THE TURNSTILES TIED UP.

TORONTO'S GREAT FAIR BROUGHT TO A CLOSE LAST NIGHT.

The Gate and Grand Stand Receipts Over $52,000—The Growth of Fair Since 1879—Business of the Railroads, Steamboats and Hotels.

The great fair closed last night at 10 o'clock. The tick of the turnstiles ceased much earlier in the evening with $2978 to their credit for the day, and a total of $52,049 for the entire Exhibition. This includes the receipts at the Grand Stand, and is $11,152 more than the receipts of the fair of 1886.

The Exhibition of 1887, with this magnificent showing, has been an unqualified success, viewed from every point of the compass.

Toronto has now a permanent exposition that has no rival in the Dominion and probably not on the continent, taken as an all-round fair.

The receipts by days has been:

	1887.	1886.	Inc.
Tuesday	$ 414		.....
Wednesday	791	$ 589	.....
Thursday	2,253	444	.....
Friday	2,912	1,985	.....
Saturday	3,235	4,078	.....
Monday	11,107	9,908	.....
Tuesday	6,832	6,701	.....
Wednesday	12,226	9,183	.....
Thursday	9,200	4,407	.....
Friday	2,978	3,602	.....
	$52,049	$40,897	$11,152

Since the establishment of the Exhibition in 1879 the receipts by years has been:

1879	$25,348
1880	$23,484
1881	$22,304
1882	$28,293
1883	$32,930
1884	$35,877
1885	$34,134
1886	$40,897

What the Railroad and Steamboat Men Said

The World undertook to secure an approximate estimate of the number of visitors to the Exhibition from outside points. Whilst the railway and steamboat managers all agreed that the different lines had transported a larger number—in some cases twenty-five per cent—than to any former Exhibition, the returns were not at hand and it was impossible to give further information than the above, upon the subject. The reasons given for the increased number of visitors were that there were more attractive features in connection with the Exhibition and that the railway rates were more favorable. Excursion trains were run frequently on the various lines and they were generally taken advantage of, whilst the regular trains were liberally patronized as well. In railway circles the fact was commented upon that not a single accident or delay had occurred in the transportation of the thousands of visitors.

"The Northern Railway," said General Passenger and Freight Agent Quinn, "carried during the first week of the Exhibition a much larger number of visitors than it did for the corresponding week of last year's Exhibition. The passenger traffic this week will, I believe, be "equally satisfactory. I have not the reports necessary upon which to correctly base an opinion. All of our excursion trains were crowded, and on the whole our business was eminently satisfactory."

Superintendent James Wilson of the Ontario Division of the Canadian Pacific Railway said: "I cannot say what number of visitors our road carried, but I am satisfied that it was largely in excess of last year. I should place the excess at 25 per cent. One excursion train on our road carried over 1000 passengers, and one regular had 960. This was about the average number of each train. The rates this year were somewhat more favorable for the traveling public, and they seem to have taken advantage of it. Then the C.P.R. got the benefit of travel from the country opened up by the Smith Falls short line and its London and Wingham branches."

Local Manager Wragge of the Grand Trunk said: "I cannot express an opinion as our agent's reports have not been made but, and it would be mere guess work on my part. I believe, however, that our business will compare more than favorably with last year's."

A representative of Mr. Barlow Cumberland said that the steamboat lines which he represented had carried a large number of exhibition visitors. Similar statements were made by the agents of the Empress of India and the Chicora. The Empress on five days of last week had 600 visitors on each trip. The only line that did not benefit to any great extent was the R. & O. N. Co., which could not well compete with the railway's low rates.

The Hotel Men's Harvest.

The hotel men unanimously agree that the Exhibition was a huge success. Seldom has there been such a demand for accommodation and every available space was utilized for cots, which the weary visitor was only too glad to be furnished with. All the hotels had made arrangements for outside rooms, and in this way managed to satisfy the guests. Here are the statements upon the point:

Mr. James Webster of the Albion Hotel said: "We did a very fair business, having had fully 25 per cent. more guests than during last year's Exhibition. We turned away more people than would have filled another hotel of this size. Yes, we are satisfied with our business in every respect."

Mr. Thompson of the Queen's Hotel said: "We had more guests this year, and it was with great difficulty we could take care of our guests. Our exhibition trade was fully up to our expectations."

Mr. John Wright of the Walker said: "On Wednesday last we had more guests than during any previous day in the history of the hotel. The demands for rooms and meals were incessant and positive. The Walker did a good business during the Fair, and we will have nothing but the pleasantest recollections of the occasion."

Mr. Mark H. Irish of the Rossin House was asked: "How, in your opinion, does the Industrial Fair this year affect the city, and more particularly the hotels, as compared with previous years?"

