

RESCUED MEN OF HESTIA REFUSE TO GO IN BOATS

Capt. Newman-Last of the Willing to Leave the Wrecked Steamer—Thrilling Tale Told By Survivors—Letters in Local Office For Lost or Missing Men

Seal Cove, Grand Manan, N. B., Oct. 27.—via Seaport, Maine—It is now practically certain that the Captain and thirty-four men of the steamer Hestia have found watery graves, search among the islands and along the coast for miles around, where the disaster occurred, has resulted in failure to find any trace of the missing men, and as three days have passed since the vessel went on the fatal ledge it is contended that if the men got safely to land they should have been heard from by this time.

Fishing vessels, gasoline boats and craft of all kinds have been on the lookout for the survivors, but all report that no trace of them has been found.

Six men out of a total of forty-one are all that are left of the steamer's crew. They tell a thrilling story of the catastrophe and of their subsequent suffering while hanging in the rigging of the doomed ship for nearly thirty-six hours. The tug Lord Kitchener, which arrived from St. John this morning with George Dunlavy, of Robert Reford Company, and John Kelly, inspector of lights, had made two trips out toward the wreck. This morning she sailed out between the three islands and Whitehead to see if any trace of wreckage or of the captain's boat could be found, but although the shores all around were searched, nothing was seen.

Of the six men surviving four had chosen to remain with the ship and two were rescued after the boat in which they had set out was wrecked.

The survivors are: S. Stewart, third officer; Frank Morgan, second engineer; J. McVicker, John McKenzie, Joseph Smith, Barney Breen, seaman.

Among the officers missing are Captain Newman, Chief Officer McNair, Second Officer McPhun, Chief Engineer P. F. Munn.

In addition to the officers and crew there were four passengers, two boys (brothers), traveling in charge of a shipment of five horses owned by their father, but the names could not be learned. Their home was in Newport News (R. I.), and they were accompanied by one man taking care of the horses. There was also a young boy who, it was said, was being sent from Glasgow to St. John by the immigration authorities, and whose home was in Sandy Hill street, Glasgow.

The crew were all natives of Scotland, with three exceptions, Smith and Breen, who were natives of Ireland, and one of the missing, was a native of Port Defiance, Ireland.

When the steamer struck Third Officer Stewart was below and so unable to account for the cause of the wreck. He stated that as soon as he felt the shock he rushed on deck and assisted in getting the horses ready, there were four large boats and one small one, the boats were swung out on the davits about half an hour after the vessel struck and lowered to the water. It was very dark at the time and a high wind and sea made it a perilous undertaking to start out in an open boat. The two boats on the port side were carried away by the big sea that broke over her. In one of these boats the man in charge of the horses had taken his place and he was swept over in an instant.

The third boat, in command of the second officer, contained eleven men, but they were not destined to leave the ship in that way for in some manner the forward tackle was let go and the near tackle held, with the result that all on board were thrown into the water. Those who were thrown over to the men, and owing to the darkness, it was largely guesswork. Two of the occupants were saved, however, Morgan and McVicker.

Survivors Stayed from Choice

The captain was the last to leave and he went in the big lifeboat, in which there were at least twenty-five men and possibly more, if any were picked up from the boat that upset. Those remaining on the steamer did so from choice and they were fortunate in doing so.

Stewart says that bombs were sent up every ten minutes from the time the steamer struck until the boats left about 3 o'clock, but, although they were fired, they did not seem to have any effect on the ship, there was no reply other than the Whitehead, about four miles distant.

They also built a big bonfire on the forward deck using a number of the beds on the steamer.

Stewart says the captain instructed the men in charge of the boats to shape their course for the three islands, but apparently they never reached shore, for that district has been thoroughly gone over without results.

All the men were life belts, but it is feared that if the boat capsized they would soon perish with cold.

McKenzie, one of the surviving seamen, says that a man named McDonald was on the lookout and saw the steamer at about 10 o'clock, but did not attempt to put the wheel over, but not in time to avoid disaster.

He described how signals were fired and told of helping to get the boat off.

Speaking of the boat that upset alongside the steamer, he said it was difficult to hear the cries for help, but although they did everything they could to try and save them he believed all were drowned except Morgan and McVicker.

One other man caught hold of a rope that was thrown and was hauled almost immediately swallowed up in the sea. The little immigrant boy was also lost in the boat, and his cries of "Mother, Mother," were heard.

