CANADA'S BIG RAILWAYS.

AN INTERESTING LETTER FROM PRESIDENT VANHORNE.

The Past, Present and Future Policy of the Canadian Pacific Railway—Its Reputed Hostility to the Grand Trunk Denied—Railway Absorption and Extension.

LONDON, Jan. 25.—The following letter appears in to-day's papers:

MONTREAL, Jan. 14, 1889.

SIR: In accordance with the wishes of the directors of this company at their meeting to-day I beg leave to make the following reply to your favor of Dec. 19, covering a memorial signed by a large number of the shareholders of the Grand Trunk Railway Company of Canada and the Canadian Pacific Railway Company, drawing attention to the hostility apparently existing between these companies, and urging the importance of more harmonious working.

At the outset the directors desire to disclaim any feeling of hostility on their own part, or on the part of the officers of the company, towards the Grand Trunk Railway. They fully concur in all that is set forth in the memorial of the shareholders as to the desirability and importance of the most harmonious relations, and it has been their wish all along to cultivate such relations.

The policy of the Canadian Pacific Company as regards the extension of its lines to various parts of the Provinces of Ontario and Quebec has been made use of to create the impression that a feeling of hostility exists. There can be nothing else to indicate anything of the kind, because the Canadian Pacific Company has carefully refrained from any opposition to any of the projects of the Grand Trunk Company or interference with its legislation or its financial operations, and it cannot be charged that it has, where competing with the Grand Trunk for traffic, acted in any but the most neighborly and honorable manner, or that it has not at all times shown a strong desire to co-operate in the maintenance of proper rates, and to guard against the abuses which have elsewhere resulted from competition. Indeed, since the beginning of the competition between the two companies, disturbances in their rates other than those resulting from outside causes, beyond their control, have been exceedingly rare. The wholesale cutting of rates and the other evils growing out of fierce competition, which have brought many of the neighboring American lines to the verge of bankruptcy, have been almost unknown between these two companies, and it is safe to say that nowhere else in America are rates more uniformly maintained and nowhere is the public better satisfied.

The C.P.R.'s Territorial Policy.

It can only be, therefore, the territorial policy of the Canadian Pacific Company that can be pointed to as indicating a feeling of hostility on its part, and in order that its policy in that respect may be better understood, I am desired by the directors to say that from the inception of their enterprise it was apparent that the main line of their railway must depend largely upon the traffic between the great Provinces of Ontario and the Canadian Northwest and the Pacific coast for its support, Ontario being, in point of traffic, equal to all the rest of the Dominion; that in fact this traffic was absolutely necessary to the success of the enterprise; that the Grand Trunk Railway could not be depended upon to bring this traffic to the Canadian Pacific, because its interests would bear heavily in the direction of its much longer haul to Chicago; that nothing short of an exclusive arrangement with the Grand Trunk covering this traffic would be of any practical use; that even if the Grand Trunk were to ignore its many important connections at Chicago, and enter into an exclusive arrangement with the Canadian Pacific, the power of these connections to divert from the Grand Trunk a vastly greater traffic would not admit of the hope of the long continuance of such an arrangement; that at best, as experience everywhere has proved, mutual interest only could be depended upon for the satisfactory working and permanency of such traffic arrangements, and the mutual interest did not and could not exist in this case; that even with the strongest agreement that could be made, the vast capital to be invested in the main line of the Canadian Pacific must remain at the mercy of the Grand Trunk Company, for without the Ontario traffic, the Canadian Pacific could not have existed during its earlier years; that the most carefully drawn agreement could not afford adequate protection, because in case of the wilful diversion of this traffic from the Canadian Pacific, it might be seriously crippled before it could secure its rights through the slow processes of law.

It would have been unwise in the extreme to have left the enormous interest of its shareholders in such a perilous position, and therefore, impelled by the force of circumstances and not in the slightest degree by hostility towards the Grand Trunk Company, the Canadian Pacific turned its attention to the provision of such lines and connections in Ontario as would effectually make these interests secure by the time the main transcontinental line should be completed.

The Grand Trunk Charged with Hostility.

The unfriendly and even hostile spirit displayed by the Grand Trunk Company from the beginning gave additional force to the reasons which actuated the Canadian Pacific Company in deciding upon this course.

A connection with the Great Western Railway of Canada, whose lines reached nearly every important place in the Ontario peninsula, naturally became the first object of the Company, but the first step in that direction was met by the absorption of the Great Western by the Grand Trunk. The Midland system and other independent railways were absorbed as quickly as possible. Whether any of these lines were absorbed for the profit of the Grand Trunk or only for the purpose of heading off the Canadian Pacific at any cost may possibly be determined by an examination of the subsequent results of their working, and the result of such examination will probably be found to apply equally well to the more recent absorption of the Northern and Northwestern Railway.

The C.P.R.'s Ontario System.

