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THE TORONTO WORLD  
THURSDAY MORNING, AUGUST 9, 1888.

MUNICIPAL POLITICS.  
We are quite ready to admit that in the administration of our civic affairs the last few years have witnessed a decided improvement. The journals of this city have thrown such a penetrating and continuous stream of light on aldermanic doings of all kinds that it is hard for corruption to find a lurking place. But this very light has served to show that the tendency to corruption—often of the petty order—is always present, and that the want of opportunity, not the want of disposition, must be credited with the comparative scarcity of civic scandals.

This is still an unsatisfactory state of affairs. What the citizens want is a council made up of men who are above suspicion, standing and ability, who may be trusted to take a broad and enlightened view of the city's interests and its future, and who will not condescend to promote certain interests adversely to the city simply because by so doing they can secure personal favors to themselves. Can we get such men into the council under the present system of election? We have got them in once in a while in the past, but they soon drop out, and as the causes which drive them out of civic life are operating continuously, if not increasingly, we shall never be any better off until we have a change of system.

Let us see how the machine works at present. The city is divided into ten wards, each of which sends three members to the city council, and these three are elected for one year. Let us suppose a ward to be represented by one intelligent man of business who would be a creditable representative to the whole city on the floor of the house of commons, and by one of the class best known as "ward politicians"—a man who is the nominee of a certain local clique, the members of which stand by him through thick and thin. Which of these men is likely to come off best at the annual election? The former spends at the city's business all the time he can spare from his own. He does this at the sacrifice of his personal comfort and often of his health, and as he has no time to cultivate and canvass his ward he must trust to his public record for re-election. Vain trust! Just so surely as he does so he will sooner or later suffer defeat. On the other hand the ward politician is always going about amongst the ratepayers. He is of little real use to the council in matters requiring careful and enlightened consideration, but he has a keen eye for broken sidewalks and defective macadam. He is continually trying to get all the little expenditures he can for his own ward, and is sure to let it be widely known that to him the credit of all the improvements is due. He draws his friends more closely around him and disarms his opponents by favor dispensing at the cost of the public. And on election day he is returned at the head of the pole with other ward politicians by his side, while the only man whose services are worth returning is left out.

Every one who knows anything of the history of this city knows that this is no exaggerated description of a state of affairs which must be brought to an end if we are to have civic administration of the proper kind. What is wanted, in brief, is the total abolition of the ward system and the election of the aldermen by a whole-city vote. This can easily be accomplished by making one-third of the council elective each year. We have at present a three-year term and we go out each year, the ratepayers elect only a vote for one at each election, and the chance of obtaining the right kind of men would be enormously increased. In order to have a chance of electing a candidate would have to be a man of

position standing in the city, and in this way the position of alderman would come to be regarded as a highly honorable one. Men of the proper stamp, who will not undergo the worry of a degrading system of perpetual canvassing, could be elected in spite of cliques and log-rolling, and once elected they would be secure in their seats for three years.

We have presented above only one aspect of the case. There are other and equally strong reasons for a change, to which we shall refer in future issues.

THE SOUTH-EASTERN RAILWAY AND THE CANADIAN PACIFIC.

A financial event of considerable importance is the failure of the Hon. Bradley Barlow, president of the Vermont National bank, St. Albans, and president also of the South-eastern railway company, which has extensive and intricate connections with Montreal. It has been looked for that this road, some three hundred miles in length, would soon pass into the hands either of the Canadian Pacific or the Grand Trunk, with probabilities in favor of the former. The bank, it is said, will not suffer much, but the railway is in a bad position, and Mr. Barlow may save but little out of several hundred thousand dollars which he had invested in it. According to the following statement, which we take from the New York Tribune, the immediate cause of the catastrophe appears to have been the sudden and unexpected withdrawal of the Canadian Pacific from negotiations, on Saturday last, after documents for the transfer of the South eastern to that company had been prepared and were all ready for signature.

