

In the Realms of Sport

DEMPEY TO MEET GIBBONS IN NEW YORK

NEW YORK, Nov. 16.—Jack Dempsey left Los Angeles last evening via Chicago for New York, stopping at Dempsey City, Utah, where he has coal mines. In Chicago he will visit friends and meet Jack Kearns, his manager. The two will have a conference with Eddie Kane, manager of Tom Gibbons, relative to a return match between Dempsey and Gibbons, to take place in this city about the middle of December or next spring.

This news was contained in a telegram received here by a personal friend of Dempsey. Another wire, not quite so explicit, was received by Tex Rickard. It stated that Dempsey would be in New York about December 1 for the purpose of closing for three matches. The prospective engagements with Tom Gibbons the St. Paul light-heavyweight, who stood up for fifteen rounds against the champion at Shelby last July; Harry Wells, the colored heavyweight champion, and Luis Angel Firpo, the South American, who was Dempsey's last opponent.

According to the messages sent east by Dempsey, he plans to engage in at least one bout here this winter, and then leave for Europe. It is said that he has been offered two matches on the other side of the Atlantic. He had no intention of entering the ring when he went over the first time, and it is improbable that he will do anything more than box a couple of exhibition bouts this time, however.

Dempsey's next fight with Luis Firpo is assured for the middle of next summer, unless Firpo is beaten.

POT POURRI

A gentleman prize fighter is one who smacks a tough egg on the whiskers and says, "Pardon my blow."

Expert writes that when Firpo and Dempsey meet again it will be anybody's fight. . . . Anybody's but Firpo's.

Until the three-year-old horse championship is definitely decided the prize sweat potato growers of the country can not expect much attention.

Giants may sign Carl Mays. And all the time we were under the impression McGraw was looking for pitchers.

Bill Brennan lasted four rounds in a fight and Omaha commissioners are suspicious. . . . Whereas we are merely surprised.

Nebraska coach shot blank cartridges at players to speed them up. . . . Not knowing a shot in the arm would have had the same effect. It is denied that Red Grange of Illinois is a professional, and yet he plays well enough to be one.

The cables announce that Henri Eluere, No. 3 ranking heavyweight of France, has been defeated. . . . A No. 3 ranking heavyweight in France is equivalent to a first-class bowler in England.

Mike McGuire's manager wants \$50,000 for slander. . . . A prize fighter's manager who can be slandered is at least a novelty.

THE CHANGES AND PROSPECTS IN CANADIAN HOCKEY

Toronto, Nov. 24. (By Canadian Press).—Although present indications are that hockey in Canada will be affected and its strength reduced by the migration to the United States of many star players, the officers in charge of the various leagues throughout the country are preparing for another successful season. This is the golden age in sport and the departure of players will not greatly affect the enthusiasm of the fans or the keen duels on the smooth ice surface. The Ontario Hockey Association has been hit a heavy blow by the decision to send the players to the Olympic games and the departure of players like Lionel Conacher, Harold Cotton, Eddie Rodden, Roy Worters and others to cities in the United States. At the present time Canadian players are making the fascinating winter sport more popular than ever in Uncle Sam's domain. Even after years of playing the United States has failed to develop players of ability and still reaches its long hand into Canada or its hockey stars. The same condition does not exist here, however, and each year finds players, equally as good as those who have gone before, graduating from junior ranks. The players wearing the Aura Lee colors last winter showed what can be accomplished by boys still eligible for junior hockey. Out in the west they have a junior team, University of Manitoba, who can outscore the majority of senior teams. It is considered by many there is no greater amateur forward in the sport than Burdock, the great U. of M. centre man. And thus the officials are not hanging out any sign of discouragement. They know that the youngsters will fill the shoes of the players who have migrated and that the rights will ring with the cheers of applause as Canada's young manhood helps foster the winter sport.

Hamilton and University of Toronto appear to be the strong teams in the D.H.A. senior series. They have

nearly all of last year's players left. Kitchener will lose Hainsworth, Hillman and possibly Hillier. Good juniors, however, are ready to fill the vacancies. Granites' all star cast be missed by O.H.A. fans but the Olympic trip means that other teams will get a chance to get into the national series—something desirable in view of the fact that the Granites have pretty well monopolized the honors for four years. It is time for a change, and Granites have made their final appearance for some time in League competition. Aura Lee will have to rebuild, as Cotton, Rice and Cain will not be available this season. Dinmore, Topley, Hayes, Harrington and Shaw are the 1923 players again in line. St. Mary's, new entrants, have all of last year's players except Jack Smythe and expect to make trouble for the other contenders. It will be St. Mary's first appearance in senior hockey. Argonauts and Parkdale will be the other Toronto teams in the series while Gault, Stratford and Kitchener will form the Big Four group. Preston Timmins has dropped out on the N.O.H.A. senior series but Iroquois Falls, Sault Ste Marie and Sudbury will be back as strong as ever. It is thought that the N.O.H.A. champions will be the team to beat this coming season for the Allan Cup. There will be no falling off in entrants in the O.H.A. intermediate and junior series. Argonauts, Parkdale, Toronto C.C., St. Mary's, U. of T., St. Andrew's, Upper Canada College, U.T.S., St. Michael's College, Niagara Falls and Aura Lee are the Toronto entrants. Owen Sound is said to have rounded out a powerful squad and will make a bid for the championship.