One step on the part of the Canadian Pacific towards independence involved another, until, in 1882, its present Ontario system was planned. It may easily be seen that in planning such a system it was most important, while keeping the main object in view, to so arrange the lines that they might draw to their support the traffic from as many sources as possible, because as feeders only of the main line they could not in themselves be profitable.

The local lines west of Toronto, in order to be worked with advantage and profit, had to be connected with Montreal; and with the additional object of bringing an important district within reach of the Canadian Pacific, the line from Toronto to Smith's Falls was made, and subsequently the rapid growth of traffic made necessary the extension of this line directly to Montreal to avoid the great loss in distance in the detour by the way of Ottawa. The Canadian Pacific, quite early in its history, and in order to ensure its connections with the Atlantic seaboard, had acquired the control of certain lines south of the St. Lawrence River and east of Montreal. This involved the construction of a bridge across the St. Lawrence—the Grand Trunk bridge being difficult of access and insufficient for the additional traffic. In establishing its connections with the seaboard, connections were incidentally made with the great manufacturing cities of northern and central New England.

Recently, but pursuant to a long matured plan, the Canadian Pacific has been extended across the State of Maine to a connection with the railway system of the Maritime Provinces of Canada—an extension demanded in the public interest as well as in the interest of this company. There is a large traffic between these provinces and Western Ontario, making local connections in Ontario doubly important.

The Detroit Extension.

The traffic between the New England States and Chicago and farther west is very large and profitable, but while reaching it most advantageously at the east the Canadian Pacific has been unable to carry it for want of independent connections at the west. The only break in connections is between London, Ontario, and the Detroit River—110 miles—and on the closing of this gap the full use of no less than 1800 miles of the company's lines east of it depends. Whether or not the comparatively short line necessary to the closing of this gap must be made in the vicinity of two existing lines the gap must be closed. Its importance can hardly be over estimated. It will enable the Canadian Pacific at once to share in a traffic almost as important as any in America and from which it is now effectually debarred.

In the hope of avoiding the construction of a new line, attempts were made to secure rights of user or equivalent rights over that of the Grand Trunk; but these efforts were unsuccessful, conditions in nowise relating to the question having been named by the Grank Trunk at a time when the Canadian Pacific had already delayed its work to the utmost limit of prudence and could delay it no longer without the loss of another season. It is difficult, if not impossible, for anyone at a distance and not familiar with all the conditions surrounding such a complicated question as that of the joint use of a section of 110 miles of railway, by two companies in active competition for the same traffic, to judge of the reasonableness or unreasonableness of either party, but the directors of this company are convinced that every reasonable effort was made on its part; and, in their opinion, a careful reading of the recently published correspondence between the officers of the two companies, clearly proves that only the question of rental stood in the way of an agreement up to the time the negotiations were brought to an end by the introduction of the foreign conditions before mentioned.

The Grand Trunk's Conditions.

One of these conditions was that the Canadian Pacific should discontinue the carriage by its own line of its through freight traffic between Toronto and other Western Ontario points and all the territory reached by its main line west of North Bay, and yield all of this traffic to the Grand Trunk for carriage over its shorter line between Toronto and North Bay, on terms to be settled by arbitration. The Canadian Pacific had offered independently of any other question and in a neighborly spirit, to permit the Grand Trunk to carry this traffic over its short line at the estimated cost of its carriage over its own longer line. Whether or not this offer was based on a correct estimate of the cost it should be remembered that the Grand Trunk has no claim whatever upon the traffic and that the Canadian Pacific was satisfied to continue its carriage at the rates proposed.

A proposal to submit a question to arbitration usually carries with it an impression of fairness; but there are questions which are not proper questions for arbitration. One party in the legitimate enjoyment of a business cannot reasonably be asked to submit to arbitration the terms upon which it shall be surrendered to a competitor.

This company has not been unwilling at any time to arrange this traffic matter with the Grand Trunk, independently of other questions—indeed, it has been so arranged quite recently.

A Wide Difference.

The other condition was that the Grand Trunk should have the right of user over the Sault Ste Marie branch of the Canadian Pacific; but while without a knowledge of all the circumstances, a proposal to exchange rights of user seems fair and proper, there is a wide difference between the question of the joint use of the Grand Trunk line between London and Detroit and the Canadian Pacific line between Sudbury and Sault Ste Marie. In the one case the line has a double track, in greater part, and its use to the owner is certain to be largely diminished upon the completion of the Sarnia tunnel. In the other, the line is a new one, with but a single track, and promises to have almost immediately all the traffic it can conveniently carry.

The Canadian Pacific was in a position to make immediate use of the Grand Trunk line and to commence at once the payment of the rental and its proportion of the cost of maintenance and of the other expenses to be borne jointly. The Grand Trunk, on the other hand, was 100 miles away from the nearest point of connection with the Sault Ste Marie line, had taken no steps towards covering the intervening space, would have to go hundreds of miles beyond Sault Ste. Marie to find a railway free to interchange traffic with it, and wanted practically an option as to the right of user to be exercised or not as it might see fit in the indefinite future.

