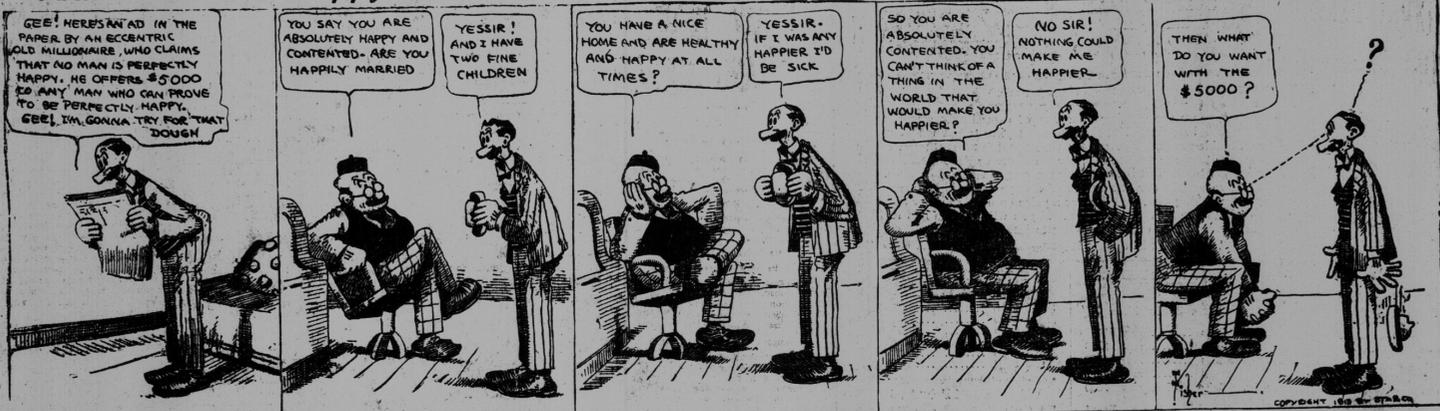


Mutt Wasn't as Happy as He Thought He Was

By "Bud" Fisher



The Middle Weights and the Bantams

FROM T. S. ANDREWS



Milwaukee, July 21—Some boxes change managers so often it is hard to keep tabs on them. Sam Murbarger is having just the opposite experience and is having a hard time trying to keep in touch with one fighter for any length of time. Sam managed some of the lesser lights and then took hold of Eddie McGoorty, but only for a time, when they parted. Then Sam annexed Jack Dillon, an Indianapolis middle-weight, and for a time they got along fine. Jack worked like a champion and at the present time is considered in line for title honors along with Jimmy Clabby, Frank Klaus, and Eddie McGoorty.

Now comes the split between Sam and Dillon, the latter having decided to look after his own business with the assistance of Brother Tommy. Sam was not idle long, having heard that Gus

Christie, a Milwaukee middleweight, had split with Teddy Murphy. As a result a conference was arranged for and it is a good bet that the two will hook up and try for some of the big things this fall. Christie has made an excellent showing in the last year and is considered a very promising 168 pounder.

The Bantams
There are probably more good bantam-weights in the country today than for several years, boys who can do the bantam-weight limit, 116 pounds ring-side, without the least trouble and give a good account of themselves. Since the days of Jimmy Barry, Harry Forbes and George Dixon, when the latter was classed as a bantam, the class has not been overstocked with extra good boys, but now there are numerous lads in the class who are far above the average among them (besides the champions), Johnny Coulon, Kid Williams, Eddie Camp, Charlie Letours, Digby Stanley, Bill Berman, Frankie Conway and Kid Mahoney. All are high-class boxers and a tournament among the lot would prove a most interesting event.

Nova Scotia and The I. C. R.

(Maritime Merchant)

The changes that have taken place in connection with the Intercolonial Railway, both with regard to the increase in freight rates and other matters in connection with the administration of the affairs of the road, seem to be meeting with pretty strong criticism in some sections of the country. The stand is taken that the I. C. R. was never intended to pay a profit and that if the road shows a deficit the rest of the country should bear a portion of it just the same as the maritime provinces do with regard to the operation of the government canals.

