The Toronto World.

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The Government and the Niagara Central Railway.

We are not at all either satisfied or contented with the disposition manifested by the Premier to the Niagara Central delegation last Thursday to postpone the promised grant of a subsidy for that road into Toronto until a more convenient season. To tell the representatives of our great city and this populous portion of Canada and the representatives of this contemplated coal road that there is a railroad already be tween Toronto and the Niagara frontier viz., the Grand Trunk Railway, and that is enough, does not sit well on our mind. The Premier said in effect (so goes the report) the half million people who want this coal road built, and the cheap coal which it will bring for domestic and manufacturing purposes, and who want this great boon now, might wait until railroads were bonused and built to accommodate the few thousand people inhabiting remote, sparsely-settled outlying regions of Canada that are not yet supplied with railroads.

Apparently the Premier has clean forgotten that last session of Parliament he admitted to Mayor Clarke of this city, the officials of the Niagara Central and other representative men of this part of Canada the validity of the claim for a subsidy to assist in building this road into Toronto. He assured all these gentlemen that his Government adhered to the policy of Sir John A. Macdonald in subsidizing railways. He explained that for various reasons no subsidies would be granted for railroads that session. But in four or five months Parliament would be in session again, it was not long to wait, when the subsidy for this railway would be granted as asked for. He further remarked that if any railways were subsidized the Niagara Central would be among the number. These are well-known facts, we ask, has occurred since that time to cause the present announcement? It is a paramount duty incumbent on the representatives of Toronto and the counties along the line of the Niagara Central to stand up for the rights of their constituents; to urge and keep urging upon the Government the justice of our claim for this subsidy; to remind and keep reminding the Government that our people have been paying taxes to the extent of many millions, and for many years, to build railroads everywhere else in Canada, both in new territories where there were no railroads before, and in old settled portions of Canada that already had railroads, that wide regions of old Canada and the Maritime Provinces have been gridironed with railways subsidized with Toronto taxes, but never a dollar of subsidy has the Dominion Parliament granted to build any railway running into Toronto since Confederation began. Let justice be done in this important matter without further postponement. Toronto has waited long enough, and too long, for reasonable attention to her wants. Her turn is now.

The Four-Pound Loaf.

Fair-minded people who examine the case of the master bakers will be apt to allow that their objections to the bread bylaw are founded on fair grounds. They are entitled to ask why the sale of their particular commodity should be subjected to conditions and restrictions not imposed on the sale of other commodities. The regulations are undoubtedly of immemorial age, and perhaps are retained now when the conditions of life are entirely different from what they were when it was considered necessary to impose them. The higher cost of the loaf and the greater rarity of means of weighing it in earlier days perhaps made the regulation indispensable for the protection of the buyer. Whether it is so necessary to-day, when almost every housekeeper possesses a pair of weighing scales, may well be doubted. If the public were aware that it had to protect itself we may be sure that instead of being watched by an inspector or two the baker would be watched and weighed by everyone of his customers, and there would be even less chance than now of people being defrauded out of their proper weight.

The bakers' side of the case should also be fairly considered. They tell us, and it appears reasonable, that it is very difficult in producing large batches of bread to avoid an odd loaf being underweight. For example, a baker turns out of his oven a hundred two-pound loaves. He has put in enough dough to produce 200 pounds of bread and more. Probably the majority of the loaves are overweight. Some may be underweight, but the customer who gets a lightweight loaf to-day gets one that more than makes good the loss to-morrow, and perhaps is similarly fortunate for the next ten days. It is manifestly unfair, therefore, to challenge him and expose him to loss for that one sneaking loaf that failed to seize its proper quantum of dough. If the public were left to look after the matter, just as it is in the case of the other products it buys, we would find that it is thoroughly competent in this intelligent and competitive age to look after itself.

We really think that the legislation is invidious, and the indignation of Mr. Tait and his fellow-tradesmen is not unreasonable.

The source and cause of the advocacy of the trolley has at last been traced. It turns out that wherever the trolley has been introduced it has made watchmaking a flourishing trade. Well, don't you see the connection? The watch physicians have been pulling the strings, or the springs, to get this iniquitous system adopted, and it is quite apparent that vice has triumphed. This explains a great deal.

GODES-BERGER.

Pure—free from organic contamination.—Civil Service Gazette, London, Eng.