The Grand Trunk's Alleged Policy.

The action of the Canadian Pacific Company in extending its line to Detroit has been pointed to as indicating a hostile and aggressive policy; but it should not be overlooked that the extension of the Canadian Pacific to the Detroit River is a direct consequence of the absorption so industriously pursued by the Grand Trunk for the past seven years; to refer to the purchase by that company of the North Shore Railway between Montreal and Quebec for no other possible purpose than to keep the Canadian Pacific out of Quebec, the Grand Trunk Company having already a line of its own between the two cities,—a purchase which was only relinquished after provision had been made by the Government upon the demand of the public for the construction of a third line.

Whether or not the recent absorption of the Northern and Northwestern railways by the Grand Trunk will involve the construction by the Canadian Pacific of a line of its own between Toronto and Sudbury will depend entirely upon the policy of the Grand Trunk in regard to Ontario traffic to and from the Canadian Northwest. The Canadian Pacific Company has no desire to make this line and will not do so unless it should become absolutely necessary to the protection of its interests.

The directors of this company feel that the results have fully justified the policy they have pursued in reference to auxiliary lines, and they believe that without these lines the Canadian Pacific could not possibly have reached its present strong position. They believe, too, that in but one case, where the company has already acquired lines or undertaken the construction of lines of its own, could the lines of the Grand Trunk Company have been made use of without great disadvantage. The only case in which the joint use of a section of the Grand Trunk Railway seemed either expedient or practicable was that of the line between London and Detroit.

The Future.

The company has in no important particular deviated from the policy and plans decided upon in 1882. These plans lack but little of completion. How soon they shall be completed and whether they shall be completed in full must depend upon circumstances; but in carrying them out the directors will be happy, as they would have been in the past, to utilize as far as possible the lines or other facilities of existing railways, if that can be done without the sacrifice of efficiency or independence. They have no desire to injure the property of their neighbors or to incur any avoidable capital expenditure.

The directors beg leave to point out that so much as may have been unsatisfactory in the experience of the Grand Trunk Company in the past three or four years must be attributed to other causes than Canadian Pacific competition; for they have reason to believe that at nearly all competing points the earnings of the Grand Trunk have been larger than before this competition began, excluding, of course, the accident of bad crops. The impetus given to trade and manufactures by the advent of the Canadian Pacific has resulted in a profitable traffic for itself and an increased traffic for its neighbor.

The directors wish further to say that next to the prosperity of their own railway, there is nothing that intelligent self-interest would lead them so earnestly to desire as the prosperity of the Grand Trunk.

I have the honor to be, sir,

Your obedient servant,

WILLIAM C. VAN HORNE,

President.

Alex. L. Secretan, Esq.,

Acting Secretary for shareholders, London.

MUSIC AND THE DRAMA.

The Night of Burns at the Pavilion—Other Amusement Matters.

Yesterday was the 130th anniversary of the birth of Robbie Burns, Scotland's immortal poet. The Caledonian Society of Toronto, ever willing to give honor to whom honor is due, arranged a fitting celebration for the return of Burns' natal day, and success crowned their efforts. The Pavilion was crowded with enthusiastic Scotch folk, and they had national music to their heart's content. A program of 22 numbers was not enow, and encores were so frequent as to become monotonous and to unduly prolong the proceedings. Scotch and British banners were displayed, the melodious bagpipes were in full blast, the Highland Fling, sword and other dances had their places in the program, and a Scottish choir of 40 voices rendered favorite concerted pieces. The solo vocalists were Mrs. Schultz, Mrs. McArthur, Mr. G. M. Davidson, Mr. Fred. Warrington; Mr. C. Munro was the piper, Mrs. Blight pianiste. Most of the songs were Burns', and the only incongruity in the concert was the in ane effusions given by Mr. W. E. Ramsay in character, which by the way were the same as he gave on the same platform the previous night. Miss Jessie Alexander admirably recited the "Execution of Montrose" and some other Scotch and an Irish piece. "Auld Lang Syne" was as heartily sung as "God Save the Queen." The Caledonian Society Burns' celebration was a success. The committee made efficient stewards, and these officers were on the platform: Hugh Miller, president; Robert Swan, 1st vice-president; Dr. Daniel Clark, 2nd vice-president; Alexander Ross, treasurer; William Adamson, secretary.

TO BURNS.

Great Bard of simple rustic song!
Thy notes are tender, true and strong,
Fresh from the heart;
Among the soul-inspired throng
Thou beat'st a kindly part.
Filled with the heat of Genius' flame
The numbers from thy lyre came
Unfaltering, free,
To spread a glory round thy name
In days to be.
Whether the delights of Spring,
Or Winter's sorrows, thou dost sing,
In many a melting strain,
With equal hand thou sweep'st the string,
And wak'st the high refrain.
Thy heart was open to receive,
With joy to joy, with grief to grief;
Thou felt for care,
And of all grief and misery
Thy heart had share.
Above thy grave still praise and blame
Illumine and bespot thy name;
But what car'st thou!
Far from the sound of earthly fame
Thou sleepest now.