"We have never entertained so many people before," replied Mr. Irish. "From Thursday, Sept. 8, until Thursday, Sept. 16, we have been crowded to our utmost capacity, and obliged to turn hundreds away. It is very evident that the Industrial Exhibition of Toronto, as managed by the present board, is gaining in popularity every year, and I do not think it is saying too much when we say that the Industrial Exhibition of 1887 is equal to any exhibition (excepting the Centennial at Philadelphia in 1877) ever given on the continent of America.

"It is a pity such a fine exhibit should not be allowed to run five or six weeks, and the railroad and steamboat companies divide up their various routes into sections for cheap rates, and so give an opportunity for all to come and see it during the time and avoid the crowd, crush and jam that necessarily follows when all the railroad companies have cheap rates for the same day and week.

"This has been suggested by a large number of Americans who came this year to see the Exhibition. They have complained bitterly of the crush, and their inability to see what was no doubt equal to any one of the finest exhibitions ever given in any state in the United States. They have been loud in their praise, and compliment the officers of the association for courtesies extended to them; this especially applies to Mr. Hill, the manager, who seems to have the knack of knowing everybody and making everybody know him, but they all agree the attractions are too numerous to be exhibited for two weeks only; it does not give the people a chance to see the Exhibition properly. This not only applies to the Exhibition grounds, but the hotels and merchants in our city could give better accommodation and more attention to the strangers who visit us during the Exhibition weeks if it could be managed to spread the time over five or six weeks.

"I hope the press of our city, and the press of the whole Dominion for that matter, will urge the managers of the Industrial and Dominion Exhibition Association to try the five or six weeks' plan next year.

"The Exhibition has been a great success, and the hotels crowded to twice their capacity for at least six days."

The Canadian Rubber Company,

Whose extensive premises are at the corner of Front and Yonge-streets in this city, are sharing in the increased volume of trade which is this year being done in Toronto. In fact, so busy have the firm been for months that they were unable to show at the Industrial Exhibition. All their resources have been called into requisition to complete orders for their well known goods, which comprise every kind of shoes, felt boots, belting, hose, horse clothing, and ladies' and gents' rubber wear. Large additions have been made to the company's manufacturing premises, and further extensions are on hand. The articles manufactured by the Canadian Rubber Company are highly esteemed for their uniform excellence and reasonable tariff. Much of the success of the company in Toronto and a wide surrounding district is due to Mr. J. H. Walker, the courteous and energetic manager of the company.

The Toronto Rubber Company—T. McIlroy, Jr., & Co.

During the Exhibition now closed many thousands of visitors have been interested in the grand show thereat made by the Toronto Rubber Company of Canada, (T. McIlroy, jr., & Co.) Here were displayed every description of India rubber goods, including the latest improvements in machine belting, steam packing, engine, hydrant and suction hose, gaskets, valves, druggist's rubber sundries, and in fact, all vulcanized rubber fabrics.

To many visitors the fire-hose and firemen's clothing and supplies were special objects of attention. The Toronto Rubber Company have in the manufacture of these goods taken the foremost position in Canada, the superiority of their fabrics being admitted by all who have, with competent knowledge, compared them with the vaunted productions of other firms. Severe tests have proved the excellence of the Toronto Company's hose, which is unquestionably the best fire engine hose in the world.

The firm is very popular and its business transactions ramify over the Dominion. A great business is done with the municipal corporations of this and the other provinces; and during the last six months the company has secured the large proportion of eight out of ten contracts for fire hose required by corporation fire brigades. Last November the city of Toronto purchased 4000 feet of their hose, and it has given the utmost satisfaction. Above 100 cities and towns have adopted the Toronto Company's hose, among the more important being Montreal, Quebec, Ottawa, London, Hamilton, Winnipeg, Whitby, Bowmanville, Galt, Guelph, Kingston, Oshawa, Peterboro, Stratford, Uxbridge, Paris, Prescott, Perth and Lindsay.

Concurrent testimony from corporate officials, heads of fire departments and practical engineers is to the effect that the "Eureka" cotton fire hose is the strongest, most durable fire hose in the world. It is no wonder that it should be in demand in all the commercial centres and with the important business firms and works.

The company make several brands of hose, all high class of their kind, but varying in durability and consequently in price. The "Eureka," a triple or threeply, team the palm; followed closely by the "Paragon," a double ply fabric, and the "Red Cross," single ply. These are the only circular seamless woven hose of distinct plies manufactured, and have been authoritatively pronounced the most perfectly constructed fire hose of modern times. The cotton fabric is seamless and strong in texture, and is rapidly supplanting the styles heretofore in use. It is the proud boast of the company that, owing to the general excellence of their fire hose, which has stood the practical test of several years, it has been adopted as the standard hose by the Government, both in the United States and Canada.