In the West the teams are getting stronger and it is thought that they will return to almost pre-war strength. Winnipeg, Falco, Kitchener, Port Arthur and Fort William have formed a powerful league and the winners will be favored to represent the West in the Allan Cup series. The Allan Cup games will be played in the east this winter and so will the Stanley Cup series. These eastern fans are reasonably sure to see some thrilling struggles. Toronto will be the Mecca for the hockey champions and their followers in the amateur play-off games, but the Stanley Cup contests will be fought on the ice of the team winning the honors, each city having artificial ice plants. It is expected that some interesting amendments to the constitution will be studied at the annual meeting of the Ontario Hockey Association, which takes place on Dec. 1, but there will be few changes in the playing rules from a year ago. The goalkeepers' territory is a thing of the past. It was not understood or appreciated last winter. Hockey goalkeepers will not be able to broaden their pads beyond a certain width. This has been placed at sixteen inches but evidently a mistake was made as this is wider than ever. The Pacific Coast League opened on Nov. 12, the earliest in history. The National League intends to start on Dec. 15, this being possible owing to the artificial ice surfaces now available in all cities on this circuit.

Express Passengers.
The following passengers are on the incoming express due in this city at 5 p.m.—Miss J. McRae, P. Rideout, P. King, Mrs. W. Gillham, Mrs. J. H. Roberts, H. Hatching, P. J. and Mrs. Delaney, L. Page, T. Grandy, A. T. Diney, J. Evans, W. H. Burton, P. S. Pelley, S. Cameron, Capt. Readell, E. Walters, J. Walters, A. Bailey, Mrs. J. E. Forsey, W. Dicks, Miss T. Pelley, S. Butt, L. Noble, Ed. Freehill, B. Rennie.

L.C.A. Sale opens on Wednesday next, and continues on Thursday, when it will conclude with an attractive concert at which the following artists will appear:—Misses Johnson, Taylor, Herder, Whiteley; Mrs. Christian; Messrs. Holmes, Ruggles, Courtney, W. A. Tucker, Mr. H. G. Christian, L.R.A.M., accompanist.—Nov. 28, 11.

From Cape Race

Special to Evening Telegram
CAPE RACE, To-day.
Wind Southeast, light, fine. A steamer, supposed to be the Canadian Sapper, passed in at 8:30 a.m. Bar. 30.20; Ther. 52.

Toothache
Batho the face. If there is a cavity in the tooth place in it a piece of cotton saturated with Minard's.

MINARD'S
"KING OF PAIN"
LINIMENT

The Clyde's Empty Yards

ARE OUR SHIPBUILDERS TO BLAME.

The tragedy of the Clyde, with its long Sahara rows of untenanted and noiseless berths, its armies of sacred and desarting workers scuttling for their jobs across the sea, appears to be in process of mitigation and alleviation. New warship work in the shape of light cruisers is promised; a round dozen orders for ships is believed to have been placed awaiting to begin at the cessation of the bolder-makers' troubles; and there is an expected share coming to the Clyde also of the liners likely to be built under collaboration between the Government and one or two of the leading shipping companies, for which two-and-a-half millions has been earmarked by the Government as advances. This last arrangement finds a precedent in the building of the Lusitania and Mauretania of seventeen years ago. And so, in respect of this the greatest industry in Scotland and marrow and backbone of the prosperity of the West of Scotland, things seem at last to have shed their sombre look and "taken a thocht" to mend. May they keep on mending!

The Gloomy View.

But, after everything has been said that can be said regarding prospects and possibilities of new work, has exhaustion been reached of every possible means of finding new work for the Clyde? Leaving aside the Government work, has exploitation been completed of every measure calculated to bring in new work and set the hammer in the yards a-going? When suggestion is made that something more might still be done, the inevitable answer is—"Look at the anchored lines of idle tonnage, eating their heads off in the stable of idleness!"

Work enough, it is said, cannot be found for the ships already in commission; therefore, the necessity for building new ships does not exist. On that point, confirmatory of this pessimistic outlook, a steamship recently arrived back on the Clyde from America with only a handful of passengers and a couple of thousand pounds' worth of cargo. When the outward flow of emigration dies down—What then? From this angle, the situation confessedly looks dull and dolorous, and the shipbuilding industry is really up against the wall.

The manager of one of the biggest yards on the Clyde recently stated that, looking ahead for the next five or seven years, he could see nothing better than a possible 50 per cent. occupation by new work of the shipbuilding berths on the Clyde.

Existing conditions no criterion.
But even after stating the blackest pessimistic case against possibilities of new construction, the writer has still enough left in his veins of super-optimism to believe that something is lacking in our present state of the problem of stagnation, and that something can still be done to busk things up a good bit. You know that arguing from existing conditions to the future is always dangerous. When the halfpenny tramway fairs were first proposed in Glasgow (we are going a bit off the rails here, but it is quite apropos) Mr. Dalrymple got ex-Battle King to get up and say in the Town Council there would be a resultant loss of £140,000. The Corporation, however, refused to be impressed, and, instead of that threatened loss, there was a dead gain of £250,000. Mr. Dalrymple argued from existing conditions; but the halfpenny fairs made new conditions for itself.