—J. Kerr.

Other Amusement and Musical Matters.

There will be a matinee and evening performance at the Grand Opera House to-day when Kate Castleton will conclude her engagement. "Mazeppa" at the Toronto this afternoon and this evening.

Mr. E. W. Gardner has accepted the position as one of the directors of the Cyclorama. Mr. Gardner's extensive knowledge of the amusement world ought to fit him specially for the position. The Brown Jubilee Singers will appear this evening.

By special request the Hungarian Band will give the beautiful "Annie Laurie" at the Permanent Exhibition this afternoon and evening.

Starting with Monday next the prices of admission at Jacobs & Shaw's Opera House will be reduced from 15, 25, 35, 50 and 75 cents to 10, 20, 30 and 50 cents. This will be welcome news to the patrons of this theatre. All next week Mrs. McKee Rankin and her company will be seen in a "The Golden Giant." Mrs. Rankin, as Bessie Fairfax, is said to have made a great hit in the character wherever she has appeared.

Minnie Palmer's engagement at the Grand Opera House next week promises to be one of the most prosperous of Manager Sheppard's season. He is putting forth extra exertions to handsomely place Minnie Palmer's plays upon his stage. The star herself is declared to be in excellent voice and as graceful as of yore. Her company is also pronounced the best she has ever had. "My Brother's Sister" begins the engagement and continues for the first four nights, to be followed the rest of the week by "My Sweetheart."

The Misses Morton lady quartette gave their first entertainment last evening to a goodly house at Shaftesbury Hall. They were ably assisted by Messrs. W. E. Ramsay and James Fax. To-night they give their second and last entertainment.

The Western Congregational Church will give an organ recital and vocal concert on Thursday, Jan. 31, the occasion being the opening of their new organ. They have been fortunate in securing Toronto old favorites, Dr. Chas. F. Davis, now of Ottawa, who will open the organ with some of his choicest selections, assisted by another favorite, Miss Jessie Cornett of Detroit, Mrs. S. H. Manchee and Mrs. M. Dickson and the combined choirs of Bond-street and the Western Congregational churches.

Mr. W. O. Forsyth, teacher of harmony and composition, and pupil of Jadassohn for composition, will lecture upon analysis and musical form at the College of Music at an early date. The lecturer will give a critical explanation of the works under performance, showing their distinctive features and peculiar form.

Strengthens the stomach, aids the digestive organs. Dr. Hodder's Compound has no equal for indigestion. Try it. All dealers. (75c., wish pills $1.)

Among the Societies.

Missionizee Tribe, Improved Order of Red Men, held their regular monthly meeting last night in Shaftesbury Hall. H. Yuille was in the chair. Arrangements for a concert to be held on Feb. 8 were considered.

A special meeting was held last night in Shaftesbury Hall by Kent Lodge, S.O.E., for the purpose of advancing a number of members to the White Rose degree. C. Reeves, P.P., conducted the ceremony.

The newly elected officers of Ontario Lodge, K. of P., were installed last night in Victoria Hall, under the direction of F. W. Nye.

L. O. L. No. 173 held its regular meeting in Victoria Hall last night. E. Major occupied the chair. After business the members adjourned to York Hotel, where they partook of their annual supper.

Excelsior Branch of the Juvenile Foresters held its regular meeting in Temperance Hall last night. Bro. Stevens, President, in the chair. Four candidates were initiated.

Toronto City Council, No. 2, R. T. of T., met last night in Temperance Hall and initiated several candidates. F. Nibbs, E.C., occupied the chair.

Loyal Metropolitan Lodge No. 6334, I. O. O. F., M. U., held their regular meeting Thursday evening with N. G. Bro. G. Chessell in the chair. The attendance of members and visitors was good. One member was initiated, also several members of a new lodge to be opened in North Toronto, Feb. 24.

The stationary engineers met in Shaftesbury Hall last night. A. Wiggins, president, was the chairman. Three new members were elected.

A Very Expensive Luxury.

The appeal by the city against Mr. Justice Robertson's decision in the matter of the Board of Works investigation was undertaken against the express advice of the City Solicitor and consulting counsel. The result of the last set back received by the city at Osgoode Hall on Thursday is the compelling the city to pay out costs amounting to little under $500. This sum, added to the thousands already gone before, is making the Board of Works investigation a most expensive luxury to the citizens.

Ladies, Attention.