Of the other goods of this eminent firm it is sufficient to say that in sterling value and practical utility they excel any which are made on the continent. The well-nigh infinite variety of rubber goods at the warehouses and offices, 28 King-street, Toronto, shows that the firm keeps pace with the demand for all rubber goods, and the success of the company is but the due reward of their enterprise and the best testimony to the merit of the articles they handle.

The Jubilee Boot

attracted much attention at the Exhibition yesterday, and its special and admirable features were much admired. Now that the Fair is closed the Jubilee boot will not be forgotten. It has been very suggestive to practical bootmakers who may be tempted to alter their old-fashioned style of manufacture somewhat. It must, however, be borne in mind that the exhibitor of this wonderful improvement, Mr. O'Brien of Quebec, is also the patentee. He has, however, disposed of the right to manufacture in Quebec and the Maritime Provinces, but retains the patent for the Province of Ontario. Inquiries which will doubtless lead to satisfactory overtures have been made, and we should be glad if the Queen City were to obtain the introduction of this novelty through the enterprise of some of our manufacturers. With the approval of the judges and the commendation of experts, the Jubilee boot only requires bringing prominently before the public to receive popular patronage. Its chief features may be here briefly enumerated. The arch of the foot is supported and sustained, the enviable development of the instep is assisted and the toes are allowed fair play *without the slightest sacrifice of elegance.* Medical experts have examined this boot and pronounced it constructed on true scientific principles, so that a 9½ shoe can be worn where a 8½ was before used and the martyrdom endured with the old style of shoes avoided. In dancing, denounced by so many doctors as injurious on account of the nervous exhaustion produced by badly-fitting shoes, the jubilee boot removes the last cause of complaint, while for all unbeaten one won in exercise it is perfect. If the boot should receive the favor which on every ground it deserves, it would be most appropriate indeed that before the year closed the jubilee boot should be the fashion in the jubilee year. Health, comfort, good temper would certainly be thereby promoted, though the business of the chiropodist might incidentally suffer.

"Favorite" Stoves and Ranges.

In no branch of manufacture have improvements been more generally made than in the manufacture of stoves and ranges. Their present high state of efficiency is the result of many inventions, and the unsightly black box of former years has been transformed into a "thing of beauty." One of the pioneer firms in this respect was that of Chown & Cunningham of Kingston, Toronto and New Westminster (B.C.), who, for forty years, have been highly successful in their manufacture of stoves and ranges. This firm's special lines have a high reputation for durability and efficiency. Their goods possess all the requisite properties, being artistic and pleasing to the eye, perfect in construction, and highly satisfactory in operation. The "Standard" range is a splendid production, suited to every household purpose. It can be made in forty-eight different combinations. The "Hotel Cook" is a capital range, whose good qualities the head of the Palmer House praises this week. The "Art Favorite" combines all the features of a first class base-burner. It is new, cheap and beautiful. Chown & Cunningham were the first firm to introduce the four-hole range in Canada. They have the handsomest "cottage" stoves in the country, and have many orders on hand for it at present. Their display at the Exhibition attracted much attention and many orders resulted. The increase of the firm's business has led to the opening of a western store at 662 Queen west, where Mr. O'Brien is in charge. Those who wish to see the latest and best designs, in great variety and of excellent workmanship, would do well to pay a visit to the central warerooms, 34 Colborne-street. Mr. Meadows, the Toronto manager, is kept busy expatiating on the "points" of the "Favorite" stoves and booking orders.

Flakes From the Fair.

The National Water Purifying Company of New York, represented by Dr. Geo. A. Baines in Montreal as general agent for Canada, took a silver medal and a special diploma at the recent Quebec Provincial for their high pressure filters. We understand the Queen's will purchase the apparatus exhibited by Mr. Louis Bacque.

The Pelee Island Vineyard's exhibit, through their agents for Canada, Messrs. J. S. Hamilton & Co. of Brantford, was one of the best at the Industrial, and for excellence and quality was given a gold medal, the highest possible award.

The York Farmers' Colonization Company have won the Dominion diplomas for the best collection of grain. The samples shown by them are of this season's growth in York Colony. The display was simply magnificent.

UNITED STATES NEWS.

At New York yesterday Robert Harris was reelected president of the Northern Pacific Railroad Company.

A collision occurred last night on the Iron Mountain Railway near Nettleton, Tenn., between two construction trains, which resulted in the killing of three men and injuring seven others.

THE VOLUNTEER A FLYER.

THE THISTLE TO OUTSAIL THE CRAFT WILL NEED GOOD HANDLING.

Trotting and Racing in the States and England—Patron and Clingstone to Meet Again at Detroit—Among the Ball-Tossers—Spots of Sport.