Pleasant and Refreshing.—The Empire, Ont.

"An ideal Table Water."—Prof. Wanklyn.

Wabash Line.

A man going west should remember the great Wabash route is the banner line to all west and southwest points. They run the finest equipped trains on earth. The only railroad using the palace reclining chair cars (free) from Detroit to St. Louis, Kansas City and Omaha. All trains go through the great tunnel at St. Louis. Time tables and all information from your nearest ticket agent, or J. A. Richardson, Canadian Passenger Agent, 28 Adelaide-street east, Toronto. ed

Through Wagner Vestibule Buffet Sleeping Car Toronto to New York via West Shore Route.

The West Shore through sleeping car leaves Union Station, Toronto, at 4.55 p.m. daily except Sunday, arriving in New York at 10.10 a.m. Returning this car leaves New York at 5 p.m., arriving in Toronto at 10.25 a.m. Sundays leaves Toronto at 12.50 p.m., connecting with through car at Hamilton.

One trial of Mother Graves' Worm Exterminator will convince you that it has no equal as a worm medicine. Buy a bottle and see if it does not please you.

JUDGE MORROW'S BROOKLYN

THE RICH EVENT AT GRAVESEND YESTERDAY.

Pessara Was Second and Russell Third—How the Race Was Won and Lost—Longstreet Finished Last—The Professional Ball Tossers—All the Sporting News of a Day.

NEW YORK, May 16.—A crowd of between 40,000 and 50,000 people witnessed the great race at the Gravesend racetrack to-day.

It was a day for spring toilets and one had only to glance at the tiers of seats in the stand to realize that fact. Only a few were clothed in an attire that was not bright.

But slight interest was manifested by the crowd in the races preceding the handicap. Everyone was anxious to see that, and the other races but whetted their appetites for the contest. When the light-limbed animals that were to run in the handicap were brought out for a warming up the crowd in the stand rose to its feet to catch a glimpse. As the favorites cantered about the track there was much clapping of hands.

Pessara first appeared, carrying Taral. Then came Madstone, also George W., Portchester, Judge Morrow, Raceland, Banquet, Longstreet and the others.

BROOKLYN JOCKEY CLUB HANDICAP.—For all ages, $300 each, h.f., if declared; gross value $25,000, $3500 to 2nd, $1500 to 3rd; 1¼ miles:

Green B. Morris' b c Judge Morrow, 5, by Vagabond—Moonlight, 116.....Covington 1
Walcott & Campbell's b c Pessara, 5, by Imp, Pizarro—Sister Monica, 115.....Taral 2
J. A. & A. H. Morris' b c Russell, 4, by Eolus—Tillie Russell, 114.....Littlefield 3

Raceland, Clarendon, Banquet, George W., Kingmaker, Fairview, Madstone, Portchester and Longstreet also ran and finished in this order.

Time 2.08¾, the fractions—quarter .23, half .47¼, three-quarters 1.14, mile 1.42½.

Longstreet was a not favorite in the betting. He opened at 4 to 5 and at that figure he closed. Russell was also heavily backed for a place, and Judge Morrow, Raceland and others came in for their full share of backing. George W. was the extreme outsider at odds of 150 to 1.

Mutuals paid straights $56.50, place $21.15, Pessara paid $38.15.

THE RACE.—There was about 10 minutes delay at the post, Pessara and Portchester being the offenders. Then came a fairly good start, with Portchester the first to show. Hardly had they got in motion when one of the Ehrets two shot out of the bunch and soon it was seen that it was Fairview, who must have had orders to make the pace. He did it at a clip that sent consternation into the ranks, for at the start he was six lengths in front of Longstreet and Pessara. Into the back stretch this same order was maintained, but at the ¾ pole, which was reached in 1.14 the rear division began to close and as they did the cry went up that Longstreet was beaten, for it was plain to see McLaughlin was hard at work but was losing ground. At the end of seven furlongs Littlefield made his call on Russell and as his red jacket shot to the front his backers counted their money won. Into the stretch it was still Russell, but at the betting ring Judge Morrow had headed him; while in a couple more strides Pessara had joined the pair. To the wire the struggle was a grand one with the result in doubt to the very last stride, where, amid most deafening cheers, Judge Morrow got the verdict by a head, while Pessara beat Russell two lengths for the place.