Mr. Lydon, who for many years past has held periodical sales of silverware, china, &c., at Oliver, Coate & Co.'s rooms, will hold a supplementary sale at the same place on Monday, Tuesday and Wednesday next. The entire contents of eighteen cases of the most exquisite ornamental china will be offered at auction, also a large lot of marble clocks, &c. Ladies should visit Coate & Co.'s rooms and inspect the china. Sale daily at 11 a. m. and 2.30 p. m.

Many leading physicians prescribe Dr. Hodder's Cough and Lung Cure. Ask your dealer for it. 25c. and 50c.

3-YEAR-OLDS IN SPRING.

CAN THEY COMPETE SUCCESSFULLY WITH OLDER HORSES?

The Subject Discussed in England—A Big Racing Establishment—Boyle's Horses at Monmouth—H.C.Y.C. and T.Y.C. Meeting—Shooting at Blackbirds.

The following letters reprinted from The London Sporting Times are from leading English owners and trainers on the question: What improvement does a two-year-old make during the time which intervenes before he has to assume responsibilities of a three-year-old? The question is a vital one and affects not only owners and trainers but handicappers and the general racing public as well. The questions answered came in response to a circular in which the questions were put as follows:

(1) Is a three-year-old in March, at a mile, capable of a greater task than he could have accomplished as a two-year-old in, say, the previous October?

(2) Speaking generally, is a four-year-old better at a mile in March than he was the previous October? If so, how much?

(3) To what do you attribute the want of success of the three-year-olds in the spring handicaps?

Here are some of the answers to the circular:

THE EARL OF DURHAM.

1. Yes.

2. As a rule, not more than 3 pounds to 5 pounds better. Of course there are exceptions in the cases of big, overgrown horses.

3. The best three-year-olds seldom run in the spring handicaps.

I attribute the failure of three-year-olds to the fact that they are necessarily ridden by small boys, who cannot get as much out of their mounts as good jockeys can.

LORD LURGAN.

1. Generally speaking, I think not. Very few trainers, I should think, would care to have valuable three-year-olds as fit by March as they were in the previous October, so it is hard to give an opinion.

2. Very little. I should say not more than 5 pounds at most.

3. Very few of the first class three-year-olds are entered. Those that are are probably not quite wound up, and they have the disadvantage of being ridden by very light weight jockeys or apprentices.

THE RIGHT HON. JAMES LOWTHER, M.P.

1. Some undoubtedly are, while others show little, if any, improvement, some even going back from their autumn form.

2. A three-year-old is likely to be as good at the end of that year as he will ever be afterwards at a mile or under; while in many cases a winter's rest and loss of condition places him at a disadvantage when set going again.

3. To the fact that older horses who have got to their best the previous year, and remain where they are, stand a better chance than younger animals in their preparations for early spring engagements.

THE DUKE OF BEAUFORT.

1. Certainly, but some make more, some less, improvement, according as they have wintered. I once knew a horse improve from October to April 12 lb. over his stable companions.

2. Certainly, but how much varies very much in different horses. You can lay down no rule.

3. The lightweights, comparatively, put out the older horses.

LORD COVENTRY.

1. Speaking generally, I think not.

2. Certainly. The scale of weight for age at present in force, in my opinion, is a fair estimate.

3. Winter frosts often interfere with work, and the older horses do not require so strong a preparation as the 3-year-olds.

LORD EDWARD SOMERSET.

1. Yes, if he has wintered well.

2. I should say certainly; but how much depends on the different animals in the stable, which could be found out at home.

3. The middle-class old ones are chucked in as a rule, and the three-year-old is not quite up to his proper form so early in the season.

MR. JOHN PORTER.

1. Yes, certainly.

2. Yes, 7 pounds to 10 pounds.

3. Want of condition. In the spring three-year-olds are growing fast, and it is very difficult to get muscle on a young horse when he is growing. They require more time to get fit than older horses, and every week in the spring makes a great difference to them.

MR. SHERRARD.

1. Much depends upon the animal and circumstances. Answer to question.—No.

2. In all probability not so good.

3. Question much too important to answer so briefly.

MR. EDWARD MARTIN.

1. I should say decidedly he is.

2. As a rule, they are no better over so short a course, although in instances can be given where horses have improved, but they are exceptional cases.

3. Chiefly owing to light weights being unable to make the most of their mounts.

MR. JAMES WAUGH.

1. My experience is 3-year-olds are better in March than the previous October, when 2 years old.

2. In many cases 3-year-olds in September, October and November show better form than they are ever capable of showing afterwards.

3. To longer distances than they have ever raced at 2 years old. Boys riding instead of men and meeting four-year-olds and upward.

MR. SAMUEL DARLING.

The improvement of the racehorse generally is but little for the ages and time you mention, and nothing improves faster than the three-year-old in April.

TO SEND YEARLINGS NORTH.

New York to Become a Great Market for Thoroughbreds.