NEW YORK, Sept. 16.—The third attempt to have a trial race to choose the ablest yacht as the defender of the America's cup against the Scotch yacht Thistle resulted in one of the finest contests ever seen on these waters. There was a strong wind blowing from north to northwest all day. It reached a velocity of thirty miles an hour, and if that was not enough to enable the judges to determine which boat was the better there is no need of having trial races. Added to the splendid conditions of the elements was the excellent judgment of the committee who decided, after the yachts got under way, that a triangular race should be sailed. That decision gave the contestants a course of thirty-eight miles to sail over, with the wind on every hand. They had a run to leeward of ten miles, a stretch of nine miles and return, and a beat for home of ten miles.

At every turn and in every weather, except during the first part of the run to leeward, when the Mayflower sailed better than the Volunteer, the latter beat her opponent. The outcome of the day's race was that the Volunteer was chosen by the America's Cup Committee, who judged the event from the flagship Electra, to meet the Thistle in the international contest.

The Thistle was out, too, but her handling was of such a kind during the first half of the race as to give no idea of what she could do. After that the Scotch yacht was evidently sailed for all she was worth, and under the conditions was out-sailed by both Mayflower and Volunteer. The official table of figures made by the judges was as follows:

Yachts.	*Start.*	*Finish.*	*Time elapsed.*
Volunteer	11h 11m 57s	3h 22m 46½ s	4h 20m 49½s
Mayflower	11h 14m 43s	3h 51m 34 s	4h 36m 51 s

There was no corrected time figured as neither yacht had been measured, and as the time allowance would have probably been less than a minute the result could not have been affected. The yachts started with a twenty-five mile breeze over their sterns, the Volunteer having nearly a mile the best of it. For a short time the Mayflower decreased the lead, but on getting her spinnaker out of the wind and latter having her balloon jib topsail split from foot to leach, she lost ground and was afterwards left behind.

The Thistle was a mile away on the course when the others made the start. She had on only a jib, beside her main sail at first, but after a time ran out her spinnaker and a working topsail. From the time that the Thistle put on her spinnaker, just as the Volunteer passed her, she was practically in the race. Whether or not she was always sailed for what she was worth is a very wide question. On the first run the Volunteer beat the other two easily. The yachts rounded the tug Haviland, which formed the first stake, so:

Volunteer	12h 17m 42s
Mayflower	12h 20m 07s
Thistle	12h 20m 35s

Then the contestants, following the signals shown on the Electra, came up close into the wind and stretched over toward the New Jersey shore to round the Electra. Off Asbury Park, on this reach, the Thistle hauled down her topsail and housed her topmast. The Mayflower pulled down her club topsail but the Volunteer held her topsail aloft. The Volunteer went steadily ahead of the other boats and headed about for the Haviland again at 12.17.43, while the Mayflower took until 12 23.07 and the Thistle 1.08.

On the return to the Haviland there was a pretty good chance to see what the Thistle could do with the Mayflower if she was properly sailed, as she seemed to be. Both vessels had their topmasts housed and both were sailing under main, foresteysail and jib. The Mayflower plainly did the better work, as the time of rounding the Haviland buoy for the second time shows. The Volunteer was timed a top sail, and whether that was the cause or not she left the Mayflower and Thistle astern as though she had some other business than in their company. The Haviland buoy was rounded the second time in this time:

Volunteer	3h 50m 32s
Mayflower	3h 51m 19s
Thistle	3h 57m 13s

Always before this the Volunteer had outfooted both Mayflower and Thistle. There was no doubt about it. The signs showed it with unmistakable plainness. But if she beat them in running and reaching, her beating for home showed that she was worse than ever at that sort of business than anything she had done before. At laying into the wind and going through the water at the same time with a wind so strong that she could not carry a club topsail, the Volunteer left her sister and her third cousin so far in the rear that the judges determined there was no need of another race to find out who should meet the Thistle in the match of the year. The Thistle being out-pointed and generally run away from by the Mayflower still stuck pluckily to the course she started in on and finished 2 min. 33½ secs. after the Mayflower.

Every racer got a grand salute from the dozen excursion boats and the steam yachts present at the finish.

The Volunteer's victory was by 16 min. 2 3-5 secs. over the Mayflower.

THE RACE FOR THE ST. LEGER.

Something About the Great Three-year-old Contest—The Winner's Record.