After the departure of the captain's boat the six seamen sought refuge in the rigging and the tide came up and washed over the forward end, the rest of the ship was entirely submerged. Higher water came in from the east and a sail was seen several times on Monday a sail was

THOSE ON BOARD

The following is the nearest to a correct list of the officers, passengers and crew of the ill-fated steamer Hestia, which can be compiled from all sources at present accessible:

Saved and Landed at Seal Cove:

S. A. Stewart, third officer.
Frank Morgan, second engineer.
J. McVicker, seaman.
Bernard Breen, seaman.
James Smith, seaman.
Frank McVicker, seaman.
Washed Ashore at Yarmouth, N. S., and Identified

P. F. Munn, first engineer.
Theodore Reid-2.
Missing and Probably Drowned

H. M. Newman, captain.
T. T. McNair, first officer.
J. McPhun, second officer.
W. E. Best, third engineer.
Allan McLean, chief steward.
J. Canning, boatswain.
Henry R. Scott, seaman.
Robert Lavery, seaman.
W. W. Hart, seaman.
Alex. Dunnigan, seaman.
William Caldwell, seaman.
S. E. McDonald, seaman.
Hugh Speirs, seaman.
Jack M. Galloway, passenger.
Roy T. Galloway, passenger.
Daniel Cowan, passenger.
John Smith, seaman.
Murray, seaman.
Chetson, seaman.
McConagh, seaman.
A boy named McDonald, ship's apprentice.
W. Warnick, storekeeper-22.

This makes a total of thirty names, but it is believed there were at least ten more whose names are not known here. The only complete list of those aboard are on file at the head office of the Donaldson line at Glasgow.

Sighted but apparently the wreck of the survivors was unnoticed. Two boats were hoisted and when the tide went down, and on Tuesday morning a blanket was hoisted in the main rigging, this was probably the signal Captain Gaskill of the schooner Mizpah reported seeing.

About 12 o'clock noon Tuesday the six men were taken off, three going in the "sailing" boat, commanded by Frank Benson, and three in the schooner Ethel, in command of Lorin Wilson. The men were brought to Seal Cove, where they were given shelter by the residents. During their enforced stay in the steamer the men suffered considerably from fear in the dark, but the tide they could see around the steamer, but when the tide rose they had to climb again to the rigging and last themselves fast for fear in their condition they might fall off.

All the food they had in the thirty-six hours was in an hour's time. The men were crowded into the forward part of the ship, which had not been washed out of the galley. They spoke in the highest terms of Captain Newman, who was probably the best officer of the vessel. They also referred to the coolness shown by the crew in the face of danger, and all are very thankful for the rescue.

The men will probably go to St. John on the tug Lord Kitchener.

Halifax, N. S., Oct. 27.—A boat drifted ashore at Chequigon Point, eighteen miles from Yarmouth today, marked Hestia. It was overturned and came in through the surf bottom up. Entangled in the wreckage were three bodies of the victims of the Hestia tragedy on Grand Manan. One of the bodies was that of the chief engineer, P. F. Munn, of Glasgow. The others were the bodies of two sailors.

It looks as though the boat had made her way across the bay of Fundy from Grand Manan, sixty or seventy miles distant, but whether she was blown there or was approached the boat capsized and proved a death trap, as has happened in like manner many times on the bay when a score of passengers perished from the steamship Monticello.

The bodies, which were brought to Yarmouth by Undertaker Swenney, were buried tomorrow by Norman L. Trevelyan, agent of the Canadian government's marine and fisheries department, at Seal Cove, about five miles from the Hestia wreck.

On the morning of the disaster, the Hestia was carrying a cargo of 35 crates cotton goods, 50 cases whiskey, 230 cases whiskey, 5,000 bags sulphate of ammonia, 2 cases whisky, 31 cases of ropes, 30 boxes bath bricks, 127 bbls. of 3 cases whisky, pig iron, 16 rolls of hosiery.

For Washington—1 case whiskey, 1 case advertising matter.

For Pittsburgh—575 cases whiskey.

For New York—1 case whisky, 1 case hosiery, 1,800 bags fertilizer, 23 pieces machinery.

For Norfolk—1,500 bags yarn.

For Richmond (Va.)—784 bags fertilizer, 75 cases whiskey, 3 cases advertising matter.