We are not prepared to say that the increase in rates between local points in the maritime provinces is not bearing heavily on certain industries, such as coal and lumber, to certain points, but unless we are very much mistaken we think the time has come when in the interests of the province of Nova Scotia an adjustment of rates that will be nearer in keeping with company-owned roads in the west is desirable. A few years ago our transportation problem in Nova Scotia was purely provincial, and good and cheap local services were all that we needed. But anyone who reads our article in last issue on the industrial expansion which has taken place in this province during the past twenty-one years must readily see that we are now almost as much interested in western markets as we used to be

pressed himself strongly on this point. But suppose that they did do it, suppose that from the time they reached a point where they met the I. C. R. competition they adopted I. C. R. rates—what would the rest of the country say that is now being served by the C. P. R.; what sort of excuse would they give to the railway commission for having lower rates per mile immediately east of St. John than they have immediately west? We think it is time we got over talking about pre-confederation promises, particularly if they conflict with practical business. In a previous article we said we did not believe that Nova Scotia could ever be very seriously affected by excessive railway charges so far as interprovincial business is concerned, for water carriage can always be depended on to set as a satisfactory corrective. There will, of course, be some exceptions, but government road or company road, whichever it may be, will have to make its rates reasonable in this province or else it will lose traffic to the steamers and the sailing vessels.

Halifax Oarsmen to Go

Halifax Record—The inter-city otopede (crews of eight scullers) race in which a team of Halifax amateur oarsmen will be pitted against crews from New York, Philadelphia, and perhaps Toronto cities, is now a fixture for the National championship regatta on the Charles River, Boston, Aug. 8 and 9. James P. Fox wires Saturday afternoon from Boston that he had secured a boat at Boston for the Halifax crew.

The eight will practice on the Arm in four in St. Mary's centipede boat, and though the team is not yet announced, Hart, Cogswell, Fitzgerald, Power and P. O'Neill, Scullion, Jas. Meagher, Hinch and Martin are among the men under consideration, as it is expected that most of these scullers will be rowing at the National any way, and will be available.

Kolapore Cup Scores.

New York, July 22—The wind was very puffy this afternoon when the shooting began for the Kolapore Cup. The score of the Canadians at the first range of the 300 yards were: Denholm, 31; Steele, 33; Steck, 30; Lee, 30; Freeborn, 33; Hawkins, 33; Richardson, 30; Taylor, 34. Total, 256. The Canadian scores at 500 yards in the Kolapore Cup were: Denholm, 33; Steele, 32; Steck, 34; Lee, 33; Freeborn, 32; Hawkins, 34; Taylor, 34; Richardson, 34. Total, 284. England, 271; India, 258; Australia, 261; Guernsey, 216; South Africa, 245.

Gave Jeannette Lively Battle
New York, July 22—Joe Jeannette, a veteran colored heavyweight tonight outfought Lester Johnson, a South American negro, in a ten round bout here. Jeannette had nearly twenty pounds advantage in weight and several times knocked down the South American, but the latter's persistent defence tactics saved him from a decisive blow. Jeannette weighed 192 and Johnson 178.

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by Dr. Robert Wahl, President of the Wahl-Henius Institute of Fermentology. We reprint from his letter.

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Authorities on the subject of the detrimental influence of light on beer are:
C. Lintner, Lehrbuch der Bierbrauerei 1875, S. 343.
Beck, Zeitschrift für das gesamte Brauwesen, 1882, S. 370.
V. Huth, Der Bierbrauer 1876, S. 127.
Ney, Allg. Zeitschr. f. Bierbr. u. Malzfabr., 1878, S. 273

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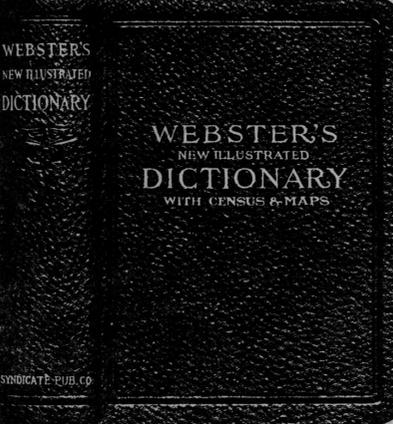
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