Running in the Mud

Opening Day of the Races at | Racing Cyclists' Union was outlined at Windsor.

Policy of the Newly-Organized Cyclists' Union.

The Canadian Hour Wheeling

Record Broken.

National League Baseball Scores and Other Sporting Matters of

General Interest.

BASEBALL NATIONAL LEAGUE-TUESDAY.

 At Philadelphia
 R. H. E.

 Philadelphia
 4 10 4

 New York
 3 16 2

 Batteries-Piatt and McFarland; Rusie and At Chicago-Chicago. 2 7 4
Louisville. 4 11 0
Batteries—Thornton and Nichols; Dowling Called at the end of the 6th—darkness. Batteries—Taylor and Chance; Magee and Kittridge.

At Boston-Boston 4 10 2
Baltimore 2 6 1
Called at the end of the 8th—darkness. Batteries—Nichols and Yeager; McJames and Clarke. At St. Louis-

Pittsburg 3 10 4
St. Louis 7 10 3
Batteries—Gardner and Bowerman; Hughes and Clements. Called at the end of the 7th— TURF. RACING AT WINDSOR.

The fall race meeting opened on Tuesday at Windsor. Weather wet; track sloppy. Results:
First race, % mile, all ages—Taranto 1, Farm Life 2, Infelice 3. Time, 1:15. Gracie C., Darbone, Bob Chance, Maud Lyles, Engapone, Graenborn, Laying Lyles, Inksome, Greenhorn, Lavina

also ran. Second race, 5½ furlongs, 2-year-olds, selling—Weller 1, Mark Hanna 2, Ivy Cotta 8. Time, 1:08¾. Elurine, Ergo, Tip Top, Nellie O'Neill, Rollin also ran. Third race, 7 furlongs, 3-year-olds and up, selling—Ellsmere 1, Sister Jane 2, Albert S. 8. Time, 1:30. Galgo, Ferryman II., Sir Erral, Hairpin, Prima, Re-

venue also ran. Fourth race, % mile, 2-year-olds — Glasnevin 1, Lizzie Kelley 2, By George 8. Time, 1:18½. Metoxen, Silver Fish, Cavotte also ran.

Fifth race, 11/4 miles, 4-year-olds and up, selling—Rockwood 1, Frank Jaubert 2, Pinkey Potter 3. Time, 2:131/4. Traveler, Last Fellow also ran. Sixth race, ¾ mile, all ages—Miss Lynah 1, Cogmoosie 2, Lady of the West 8. Time, 1:17¼. Josephine K., Bob Garnet, Myster also ran.

RACING IN ENGLAND. Tod Sloan's mounts, Blondin II. and Draco, both of the Lorllard-Beresford stables, ran unplaced in the first two races at Newmarket Tuesday. The first race, the Barnaby Manor selling plate, was won by Hellum, and the second race, the Welbreck stakes, handicar, was won by Marthius.

WINNERS AT OTHER TRACKS. At Latonia, Ohio-Viola Parsons, Sis Maddalo, Judge Tarvin, Great Bend, Helen H. Gardner. Hawthorne, Chicago-Flirtation.

Julia Hazel, High Ho, Lena, Time Maker, King Bermuda. At Morris Park, New York - Him Tine, Manlius, Hurricane, Belle Meade White Frost and Charentus.

CURLING. GLENCOE CLUB.

The annual meeting of the Glencoe Curling Club was held Monday night. The financial standing of the club was found to be in a satisfactory state, and officers were elected for the ensuing year as follows: Patron, W. S. Calvert, M.P.; honorary president, W. D. Mc-Intyre; honorary vice-president, A. O. Buckam; President, J. M. Palt; vice-president, J. S. Luckham; Chaplain, Rev. Geo. Elliot; representative members, R. R. McKellar, C. F. Craig; secretary-treasurer, G. C. McFarlane; council, R. R. McKellar, G. A. Dewar, S. J. McCreery; skips, R. R. McKellar, S. J. McCreery, G. A. Dewar, H. W. Bodman, G. A. Mayberry, J. M. Pait, W. D. Mois, J. L. Luckham, G. C. Mc-Farlane; honorary member, John H. Brownlee Brockville. This club has a member .. ip now of about 40.

WHEEL. CANADIAN HOUR RECORD.

Angus McLeod broke the Canadian hour record at the Island track, Toryesterday, riding 29 miles 365 yards within the prescribed time. The record previously was held by T. B. McCarthy, who last fall covered 26% miles, and established new figures for the time. The first mile was traveled in 1:55, and all the records from two miles up to the distance ridden went by the board. Sixteen seconds was the time chopped off the old five-mile record, McLeod placing the figures at 9:59. The last mile was ridden in 1:59, while the last half-mile was covered in 55 seconds. McLeod's performance is at once meritorious and wonderful. THE NEW UNION.