The Hestia had one of the most valuable cargoes of the year. It is the belief of the agents that most of it was insured by the Hestia Insurance Co., of New York, and insurance and freight to the port of destination.

Three steam vessels from this port are now scouring the lower waters of the bay for traces of living or dead. These are the tug Lord Kitchener, which sailed Tuesday night at midnight; the dominion government fishing cruiser Landowee, which sailed yesterday afternoon; and the tug D. G. S. Curlew, which left last night. The government vessels were despatched by the marine department at the personal request of H. H. Schofield.

The first official report from George Dunlavy, of the Reford Company's staff here, came Tuesday night, when he received at the office yesterday afternoon. It was largely confirmatory of details already published in the newspapers and read as follows:

Hestia lost at 110 a. m. Monday. One boat swamped alongside, containing eleven men. Two were rescued. It is not known whether balance reached life boat or were drowned alongside. No trace of balance of crew. Outlook gloomy.

Saw Lights in Bay

Digby, N. S., Oct. 27.—(Special)—Great interest is being taken in Nova Scotia concerning the sad news of the S. S. Hestia and today's St. John Telegraph, which contained the best story of the disaster, was greatly in demand throughout this part of the province.

Your correspondent has kept in touch with Brier and Long Islands and the Bay of Fundy coast today and interviewed captains of vessels arriving in Digby, endeavoring to get some trace of the missing boat from the wreck up to a late hour tonight.

Capt. John Apt, master of the Digby fishing schooner Albert J. Lutz, which arrived here at 5 o'clock Monday night, says that he was quite near the Old Proprietor Club at the time of the disaster. He was also bound up the bay and was frequently on deck during the night, the weather being thick, caused by heavy rain squalls from the northeast.

At 3 o'clock he sighted a strange light. He was sure he knew his position and told the man that it could not be the Old Proprietor gas buoy, unless it was adrift.

However, he tackled ship, sounded and got good answers. Still being somewhat uneasy he decided to lay his vessel to, which he did until nearly daylight. He soon discovered more than one light, which appeared to be in use as signals, and was fast drifting east northeast. When daylight came he will look after the bodies, which will probably be buried in Yarmouth.

Chief Engineer Mann was very well known here, having sailed to this port for several years in the Donaldson line boats. He was a veteran of the Donaldson line service. Theodore Reid is not known at the Reford office here, but is believed to be either a seaman or a cabinman.

Heard he found his position correct and he proceeded on his voyage to Digby, still wondering what the lights were.

When approached by The Telegraph today he said at once it was no doubt the missing boat from the Hestia and that they had succeeded in getting at least eight or nine miles from the wreck and were still able to show their lights.

It did not blow as hard here as it was described in today's Telegraph and although it was raining, he says, a dory could have lived in the sea manned by members of his skillful crew of whom he would have had many volunteers had they thought they were so near a boat in distress. Captain Apt says if the ship's boat lived to go through the rips on the floor and was blown to sea and not make the Nova Scotia coast. Capt. Apt sails again tonight.

Captain A. Moore, of the Westport schooner Florence H., which left Brier Island early this morning and arrived here today at noon, did not sight any wreckage whatever and did not know of the disaster until he saw today's Telegraph, on his arrival at this port.

Signal Agent Morrell, at Westport, Brier Island Lightkeeper Ruggles at Brier's Head, Light Passage, and Lightkeeper Ellis at Point Prim, Digby Out, are all on the alert for the missing boat or any clue to its whereabouts.

The Bodies Found

Digby, N. S., Oct. 27.—(Special)—Another boat from the steamer Hestia has been found at Seal Cove, St. Mary's Bay. It contained the body of a young man thought to be a passenger. By letters received from the provincial immigration office here that the fourth was Daniel Cowan, of Glasgow, sixteen years old and who was coming to St. John for the purpose of settling with Captain A. L. Peatman, of the steamer Lancelot, at Captain Peatman's place on the river.

There is at least one man in St. John who has vivid recollections of the Hestia wreck and the current near where the Donaldson line Hestia lies piled up in disastrous wreck. This is Jeremiah Daley, engineer in the I. R. elevator, and son of James Daley, 112 Charlotte street. On Sept. 10, 1885, Mr. Daley then a mere lad, left St. John on the tug Drago with a crew of ten men to attempt to save the Spanish steamer Humacao, which had gone ashore on the Murr ledge, and was later the Humacao broke up in a gale and young Daley was the only one who was saved from the sea. The Drago, which was lying at Seal Cove, picked him up after he had floated around for hours clinging to a piece of plank. Many of the ten men lost were married men, and all belonged to St. John families.