About the First Three.

Judge Morrow received the exclusive attention of one of the most astute trainers in the East, Mr. Greed B. Morris, who, by the courtesy of the inhabitants of the place, has been named the Baron of Gravesend. Any kind of a track suits the Judge, who is built on democratic lines. Judge Morrow is an erratic animal, and when he is just right he lacks only a trifle of being oat-class. He was in the going mood yesterday.

Walcott & Campbell's horse Pessara did his preparatory work well, and as was proved is a good horse in the early spring. Fred. Taral, the greatest of American jockeys, sustained his reputation on Pessara's back.

The powerful stable of J. A. and A. H. Morris was represented by Russell. He is as uncertain as most of the sons and daughters of Eolus, but he took it into his cranky head to run, and, as was shown, pressed the leaders.

History of the Handicap.

The Brooklyn Handicap was instituted in 1887 and its initial effort was productive of the never-to-be-forgotten and brilliant finish between Dry Monopole, Blue Wing and Hidalgo. After this its success was insured, until now the Brooklyn Handicap is discussed for months throughout the breadth and length of the land. Following Dry Monopole's win by so narrow a margin came The Bard's victory over Hanover and Exile. The latter was the champion in 1889, attended by Prince Royal and Terra Cotta; then Castaway II.'s hollow victory over Badge and Eric will be fresh in one's memory, as will Tenny's gallant rush last year, when for the second time in his turf career Prince Royal was second, with Ten Tray third.

To-Day's Card at Brooklyn.

GRAVESEND, May 16.—First race, ½ mile—Ethie colt 115, Spartan 115, Ajax 115, Electrical colt 115, Royalty colt 115, Comanche colt 115, Isabella colt 115, Perchance 115, Courtship 112, Procida 112, Raindrop 112, Mendacity 112, Florence Belle 112.

Second race, 1 1-16 miles—Castaway II. 121, King Crab 116, Lord of Harem 116, Isaac Lewis 116, Now or Never 116, Tammany 112, Willie L. 112, Corie 106, Merry Monarch 106, Tom Tough 96, Wyandotte 96, Seampost 65, Bean Brummel 91.

Third race, ¾ mile, handicap—Wilcox 134, My Fellow 116, Warpath 114, Gold Dollar 114, Westchester 114, Frank Kinney 112, Crotchet 110, Onward 110, Donacaster 110, St. Carolus 110, Count 108, Brown Beauty 106, Vernon 105.

Fourth race, 1 1-16 miles, selling—Masterlode 116, Mill Young 104, Prather 113, Abi 105, Larchmont 105, St. James 105, Ben Kingsbury 111, Tea Tray 116, War Duke 97, Thorndale 97, Lowlander 107, Eric 115, Diabolis 115, Bismarck 90, Cynosure 105.

Fifth race, 1 1-16 miles, selling, Falcon Stakes—Pickpocket 97, Barefoot 97, Dr. Wilcox 97, Temple 97, Pagot 97, Emperor 107, Otho Zoling 107, Shenandoah 110, Tom Tough 102.

Sixth race, ⅝ mile, maidens—The Ironmaster 110, Conuro 110, Poor Jonathan 110, Caliph 110, Nell colt 110, Herald 110, Auburn 110, St. Hubert 110, Locigale 105, Eliza 105. The weather is clear.

Results at the Park.

GLOUCESTER, May 16.—First race, ⅝ mile—Montello 1, Valodia 2, My Craft 3. Time 1.08¼.

Second race, 3¼ furlongs—Delinko 1, Jewel 2, Maria Barnes 3. Time 44½.

Third race, 1 mile—Bravo 1, Pluto 2, Ed McGinnis 3. Time 1.54½.

Fourth race, 6½ furlongs—Lettoon 1, Vulpina 2, Leo Brigel 3. Time 1.27.

Fifth race, ½ mile—Van S. 1, Lomax 2, Rapine 3. Time 55.

Sixth race, ⅞ mile—Capstone 1, Hundrum 2, King Idler 3. Time 1.40¾.

The Other Races at Gravesend.

GRAVESEND, May 16.—First race, ⅝ mile—Correction 1, Bellevue 2, Dalsyrian 3. Time 1.02.

