THE TORONTO WORLD

A One-Cent Morning Newspaper.

OFFICE: 5 KING-STREET EAST, TORONTO.
W. F. MACLEAN, Publisher.

SUBSCRIPTION RATES.

One Year	$3.00	Four Months	$1.00
Six months	1.50	One month	35

No charge for city delivery or postage. Subscriptions payable in advance.

ADVERTISING RATES.

FOR EACH LINE OF AGATE TYPE.

Ordinary advertisements, fifteen cents per line. Financial Statements, twenty cents per line.

Condensed advertisements, one cent a word. Deaths, marriages and births, 25 cents.

Special rates for contract advertisements or reading notices and for preferred position.

The World's Telephone Call is 333.

TUESDAY MORNING, AUGUST 23, 1887.

The Bank of London, Sir John and Mr. Blake.

We cannot honestly express any surprise at the appearance in yesterday's Globe of a malicious and stupid article upon the London Bank failure, because that journal is malicious in most things and stupid in everything. Fortunately its stupidity is an antidote to its malice. When it accused Sir John of murdering Riel its stupidity saved the Government from defeat at the polls, and now that it accuses him of having robbed and wrecked the Bank of London its stupidity will disgust and repel right-minded men of all shades of thought, and to that extent, at least, increase the popularity of the veteran statesman whom it has so long labored in vain to destroy by the moral assassin's arts. The Premier has never taken any serious notice of its attacks, but by openly laughing at them has enraged his assailant to commit further outrages upon decency and common sense, knowing well as he does that these are to his advantage in the end. In this he has displayed characteristic astuteness and confidence in the good sense of the people. Nevertheless there are a few facts involved in the present case which The World thinks worth while emphasizing.

Fact first is that this journal gave the only complete, intelligible and impartial account of the collapse and causes contributory thereto. The Globe having been completely "scooped" seeks to atone for the weakness of its news columns by the violence of its editorial comments. To this end it attributes the disaster to the N.P., and through the N.P. to the Premier, who never had any connection, direct or indirect, with the wildcat financering which has resulted as such financering always must result.

It is now too late in the day to either assail or defend the N.P. All our legitimate and properly managed financial institutions have flourished under it. Thrice has it been endorsed by the electors. No longer ago than last February Mr. Blake declared at Malvern that if returned to power he would not, because he could not, reverse our fiscal policy. In that declaration The Globe acquiesced, therefore had Mr. Blake been successful he would now, according to The Globe, be in the position of chief wrecker of the Bank of London, with The Globe's countenance and support. Moreover, some Tory organ, as stupid and dishonest as The Globe itself, might contend that because Mr. Blake's brother-in-law, Mr. Benjamin Cronyn, was in the swindle, and had promised the confiding creditors of the Investment Company the moral and financial support of his rich relatives, Mr. Blake should answer to said creditors for their losses by Mr. Cronyn. No one not a combination of knave and fool would spread such arguments before the reading public.

Against the real wreckers of the Bank of London, Taylor, Cronyn et al., The Globe has not one word to say. It writes rather as if under a debt of gratitude to them for bringing about a crash while a Conservative Government happened to be in power. They may not all be dishonest, but some of them must be so, and the others must be incompetent, else they could never have been duped in the way they have claimed to have been. The Bank of London and its mimes, none too strong at the best, has been mismanaged in a manner that would have ultimately ruined the strongest bank in the land. Of all this the organ of ruin and despair has nothing to say but reserves all its indignation for a man who knew less of the affairs of the Bank of London than he does of those of the Bank of England.

It would be superfluous to pursue the subject further. The Globe's attack carries its own contradiction to the public mind of Canada, and can do little harm abroad, except to enable its press allies in the United States to quote it in support of their allegations that Canada is politically and financially rotten and can only save herself by annexation, and this notwithstanding the fact that, in proportion to numbers, the United States can count ten bank failures to Canada's one.

Men Wanted.

The extraordinary loss of life by railway accidents recently, but most of all by the terrible crash near Chatsworth, in Illinois, has naturally enough brought out in the press a vigorous demand for measures of prevention. Wooden bridges, it is seen, are very apt to get burnt or to become dangerous from mere ordinary wear and tear; while the tendency of air brakes to fail at the critical moment for want of breath is positively alarming. Then the cry goes up, "let us have no more wooden bridges on the railways at all, but all of stone or iron"—and The World has already given voice to the prevailing public demand, as also have many of our contemporaries. And yet it can be seen, on second thought, that the universal substitution of stone and iron bridges for those of wood foots up to a contract immensely bigger than might at first have been supposed. It has been estimated at a rough calculation that to do away with wooden railway bridges over all North America would require the substitution of perhaps three thousand miles of stone and iron bridging, something that is surely no joke. *Bridging* is, mile for mile, by far the most expensive part of the track. Already our first-class railways are doing away with wooden bridges, at all events on main lines, and the substitution will probably be rather hastened in time to come. But it is doubtful whether Parliament could do much good by interfering to hurry up the process. On such roads as the Grand Trunk and the Canadian Pacific the regular officials are just as anxious to have the best improved bridges, and to have them without loss of time, as anybody outside can be.