Hestia Breaking Up

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SAUCE

YOU will enjoy H.P. and H.P. will agree with YOU.

Read and choose with a few drops of H.P. on the side of your plate, becomes a new delight—an appetizing, enjoyable, and nourishing meal in itself.

H.P. is prepared from oriental spices, aromatic and pure malt vinegar—blended just to try it—you'll say its reputation is deserved.

Made in England

Both men were identified by letters or books found in their possession. Of those who were cabin passengers bound to Newport News, Virginia, a third boy was named James Daley, 112 Charlotte street. On Sept. 10, 1885, Mr. Daley then a mere lad, left St. John on the tug Drago with a crew of ten men to attempt to save the Spanish steamer Humacao, which had gone ashore on the Murr ledge, and was later the Humacao broke up in a gale and young Daley was the only one who was saved from the sea. The Drago, which was lying at Seal Cove, picked him up after he had floated around for hours clinging to a piece of plank. Many of the ten men lost were married men, and all belonged to St. John families.

FREDERICKSON HAS CANADIAN CLUB

Frederickson, N. B., Oct. 27.—The Canadian Club, Fredericton, was successfully launched at a large and enthusiastic meeting of representative citizens in the city council chamber this evening. Mayor Chestnut presided and City Clerk McCreedy acted as secretary. Rev. Dr. G. M. Campbell was present by invitation and delivered an address of great eloquence and power, which was followed with much interest. He expressed cordial approval of the Canadian movement, and of the good work accomplished by the club, and in inspiring words referred to the great privilege which Canadians enjoy. A hearty vote of thanks was moved by Rev. Father Gurney, and seconded by Solicitor General McLeod, was presented the reverend gentleman at the close of the address.

The meeting unanimously adopted the motion to form a Canadian club and adopted the constitution along lines of that of the Chicago club. The following officers were named by a committee and unanimously elected: President, C. Fred Chestnut; vice-president, Rev. Father Gurney; secretary, A. R. Slipp, M. P. P.; literary correspondent and historian, H. H. Dickson, K. C.; treasurer, H. H. Hagerman; additional members of the executive, R. F. Randolph, F. B. Edgar, H. H. F. McLeod, John, and Mr. P. J. Hughes, B. C. Foster, Dr. G. C. Vanwart, Chief Superintendent Carter; advisors, Collector MacNitt, J. W. Meade.

George W. McKewen, who has been manager of Windsor Hall for some time, has secured a hall for the club and assumed charge today.

The Chicago Nationals received \$717.30 each as winners' share in the post-season games of the White Sox. The Chicago White Sox manager, who is going to visit Fielder Jones in Portland, Ore., in a few days. He is interested with his old chief in some lumber lands.

William Dahlen, the veteran major league infielder, recently released by the Boston Nationals, will probably manage the Toledo club of the American association next year.

The Detroit baseball team easily defeated the Chattanooga team of the South Atlantic league, 7 to 2. The Tigers left for Jacksonville, Fla., to Tampa.

"That is the first I have heard of the subject," was the way Fred Tenney replied when asked if he was to succeed Hugh Duffy as manager of the Providence Club. The query came as the result of a story from Providence which pictures the fans of that burg as gleefully awaiting the coming of the clever first-sacker.

George Gibson, catcher of the champion Pittsburgh Baseball Club has signed a two-year contract with the Pittsburgh club. There was no conference between the star and President Dreyfus.

Gibson went into the private office to see the president.

"How would you like to sign a two-year contract before you go?" asked the president.

"That suits me, as I am surely coming back here if I am alive," was the frank and rather unusual reply of the big catcher.

President Dreyfus wrote out the contract and passed it over to Gibson, who turned to the paragraph relating to compensation, smiled and reached for a pen. The grin worn by Gibson as he started for the train bore out the rumor that there had been a sure advance but he would not talk. Barney Dreyfus would

By its antiseptic influence Dr. A. W. Chase's Ointment prevents all danger from blood poisoning when applied to sores, ulcers, and wounds.