Mr. Barlow had invested personally nearly one million of dollars in the South-eastern railway, and had the utmost confidence that the business of the road would make it a profitable investment. He took the road when it was badly run down, and had no equipments worth mentioning. The road has been supplied with steel rails and ballasted, new engines and cars were bought, new shops and stations were built, and in short it has been put in first-class condition. All these improvements have rendered necessary a large expenditure of money. Several years ago the bonds of the South eastern were issued for \$1,750,000, but were never put on the market or sold. Mr. Barlow retaining them all. The South eastern was consequently obliged to borrow money for much of this expenditure, the earnings being sufficient only for ordinary current expenses. Negotiations for the sale of the road to the Canadian Pacific, which were broken off last week, have been pending for some time, and at the time that the property had been sold, the Canadian Pacific company, however, declined to make the purchase for some unexplained reason. At one time Mr. Barlow refused an offer of \$3,750,000 for the South eastern, and the Grand Trunk railway has also had the purchase of the road under consideration, and it is not improbable that it may yet buy it. Mr. Barlow considers this road a property worth \$4,000,000 to \$5,000,000, and if he could realize this amount he would be relieved from his financial troubles and have a handsome surplus.

The South eastern is not sold it is probable that the appointment of a receiver to run the road will be necessary, and is an important link in the Montreal and Boston Air Line via Lowell, Boston, Concord and Montreal, and also the Montreal and the main line extends from Newport, Vt. to Station Junction, and from Station Junction to Grand Junction, a system embracing nearly 300 miles of road. The South eastern has a bonded debt of \$2,000,000, and the floating debt of the company is about half a million dollars. The company owes its employees nearly \$70,000, being three months in arrears.

The Montreal Gazette says: "The reported suspension of the Vermont National bank of St. Albans caused a flutter of excitement in business and railway circles in the city last evening. Mr. A. B. Chaffee, in conversation with a Gazette reporter, stated that he knew little or nothing about the matter. If true, it would make no difference to the remaining management of the South Eastern railway, though probably the ownership would be changed. The bank had been carrying considerable of the railway's paper and a large amount of money had undoubtedly been spent on the road during the last year or two. In regard to the truth of the despatch Mr. Chaffee had little to say; he seemed to believe it, however, and not to be over surprised at it."

The Mail's Montreal correspondent says: "There is no doubt the Canadian Pacific is in a position to command the sale of the line to that company. It is hard to see besides, how the directors of the through road could let it out of their hands when it is virtually within their grasp now through their first mortgage, as they cannot do without it. The Central Vermont, as well as the Delaware and Hudson, are controlled by the Grand Trunk to Boston and New York, and there is no existing outlet to American eastern seaports for the Canadian Pacific unless by the South eastern. It has long been destined to be absorbed by the Canadian Pacific, and so far they have been playing into each other's hands. Besides this, the vice-president of the Canadian Pacific holds the same position on the board of the South eastern, and has every chance now of succeeding to the presidency."

VENUE FOR AUGUST.  
In view of the rather drizzly appearance of the sky these days some interest attaches to Venner's prediction of dry weather in August, which he thus gave in a letter published in the Montreal Gazette on or about July 20: "In my opinion August will be a comparatively dry month, with rainfall but of brief periods of intense heat all over the continent, and between these cold terms, with night frosts and possibly local snow flurries. I expect the 'chop wave' condition (as already described in the bulletin) to be in full force during August, which will result in some very great ranges of the mercury from 100° and over to 70° point, within a comparatively few hours. The month then will be very variable in a weather condition, but is certain to give both heat and cold and a falling off in rainfall. It is the majority of sections. The cool relapse will

probably occur about the 12th. Perhaps you will have noticed that the almanac has been reading accurately—almost to the day—for the past two months, and I think we shall yet be able to dress each month of the year in its proper weather-dress, for a considerable time in advance. The 'continued cool weather and precipitation for the summer of 1888' has certainly been a remarkably verified forecast."

UTTER HOMERUNS.