The frequent failure of the air brake appears to be a peculiar danger, by itself, which calls for legislative interference, prompt and efficient. Here we must leave details to experts, although to the general public it will probably appear that in such interference one thing will have to be included—inspection to test the working of the brakes, performed punctually and without neglect. This great and growing danger, arising from the frequent failure of air brakes, seems to be a special evil which will have to be met with special remedies.

But what we started out at this time to urge was something else, viz.: That in seeking to protect ourselves against railway accidents we should, while not neglecting the use of the best machinery and materials generally, place our chief trust in the employment of competent and reliable *men*, and enough of them. There, we maintain, must be found our best and surest dependence of all. The public run too much into the fault of thinking that they can be made absolutely safe against railway accidents, provided only that the companies can be got to spend enough money to secure the best bridges, the best air-brakes, the best cars and locomotives, and, generally speaking, the best of everything. Let our wheels and axles be sound and our rails sound too, our air-brakes and heating apparatus of some approved patent, and then we shall surely be safe. A fatal mistake! Something is yet wanting, and if you do not provide for it, the grim spectre of accident and death will still hover over you on your railway journeys. And that something is the *morale* of railway handling, the securing the services of competent *men*, and enough of them for the work that is to do. You may spend millions of money on the materials of railroading, and you may have them all of the best: but if you fail to provide reliable *men* for the handling thereof, still you are not safe.

For instance, after such a bridge accident as this recent one in Illinois, the howl goes up for bridges of stone or iron only. But that bridges should be well watched or frequently examined is scarcely mentioned. A car axle breaks, a disaster follows, and then the demand is that railway companies spare no expense in providing car axles that *will* not break. More to the purpose would it be to see to it that cars were frequently examined and tested. The railway companies themselves do actually spend money lavishly in paying for the best appliances of all kinds. In just one department of their expenditure are they niggardly, penurious, and positively stingy. And that is, in paying for the services of *men* to take care of all this expensive property of theirs. To get the best machinery and other *material* they "shell out" money by thousands; but when it comes to paying men for taking care of all this *material* they are entirely too economical. A switchman or telegraph operator is kept on duty sixteen or eighteen hours, his eyes fail for want of rest, and some terrible accident happens. You will find the railway authorities quite willing to consider the merits of some improved switch, or brake, or such like, even if it be a costly article. But hint to them that it would be a good thing if the wearisome watches now filled in by three men were divided among four men instead, and they can't "see it." And yet the employment of a sufficient number of good men to handle the expensive plant which railways use would be the cheapest insurance against its loss. This seems to be worth bearing in mind: That no expense you may incur for the best materials of every kind will insure you against accident, unless you have also the best men, and a sufficient number of them, to take care of it. And yet, whenever accidents alarm the public mind, the cry immediately is for something that we can order from the shop and buy and pay for, as if *that* would suffice to make us safe.

The United Labor Convention.

The United Labor Convention for the State of New York, which was held at Syracuse the end of last week, is remarkable as the first attempt of the kind. It nominated a full ticket—that is—candidates for four State offices, which is all there are to be nominated. The elections take place in November, and the successful candidates hold office for two years from the first of January next. Of course nominations by the regular old political parties, Democrats and Republicans respectively, will be made in due time. This is an "off" year; there being no election for Governor, and none for the people's representatives in the State Assembly, either.

The first "incident" in the convention was the quarrel and separation of the Socialists and the supporters of Henry George. The latter had the majority and took the control; still, it is not clear that they have wholly given up hopes of striking up some kind of agreement with the former, after all. This is the United Labor ticket; Mr. Henry George, of course, taking head place:

For Secretary of State—Henry George of New York.

For Controller—Victor A. Wilder of Brooklyn.

For Treasurer—Patrick H. Cummins of Amsterdam, Montgomery County.

For Attorney-General—Dennis H. Feely of Rochester.

For State Engineer and Surveyor—Sylvanus H. Sweet of Albany.