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the first important meeting of the executive committee of the new organization, held at the Regent Hotel, in Washington. President E. C. Bald, Vice-President Arthur Gardiner, Secretary Tom Cooper, Corresponding Secretary E. Ed Spooner, Treasurer F. A. McFarland and Earl Kiser and J. Eaton, comprising the committee, proceeded to take cycling affairs in their own hands. Walter N. Wilson, of Buffalo, was appointed to exercise the same jurisdiction of the members of the racing organization as Mr. Mott has heretofore. Amos G. Batcheldor was appointed representative of the union to attend the meeting of the track owners, track promoting clubs and association conference to be held in New York on Oct. 10. Admission of amateurs to betive membership of trainers' associates, was decided upon, and the yearly fees were fixed. In regard to the L. A. W., a somewhat lengthy discussion ensued, as many wished merely to organize an inde-pendent association, showing only a spirit of friendly rivalry toward the older association. It was finally de-cided that the track rules of the L. A. W. would be adopted in their entirety, and that suspension of riders by the latter organization would be recogniz-

FOOTBALL. LONDON TEAM WORKING HARD. The football season will be opened in London on Saturday, when the Petrolia club plays here. A good game is assured. The local team will be stronger than ever this season. The practices were never before so largely attended. and the men are all working hard. Capt. Frank Hobbs at quarter bids fair to outdo his illustrious brother Jack. He is putting up a great game. Jack McNee and Cress Pigott will be the half-backs, and are playing well. Dick Hodgins and Percy Ashplant will likely be the inside wings. "Sal" Taylor and "Count" Norseworthy will be scrimmage men, and Fred Macfie one of the outside wings. Who the other members of the team will be is not yet

ed when just.

A BOOM FOR

Mr. Whitney's Silly Statement Refuted in Many Places.

Good Work for Farmers-A Scare About Foreign Titles.

Ottawa, Oct. 4.-The unanimous decision of the court of appeal in the matter of the right of election constables to vote, has disposed of this matter in a manner that must be satisfactory not only to the supporters of the Provincial Government, but to all impartial and fair-minded citirespectable citizens in their rights, of continuous tunnel, but less on the which should never have been quesclean-cut, unequivocal manner which cannot even by the subtle intelligence. of Mr. Whitney and his supporters, be questioned or doubted. The action of the judges in handing out the simple negative "No," "No," "No," to the three questions propounded, is rubbing it in with a vengeance, and would ap-pear to indicate that there really was so little to be said on the other side that there was no excuse for rendering an elaborate judgment.

MUCH ADO ABOUT NOTHING. Even the most serious matters have their humorous side, and there is something decidedly comical in the Mail and Empire's contention the day after the decision was handed down, that the local government had made "a strange spectacle" of itself over the matter, which had "kept the ministers in a stew," although it was "after all a subordinate question." The denser intelligence of the ordinary mortal had been imagining all along that it was the opposition that was making "a strange spectacle" of itself, and had been "kept in a stew," and it certainly is remarkable that that which, after all, was but "a subordinate question," should have been so intensely exciting to Mr. Whitney and his followers that they repeatedly declared their intention to fight the question to the last ditch, every individual member of the opposition being urged, not only to vote, but to raise his voice in protestation. That which a month ago was one of the most dastardly outrages ever attempted upon the constitutional rights and libertles of the subject, is, after all, "a subordinate question." What "a strange spectacle," and what "a stew" to be in! GOOD ROADS BOOMING.

Attention was called in these letters some six weeks ago to an absurd statement of Mr. Whitney's that not a mile of good road had been constructed or bad road improved as the result of a good roads commissioner. It was then pointed out that there was scarcely a township in the province that would not give practical refutation to the statement. A day or two ago the Toronto News, an out-and-out Conservative paper, stated that within the last two years the towns of Niagara Falls. St. Catharines, Galt, Berlin, Stratford, Chatham, Owen Sound, Collingwood, Parry Sound, Barrie, Lindsay, Brockville, Cornwall, Kemptville, Ingersoll and Woodstock had all taken up the

alone in machinery, material and labor. Throughout the country sections of the province the expenditure is even

greater.