Strikes, says the Telegram, are a barbarous mode of settling disputes between labor and capital; and then it tells how much better they manage these things in France, where a council of "wise men," three from each side, with presidents and vice-presidents, named by the government, do up the business in a general arbitration. This business is enforced by sanction of law, both sides being heard and each one urging its own case. Arbitration, arbitration, is the cry with some very wise people in Canada—why not arbitrate instead of striking, they ask? But all this fine talk is "knocked out" by a very simple statement, and that is one that starts about arbitration in the Telegram's "brotherhood at all; would not reply to, negotiate, or communicate with the strikers, as a body, in any way whatever. Let the Telegram inform us how arbitration is possible when one of the parties positively refuses to discuss the matter with the other in any shape or form. To talk about arbitration in this case, while the Western Union will not exchange three words of negotiation with the strikers, is utter nonsense. And this is the one point in the case which will look passing strange to people in England, where the proudest and wealthiest employers, or their managers for them, are accustomed to meet union delegates as a matter of course, whenever anything like a serious dispute arises. In aristocratic England the faces of pretending not to recognize the workers' unions was dropped long ago; but it appears still to survive in democratic America, at all events with the telegraph monopolists.

A CANAL THROUGH PALESTINE.  
The London Times publishes a letter addressed to Mr. John Corbett, M.P., by Mr. Henry J. Martin, member of the Institute of Civil Engineers, with reference to the project of a canal through Palestine, connecting the Mediterranean with the Red sea. He says: "I have considered the papers submitted to me with reference to making a through water communication between the Mediterranean and the Red sea for ships of the largest class along the depressed gorge of the river Jordan and the Dead sea by means of two communicating canals, one commencing in the bay of Acre, to connect the Mediterranean with the northern end of the valley of the Jordan, and the other along the Waddy, Arabah to connect the southern end with the Red sea. And after going over various points of detail not yet settled, he thus concludes: 'Looking at the great interests involved, and at the immense importance of obtaining, if possible, a waterway to India independent of the Suez canal and all its onward complications, I should advise you to assist the syndicate who have these preliminary questions under investigation as far as lies in your power. It is impossible to say without further data whether the scheme is actually feasible or not; but should the difficulties be much greater than those anticipated by its promoters, the project is one which, if practicable at any reasonable cost, promises such undoubted financial and commercial advantages, that I think it should not be allowed to drop until after the most searching investigation it is proved to be unworkable.'"

WORKING SMOOTHLY.

The Montreal Witness says: "The Montreal Witness says: 'who is dependent upon the telegraph office for the prosecution of his business, especially with the western grain and provision markets, knows the service yesterday simply broke down altogether for a time, and was badly performed, even between Montreal and New York. Although the utmost efforts are made by the company to transmit the New York stock and the Chicago grain provision quotations regularly and on time, yesterday's experience proves that they are not even successful in doing that much. In the meantime private business suffers. It is possible, apparently, to transmit messages from New York, Chicago and other large business centres, but by returned telegrams, and by the use of other means, enough to allow of their being acted upon. Of course the result is that business men are giving up for the time to some extent the sending of messages, and consequently it is an empty boast of the company here that it is able to do all the business it receives sharply. The Great Northern western telegraph company may claim that it is not responsible for the failure of the Western Union, but everybody knows that the two companies are one. How long is this inconvenience and loss to be suffered?'"

LOAN COMPANIES.

The other day we published a paragraph to this effect: "As an evidence of the hold that trust and loan companies have on the farmers in the country of New Brunswick, Mr. G. W. Monk, M. P. for Carleton, who is an agent for an English company, says that out of one hundred farms held by one company they have 84 in all."

Mr. A. G. Hunter, an appraiser of the Western Canada Loan and Savings company of this city writing from Dundas says he has passed 136 loans for his company, and of these there has been only one sale. The inference he draws, and we think it is a sound one, is that the English company referred to by Mr. Monk must be either a hard master or their agents must be poor valuers. In this letter says the English company would be a heavy loser.