Although these men come out as leaders of a new party, it has to be remembered that they have been active partisans of one or other of the old ones. Henry George says he was a Republican both before and during the war, and up to the end of Grant's first term. Then he became of opinion that the war was over, or ought to be, and joined the Democrats, with whom he has since acted. Wilder and Cummins, it is said, were Blaine men in 1884. At all events the ticket, as a whole, is neither Republican nor Democratic, but contains a fair representation of both the old parties. This, we should regard as unavoidable. For, given a new party movement to be made, and the chances are greatly this way—that the leaders will be men who have already taken part in the old party movements. That is to say—of movements made by the old political parties, but still in recent time. That is the way the thing generally works.

What most interests us just at present is, however, the fact, that the "United Labor" positively refused to endorse the doctrine of free trade. It was not that they merely omitted it, or had not time to consider it, or anything like that. They positively kicked it out. In the platform is one plank, which certainly cannot be called a protectionist one; or a free trade one either, for that matter. However, the view taken of it may be judged from the fact that a delegate of the free trade persuasion tried hard to substitute the following: "As a party we aim at the abolition of all indirect taxation and of taxes on industry or the production of labor."

The mover urged this point—that these were the very words of a platform already adopted by the County General Committee of the United Labor party, April 7, 1887. Yet it was thrown out in committee, and when he tried it again in open convention, it was thrown out again. It was decidedly, "Not for Joe." Henry George was the man who caused the adoption of that plank four months ago; last week he stood mum while it was kicked out. Evidently he has come to the conclusion that labor and free trade are not going to work together. This is perhaps the most important incident of the convention, and it is one not to be forgotten.

The Toronto General Trusts Company, whose advertisement appears in another column—offers to all who require the same the services of a trustee that can be trusted. And this, it must be allowed, is something not always easy to obtain. Individuals appointed as executors or trustees are liable to die off, and frequently they prefer themselves to be relieved of the labor and responsibility attendant upon the charge of estates. The fact is that the substitution of the company, which never dies and never gets tired, for the individual, is a great idea, and a most practical one; and we do not wonder that it is "taking" so extensively that the capital of the "Toronto General" has been increased from half a million dollars to a whole million. For the execution of trusts this company is the perfection of certainty and safety.

The Globe affects to believe that there were no bank failures prior to the advent of the N.P., though there were some compared with which the London failure is a mere bagatelle.

The Mail's leading articles are still devoted to the effort of fulfilling its threat to "smash Confederation into its original fragments." Its cynical counsel to the smaller provinces to rebel or secede shows how sour the once sweet grapes at Ottawa have become. If the N.P. and C.P.R. be intolerable burdens, as The Mail alleges, it was itself the chief advocate of their imposition.

Some of our esteemed, but not very honest, contemporaries have a habit of quoting from The World as "a Toronto paper." This is a mistake. It should read: "The Toronto paper." Then everybody would know which paper was meant.

The Kingston Whig is authority for the statement that Mr. Laurier is in communication with the members of his party to find out their views as to commercial annexation. Of course he would not ask their advice except he meant to act upon it, so that we are presented with the spectacle of a leader following his followers—a case in real life of the tail wagging the dog. How is this for "aggressive leadership?"

A host of prominent Peterboro people give through The Review the lie to The Detroit News' misrepresentations of their views upon commercial annexation. "Peterboro's voice," says The Review, "is against it." There as elsewhere, the Ananias of The News interviewed men who were out of town during his visit. The Detroit organ must be fond of throwing away money when it spends it upon such a scamp as it has sent, though it must be admitted that he is not much worse than some Canadian members of the propaganda of falsehood.

Explaining and defending before the Canadian Senate the reciprocity propositions which he had made at Washington in 1874, the late Hon. George Brown said: "It was perfectly understood from the opening of negotiations that no article could be free from duty in regard to the United States that was not also free with regard to Great Britain, and nothing else was ever contemplated for a moment." Contrast this with the present utterances of the little men who are attempting to wear George Brown's hat and shoes. George Brown's overtures were contemptuously rejected, as overtures from Canada to the States almost invariably are, but he came home without having humiliated either the Empire, the Dominion or himself. When the Wimanites go to Washington they will go on their knees and be treated accordingly, at home or abroad.

The Deacon is happy for once. Affairs have for a long time been going along too smoothly to suit his taste, and long has he sighed for some sort of a wreck, that he might hang out his false lights for the misguidance of the sufferers, while he danced in glee on the shore. A number of his London friends have obliged him by wrecking a comparatively small local bank, and his joy is unbounded. "Ruin! Despair! Sir John is sending the 'country to the Devil!" shouts the happy-hearted journalistic ghoul, as he gloats over the losses of his former friends and neighbors in London. He thinks this will boom his circulation in Detroit. It certainly will have an opposite effect in London.