Doncaster, whether the St. Leger is run, is in Yorkshire, and all Yorkshiremen are born sports, and look upon winning the Leger as the summum bonum of a man's happiness. With the St. Leger as the great fall attraction it fully sustained its reputation last Wednesday for sensational effects. The all-summer favorite Merry Hampton finished second, while the starting favorite, Eiridsperd, did not get a place. The winner, Lord Rodney's Kilwarlin, "came from the right shop," as was generally remarked. He is a half-brother to Bendigo, and was given a trial at Ascot which must have told Capt. Machell and his friends just what he could do. They first ran him against Ormonde for the Rous Memorial over the new mile, and although the unbeaten one won in a canter Kilwarlin was at his neck after going three-quarters of a mile. Later in the day they started Kilwarlin for the New Biennial, over the T.Y.C. (5 furlongs, 136 yards), when he spreadeagled a good field, beating the Duke of Beaufort's clever 2-year-old Hark by three lengths. At first neither performance was considered of any account, but at the summer meeting and it was noted how well Jewitt was doing with Kilwarlin, he was given out as a good thing for the St. Leger, especially after Merry Hampton's downfall. That he was well backed the starting odds as follows show: 85 to 20 against Eiridsperd, 4 to 1 Kilwarlin, 6 to 1 each Merry Hampton and Scottish King, 7 to 1 Phil, 12 to 1 Timothy, 15 to 1 Saville, 20 to 1 Grandison and 40 to 1 Carrasco. The race was almost a repetition of that run and won by Lord Clifden in 1883. The start was delayed for a quarter of an hour by the restiveness of Kilwarlin, Merry Hampton and Eiridsperd. When they did get the flag all moved off with the exception of Kilwarlin, who was left standing, and he made no attempt to follow until the others had gone a hundred yards. Then he went away with a rush, but did not really reach them until the end of the mile. When the bend was reached Kilwarlin was in front and an exciting finish followed, Kilwarlin winning by half a length, Merry Hampton second, a head in front of Timothy. Phil was close up fourth, with Carrasco last. The conditions are as follows:

The 112th running of the St. Leger for 3-year-olds, at £25 each, the owner of the 3d to receive £200 and of the 3d £100 out of the stakes; colts to carry 126 lbs.; fillies 123 lbs.; closed Sept. 22, 1885, with 182 subscribers. Old course, about 1 mile, six furlongs and 132 yards.

Lord Rodney's b.c. Kilwarlin, by Albion—dam Hasty Girl, 126 1
Mr. Abington's b.c. Merry Hampton, 126 2
Duchess of Montrose's ch.c. Timothy, 126 3
Mr. H. T. Fenwick's b.c. Phil, 126 4
Lord Ellesmere's b.c. Grandison, 126 5
Duchess of Montrose's ch.c. Eiridsperd, 126 6
Duke of Westminster's br.c. Saville, 126 0
Lord Zetland's b.c. Scottish King, 126 0
Mr. Benzon's b.c. Carrasco, 126 0

Kilwarlin was bred in Ireland, and is out of the dam of the famous Bendigo, she being by Lord Gough out of Irritation by King of Trumps. The youngster was bred by Mr. John Connelly, and was bought privately by Capt. Machell when a yearling, while he has since paid 1000 guineas for his brother. As usual with Capt. Machell's good things, Kilwarlin was in no sense hurried. As a 2-year-old he was brought out at Stockton, where he won the Wynyard Plate, worth £700, which he followed by winning the Harrington Stakes at Derby, worth £755, but he was beaten at the same meeting by Reve d'Or for the Breeby Plate, by whom he was given 17 pounds. This year he began by running third for the Princess of Wales Handicap at Sandown Park. He was unplaced for the Jubilee Stakes, won by Bendigo at Kempton. After which, at Ascot, he was beaten by Ormonde for the Rous Memorial, but won the New Biennial the same afternoon, a cent Quebec Provincial the day following by but was, in turn, beaten the day following by the Crowberry for the Queen Stand Plate. Kilwarlin has a number of autumn engagements, but it looks likely he will win, for now that some of which he will likely win, for now that he is thoroughly shown he will have to earn his keep.

Merry Hampton, who was second, and who won the Derby, is the property of Mr. George Baird, who is a rich young English commoner, racing under the name of Mr. Abington, and having a clear income of £60,000 per annum, not derived from rents or landed property, but in 3 per cent. funds. Merry Hampton was reported to have struck himself in his work, and was driven last week to Doncaster. He was beaten in the Grand Prize at Paris after winning the Derby, and it was then said he could not stay, but he has now proved he can, though without doubt he is not the usual class of winners of the Derby. Neither Kilwarlin nor Timothy, the third in the Leger, ran against Merry Hampton in the Derby, but for many months past Hampton has been a strong favorite until his reported accident.

PATRON TO CLINGSTONE.

"We Will Meet Again at"—Detroit—Belle Hamlin Breaks the Record.