It is soothing and healing. It takes out the fire and inflammation, heals up the sores, forms a new, soft skin.

Dr. A. W. Chase's Ointment is best known because of its wonderful record in curing eczema, piles and all sorts of itching skin diseases.

There are a score of other ways in which it is invaluable in the home.

Dr. A. W. Chase's Ointment

has no substitute which can be compared to it as a means of stopping itching and healing the skin. Wherever it merits are known it is considered of utmost value in the cure of itching skin diseases.

Dr. A. W. Chase's Ointment is a box, at all dealers or by mail, to Dr. A. W. Chase, 100 N. York St., New York City.

BILL SQUIRES GOES DOWN IN FIGHT FOR CHAMPIONSHIP

In Battle For Premier Honors in Australia Lang Knocks Him Out—Baseball, Ring, Turf and Football News

Bill Lang, the Australian pugilist, Monday, knocked out Bill Squires of Australia in the twentieth round. They fought for the heavyweight championship of Australia.

The veteran George Murray of Lynn, put up a great fight Monday at Salem, before the Apollo A. A., but lost after twelve hot rounds to Max Baker of Boston. Murray was himself out rushing in the early part of the bout and, although he put Baker down in the eighth, was from exhaustion, but managed to stay the limit. Baker was the cleverer and Murray seemed unable to avoid his left.

Willie Lewis defeated Jeff Thorne, a tenth-rate English boxer, in ten rounds in Paris last Saturday night.

Matchmaker McGann of the reorganized National A. C. of South Boston, has engaged Willie Riley of South Boston and Matty Baldwin of Charleston to box the main bout of 12 rounds at the club meeting next Monday night.

Henry Hall and Tom Sawyer will furnish the main event at Portland Saturday night.

Sam Fitzpatrick attached Jack Johnson's automobile for a balance of \$100 due the former. This time the split seems to be permanent between the big black and his one-time manager.

Grover Hayes is reported to have had his bout with Matty Baldwin scheduled for Friday at Philadelphia, will be either postponed or declared off.

Jimmy Walsh and Tommy O'Toole will be the attraction at the Army A. A. Nov. 8. Walsh was compelled to concede considerable weight to the Philadelphia.

Freddie Weeks and Monti Dale, rival featherweights of Colorado, have been matched to box in Victor, Colo.

Tommy Murphy has accepted an offer to box in San Francisco on Nov. 16. His opponent will be the winner of the Frayne-Powell bout this week.

Ally Parker, of New York, got the better of Bobby Wilson, champion lightweight of Canada, in a 10-round bout at Glenn Falls, N. Y., Monday. Parker forced the fighting all the way and administered plenty of punishment to his opponent, closing the Canadian's right eye almost the full count in the third round and again in the fourth.

The feature was the Remmen handicap, to the ropes, but the plucky young Canadian seemed to gain strength after the fifth and stayed in the game to the finish.

Jack Britton of Chicago, outlasted Nathan Ehrlich in the windup at the Philadelphia athletic club, Monday, before a crowded house. Charles (Evin) Miller, of Boston, should meet the Chicago boy, but he was in bad shape and was unable to keep his head shape and was unable to keep his head shape and was unable to keep his head shape.

Jimmy Maher of Philadelphia was beaten Monday night in Newcastle, Eng., by a local pugilist named Lancaster in the seventh round of what was scheduled to be a 20-round contest.

Tommy Devlin of Chicago, Monday, at Memphis, Tenn., knocked out Eddie Walsh of New York before the Phoenix A. C. in the fifth round.

Billy Berger, who put up a great battle against Billy Papke's sparring partner, Tom McMahon, last week, fought a fast draw, with Jack Abbott of Duquesne at Pittsburgh, Monday. Berger had the best of the mill for the first half of the six rounds, but Abbott came back strong in the wind-up, giving a good account of himself.

Another New York championship possibility was exploded at the West End A. C. Philadelphia, Monday, when Young Fred Corbett beat Harry Cutty, a Gotham lightweight, to a standstill in six rounds.

Clark Griffith has gone to his Montana ranch.

Tommy Leach has starred in two world's series. He played as wonderful ball in 1903 against Boston as he did last year.