A great many newspapers upon both sides of the border, and some British members of Parliament, talk of the Behring Sea seizures as though they were made upon the high seas in retaliation for Canada's protection of her three-mile limit. There is no parallel between the two classes of seizures. Apart from the difference between our claim to a three-mile limit and the American claim to sovereignty upon the high seas, is the fact that in the latter instance American as well as Canadian vessels have been seized. The fact is that these seizures are not made in the national interest at all, but in the interest of a gigantic monopoly which claims to own all the seals in Behring Sea and the waters adjacent thereunto. Nevertheless many American journals which howl themselves hoarse against railway and other monopolies are so blinded by national prejudice as to think their navy well employed in protecting the seal monopolists, at the expense of American as well as Canadian citizens.

If somebody were to propose that Ireland should form a tariff union with France, involving discrimination against Britain, the "trooly loul" Mail would arise upon its hind legs and howl like a yellow dog on a moonlit night.

Our esteemed contemporary, The Woodstock Sentinel-Review thinks the opinions of Sir John on commercial union are important, not intrinsically, but because they give the cue to what will be said by a large number of people who do not think for themselves, but blindly follow in his footsteps. It must be very convenient to have some one else do your thinking, but in such a case a man might as well be a horse.—London Advertiser.

The kind of thinking done by writers who believe that chickens are worth $2.50 apiece in New York could easily be done by an ass.

"Government in Canada" is the title of a new work by D. A. O'Sullivan, L.L.D., now in the hands of the printer. The first sixteen pages, with which we have been favored in advance, show that the matter is ably handled, and treats of subjects that are now causing a good deal of discussion in Canada. The constitution of Canada is compared with that of the United States and the points of resemblance and of difference are pointed out and explained, and the effect that the monarchic principle has in our constitution is also treated of in the first chapter. The opening chapter of the work presages a volume that will be of much interest to Canadians. The writer has made a study of Canadian constitutional and historical questions and he is well fitted for the prosecution of the work he has so timely undertaken.

RIOT IN A MINING TOWN.

The Row Grew Out of an Attempt to Stop Sunday Trading.

WILKESBARRE, Pa., Aug. 22.—A fearful riot took place yesterday at Glen Lyon, five miles from Nanticoke, in which more than 300 miners were engaged. The place is solely occupied by the breakers of the Susquehanna Coal Company. The combatants were composed of men of all nationalities. It seems that it has been the custom of several Hungarian and Polish merchants of Nanticoke to send pedlars to Glen Lyon to supply certain boarding-house keepers. The Susquehanna Coal Company always selects Saturday for pay day. However, for the first time they have paid their men at Glen Lyon and Monunahela on Wednesday, which day has always been chosen by the merchants to make their collections. The Rev. Mr. Taggart of Glen Lyon has frequently preached against what he called such a desecration of the Sabbath, and he finally determined to put a stop to it, if possible. Yesterday he organized a posse of his church members for that purpose. The men got wind of it and made up their minds to resist any overtures of the kind. The collectors made their appearance as usual and the natural excitement of the moment was augmented by a universal indulgence in beer and whiskey. As the day advanced the churchmen became alarmed at the situation and kept themselves in hiding.

The feeling of antagonism was so intense, however, that it finally culminated in a free fight between men of opposite nationalities. Mad with drink it was not long before hundreds of men were furiously engaged in battle with sticks stones and clubs for weapons. The riot lasted for half an hour, and many men were struck down on all sides. Dozens were carried away upon improvised stretchers with cracked and bleeding heads to their homes. The riot ceased only when its participants were too few to carry it on. To-day it is reported that more than sixty of the rioters were seriously hurt; many of them fatally. The town is in a fever of wild excitement.

A Highwayman at Large.

BELLEVILLE, Aug. 22.—This morning a man hired a rig at O'Brien's stable for the purpose of driving to Trenton. He was never heard of in the 2nd concession of Sidney, where he startled farmers' wives out of their senses by pointing a huge revolver at them and demanding their money, jewels and the best clothes about the place. He tried several houses in succession but got nothing. The alarm being raised he was pursued by several farmers with a shot gun, and being thrown from his buggy escaped to the woods. Search is being made for him. The horse and buggy were recovered.

Steamship Arrivals.

At New York: Spain from Liverpool; Fulda, from Bremen.

At Glasgow: State of Georgia, from New York.

At Queenstown: City of Chicago, from New York.

At Southampton: Ems, from New York.

At Cape Magdalen: Carthagenian (Allan line), from Glasgow, passed inward at 6.30 yesterday.

SHOOTING AT THE BUTTS.