NEW YORK, Jan. 25.—The ice has been broken and Kentucky and Tennessee breeders will send their thoroughbred yearlings to this city, the natural market, to be sold. Gen. Wm. H. Jackson, proprietor of the famous Belle Meade Stock Farm, is the first to break away from the old custom, and the yearlings bred at that Farm and at Mr. Cheatham's, Cliff Lawn Farm, will be sold at Mr. Easton's new sale paddocks at Hunt's Point, Monday, June 17, two days after the great Suburban Handicap is run.

This is the first fixture for a sale of Southwestern-bred yearlings announced as yet, though Major B. G. Thomas of the Dixiana Stud has intimated semi-officially that he will sell his youngsters in this city this spring. J. L. Harris of the Hurstbourne Stud, Mr. Cheppu of the Meadowthorpe Stock Farm, J. B. Ferguson of the Kingston Stud, who has a lot of Longfellow yearlings, and J. T. Megibben of the Edgewater Stock Farm, have about decided to sell their youngsters here. The Spendthrift lot and some 50 animals bred on the various farms about Gallatin, Tenn., have already been consigned for sale here, including the youngsters bred by Charles Reed. These, with the Haggin lot of about 120 to be sold here, will make New York a livelier centre for thoroughbred sales this spring than even the most sanguine had hoped for. In fact, it looks as if the Woodburn lot would be the only important lot to be sold in the west this spring.

BOYLE SHORSES AT MONMOUTH.

Good Reports of the Canadian Turfman's Stable—Springfield Going Well.

MONMOUTH PARK, N.J., Jan. 25.—Young Charlie Boyle had Architect, Masterlode, Rosemont and Eminence on Jeter Walden's track yesterday, and gave them some slow work. They are all doing nicely and Charlie considers them the pick of his lot. In the fall the bay filly Christine by Kyrle Daly, out of Comanche, was looked upon as the most promising of the lot, as she could show the way to everything in the stable for three furlongs, but lately she has been ailing slightly and has not been asked to do anything, not even walking. Letritia's leg seems to have gone down considerably, but it is still very large and it is likely that she will not make her appearance until late in the season if at all. It is just possible that she may be used as brood mare and she should make a grand one, being by Tom Ochiltree, out of Letty, and having plenty of size and substance. Old Springfield is going through the winter in great shape, as is also Carroll. The latter has developed into quite a racy looking three-year-old, and as he showed great speed last year great hopes are centered in him.

A BIG RACING ESTABLISHMENT.

Hanover and Some Smart Dwyer Two-Year-Olds.

GRAVESEND TRACK, L. I., Jan. 25.—The Dwyers' big string wintering here keeps 48 men and boys busy all the time. Of course, the horses that are entered for the spring handicaps are receiving the most attention just now, as in a few weeks at the most they will have to be commenced on. Hanover is the first of the lot, and the question as to whether he will stand training or not, not only interests the Dwyers but every one who takes an interest in racing. Every day Frank McCabe is surer that he will, and he certainly looks like it, but then there is no telling how a severe preparation will affect him. Sir Dixon is looking very well, and the swelling in the hind leg where the blister was applied has almost entirely disappeared. Kingston, Bella B. and Bessie June all appear to have benefited by the long rest they have had and are looking very well. The bay colt by Luke Blackburn out of Tom Boy is one that the brothers expect something of this year. One day while he was walking in front of the old hotel, Mr. Mike Dwyer said: "There is a colt that if he don't turn out a race horse will disappoint me." The gray filly by Virgil out of Ann Fief has not showed up quite so well as was expected. Extra Dry, the brother to Dry Monopole, and Blue Bird, the brother to Blue Wing, are both looked upon as winners of some of the early two-year-old events, as in their work they have shown up very well. All the rest in the stable have gone through the winter in first-class shape, and in the whole stable there is not a case of sickness of any kind whatever.

Barrie Races.

Barrie proposes to hold a big trotting meeting on their famous mile track on August 20 and 21 next, and offers $1700. Besides local races, $300 will be given for each of the following classes: 3-year-olds, 4-year-olds, 3 min. class, 2.35 class and 2.30 class, and in addition a $50 gold medal will be awarded the first horse of the 3-year-olds, and a $50 suit of clothing (kindly donated by Charles Brown of the American Carriage Repository, Toronto) for the first horse amongst the 4-year-olds. Entrance in the 2.30 class is $30, payable in August, when entries close. In all other races entrance $25, payable $5 on 1st February, when entries close; $10 on 1st May and $10 on 1st July. Mr. A. E. H. Creswicke is the secretary.

Saratoga Races.

Charles Wheatly, as secretary for the Saratoga Racing Association, announces that there will be the usual meeting of thirty days at Saratoga during the summer of 1889, the dates for which will be duly announced. The stakes opened, to close March 1, are as follows:

TWO-YEAR-OLDS. *Added money.*

Flash, to carry 118 lb., half-mile	$700
Spinaway (fillies), 107 lb., five furlongs	700
Virginia, 118 lb., five furlongs	700
Tennessee, 118 lb., six furlongs	700
Misses' (fillies), 110 lb., six furlongs	700
Equity, 113 lb., six furlongs	700

THREE-YEAR-OLDS.