CLEVELAND, Sept. 16.—The president of the Detroit Driving Park Company, D. W. J. Campau, to-day made an arrangement with C. F. Emery and W. J. Gordon, the owners of Patron and Clingstone, for a special race between these horses, to be trotted on Thursday next at Detroit, for a purse of $3000. Dr. Fair, V.S., attending Patron, says the horse has a slight attack of congestion of the lungs, but thinks the horse will fully recover in a few days.

To-day, at the Driving Park, Belle Hamlin was sent a mile for the purpose of breaking her own record and the records of Clingstone and Patron. The prize was a cup. She made the mile in 2.13¾. The quarters were: 33, 1.07, 1.41½ and 2.13¾.

The summaries of to-day's events were: Stakes stallions, 2.35 class, O. A. J. H. B. Value $500, divided:

Iowa Harold	1	1	1	1	Hinderton	2	3	2	2
Antonelli	3	2	3	3	Lacedealer	4	4	4	4
Antonias	dis								

Time—2.29¾, 2.30¾, 2.29¼.

2.40 class, trotting. Value $600, divided.

Decorator	1	1	2	2	1	Katherine R.	10	7	4	3	3
Alcyon	4	3	1	1	4	El'rees Wilk's	6	6	6	6	6
Crescendo	3	5	4	3	Plush	3	4	8	7	8	
J'n'e Sprague	2	8	8	5	5	Judd Boy	9	9	dr.		
Aleamont	6	9	9	7	7	Lucy Page	7	dis.			

Time—2.24¼, 2.23¾, 2.25¾, 2.25¾, 2.26.

2.28 class, pacing, go-as-you-please. Value $500, divided.

Chimes R.	1	1	3	1	Aaron R.	4	2	1	3
Grover C.	5	5	2	2	Wayne Wilkes	2	3	5	4
Dr. West	3	4	4	5	Black Henry	6	6	4	6

Time—2.24½, 2.17¾, 2.20, 2.21¼.

Everett House Stakes, foals of 1884, National Association Trotting Horse Breeders, $1510 divided.

Eminence	2	1
Cheltenham	1	2
Volista	dis	

Time—2.37¾, 2.29¾.

The race will be finished to-morrow.

Trotting at Baltimore.

BALTIMORE, Sept. 16.—The second day of the trotting meeting at Pimlico Park was a greater success than the first. The day was fine, the attendance good and the races were well contested. The unfinished pacing race of yesterday was completed and won by Farmer Miles in two straight heats. The regular: program was then decided. Summaries:

Farmer Miles ..... 1 1 Happy Russell 4 4
Nellie June ..... 2 2 Bessie J 3 3
Belton 3 3

Time—2.22, 2.22.

2.40 class. Purse $400, divided:

Allen H.	1	5	1	1	1	Dutch May	9	6	4	4	3
Carlisle	11	9	8	8	2	Windsor H.	4	9	8	3	7
Cruiser	3	4	5	2	2	Pamelia	8	7	6	7	6
Bessie C.	2	2	2	4	3	Doe Miller	6	4	7	7	0
Fiction	8	3	3	5	4						

Time—2.29¼, 2.28¼, 2.28¼, 2.28¼, 2.27¾, 2.30.

2.30 class. Purse $600, divided. (Unfinished because of darkness.)

Hartford	1	2	1
Mill Girl	2	1	2
Katie M.	3	3	3

Time—2.26¼, 2.24¼, 2.25, 2.23¾.

Free-for-all. Purse $400, divided.

Lizzie R.	2	1	Maggie M.
Tom Bayard	1	3	Gloster
Limerick	3	2	

Time—2.27¾, 2.29.

A Bad Decision at Buffalo.

BUFFALO, Sept. 16.—There was a large attendance at the races here to-day, the weather being fine. There was much dissatisfaction with the decision of the judges in the first race. It was a close finish, but Mary Hamilton had clearly the advantage, but to the surprise of every person the race was awarded to Elsie B. It was charged that the decision was influenced by the fact that Elsie B was a great favorite in the betting. The results follow.

FIRST RACE—Selling purse $200, $25 to 2d; selling allowance, 5 lbs.

Piedmont Stables' b.m. Elsie 11, 5, by Billet—Easter Monday 1
H. J. Woodford's b.g. Jim Brennan, 5, 105 2
W. H. Timmons' b.m. Mary Hamilton, 5, 105 3
Barnar B. R. Peacock 115, Lady May 107, Cosmer 97, and Maud McCullough, 84, also ran. Betting—Even against Elsie B., 3 to 1 Jim Brennan, 4 to 1 each Pedigree, Mary Hamilton and Maud McCullough, 8 to 1 against Lady May, 15 to 1 Coaster and 30 to 1 Barney B. Auction pools—Jim Brennan $15, Peacock $7, the field $20. Mutuels paid $6.20.

SECOND RACE—Selling purse $200, $25 to 2d; handicap for all ages; 1 mile.