ANNUAL MATCHES OF THE ONTARIO RIFLE ASSOCIATION.

"Knarf" on Baseball Topics—The Bicycle Road Race—The Brants Beat the Brantfords—Probable Amalgamation of the Ottawa Lacrosse Clubs.

After a rest for a month the Garrison Commons again echoed with the rifles of the crack shots of the Dominion. Permission was granted the Ontario Rifle Association for the week's shooting, and every care was taken to avoid an accident. The banks of the lake were placarded with warnings and men placed to warn off boaters.

The matches began at 1 o'clock sharp. The day was rather cloudy, but good for shooting, there being no wind to speak of. The President, Lieut.-Col. Gibson, was on the ground and attended personally to the arrangements. Lieut-Col. Otter, the Secretary, and his assistant, Capt. Mutton, had everything in readiness. For the first time the ammunition was supplied to the competitors at the firing butt, and the register-keepers entered each score on a small blackboard in sight of all present. The telephone service was in good order.

The scoring was very fair, as seen by the appended list. There are about 40 more entries than last year. The number is 230, of whom 75 were entered for the Canada Company Match, open to those who have not won an O.R.A. prize. Many old faces are missing, and many good shots from outside appear for the first time, such as Capt. Weston of Nova Scotia. Major Buchan was looked for in vain, and Capt. Tom Brown of the Q.O.R., is unfortunately very sick. These matches were finished yesterday:

1ST—"CANADA COMPANY."

Presented by the Canada Company of London, England. Restricted to the active militia of Ontario who have never won a prize at any Provincial or Dominion Rifle Association match, not including consolation matches. Description of rifle, class I. (S); range, 400 yards; number of rounds, seven; position, kneeling (Hytite).

Prize.	Value.	Winner.	Score.
1	$10	Pte William Wilson, 31st Batt.	31
2	7	Sergt-Major Jackson, 13th Batt.	30
3	5	Pte McIlroy, 37th Batt.	30
4	4	Pte T Lawson, 13th Batt.	30
5	3	Pte Gadsby, Q O R.	29
6	2	Capt Mesdowden, 12th Batt.	27
7	1	C M Long, 31st Batt.	27
8	4	Pte D Beech, Bowmanville R A	27
9	3	Pte T Kelly, 37th Batt.	26
10	2	Pte R Sylvester, 45th	26
11	4	Pte T G Neely, 31st	26
12	3	Pte John Cantlon, 46th Batt.	26
13	2	Lieut. Forbes Michie, R.G.	26
14	1	Corp E C Pealy, Perth R A	26
15	4	Pte A Robertson	25
16	3	Pte Summerville, 20th Batt.	25

One twenty-five counted out.

2ND—"MACDONALD."

Named after the late Judge A. Macdonald of Guelph, ex-President of the Association. Open to members. Description of rifle, class I. (S); range, 200 yards; number of rounds, seven; position standing.

Prize.	Value.	Winner.	Score.
1	$15	Pte Gillies, 90th Batt.	35
2	10	Pte D Smith, 5th Royal Scots	30
3	8	Capt 13 A Gilmour, 13th Batt.	30
4	7	Lieut H H Gray, Guards	30
5	6	Sergt-Major Mitchell, Royal Grens.	30
6	5	Pte J J Counsilor, 43rd Batt.	29
7	5	Staff-Sergt A Wilson, 3rd Batt.	29
8	5	Staff-Sergt Ashall, Q O R	29
9	5	Staff-Sergt A Curran, Grenadiers	29
10	5	Lieutenant Hall, 13 Batt.	29
11	5	Staff-Sergt J B Mitchell, Bowmville R.A.	29
12	5	Capt J White, Retired List	28
13	5	Pte Taylor, 13th Batt.	28
14	5	Capt Bruce, Grenadiers	28
15	5	Mr John Goldie, Guelph R A	28
16	5	Staff-Sergt G Marsett, 12th Batt.	28
17	5	Pte G Thompson, 12th York	28
18	5	Corporal Hyde, Q.O.R.	28
19	5	Pte G Hayes, 10 Fusiliers	28
20	5	Capt Wright, 43rd Batt.	28
21	5	Lieut P A Weston, 56th Batt.	28
22	4	Corp R Morris, 13th Batt.	27
23	4	Staff-Sergt Thompson, Grenadiers	27
24	4	Sergt F Kennedy, Q.O.R.	27
25	4	Col-Sergt Stewart, 5th Batt.	27
26	4	Sergt Ashton, Q.O.R.	27
27	4	Capt W Macdonald, Retired List	27
28	4	Staff-Sergt W King, Bowmanville R.A.	27
29	4	Capt R Boyell, 45th Batt.	27
30	4	Capt Bailey, Retired List	27
31	4	Major Plasmen, Q.O.R.	27
32	4	B Q Sergt Ogg, 1st B.F.A.	26
33	4	Lieut R Blanchard, Q.O.R.	26
34	4	Col-Sergt Allan, 5th Royal Scots	26
35	4	Lieut W S Russell, Bowmanville R.A.	26
36	4	Capt Ross, 5th Royal Scots	26
37	3	Pte D Mitchell, 13th Batt.	26
38	3	Sergt F S Jenkins, Retired List	26
39	3	Lieut P B Ross, 12th Batt.	26
40	3	Lieut Clarke, 91st Batt.	26
41	3	Pte J Sewer, Q.O.R.	26
42	3	Capt W P Moore, 20th Batt.	26
43	3	Col C E Kitchen, 35th Batt.	26
44	3	Wm A Campbell, Owen Sound R.A.	26
45	3	Sergt G Rolston, 37th Batt.	26
46	3	Sergt-Major Boyd, Grenadiers	26
47	3	Mr Chas Crowe, Guelph R A	26
48	3	Pte W A Bell, 12th Batt.	26
49	3	Mr J Johnson, Huron R.A.	26
50	3	Lieut. Col Gibson, 13th Batt.	26