Second race, 1 mile—Coxswain 1, Two Bits 2, Actor 3. Time 1.43¾.

Third race, ½ mile—Bettle 1, Lidgerwood 2, Laura Gould 3. Time 50¼.

Fifth race, ¼ mile—Bonnie Lee 1, Merriment 2, Moderator 3. Time 50¼.

Sixth race, ¾ mile—Bengal 1, Rosa H. 2, Capt. Browne 3. Time 1.15¾.

El Padre and Steeplechase Weights.

The weights for El Padre Handicap and Handicap Steeplechase are due to be announced to-day and are given below:

EL PADRE HANDICAP, run May 26; 1½ miles:

Myrtlewe	128	Versailie	110
Reiffellow	126	Sam Wood	109
Rocquefort	124	Tactician	107
Fenelon	123	Victorious	105
Defaulter	122	Jardine	104
Can-Can	121	Lordlike	104
Rover	121	Ely	100
Lord of the Harem	120	Bullinch	97
Bargain	117	Addie B	95
Bells of Orange	114	Fellowship	90

STEEPLECHASE HANDICAP, run May 25; 2½ miles; twice over water jump:

Winslow	162	Evangeline	148
Lee Christy	152	Everett	146
Mackenzie	152	Flip Flap	145
Sam Morse	151	Surprise	140
Pat Oakley	151	Mirabeau	140
Gladiator	148	Roseland	138
Speculator	148		

The O.J.C.'s Extra Race, May 28.

An extra race has been settled for Saturday, May 28. It will be for a purse of $1000. Towards this amount Hon. F. Smith and Mr. George Gooderham have each generously donated $250. The conditions will be shortly announced. The distance will be probably 1⅛ miles.

Lovell's String Is Coming.

Mr. William Lovell of New York has been heard from. He will probably arrive this week with the following horses:

Lady Palsifer.....by..King Ban—Puzzle.
Maggie Beck.....".. .Pardu—Algebra.
Josie Wells.....".. .Strachino—Alice May.
Harbor Lights.....".. .Bayon d'Or—Lison.
Algebra gelding.....".. .Reform—Algebra.
Jack Lovell.....".. .Imp. Musjody—Fedora II.

Heather Bloom's Good Mile.

The best trial performance at Woodbine Park yesterday morning was done by Hendrie's Heather Bloom—a mile in 1.52. Most of the candidates were out and were content with working exercise. Some fast trials are looked for this morning.

Sunnyside Committees.

A meeting of the Sunnyside Boat Club was held last night, when these committees were selected: Rowing, Messrs. Guinane, Bryce, Clarke, Boland, McKittrick; sailing, Capt. Maw, Ald. Gowanlock, Barrett, Res. Everything was reported prosperous. Handsome medals and prizes will be given at the spring races.

Ripples From the Bay.

J. J. Ryan and E. Durnan, the Sunnyside's single scullers will have a great tussle at the club's spring races. Both have many friends.

Yesterday Hanlan received a letter from the International Hotel of Park Row, New York, asking for one of his old boats as a relic for that resort.

M. F. Davis of Portland, Me., passed through Toronto yesterday on his way to Detroit, where he will act as trainer of the Detroit Boat Club. Davis is the well-known inventor of the Davis rowlocks.

Davey, the Boston boat builder, has received an order for two cedar shells, one for Hanlan and the other for his nephew, E. Durnan. Hanlan has ordered a dozen sculls from Donohue of Newburg.

Hanlan yesterday told The World to state that he is willing to make a match with Gaudaur, to be rowed on Lake Couchiching, for a purse of $1000 and let the world know that Jake's alive.

TORONTO ATHLETIC CLUB.

The Annual Meeting—The Stock to be Increased—The Plans.

The annual meeting of the Toronto Athletic Club was held yesterday in the Bank of Commerce building. Larratt W. Smith, Q.C., was in the chair. There were present besides Messrs. C. H. Nelson, J. Massie, E. Samuels, F. J. Campbell, J. Henderson, W. P. Murray, Henry Wade, A. D. Langmuir, A. B. Cameron and about 12 others.

