grey, causing one of the shafts to pierce the side of the latter to such an extent that he had to be shot. On this day the prime event was the 5-mile dash, which resulted in a decided sweep for Simmie, by George Spaulding, the Buffalo horse that was beaten by Factory Girl on the first day, trotting a magnificent race and turning the tables on the mare by only a length at the finish, in time equalling the ice record, a really extraordinary performance considering the state of the track. Pascal was the most feared before the start, but he didn't appear at all in the going, and was never in the way, while Polly broke very badly. The 2:30 race was another soft thing for Jimmie Mac, who scored a second three-heat victory.

On the fourth and last day (Friday) the track was soft and puddy. Pettit from the first heat the 2:40 trot at his mercy, but in the second heat he pulled behind. Mannie S. and Sir Harry Wilkes, and the judge declared all bets off. Budd Doble, from White River Junction, Vt., beat Money Maid and two others in the Free-for-All, the purse, \$500, being the largest of the meeting.

FIRST DAY

First Race—2:30 class, trot and pace; purse \$250.
Dominion Boy, blk. h., by St. Laurent, Ambrose Major, Lachance, 12 5 4 1 1 1
Senator, br. g., by Gen. 1 2 1 2 5 2
General Stanton, Havelock James, Hamilton 1 6 8 5 7 6
Nettie D., g. b. E. M. Horse 3 2 2 3 4 4
Aylmer, br. m., R. McKelroy 10 12 3 6 2 8
Fleetfoot, blk. g., J. Hughes, Chesterville, 4 3 5 4 3 3
Checo, b. g., Owner John Reed, Athol, Mass., 7 4 11 9 5 3

Lakewood, b. g., W. Bell, Montreal, 6 8 6 7 8 7
Sir Harry Wilkes; Thomas Belair, Ingersoll, 8 10 10 10 8
Indirect; John Webster, Brockville, 9 7 7 8 dr
Caulingawa, Girl, blk. m., F. Vincent, Hamilton, 8 9 9 dr
Storment, b. m., H. Jones, dict, Montreal, 11 11 5 11
Time, 2:31, 2:36, 2:36, 2:35, 2:35.

Second Race—Two miles, trot and pace; purse \$250 (unfinished).
Simmie, b. g.; Jack Bromberg, Buffalo, 3 1
Pettit, br. g., by George Spaulding, Jack Bromberg, Buffalo, 3 1
Matthew W., g. g.; G. M. McPherson, Ottawa, 2 3
Polly, blk. m.; W. H. Benedict, Montreal, 2 3
Time, 5:46, 5:49.

Third Race—2:27 class, trot and pace; purse \$300.
Jimmie Mac, b. g., by the Caldwell Horse; James Burke, Ottawa, 1 1 1
Leonard, br. g.; Jos. Letourneau, Holyoke, Mass., 2 5 2
Fantine, blk. m.; L. A. Burke, New York, 3 5 2
Time, 2:27, 2:28, 2:28, 2:28, 2:28.

Fourth Race—Two miles, trot and pace; purse \$250.
Factory Girl, b. m., by Mambrino Charta; Robert Stewart, Aylmer, 1 4 1
Sir mick, g. g.; George Spaulding; Jack Bromberg, Buffalo, 3 1 2
Foll, blk. m.; W. H. Benedict, Montreal, 4 2 3
Matthew W., g. g.; G. M. McPherson, Ottawa, 2 3 0
Time, 5:46, 5:46, 5:46, 5:46, 5:46.

Second Race—2:35 class, trotting; purse \$250.
Pettit, br. g., by George Wilkes; Mannie S., b. m.; W. H. Simpson, Hastings, 1 1 1
Iron Grey, g. g.; Orville Sabourin, Holyoke, Mass., 2 5 2
Bull Bull, blk. g.; John Webster, Brockville, 3 4 3
Chatterbox, N. D. A. McDonnell, Chatterbox, N. D. A. McDonnell, 4 5 4
Lady Queen, blk. m.; Antonio Roberts, Black Head, Ont., 6 6 6
Time, 2:37, 2:39, 2:39, 2:39, 2:39.

Third Race—2:22 class, trot and pace; purse \$250.
Money Maid, blk. m.; by Money Maker; Jack Burke, Ottawa, 2 1 1
Lie Frank, b. g.; J. E. Burke, New York, 1 2 2
General George, g. g.; Thos. Kennedy, Ottawa, 3 3 2
Royal Prince, b. h.; James Irvine, Ottawa, 4 4 4
Time, 2:31, 2:31, 2:31, 2:31, 2:31.

THIRD DAY.
First Race—2:30 class, trot and pace; purse \$300.
Jimmie Mac, b. g., by the Caldwell Horse; James Burke, Ottawa, 1 1 1
Matthew W., g. g.; G. M. McPherson, Ottawa, 2 2 2
Maud D., chm.; W. H. Benedict, Montreal, 3 3 2
Rainbow Boy, br. g.; Amy Hess, Montreal, 5 4 4
Hoffrey, b. g.; M. Pettin, Lachance, 6 6 6
Holyoke, Mass., 4 5 dr
Time, 2:36, 2:36, 2:36, 2:36, 2:36.

Second Race—Five-mile dash, trot or pace; purse \$300.
Simmie, b. g., by George Spaulding; Jack Bromberg, Buffalo, 1 1 1
Factory Girl, b. m.; Robert Stewart, Aylmer, 2 2 2
Sir Harry Wilkes, N. Y.; Thomas Pascal, blk. g.; L. A. Burke, New York, 4 4 4
Time, 13:46.

Third Race—Special race, one mile; purse \$500.
Belair, br. g.; S. Desautels, Montreal, 1 1 1
Milly Stanton, 2 2 2
Eva C., 2 2 2
Dynamite, 5 dr
Aberdeen, 5 dr
Time, 2:45, 2:45, 2:45, 2:45, 2:45.

THE TIME, 13:46, MADE IN THE FIVE-MILE RACE, EQUALS THE ICE RECORD.

FOURTH DAY.
First Race—2:40 class; purse \$250.
Pettit, br. g., by George Spaulding; John Kinney, Hamiltonville, Pa., 1 3 1 1
Mannie S., b. m., by Lapidist Chief; W. H. Simpson, Hastings, 2 1 2 3
Checo, b. g.; John Reed, Athol, Mass., 3 4 3 2
Sir Harry Wilkes, N. Y.; Thomas Pascal, blk. g.; L. A. Burke, New York, 4 4 4
Belair, Ingersoll, 5 4 5 4
Major, Lachance, 5 4 5 4
Alexis, br. g.; D. C. Fry, Montreal, 6 6 dr
Time, 2:50, 2:50, 2:50, 2:50, 2:50.

Second Race—Free-for-all, purse \$300.
Budd Doble, b. g., by Indianapolis; W. H. Whelan, White River Junction, Vt., 1 1 1
Money Maid, blk. m.; L. A. Burke, New York, 3 2 2
Jos. Ordway, ch. g.; Cunningham & Co., 2 3 4
Wilder, White River, N. Y., 4 3 4
Ben B., b. g.; W. Brown, Ottawa, 4 3 4
Time, 2:51, 2:50, 2:50, 2:50, 2:50.