J. A. Lacey's b.g. Ben Thompson, aged, by John Riley—unknown, 100 1
T. French's ch.g. Weaver, 4, 80 2
F. M. Woodford's ch.g. Danville, 4, 104 3
Time, 1.49¾. Betting—1 to 2 against Ben Thompson, 3 to 1 Danville, and 10 to 1 Weaver. Auction pools—Ben Thompson $25, the field $10. Mutuels paid $6.40.

THIRD RACE—Selling purse $200, $25 to 2d; selling allowance, 7 furlongs.

D. A. Honig's b.m. Eva K., a., by John Morgan—Belle Dorwell, 90 1
J. Mason & Son's br.g. Roddy Pringle, a., 100 2
H. J. Woodford's ch.f. Laura Garrison, 4, 90 3
Lucky Seven, 6f, also ran.
Time—1.29¼. Betting—1 to 2 against Roddy Pringle, even Eva K., 3 to 1 Laura Garrison and 10 to 1 Lucky Seven. Auction pools—Roddy Pringle $35, Eva K. $12, the field $12. Mutuels paid $11.40.

FOURTH RACE—Purse $200, $25 to 2d; for all ages, beaten allowances, 1¼ miles.

E. G. Marlow's ch.f. Myrtle, 5, by Ferncliff—Magnolia, 100 1
R. Farris' b.h. Top Sawyer, 6, 100 2
R. Bradley's b.g. King Rand, 100 3
Editor Tom and miss Daly 100 also ran.
Time—1.57. Betting—1 to 3 against Editor, 5 to 1 Top Sawyer, 6 to 1 each Myrtle and Miss Daly, and 10 to 1 King E. Auction pools—Editor $30, the field $9. Mutuels paid $14.20.

FIFTH RACE—Purse $200, $25 to 2d; winners of two or more races this year to carry 7 lbs. extra. 1⅛ miles over 5 hurdles.

W. C. Daly's ch.g. Will Davis, aged, by Fadladeen, struck out thirteen men in a game, which is declared to be the best strike-out record in the International League this season. Although a meritorious performance, it is not as good as Crane in the Toronto-Hamilton afternoon game on Aug. 15, when fourteen of the Hams were retired on strikes.

Manager Hackett says he sometime since gave up all hopes of winning the pennant. He also expresses the opinion that the Torontos will win it.

Toronto's chances for the pennant are becoming brighter every day.—Hamilton Spectator.

Newark is afraid Buffalo will beat her out for second place.

That pennant would look well attached to the banner on the Toronto grounds.

A correspondent asks The World if Grace Pierce has been deposed from the International League staff of umpires. The World believes that he is still on the staff, but is incapacitated from work by illness.

Newark is only carrying eleven men on this trip.

The Torontos will make a desperate effort to take the lead in the International League race this afternoon. If they once get to the top they will have a comparatively easy thing to retain the lead.

Reserved seats for this afternoon's games can be procured at Milligan's and Nordheimer's.

3600.

Editor World: To decide a bet, please say how many paid admission to the Toronto-Capital game of lacrosse in Toronto.

EAST END.

The Glass Ball Artist.

CEDAR RAPIDS, Ia., Sept. 16.—Dr. Carver, the rifle champion, broke 100 glass balls in two minutes and fifteen seconds to-day, beating all former records. He also broke 200 balls in four minutes and forty-eight seconds.

The Rubber-Courtney Race.

ELMIRA, N.Y., Sept. 16.—Arrangements are completed for the race between Bubear and Courtney on the Susquehanna River on Saturday, Sept. 22. Courtney arrived for practice today, and Bubear will be here on Monday.

Spots of Sport.

The annual meeting of the Chatham Football Club was held Wednesday evening. After receiving the usual annual reports these officers were elected: Honorary President, W. E. Scane; Honorary Vice-Presidents, A. Campbell, Dr. Rutherford, A. M. Rolls; President, J. E. Thomas; Vice-President, J. D. Christie; Secretary-Treasurer, H. Cowan; Committee of Management, G. S. Deeks, J. Horstead, S. Richards. The club decided to join the London District of the Western Association. The Secretary wishes to hear from any clubs which are willing to arrange home and home matches.

The Hounds will meet this afternoon at the Dutch Farm, on Don and Danforth road, at 3.30 sharp.

A letter from Mr. St. John to The Turf, Field and Farm says: The Tecumseh Park cup, rejected to the time for rowing the race, so that you will kindly change my challenge from Oct. 15 to Oct. 20. Tecumse's backers don't seem to like a challenge from Gaudaur. This is strange when they have the "wonderful world beater."

Emperor William at Stettin.