The report of the directors was read by the secretary. It told how the work was begun on the lot in College-street and was proceeded with up to the present. The report stated the difficulty arising out of the fact that the lowest tender submitted for the building, which did not include equipment, was $80,000. The directors were, therefore, not prepared with $74,000 worth of capital to assume the responsibility of proceeding. It was pointed out that it would be necessary to increase the capital stock to $100,000 or $125,000, or to cut down the cost to tally with the company's funds. Architect E. J. Lennox was present and gave a curtailed description of what his last plans would make. The swimming bath would be 75x34 feet, the gymnasium 82x56 feet and the billiard room 39x52 feet. The building would be six stories high in front and five in the rear, without the basement.

The consensus of opinion at the meeting was that the shareholders should unite and increase their shares.

The architect will cut the ornamental work down $10,000, and the directors agreed to increase their stock. The secretary is to call upon every shareholder and ask him to increase his stock. Those with one share up to four are to be asked to take at least one share more, those with four to eight to take two shares more, those with three to 12 to take three shares more, those with 12 to 16 to take four shares more, those with 16 to 20 five shares more and so on; those with 40 shares are to be asked to take 10 shares more. Several of the shareholders have already subscribed for their additional stock, the payments on which will not commence until three months after the fifth call on July 4 on that they already hold.

The financial statement showed that $35,400 were spent on purchasing land, $1575 in salaries, $3025 in excavating and foundation. There is at present $19,890 in the bank and with the miscellaneous accounts makes a total of $61,310.

There was little change made in the directorate, which now stands as follows: Hon. John Beverley Robinson, president; Larratt W. Smith, Q.C., and C. H. Nelson, vice-presidents; Prof. Goldwin Smith, W. T. Jennings, J. Henderson, J. Massey, C. Hunter, J. P. Murray, Dr. J. W. F. Ross, Alex. Manning, Captain Pellatt and E. Samuels.

In the National League.

At Baltimore, first game:		R.	H.	E.
Baltimore	6 1 0 0 1 0 0 0 1—	9	8	5
Washington	0 1 0 1 0 0 3 0 0—	5	7	3
McMahon-Robinson; Knell-Foreman-McGuire. Sheridan.				
At New York, first game:		R.	H.	E.
New York	0 2 0 0 0 1 0 1—	4	6	4
Philadelphia	0 0 0 0 0 2 0 1 0—	3	9	5
King-Boyle; Keefer-Clements. Peace.				
At Boston:		R.	H.	E.
Boston	0 3 0 0 2 0 4 0 2—11	10	4	
Brooklyn	0 0 1 0 0 2 0 1 0—	4	5	2
Stivitts-Ganzeli; Foutz-Dailey. Gaffney.				
At Baltimore, second game:		R.	H.	E.
Baltimore	0 0 0 0 0 0 0 4 0—	4	7	0
Washington	0 0 0 0 0 2 0 3 x—	5	9	3
Cobb-Gunson; Killen-Milligan. Sheridan.				
At Pittsburg:		R.	H.	E.
Pittsburg	0 1 0 0 0 0 0 0 0—	1	6	3
Chicago	1 0 0 2 0 0 0 0 x—	3	6	2
Baldwin-Mack; Hutchinson-Kittridge. Hurst.				
At Cleveland:		R.	H.	E.
Cleveland	0 0 3 0 0 0 0 0 0—	3	9	1
Louisville	0 0 0 0 0 0 0 0 1—	1	5	2
Davies-O'Connor; Stratton-Dowse-Grim. Lynch.				
At New York, second game:		R.	H.	E.
Philadelphia	0 1 0 1 0 2 1 1 0—	6	6	3
New York	0 1 1 0 0 0 0 2 2 0—	7	9	1
Weyhing-Cross; Russie-Boyle. Mahoney.				
At St. Louis:		R.	H.	E.
St. Louis	0 0 0 0 3 0 1 0 0—	4	7	1
Cincinnati	1 0 0 1 0 0 0 3 x—	5	4	0
Dwyer-Buckley; Chamberlain-Murphy. Emslie.				

Eastern Association Games.