Whatever the Great Northwestern telegraph company may say to the contrary its

business is nothing less than paralyzed by the striking strike. Ordinary telegrams and press despatches are not only delayed for hours but are frequently inaccurate. In many cases messages are mailed at the place they are received to their destination. The sender could do this himself and save twenty-five cents, if he was not assured by the agent that the message would be wired at once. How long does the monopoly expect that the public will tolerate this deception?"

The formal celebration in connection with the completion of the Northern Pacific railway road is set for September 8, and the locality selected is a point about fifty miles west of Helena, Montana. The last spike, a solid gold one, is to be driven home by President V. B. Howard with a silver sledge hammer. Hon. William M. Everts is to be the orator of the day, and Gen. Grant, War-Secretary Robert Lincoln and a number of other celebrities are to be present. Wonder if Sir Henry Tyler will be there too?

It appears that as spawning time frogs seek their way into the Montreal reservoir, and the feat of getting in is easy enough. But getting out again is a difficult matter. In fact the perpendicular fall renders this impossible for frogs, and one in three he jumps may stay, too, and the result is, so somebody writes to the paper, that Montreal people are drinking "extract of dead frogs" not a very appetizing beverage, we should say.

Kingston aldermen don't take any stock in the Sabbath observance question. Plump and plainly they told the local reformation society that they could do nothing for it; that it must go to the police for redress against alleged Sabbath breakers. The council did right. There is no need talk about these things; action is wanted.

Hamilton Tribune: The present editor of the Mail, as its Ottawa correspondent some years ago, wrote up the O'Brien family and local work, but as editor of the Mail he writes them down under Mr. Lamb, scoundrels and blackguards." The editor's memory served him an ill-turn on this occasion.

Legislative blundering has set off from two counties a strip of land in Minnesota sixty-five miles long and a mile wide, without a local government or official recognition. History repeats itself. We may look out for another Rat Portage affair on a smaller scale.

Ben-Hose for the Belles.  
The girls say that the rumor of the poisoning of forty persons with ice cream in South Carolina is a regular "snake story," and they lend their way to the ice cream lairs as carelessly as ever.

This has not been a very successful season at the seashore. Some very stylish ladies have found the water entirely too wet for bathing.

Dr. Willis says that mothers-in-law are not laughed at in Paris. Well, they are not, but they are not so much respected as in this country, they are regarded as momentously solemn faces.

A young man urged, as one of the reasons why he should marry his bride, that he had a collection of over four hundred different kinds of wood. She said if it was kindling wood she would not marry him.

New Jersey lady walked out and pulled in her husband, who was drowning. As usual, she grabbed him by the hair.

A Long Branch belle recently wore four different dresses before dinner. She had evidently lost her appetite and was advised by a physician to take exercise.

Mexico belongs to the postal union, so that a letter can be sent there to almost any part of the world for the price of a postage stamp. The best one of the kind is a new law, reducing postage into effect in September, but it will cost ten cents to mail a domestic letter.

"This cheese is about right," said John; and Jane replied that it was, if mice makes right.

Himalaya (the abode of snow from the generic "hima," snow, and "alaya," abode) is the most elevated and stupendous system on the globe. The ice plant can be cultivated on the entire southern face of the Himalaya to an elevation of 5000 feet, but the best is produced at from 2000 to 3000 feet. The Himalaya is the best one of the kind by the L. L. Quor Tea company at 25 cents per lb.

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LADIES.  
Don't miss the opportunity and call and see my beautiful stock of REAL WATER WAVES. Thousands of them now on hand. The only genuine one manufactured in Canada. Also wigs, hair ornaments, etc., at the  
PARIS HAIR WORKS,  
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Between King and Adelaide streets, Toronto.  
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PADRE  
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OUR SPECIALTIES  
BATHS! BATHS! BATHS!  
At the Paris Barber Shop, 60 King Street East. The finest in the city. No extra charge for sea salt. Six Tickets for \$1.  
JOHN WALTON.

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EPPS' COCOA  
BREAKFAST.  
"By a thorough knowledge of the nature's laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided our breakfast tables with a delicately flavored beverage which may save us many doctor's bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal ailment by keeping ourselves well fortified with pure blood and properly nourished frames.—Daily Service Gazette."