Two twenty-six counted out.

3RD—"GILMOUR."

Named after Lieut.-Col. Allan Gilmour of Ottawa, 43rd Battalion, President of the Association. Open to members. Description of rifle, Class I. (S.); Range—One yards. Number of rounds—seven. Position—any.

Prize.	Value.	Winner.	Score.
1	$15	Staff-Sgt J J Zealand, 13th Batt.	31
2	10	Pte Wm Hilton, Bowmanville R.A.	31
3	8	Pte J Sadler, Bowmanville R.A.	31
4	7	Capt L Thomas, 5th Batt.	30
5	6	Lieut W Fraser, 38th Batt.	30
6	5	Corp W Swinn, 14th Batt.	30
7	5	Lieut R Knox, 37th Batt.	30
8	5	Pte Sadler, 45th Batt.	30
9	5	Staff-Sgt Lawrie, 46th Batt.	30
10	5	Corp H Mason, Q.O.R.	30
11	5	Staff W S Russell, Bowmanville R.A.	30
12	5	Pte J T Hamon, 12th York	29
13	5	Pte W A Gillies, 19th Batt.	29
14	5	Pte Westman, Q.O.R.	29
15	5	Capt Wright, 43rd Batt.	29
16	5	Sgt Harry, Q.O.R.	29
17	5	Capt J Adam, 12th Batt.	29
18	5	Lieut Ross, 5th Royal Scots	29
19	5	Staff-Sgt J A Wynne, 9th R.S.	29
20	5	Corp Brown, 13th R.A.	29
21	4	Mr M Grigor, Huron R.A.	28
22	4	Sgt J Bolston, 37th Batt.	28
23	4	Pte Sumner, 12 Batt.	28
24	4	Staff-Sgt J Dent, R.G.	28
25	4	Major W H Merrick, 8th R.S.	28
26	4	Staff-Sergt F Brown, 37th York	28
27	4	Pte A Murdoch, 19th Batt.	28
28	4	Lieut Carter, 47th Batt.	28
29	4	Pte Gillies, 90th Batt.	28
30	4	Capt and Adjt R Cameron, Vict. Co. R.A.	28
31	4	Staff-Sergt Newby, Guards	28
32	4	Capt S Weston, 56th Fusiliers	28
33	4	Major Delamere, 13th	28
34	4	Capt J White, Retired List	28
35	4	Pte J C Ewart, 31st Batt.	28
36	4	Capt W M Cooper, 12th York	28
37	4	Pte O M Lang, 31st Batt.	28
38	4	Sergt Taylor, 13th Batt.	28
39	4	Pte D Smith, 5th R.S.	28
40	4	Sergt W Brown, 12 B.	28
41	4	Pte McMullen, R.G.	28
42	4	Lieut H H Gray, Guards	28
43	4	Pte J Ross, 12th Batt.	28
44	4	Capt O C Newton, 8th R.S.	28
45	4	Lieut Sgt McLaughlin, Bowmanville R.A.	28
46	4	Sgt Ashall, Q.O.R.	28
47	3	Mr Chas Crowe, Guelph R.A.	28
48	3	Pte W G Urquhart, R.G.	28
49	3	Pte Duncan, Q.O.R.	28
50	3	Lieut Carter, 47th Batt.	28
51	3	Lieut W Hora, 14th Batt.	28
52	3	Pte G Thompson, 12th York	28

Five twenty-five counted out.