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EQUITY SALE

THERE will be sold at Public Auction at Chubb's corner (so called) in the City of Saint John, in the County of Saint John, in the Province of New Brunswick, on Saturday the 30th day of November next, at the hour of twelve o'clock noon, pursuant to the decrees of a decretal order of the Supreme Court in Equity, made on Tuesday the seventeenth day of November A. D. 1909, in a certain cause wherein depending, wherein Alexander P. Barrall is Plaintiff and George S. Robertson and John Kane are Defendants and the said Plaintiff is entitled to the possession of the premises described in the Plaintiff's bill of complaint, and in the said decretal order in this cause, as follows, that is to say:

All and singular that certain lot of land lying in the Parish of Lancaster in the said County of Saint John, on the eastern side of the Musquash River, bounded on the north by the road leading from the said City of Saint John to the said Parish of Lancaster, on the south by the road leading from the said City of Saint John to the said Parish of Lancaster, on the east by the road leading from the said City of Saint John to the said Parish of Lancaster, on the west by the road leading from the said City of Saint John to the said Parish of Lancaster, and containing in all about twelve acres of land, more or less, and being the same land as is described in the Plaintiff's bill of complaint, and in the said decretal order in this cause, as follows, that is to say:

With the men in good condition and showing no ill effects from Saturday's game the Cornell football squad have begun practice for the Harvard game.

Owing to the poor showing of the Pennsylvania back field in the game against State College Saturday, another shift was thought necessary by the coaches. Capt. Miller, who was replaced at quarterback after the Dickinson game by Alex. Thayer, was given his old position again, and the coaches were not satisfied with the Thayer team at critical times.

Harvard's strongest combination will be lined up at West Point Saturday, if McKay, P. Smith and Corbett continue to mend.

For the first time the Yale rush line was together Monday, in the lineup it will almost certainly employ in the matches against Harvard and Princeton. Kipparick, Hobbs, Andrus, Cooney, Goebel, and Logan were together and they ran off signals an hour smoothly.

Pennsylvania is not as strong on the gridiron this year as at the same time last season and it is doubtful if the Quakers will reach the high standard of 1908 when they claimed a right to share the title of the football leadership with Harvard.

The Turf

The Jamaica, N. Y., meeting came to a close Monday with a fairly good crowd in attendance. The card offered was ordinary, but good racing results. The feature was the Remmen handicap, 5 1/2 furlongs, and resulted in an easy victory for The Turk. He was quoted at 7 to 2, and made the mile in the running, easily by four lengths.

Bowing

Two games were played in the Inter-Society bowling league last night, the I. L. & C. defeating the Knights of Columbus, 119 to 102, and the latter 1215 to 1145.

ROD'S KIDNEY PILLS

ROD'S KIDNEY PILLS
CURE ALL KIDNEY DISEASES
RHEUMATISM, GRAVEL, BRUISES, DIABETES, ETC.

EQUITY SALE

THERE will be sold at public auction at Chubb's corner (so called) in the City of Saint John, in the County of Saint John, in the Province of New Brunswick, on Saturday the 30th day of November next, at the hour of twelve o'clock noon, pursuant to the decrees of a decretal order of the Supreme Court in Equity, made on Tuesday the seventeenth day of November A. D. 1909, in a certain cause wherein depending, wherein Alexander P. Barrall is Plaintiff and George S. Robertson and John Kane are Defendants and the said Plaintiff is entitled to the possession of the premises described in the Plaintiff's bill of complaint, and in the said decretal order in this cause, as follows, that is to say:

All and singular that certain lot of land lying in the Parish of Lancaster in the said County of Saint John, on the eastern side of the Musquash River, bounded on the north by the road leading from the said City of Saint John to the said Parish of Lancaster, on the south by the road leading from the said City of Saint John to the said Parish of Lancaster, on the east by the road leading from the said City of Saint John to the said Parish of Lancaster, on the west by the road leading from the said City of Saint John to the said Parish of Lancaster, and containing in all about twelve acres of land, more or less, and being the same land as is described in the Plaintiff's bill of complaint, and in the said decretal order in this cause, as follows, that is to say:

With the men in good condition and showing no ill effects from Saturday's game the Cornell football squad have begun practice for the Harvard game.

Owing to the poor showing of the Pennsylvania back field in the game against State College Saturday, another shift was thought necessary by the coaches. Capt. Miller, who was replaced at quarterback after the Dickinson game by Alex. Thayer, was given his old position again, and the coaches were not satisfied with the Thayer team at critical times.

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