question of road improvements exten-

sively, and it is estimated that at least

\$250,000 have been spent in these places

A SILLY STORY. The Canadian Gazette last Saturday published the official announcement of the imperial regulations governing the acceptance of foreign orders and medals by British subjects. This was an ordinary state document, of which scores appear in the course of a year, and had no unusual significance, and yet the ingenuity of the Mail and Empire's Ottawa correspondent was equal' to the task of discovering that it was prepared and published as a direct and studied reproof to the premier. Some of the boys seem to have to work their imaginations pretty hard to earn their

salaries these days. GOOD WORK FOR THE FARMERS. The annual report of Prof. Saunders, director of experimental farms, upon the cereal crops at the Central Farm here, has been issued. He states that the season has given excellent grain is shown by the fact that during the erops, and some of the best existing last season 120,000 persons ascended the

varieties yielded larger returns than any heretofore. The report proceeds to give the details of the yield of 65 varieties of oats, 48 varieties of spring wheat, 28 varieties of six-rowed barley, 21 varieties of two-rowed barley, besides peas, winter wheat, etc. The information thus disseminated will be of great practical value to the farmers, and is one more evidence of the splen-did work being done for the agriculturist by the government.

THE RATTLE OF THE RAIL

High Praise for the Manager of the Wabash.

The Local Railway Rates-Underground Travel-Heat in Tunnels-Mountain-Climbing Roads.

VICTORY FOR THE M. C. R. The Michigan Supreme Court, in an opinion filed Monday, reversed the decision of the Wayne County (Detroit) Circuit Court in the case brought by Governor Pingree to compel the Michigan Railway Company to sell mileage books at a flat 2-cent rate. The court holds that the company, under its special charter, has a right to fix its own tolls; that this is a vested right which the state must pay for if it

takes it away. A POPULAR MANAGER. A Wabash man, in speaking of the kindness of General Manager Ramsey, said: "Ramsey could not sleep at night if he thought he had abused one of his subordinates. His personal care and attention of men under him, even to the oilers on the engines, is one of his striking characteristics. The result is that every Wabash employe loves Mr. Ramsey. When traveling, he always inquires of conductors if there are any other Wabash employes on the train, and if so he personally that there is a pleasures of the present the pleasures of the present the pleasures of the pleasur invites them to share the pleasures of his private car. The general manager does not smoke or drink, and he main-tains that men engaged in railway service cannot conscientiously indulge in the luxuries and pleasures of the common folk."

LOCAL PASSENGER RATES. Mr. D. McNicol, passenger and traffic manager of the Canadian Pacific Railway, is reported to have said, in connection with local rates, that the matter stands just where it did when the local cut rates were put into force, the cause for such action being considered to be just as much in evidence now as it was then. So long as the Grand Trunk Railway shows a dis-position to work with the American railroads, as against the interests of the Canadian Northwest, by diverting traffic to the United States, so long would the cut rates remain in force.

HEAT IN TUNNELS. A writer in the London Times, dealing with the Simplon tunnel construction, now just begun, compares it with the St. Gothard and Mount Cenis tunnels. In the former, with the length of nine and one-half miles, he says the steepness of the gradient rendered necessary the adoption of the corrscrew tunnels, but he expresses the opinion that if the railway were to be constructed now it would be at whole than the main and corkserew tunnels together give now. The height cannot, even by the subtle intelligence | the rock, and this was the primary cause of the 600 deaths among those employed in the construction of the tunnel. Inefficient ventilation and the exposure of the men to an Alpine climate, while returning to their homes heated and wet to the skin, and their returning to work again in insufficiently dried clothes, of course, worked havoc. He further adds that in a short time the increasing traffic will render a second St. Gothard tunnel necessary.

UNDERGROUND TRAVEL.

In the Mount Cenis tunnel, nearly eight miles long, the gradients are 1 in 33 on the Italian side, and on the French 1 in 40. Extensive, but almost obsolete arrangements, are made for ventilation, but rooms are provided at intervals into which the workmen may and which are supplied with fresh air, drinking water and the teles phone.

The Simplon tunnel will form the most direct communication between Berne, Lausanne and Geneva to Domo d'Assola, Milan and the north of Italy, and it has the great advantage of being on a comparatively low level.
While the altitude of the St. Gothard is 3,789 feet above the sea, and that of the Mont Cenis is 4,247 feet, the Simplon is only 2,312 feet. Another great advantage it will possess is that the approach on the Swiss side will be of the simplest character. The Jura-Simplon Railway has its terminus in Brieg, in the Rhone valley, and the tunnel mouth will be on the present level of, and at a short distance from the end of the existing sidings of Brieg station. The length of the tunnel will be twelve and one-half miles,

the Italian end being at Iselle. MOUNTAIN CLIMBING ROAD. Peru, of all the countries of the earth, has, strange to say, the most wonderful mountain-climbing railways, says the London Chronicle. The Central railway, which starts from Callao to cross the Andes, has a rise of nearly 16,000 feet above the sea level, while the Southern Railway of Peru, which leaves the coast at Mollendo, climbs to a height of only a little less than