"KNARF'S" BASEBALL BUDGET.

Why Toronto Was Beaten at Newark—"Honest" Umpires—Events and His Foes.

Kearns and Umpire Connelly were responsible for the Torontos' defeat at Newark on Friday, and a more despondent lot of ball players never left Newark grounds than Cushman's "pets." Shepherd was treated harshly in the matter of balls and strikes. Twice Connelly called Slattery out at the home plate, and deprived Toronto of a run that would have tied the score. In other instances he was glaringly partial in favor of the home team, and when Fantz protested he imposed fines to the amount of $110, in $10 and $25 doses.

The crowd—that is the hoodlum element of it—hissed the Toronto captain and urged Connelly to fine him every time he exercised his right as a field captain on questionable decisions. Jay was also censured for not consenting to allow Fields, the Newark's first baseman, a runner. This player was some time since hit on the shoulder by a pitched ball, and was in no condition to play. He objected to going on the field, but Hackett ordered him to don his uniform and Fantz was made cognizant of the circumstances. If therefore when Fields reached his base, the Toronto captain was for a while decidedly opposed to allowing a substitute to run for him. The crowd hissed and yelled, but Fantz got even by telling Hackett that he ought to be ashamed to compel Fields to play when he was in no condition to do so, and that he only consented to a substitute runner because the Newark manager had threatened to lay Fields off without pay if he did not play.

Connelly showed himself a thorough "home" umpire in the Jersey games last week. The sooner such men are bounced the better it will be for the game. An umpire who decides against the home team in either Newark or Jersey City will fare badly, and this probably accounts for Connelly's conduct. Emslie, who was in Jersey City last week, barely escaped with his life, so Hildebrand says. A rough seized a bat and went upon the field with the avowed intention of laying him out. The players managed to save Emslie's scalp, however, or Canada would now mourn the loss of one of its citizens. The umpire was not at fault, so Tiicomb says, but the tough who wanted his life didn't propose to statify by and see the home team defeated on its merits.

Thus is is that umpires who fearlessly do their duty are attacked by the hoodlums and driven from the ranks, to be replaced by men who are willing to stultify themselves for the salary attached to the position.

Complaints are often heard of the some umpires, and from the work done more especially by Connelly, I fear it is too well grounded. Pierce umpired the first Jersey City game and did fairly well. Connelly officiated in the second game and sent seven men to bases on balls, although Crane pitched slow balls with a view of getting them over the plate. Connelly's work on Friday was, however, the worst, and cannot be overlooked. If a club has to fall back upon the umpire's assistance to win games, and this I honestly believe Newark has done in many instances, it speaks badly for the staff which Secretary White has now under his control.

It is a life and death struggle with Hacke it's "little giants" and to live the season out it is imperatively necessary that they should escape defeat at least on their own grounds. "Our people have soured on the team and don't patronize the games," said Manager Hackett to The World. The victory of his team seemed to have lifted a big load of trouble and anxiety, but that he felt the game had been honestly won I am inclined to doubt. That Newark has a ghost of a chance to win the championship I do not believe. If they finish third they will do well. They field finely, are fair base runners and strong in the box, but are the weakest hitters I have seen in the league. Their next tour will set them back so far from the pennant that they will have some trouble in evolving a theory to account for the past position they have been able to attain.

The grounds of the New Jersey clubs are small and insignificant compared to the Toronto ball field. The Jersey City field is a disgrace to the club. The outfield is covered in some places with three feet of water, from which an intolerable stench arises. Neither club has drawn an average attendance of over 400, and both are financially weak. KNARF.

Only One International Game Yesterday.

At Scranton:		R.	H.	E.
Scranton	0 0 0 0 0 1 0 0 6—	1	14	1
Buffalo	0 0 0 0 1 0 0 1 x—	2	12	2

Batteries: Jacobs and Crossley, Knowlton and Dugdale.

National League Games Yesterday.

At Washington:		R.	H.	E.
Detroit	4 0 0 3 0 4—	11	13	2
Washington	3 0 0 2 0 0—	5	7	4

Batteries: Getzein and Bennett, Shaw and Gilligan.

At Philadelphia:		R.	H.	E.
Indianapolis	0 0 0 0 1—	1	7	1
Philadelphia	4 0 0 0 0 6—	4	6	1

Batteries: Boyle and Myers, Buffinton and Clements.

There was rain at New York and Boston.

Association Games Yesterday.