Foster Memorial, 122 lb., 1¼ miles	800
United States Hotel, 122 lb., 1¼ miles	1000
Pocahontas (fillies), 115 lb., 1 3-16 miles	1000
Relief, 115 lb., 1 mile 500 yards	1000

ALL AGES.

California, non-winning and maiden allowances, 1 mile	700
Excelsior, non-winning and maiden allowances, 1¼ miles	1000
Manhattan, penalties and allowances, 1¼ miles	1400
Congress Hall, non-winning and maiden allowances, 1 heats	800
Beverwyck, penalties and allowances, 1 mile 500 yards	1000
Adirondack Handicap, 1¼ miles	700
Kearney Handicap, 1¼ miles	1000
Grand Prize Handicap, 1¼ miles	1000
Morrissey Handicap, 1¼ miles	1000

The Association, having decided to discontinue hurdle races and steeplechases, announces that there will be five races on the flat each day, and that if there are more than fifteen entries for any purse they will be "split" and run in two races, with an extra purse for the second division. It is also announced that Capt. James Franklin will be the presiding judge for the meeting, with Mr. James Sheridan as starter.

Jersey City and Newark Sore.

NEW YORK, Jan. 25.—The directors of the Newark Baseball Club feel very sore about the action of the International Association in not admitting them for membership next season.

Jersey City feels about the same, for it is asserted that the Jersey men were certain that the Buffalo plans were well arranged. It was supposed that President McConnell, of the Toronto club, was in favor of Newark and Jersey City being admitted. As least he assured the representatives that he was with them, but at the meeting he appeared as a supporter of the defunct Hamiltons, and helped make up the $1200 forfeit required by the association.

It is rumored now that there may be no Newark team in the field next season. The local supporters who were willing to spend money in backing an International team in 1889 care not to do the same in a very weak league like the Central. It is openly stated that, according to the present condition of the Central League, the Jersey clubs will hardly continue in membership, and the diamonds of Newark and Jersey City will remain unoccupied.

Dust From the Diamond.

Bothemus has signed with Toledo to play centre field.

Bingham, the ex-college pitcher, has signed with Minneapolis.

The Baltimore club has traded first baseman Tucker for Hecker and Cook of the Louisville club.

Second Baseman Long of last season's Syracuse Stars has applied for a position on the Hamilton team.

Larry McLean of Detroit is anxious to obtain his release that he may accept an offer to captain, manage and play first base for the Evansville (Ind.) team.

There are eighteen men under contract to the New York club, and Manager Mutrie has arranged a schedule of exhibition games between nines of the club during April.

The Buffalo Express says that contracts have been forwarded to Lehane, Carroll, Grant and Hamburg, and that Barston, Kappell and Bittman will probably be released in a few days.

Pat Lyons, a well-known Toronto boy, who played second base with last year's Belleville, is expected will occupy that position the coming season for Hamilton. Lyons is a good player, as was evidenced in the benefit game of last season between Toronto and the Picked Nine, and his Belleville record, and would be a decided acquisition to the Ambitious City team.

AT THE TRAPS.

Local Sportsmen Shoot for Prizes at McDowall's.

The knights of the trigger assembled at McDowall & Co.'s grounds on Thursday afternoon and participated in several blackbird sweeps. The following are the scores:

First sweep—at 2 birds each; 3 traps, 18 yards rise.

W. Paul	1 1 1 1 1 1 1 1 1—9
W. Heatherington	1 1 1 1 1 0 2 1 1—8
J. Winchell	1 1 1 1 1 1 1 1 0—8
W. Stevens	0 1 0 1 0 0 3 1 1—5
F. Moffatt	0 1 0 1 0 1 1 0 1—5
J. Bowden	1 0 0 1 0 1 1 0 1—5

Second sweep—at 9 birds each; 3 traps, 18 yards rise.

Winchell	1 1 1 1 0 0 1 1 1—7
Mitchell	1 1 0 0 0 1 1 1 1—6
Heatherington	0 0 1 1 1 0 1 0—5
Moffat	1 1 1 1 0 0 1 0 0—5
Paul	0 1 0 1 1 0 0 retired

Third sweep—at 9 birds each; 3 traps, 18 yards rise.

Rice	1 0 1 1 1 1 1 1 1—8
Heatherington	1 0 0 1 1 1 1 1 1—6
Paul	0 1 1 0 1 1 0 1 1—6
Winchell	1 1 1 0 1 1 0 0 1—6
Moffatt	0 1 0 1 1 0 1 0 1—5
Mitchell	0 1 1 0 1 0 retired

Fourth sweep—at 12 birds each; 3 traps, 18 yards rise.