At Albany:		R.	H.	E.
Albany	2 0 0 0 0 1 3 1 2—	9	8	2
Syracuse	0 1 0 1 0 0 0 0 0—	2	5	2
Taylor-Murphy; Coughlin-Myers. O'Brien.				
At Binghamton:		R.	H.	E.
Binghamton	1 0 3 0 0 3 1 0 x—	9	11	1
Elmira	0 0 0 0 0 0 0 0 1—	1	4	3
Casey-Townsend; Fricken-Boyd. Betts.				
At New Haven:		R.	H.	E.
New Haven	0 0 0 4 0 0 3 0 2—	9	11	3
Troy	3 0 0 0 0 0 0 3 0 1—	4	9	4
Fournier-Wells; Clankson-McCaffery. Jones.				
At Philadelphia:		R.	H.	E.
Athletics	0 0 0 0 0 0 0 0 0—	0	5	5
Providence	1 0 0 4 1 1 1 0 0 x—10	9	2	
Mad-Costello; Wilson-Kilroy-Ryan. Holmes.				
At Rochester:		R.	H.	E.
Rochester	2 0 0 0 1 0 0 0 0 2—	5	9	2
Buffalo	0 1 0 0 0 0 2 0 1—	4	11	4
Goodall-McKeough; Conway-Dealy-Bowman. Doescher.				

Varsity and D.A.C. to Fight for a Pennant.

The winner of the series of three games between the Detroit Athletic Club and Varsity nines will be the recipient of a handsome pennant presented by P. C. Allan & Co. of Kingstreet. Yesterday this firm kindly made the offer to the local collegians, which was accepted, and there is little doubt but the Wolverine ball tossers will also agree to fight for the rag.

Varsity has slightly the better of the argument, playing two of the three games in Toronto on May 24, the third takes place in Detroit on Friday June 3.

They Want Varsity's Baseballists.

OTTAWA, May 16.—The Ottawa University baseball team will be unable to bring the Toronto Varsity ball team here on June 4, as the closing examinations in connection with the institution will have then begun.

It is almost certain that the Ottawa League managers will invite the Torontos to the city.

The Noted Hackney Stallion Lord Randolph,

(No. 412, imported). For service at his owner's stables, G. H. Hastings, The Pines, Deer Park, except Fridays and Saturdays. Will leave his stable Friday and pass up Yonge-street to Birrell's Hotel; York Mills for noon; then to Queen's Hotel, Thornhill for night; return Saturday same route, calling at Golden Lion Hotel for noon; then to his own stable, calling at all hotels on the route. Card and full particulars on application. ed

The Advantage.

As everyone knows fishing is an art, and the wily tribe of the fin cannot be deceived by coarse lures or tackle, and the experienced angler, knowing the advantage of fine quality and scientifically constructed tackle, will readily appreciate the magnificent assortment which is displayed by the sportsmen's outfitters, Messrs. H. P. Davies & Co., 81 Yonge-street.

Norway Cricketers Win From Scarboro.

Norway cricketers opened the season by playing the Scarboro' Club on the former's grounds. The game ended in a victory for Norway by 31 runs. Mr. Fred Garbutt was the only one scoring double figures. Mr. Gregory trundled the ball well for Scarboro. The score:

NORWAY.		SCARBORO.	
Hargreaves, b Gregory	9	Taylor b Thompson	3
Sterling, b A. Baird	1	Willis, b F. Garbutt	3
Monteith, b Gregory	9	Purdie, b E. Garbutt	3
Parker, C., b Gregory	0	Baird, J., b Thompson	3
Over, A. C., b Gregery	0	Gregory, b Thompson	4
Green, b Gregory	8	Glendenning, b Thompson	0
Garbutt, F., c Taylor, b Willis	22	Baird, A., b E. Garbutt	4
Garbutt, E., run out	2	Parker, T., b E. Garbutt	0
Over, W. P., b Gregory	6	Lennox, run out	0
Over, W. K., not out	2	Galloway, not out	4
Thompson, b Willis	5	Carroll, run out	1
Extras	3	Extras	9
Total	67	Total	36

Mr. Thomas' 1000 Miles On His 'Cycle.

By error it was stated yesterday that Mr. Thomas, the Torontos' crack road rider, started at 3 a.m. on Saturday, when he made his 7th century. It should have read 8 a.m. The clever cyclist covered the distance in 12 hours with the elements all against him. Mr. Thomas will complete three more centuries as early as possible and will then be the possessor of the first 1000-mile bar in Canada.

Weston A.A.A. Annual Tournament.

The Weston Amateur Athletic Association will hold their second annual tournament, comprising all kinds of sports, on their grounds at Weston on May 24. They would like to arrange a match with some lacrosse team for that day. Address W. C. Micheli, secretary, Weston.