At Cleveland:		R.	H.	E.
Brooklyn	0 2 1 2 0 3 2 3 x—	13	9	4
Cleveland	2 0 0 0 0 2 0 0 0—	4	8	4

Batteries: Ferry and Clark, Kirby and Reilly.

At Louisville:		R.	H.	E.
Athletics	0 0 4 0 0 1 1 0 0—	6	12	5
Louisville	0 1 0 1 4 0 0 0 0—	6	19	5

Darkness stopped the game. Batteries: Seward and Milligan, Hecker and Cook.

Dust from the Diamond.

The Shamrocks of Parkdale defeated the Adelaides of the city by 18 to 20 on Saturday.

The Hamilton management have been negotiating with the New York Club for the sale of third baseman John Rainey, and the deal is about completed. A third baseman will probably be secured from the disbanded Binghamtons.—Hamilton Times.

W. C. Haskell, third baseman of the Commercial Travelers' Club, is suffering from a sprained hand, which may incapacitate him from playing in the game against Buffalo on Saturday.

During a game near Pouville, Madison County, Sunday afternoon, Frank Bennett, 18 years of age, was struck on the temple by the ball and instantly killed.

THAT 50-MILE ROAD RACE.

Details of the Coming Bicycle Struggle Between the Great Rivals.

Last night Messrs. Riggs, Grenfell and Fane of the Wanderers' Bicycle Club met Messrs. Cox, Ryrie and Lavender of the Toronto Bicycle Club at the latter's club rooms, Wilton-avenue, to arrange the details of the 50-mile road race. The Wanderers challenged the Torontos a few weeks ago. It was decided that each club should enter ten riders, the course to be from the top of Norway Hill to Highland Creek and return, covering the course to the creek and back a second time. Saturday, August 27, is the date set for the race, to be made at 1.30. The race will be for a $60 challenge trophy, to be competed for annually by these clubs. The teams will be selected at once. President Riggs of the Wanderers and President Ryrie of the Torontos will also give each club a handsome trophy.

Wanderers Going to Rochester.

The Wanderers will excurt to Rochester this coming Saturday, and already a good number of names have been secured for the trip. The party will leave here at 11 p.m. on the Bay of Quinte, reaching Charlotte early Sunday morning. Then there is a ride of seven miles to Rochester. The return trip will be started at 6.30 Sunday morning, the city being again reached between 6 and 7 Monday morning. The Wanderers are always well treated in Rochester, and this promises to be a fine trip.

Winners at Brighton Beach.

BRIGHTON BEACH, Aug. 22.—First race, 4 mile—Pop Wellington, 1; Thorn, 2; Monmouth 2d, Palatka 3d; time 1.18¾.

Second race, 7 furlongs—Charley May won, Racquet 2d, Kink 3d; time 1.31¾.

Third race, 1 1-16 miles—Thirtieess won, Gold Star 2d, Quincy 3d; time 1.52½.

Fourth race, 1½ mile—Adrian won, King B 2d, Change 3rd; time 2.15¼.

Fifth race, ¾ mile—Armstrong won, Young Dale 2d, Leonora 3rd; time 1.17¾.

Sixth race, ½ mile—The Bourbon won, Monogram 2d, Vancluse 3rd; time 2.02.

Gossip of the Turf.

Mr. Philip Dwyer and his father, Mr. Mike Dwyer, looked sad after the Omnibus race at Monmouth on Saturday, and it is said they lost a great deal of money over the defeat of their colts, Hanover and Kingston.

The picture of the finish for the Omnibus Stakes on Saturday will illuminate the posters of the Monmouth Park Association next season.

Mr. W. Hendrie of Hamilton has purchased the thoroughbred stallion Van Buren Doran from Mr. D. Roche, Woodside. Van Buren Doran was foaled in 1872, by Vandal, dam Dew Drop by Lexington, second dam Queen by American Eclipse.

Lagmiel, the winner of the Omnibus Stakes at Monmouth and the conqueror of Hanover, was bred by Mr. Withers at his farm, Brookville, near Red Bank. The colt is well bred, being all American on his sire's side and all English on his dam's side. As a 2-year-old last year he ran in five races, of which he won the Optional Stakes at Monmouth Park, and lost but it cost Mr. Withers $905 to buy him in, he having been entered to be sold for $1000. He also won a small sweepstakes at Jerome Park in the autumn. This year he made his debut at Sheepshead Bay in a seven furlong dash, which he won from a field of twelve. He again starred at that meeting in a dash of a mile and the Universal Handicap, but was unsuccessful. His next appearance was at Monmouth Park, where he won two handicap sweepstakes, was unplaced in another, and finished second to Hungerford in another such race. He again won laurels by capturing the Raritan Stakes, in which he defeated H