Paul	1 1 1 1 0 1 1 1 1 0 1 1—10
McDowall	1 1 1 1 1 0 1 1 1 1 0 0—9
Heatherington	1 1 1 1 1 0 1 0 1 0 1—9
Mitchell	1 0 1 0 1 0 0 1 1 1 1 0—7
Winchell	0 1 0 1 0 1 0 0 1 1 0 1—6

Fifth sweep—at 6 birds each; 3 traps, 18 yards rise.

Paul	1 1 1 1 0 1—5
Heatherington	1 0 0 1 1 1—4
McDowall	1 1 0 1 0 1—4
Mitchell	0 0 1 1 0 1—3
Winchell	1 0 1 0 1 0—3

A series of blackbird sweeps will take place at McDowall & Co.'s grounds this afternoon.

Royal Canadian Yacht Club.

A meeting of the members of the above club will be held at Shaftesbury Hall this evening at 8 o'clock for the purpose of receiving the report of the Executive Committee, authorized to arrange the details of amalgamation with the Toronto Yacht Club by the special general meeting of Nov. 24, 1888, and passing such alterations and amendments in the Bylaws as are rendered necessary by the amalgamation of the Toronto Yacht Club with the Royal Canadian Yacht Club. And for the purpose of electing a Commodore, Hon. Secretary and five members of the Committee for the amalgamated Club, to act as such until the annual general meeting in the spring of 1890, as provided for in the report of the Joint Committee dated April 21, 1888.

At the same time and place a meeting of the members of the Toronto Yacht Club will be held to elect a Vice-Commodore, Captain and five members of the committee for the amalgamated club to act as above.

Immediately after the above meetings a joint general meeting of the members of both clubs will be held in order to finally consummate the amalgamation by the adoption of the further report of the Joint Committee, including the alterations in the bylaws of the club, and by ratifying the election of those who have at the previous meetings been chosen as the officers and committeemen from each club.

Toronto v. All Ontario.

Between forty and fifty clubs have entered one rink each or the Bonspiel between the City of Toronto and All Ontario to be played in Toronto on Jan. 30. If John Frost will give the cutlers good ice for the occasion, they will be inclined to forgive him for his remissness in the earlier part of the season. Although this great match will be played on Jan. 30 it is almost certain that many matches will follow the next day.

It is rumored that the members of the Local House are mustering a rink of experts to strengthen the cause of Ontario, and with Pre mier Mowat at their head they think they will be sure to win for Ontario.

The Gold Points and La Intimidads are beyond all comparison the best 5c and 10c cigars on the market. No retailer's stock is complete without them. The trade and jobbers only supplied wholesale at

246 Spilling Bros., 115 Jarvis-street.

LISZT AND ALBANI IN LONDON.

A Torontonian on the Magnificent Reception to the Great Canadian Nightingale.

The following letter was written from London to his friends in Toronto by Mr. T. G. Mason of Messrs. Mason & Risch:

Even in this wonderful world of London, where great events happen almost daily and great men arrive and go in endless succession, April 3 (Saturday) can, and will be, set down as one of the red-letter days in its annals.

On that day, after an absence of 45 years, Liszt—the great master—returns, and musical London has done itself honor by honoring him, and giving him a glorious reception. On his way hither he stopped at Paris, and that gay capital gave him an ovation. Saturday evening he once more set foot on English soil, and here he is now, the lion of the day receiving homage from thousands.

The London papers will give you ample details of his movements, but I propose in the following lines to give you an account of his first public appearance at St. James' Hall the occasion being the final rehearsal of his oratorio "St. Elisabeth." The performance was admirable throughout, and as chorus after chorus rang out, and as the orchestra grappled with difficulty after difficulty, and rose higher and higher in the ascending scale of harmonies, it seemed to me as though Alpine heights were passed and we were taken bodily to the gates of the infinite, and shown glimpses of the glories beyond.

I was close to the Master, and watched the play of his features throughout—his was a study in himself—and I cannot myself resist the chance. First he sat silent and motionless as though in a profound study, anon his face would brighten up as some special passage was reached, and mastered by the orchestra, then a restful repose seemed to settle upon him, until the end of the "Orchestral Introduction" was reached, but as the voices wafted out the first chorus, "We Welcome the Bride," his wonderfully expressive face glowed (yes, that is the word) with a radiance of delight. Their attack, and crispness and clearness of voice was excellent and showed the stuff they were made of.

As the work proceeded, this play of feature seemed to increase, and when the end of the first part was reached, he rose from his seat and walked down the aisle to Mr. McKenzie and Madame Albani and warmly congratulated them; the audience, as by one impulse, rose and cheered and cheered for several minutes.

From this time onward Madame Albani sang as one divinely inspired. Never had I heard such singing, and never do I expect to hear such again. As she triumphed so Liszt was moved. It seemed impossible for him to remain in his seat, and at last he rose, and going forward again greeted her. It was hero-to-heroine between Elizabeth, Sophie,