Sporting Miscellany.

The annual regatta of the Hudson River Amateur Rowing Association will take place June 18.

A meeting of the Toronto Baseball League will be held to-night at D. Small's Hotel, Queen-street west.

The Toronto Kennel Club will hold a special meeting in Richmond Hall to-night. Reports from the recent show will be received.

The Orioles defeated the Diamonds on Saturday by a score of 19 to 15. Batteries: McNabCuiross; Summers-Frame.

Saturday's college baseball resulted: Yale 9, Amherst 4; Ann Arbor 15, Northwestern 0; Harvard 5, Dartmouth 0.

James Wyllie and Richard Jordan, the world and Edinburgh draught champions respectively, played 10 games in London early this month, with this result: Jordan 3, Wyllie 0; drawn 7.

The Baldwin Football Club have organized for the season and are open to receive challenges from junior clubs. The officers are: Captain, W. J. Graham, 102 Baldwin-street; secretary, A. G. Campbell, 151 Beverley-street.

The three-mile foot race between Peter Priddy of Pittsburg and Joseph Jordan of Chicago was won by the former by 200 yards. The betting was 2 to 1 in favor of Priddy. The race was for $250 a side and the gate receipts, about 500 people being present.

The Pigeons of St. Paul's Cathedral.

[The Dean of St. Paul in The London Church Monthly.]

The question is sometimes asked, when did pigeons first find a home amid the architecture of St. Paul's? A more correct way of putting the question would be, when was the time when they did not find a home there? In 1385 Robert De Braybroke, Bishop of London, complains that there are those "who, instigated by a malignant spirit, are busy to injure more than to profit, and throw from a distance and hurl stones, arrows and various kinds of darts at the crows, pigeons and other kinds of birds building their nests and sitting on the walls and openings of the church, and in so doing break the glass windows and stone images in the said church." And as further illustrative of the existence of pigeons finding their home in various parts of the outside of the fabric, we find that the boys being educated at St. Paul's School were called "Paul's pigeons." This brings us down to a time not very remote from the Great Fire of London, when the magnificent old cathedral was destroyed. Ever since the present building of St. Paul's was completed it has furnished a home for pigeons. In the many places protected from the weather, in the extensive portico at the west end of the cathedral and in the lesser porticoes at the northern and southern entrances, they have found convenient places for their nests. Besides the external resting-places some of the birds have found within the walls of the cathedral deserted spots where they may lay their nests. There are sundry openings in the two western towers through which the birds can fly. These lead to staircases rarely trod by the foot of man, which must furnish much quieter resting-places than the cornices of the porticoes, where so many nests are found. It is strange that the birds should have grown so indifferent to the many things which it might have been expected would have aroused their fears.

The question of keeping their numbers within reasonable limits is a difficult one. At one time the vergers were allowed to shoot them, and so lately as 30 years since they have been shot from the steps at the western front of the Cathedral, when the area before these steps was inclosed. Complaints were made of this at the time by people living in the churchyard, and since then no gun has been fired at them. The eggs are now sometimes destroyed, as it is felt that if the dirt the birds make is allowed to increase indefinitely the existence of the birds themselves will be imperilled; besides this, wire netting has been placed over some of those more prominent places where they used to build their nests. Their present estimated number is about 300.

There are some curious peculiarities noticed about them. The birds that live in the various parts of the western front and those that have their dwelling in the north and south porches never seem to mix, but to keep themselves quite distinct from one another. The gardens at the east end of the cathedral would seem to be a place in which all the birds would naturally be found; but those who watch them most closely say that the pigeons finding their home in the western front are never seen there. The Liddon took great interest in them, and frequently filled his pockets with seed wherewith to feed them. They learned to know him, and it was no uncommon thing to see the pigeons on his shoulder or pecking out of his hand.

The pigeons are of the common breed, and there has never been any attempt to introduce any of the fancy kinds among them. All that are there have come of their own free will or have been hatched on the premises. The dirt, of which they are the cause, makes them far from popular with many of the servants of the cathedral, who are responsible for the cleanliness and good order of the exterior of the fabric; but notwithstanding this, they seem to have exercised much patience and shown great kindness to these self-installed occupants of various parts of the building.

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