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YONGE ST. SHOE COMPANY.  
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Ladies' Balmorals and Button Boots in French Kid, French Goat and Polished Calf. Ladies' French Kid from \$2 upwards. Gents' Hand-sewed Balmorals and Congress at cost.

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AT TAYLOR'S,  
327 YONGE STREET,  
You can get a Good Canadian Tweed suit, made to order, for..... \$13 to \$15.  
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WEST TORONTO JUNCTION

The Centre of the CANADA-PACIFIC-VANDEBILT systems for Ontario. Those who are in a position to know predict that a large town will spring up at this point very shortly. The best building lots on the market are to be found here. Over \$70,000 worth sold on the Carlton race course since April 20th, 1888, to about seventy different buyers. A number have resold at a profit. Investors sure of large returns. West Toronto lands the last ten years have paid from \$500 to \$1500 per cent. The future is brighter still. Large works and factories are springing up on every hand, quite convenient, but not near enough to be any nuisance. Near works and station of Credit Valley, Ontario and Quebec, Toronto, Grey and Bruce (Canada Pacific Syndicate), who have bought forty acres here for shops, etc., and near stations of Grand Trunk, Northern and Great Western railways.

Tickets by the Year Four Cents Each Way.  
SCHOOL TICKETS, TWO CENTS EACH WAY.

Street car lines must soon be extended this far. Station the most healthy around Toronto, commanding a view of the lake across HIGH PARK AND LAKE VIEW PARK. These parks temper the winds and ward off the chilling blasts, dampness and malaria inseparable from a residence on the lake shore. The soil is dry and well drained. The streets are straight and broad, three opening into High Park from Dundas Street. Just the place for a permanent home. Don't fail to buy now at bottom prices.

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New Mattresses, Feather Beds and Pillows for Sale, Cash paid for all kinds of Feathers.

THE SPORTS

The World will sit all the time referring to the friends throughout the country and careful attention.

There are now four Bellefleur. Lagan and Babar, a champion of English. The Hamilton lacrosse to play a match they Parkdale club. In the ten international between Canada and the States have won eight.

Dr. Brigham of Kingston his famous Joe B. most of exhibition at the Lulliard hall named Maslobo. It is a two-race at Monmouth park.

The first twelve of the lacrosse club beat the 2 to 2, Tuesday. They made 25 goals.

Chief Randall of Great on a team of policemen in prize to the industrial exhibition for a five men a of the men's club 'not at sent card trap' involving the 'The best' scores were: Hall 7.

A fight came off Sunday at the New York yachting club. The race was for the race for schooners or sloops. The yacht board Peter Hansen, a Marquis Baker of Boston, and a G. P. Fisher of New York, were the winners. The race was for the race for schooners or sloops. The yacht board Peter Hansen, a Marquis Baker of Boston, and a G. P. Fisher of New York, were the winners.

Just before the Canadian camp at Wimbledon, Ontario, in command of the silver fruit dish as an event. The race was for the race for schooners or sloops. The yacht board Peter Hansen, a Marquis Baker of Boston, and a G. P. Fisher of New York, were the winners.

Fifteen thousand people opening of John L. S. packed, the rough element. The service of the entire police with half a dozen as necessary to the were three arrests for the in the international. The race was for the race for schooners or sloops. The yacht board Peter Hansen, a Marquis Baker of Boston, and a G. P. Fisher of New York, were the winners.

The Regatta at the yacht club in Toronto take part in the Coburg Regatta, which necessitated the consequence of this Ma Anderson, Fiksen, Ma Roberts who would have the by the yacht club. The race was for the race for schooners or sloops. The yacht board Peter Hansen, a Marquis Baker of Boston, and a G. P. Fisher of New York, were the winners.

The Wanders regular monthly meeting with Capt. T. Robinson. The race was for the race for schooners or sloops. The yacht board Peter Hansen, a Marquis Baker of Boston, and a G. P. Fisher of New York, were the winners.

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