15.000 feet. What is in some respects, perhaps an even more marvelous instance of a mountain-climbing railway is that which at the present time is being constructed with considerable rapidity from Scheidegg, around the great glacier of the Eiger, past the Monch, up to the top almost of the Jungfrauthe height of the station near the summit being 13,668 feet above the

level of the sea. The locomotives to be used on the line are to have cogwheels fitting into a rack, the openings in which correspond to the teeth of the wheels, the rack being placed between two steel rails of the ordinary adhesion pattern. The motive power is to be supplied by electricity, while the tunnels and galleries will be lighted by incandescent electric lamps. It is expendent to the supplied by incandescent electric lamps. pected that the line will be in opera-tion to the top of the Jungfrau in three or four years, and its total cost

is estimated at £400,000. These rack railways are by no means confined to Switzerland, but are to be seen working in many other countries of Europe, in Syria, Sumatra, Japan, in Mexico, Bra I, Chili, Venezuela, the United States, Maderia and the West Indies. The only English rack rail-way of any importance is the Snowden Mountain Railway, which last year carried some 12,000 passengers.

Rigi line, while upwards of 50,000 passed over that of Motint Pilatus. The highest rack railway is that on Pike's Peak, Colorado. The total mileage of all the rack railways in the world, counting in those which have the rack and pinion for a part only of their systems, is a little under 1,500 miles.

NOTES NOTES.

The Union Car Company, of Buffalo, will build 300 gondolas for the Pennsylvania. The new Union Pacific has declared a dividend of 1½ per cent on the pre-ferred stock. The total dividend amounted to \$1,125,000.

It is officially announced that the Michigan division of the Vandalia will be sold at foreclosure sale at Craw-

fordsville, Oct. 20.

The Empire State Express, over the New York Central, is now a complete Wagner train, consisting of baggagg car, two day coaches, a buffet car and a parlor car.

S. H. Mallory, one of the leading railroad builders of the west, says that

next year will be one of the greatest for railroad building in the history of

the country.

The Wabash fast mail on Monday night made the run from Delphi to Lafayette, a distance of 18 miles, in 17 minutes. There were seven cars on the train.

The 60-foot rail on standard tracks has passed the experimental stage, and the roads which began using them three years ago are now ordering more of the same kind for renewals.

The United States National Association of Merchants and Travelers and prominent railroad men are formulating plans at Chicago for an effective

crusade against ticket scalpers. Congress may be asked to pass an anti-scalping law. "East to the West" appears on the title page of the Canadian Pacific's newest book of information to travelers. The book is neatly illustrated and well written, and is at once a pocket

guide and index to China, Japan and other eastern countries.

The Prussian state railroads have provided special baggage cars for bicycles. These cars are attached to certain evening trains running into Berlin from nine suburban towns, to which Berlin wheelmen habitually make excursions, and at these sta-tions something like the American check system has been introduced, chiefly for shipping bicycles.

the Pacific coast by Armour are returned loaded with fruit. This gives the new Field-Armour-Hill combination another big pull for B. and O. traffic, as the arrangement with the fruit shippers are such that the bulk fruit shippers are such that the bulk of the through business can be secured by the consolidation.

The management of the L. E. and D. R. R. propose making several changes in the E. and H. at Dresden shortly. The station is to be removed to a point near the residence of John McVeen and the line will run across McVean, and the line will run across the field belonging to Amasa Wright and up Victoria avenue, and thence to a point connecting with the line as it runs now. The change in the position of the station will make it much more convenient to travelers.

"YELLOW KID"

Are Not a Paying Investment-The New York Sensation-Mongers Sobering Down.

New York, Oct. 5 .- A rumor is ourrent on Park Row to the effect that, after a year and a half of dickering back and forth, Joseph Pulitzer, of the World, and William R. Hearst, have come to an understanding regarding the future business policies of their rethe future business policies of their respective papers. and that, after the present campaign, the possessions of both men will be run on about the same lines.

The intention is to increase the price of the morning and evening editions of the World and Journal to cents and arrange a schedule of advertising rates to be maintained by the business managers of the four papers. It is a well-known fact that the Journal and World have never made a dollar out of their circulation departments since the price of the papers was reduced to a cent, indeed, the more papers printed and sold the greater has been their mutual loss. too, the managers of the Hearst estate have of late been looking into the receipte and expenditures of the Journal, and have concluded that Mr. Hearst's policy of management has

proved a flat failure. A move toward the cutting down of expenses is to be made. Men in charge of the sporting, theatrical, Wall street and like bureaus are now com-pelled to do the work of both papers. The losses of the papers during the war have been enormous.

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