BERLIN, Sept. 16.—The Vossische Zeitung asserts that the Czar has recently intimated a desire to meet the Emperor William on his return journey from Copenhagen to St. Petersburg.

The Emperor remained at the Stettin review to-day from 10.30 a.m. till 2 p.m. In the afternoon he gave a dinner to Prince and Princess William, Count Von Moltke and several other generals and high officials.

The Record of Failures.

NEW YORK, Sept. 16.—The business failures during the week number for the United States 165; for Canada, 23; total, 188, compared with 174 last week, 199 the week previous and last year 185, 152 in the United States and 33 in Canada.

Not Such a Bad Lot.

"Just think, Bobby," said his mother, "those poor little children are orphans, and have no papas or mammas to care for them. You wouldn't like to be an orphan, would you?"

"I feel like it sometimes, ma," was Bobby's reply.

CLEVELAND AT PHILADELPHIA.

A Brilliant Reception in Honor of the Finest President.

PHILADELPHIA, Sept. 16.—The reception to President Cleveland and Mrs. Cleveland at the Academy of Music to-night was one of the greatest social successes ever witnessed in this city. It seemed as though every prominent man and woman here had felt it incumbent to do honor to the head of the nation and his wife. Long before 8 o'clock the street in front of the Academy was a mass of carriages and fully 10,000 people found their way into the building before the tired President had grasped the hand of the last comer. Every one was in evening dress, and the scene presented was one of unusual brilliance. The immense building was most beautifully decorated with flags, flowers and growing plants and the galleries and boxes were festooned with ribbons.

Before the President and his party reached the Academy every seat in the building had an occupant, and the guests of the evening amused themselves, before undergoing the ordeal of handshaking, by reviewing the immense throng of people from the box known as the Prince of Wales' box.

MUSIC AND THE DRAMA.

Attractions at the Theatres Next Week—A Grand Concert on the Tapis.

The first part of next week Miss Maddern, the talented and charming actress, will appear at the Grand. Miss Maddern is surrounded by an excellent company, including Mr. Arthur Forrest and others of her original New York cast. They will present on Monday and Tuesday evenings Miss Maddern's new play, "In Spite of All," and on Wednesday at both performances "Caprice." "In Spite of All" is an adaptation by Mr. Steele Mackaye from Sardou's "Andrea," and is said to be one of Mr. Mackaye's cleverest works. Miss Maddern's first appearance in this play was at the Grand Opera House in New York, where she played to wonderful business during the whole engagement, and she afterwards played a return engagement at the Lyceum Theatre, where she attracted immensely large audiences. Her success was so great that for fifty-six nights the theatre was packed to the doors.

The New York Mirror speaks of Miss Maddern as follows: "Miss Maddern is unique among all contemporary actresses. There is no rival in the realm where she is queen and sways above our swelling heads a gentle sceptre. It is a little kingdom that she rules, but the allegiance of her subject is as strong and stable as her supremacy."

"Alone in London."

"Alone in London," with Cora Tanner as the star, will be the attraction at the Grand Opera House the latter part of next week.

The principal pieces of scenic art are Westminster Bridge and House of Parliament by night, in the first act, and the old Sluice House and Thames River by moonlight in the third act, which are very realistic and receive abundant commendation.

The Annie Meadows of Cora Tanner is a well drawn character. If a fine appearance, pretty features and good figure will win an easy fortune, she has arrived at by the Government with reference to the dock. The Minister wishes me to add, however, that inasmuch as there is a quarry in the Penitentiary grounds, and it would not be advisable to employ any amount of free labor inside of the Penitentiary enclosure, it is most probable that the stone for the dock will be taken from this quarry by convict labor as it would be as unadvisable to employ convict labor outside of the penitentiary as it would be to employ free labor inside. I am further directed to state that there is no intention of employing convict labor on any work connected with the proposed dry dock beyond the quarrying referred to.

A. GOBEIL, Secretary.

The following were appointed members of the Education Committee: John Armstrong, R. O. McKeown, J. M. Rose, William McFarlane and Joseph Lynch.

In connection with the united labor demonstration to be held in the Baseball Grounds on Saturday, Oct. 1, it was reported that the arrangements were in a satisfactory state. Mr. John Warwick was appointed foot marshal and Messrs. Gilmore and Whitton were empowered to procure badges for the members of the Council. It was announced that the procession would start at 11.30 precisely from Clarence-square and proceed by Brock, Queen, Yonge and King streets to the grounds. The various trades unions would meet at their respective headquarters at 10 o'clock and proceed to Clarence-square. The Trades and Labor Council will assemble at Dufferin Hall at 10 o'clock.

The Pick and Shovelmen Will Join in.

The Pick and Shovelmen's Union met in Crocker's Hall last evening and decided to take part in the labor demonstration on Oct