To return to our shipbuilding conundrum, how does this great key industry really thrive and keep on its legs? It is not by the mere supplying of ships to keep the fleets of the world at full strength numerically that the Clyde made its fortunes. Had that been the dominating consideration, not one-half of the yards on the river would have been called into existence. No, the keynote of its development lay in the continuous compulsory supersession of existing types of vessels by improved types which it paid the shipping companies to possess, even at the cost of sacrificing ships in commission and still able to do good work. The running costs of a ship are more important to shipping companies economically than initial cost. And so the shipbuilders, by his inventive resource, bringing out new types of ship which saved the shipper so much in running, forced the shipper to give him new work.

It can be understood that shipping companies do not quite like this extraneous game of dictating when they are to build new ships. It is apparent, also, in these days of avowed conservation of capital, that the scrapping of working ships before they have recouped the companies adequately is not likely to be readily undertaken. The inertia of reluctance must be overcome by the pace of the shipbuilders' temptations to create cheap-running or better revenue-earning ships.

Sir William Pearce's Way.

A story very often drives home a point better than an argument. Here is one from Clyde history apropos the position we have postulated. It was in the days of the late Sir William Pearce, the head of the famous Fairfield Co., subsequent to the days of

the great John Elder. Fairfield was mightily go-ahead in those days (no comparisons with the present days are intended), and was always working out designs of faster and still faster ocean-going "crack" greyhounds. At the 1888 exhibition in Glasgow, a model was exhibited in the stand of the Fairfield Co., which would cross the Atlantic in five days (the Lusitania's best time was four days 12 hours 14 minutes). Fairfield then built, almost exclusively, all the crack boats for the Cunard and Inman Lines.

Sir William Pearce was a man of audacious enterprise. In slack periods he made the boldest of proposals. (Once he offered to build two battleships for the British Navy, or to design to beat anything afloat!) On this occasion he went to the Cunard Company with the design of a new crack ship and said to them: "If you don't build a couple, I'll build them myself and run them against you!" The head of the Cunard Company (a predecessor of Lord Inverclyde) looked in chagrin at the audacity of the Clyde builder, but knew him to be a man of his word; and, unwilling to be built at all, haggled to get off with one ship. "Two or none," answered Sir William.

"What about price?" he was asked. Sir William scratched down some figures on the back of an envelope and soon made a direct and firm offer, and booked the two ships! That same day he telegraphed to Fairfield to prepare proper "costs" and it was found that he wasn't very much out with his envelope coating department tender.

Another Fairfield Enterprise.

On another occasion, the Fairfield Company joined in with a like audacious enterprise. Some Manchester gentlemen felt aggrieved against the monopoly held by the Isle of Man Steam Packet Co. They asked Fairfield if they could build boats to whack the cracks of the I.O.M. Company. Assured in the affirmative, two ships were ordered—the Prince of Wales and Queen Victoria (still running)—and these were built at Govan.

When put on the Liverpool-Douglas route they knocked spots out of the English-built boats, and stole all their trade away. Posters were exhibited in Douglas each day of this sort:—

THE QUEEN VICTORIA.

Will leave Douglas to-day one hour after the Isle of Man Co.'s boat and beat her before she gets to Liverpool.

The result was that everyone rushed to the Scotch boats, and maddly cheered when they overtook and passed the other boat on the run up the Mersey. These old Clyde boats (still running) were built by Douglas, Liverpool's finest record of 2 hours 58 minutes. At length the I.O.M. Company was glad to step in and buy them up. And, for years afterwards, the I.O.M. Company, remembering its lesson, came to Fairfield for its boats, the Tyrwald and Empress Queen being both built later at Govan for this service.

There are actual cases in point, then, where a shipbuilder forced the hands of shipping companies and compelled them to take his ships. He simply refused to see his yards lying idle, and obliged the reluctant shipping companies to send him work. Shipbuilding work is to be obtained by beating the existing boats, either in speed or in economy.

A Transatlantic Need.

Briefly, in coming to a conclusion, are our builders as game to-day as they were? Just remember the fact that there is only a single passenger liner in the world to-day that can do twenty-five knots! This is the Mauretania, and she is seventeen years old. A liner could be built to-day to do 32 knots (like the Hood), and cross the Atlantic in 3½ days. That would make a new trade for itself. It would allow Yankee holiday-makers to "do Europe" with only a month's or three weeks' holiday!

Is there no company or two builders game enough to try four crack liners of this type for the Atlantic?

Obituary.

VERA CROSSMAN.

Vera Morrell Crossman, the third daughter of Thomas W. and Minnie Crossman, passed away at her home, Prescott St., yesterday afternoon at 3 o'clock, after an illness of long duration. The deceased lady was educated at the Presbyterian College and Mercy Convent, and about two years ago entered the office of the Eastern Trust Company, only to resign that position about five months ago, on account of failing health. During her illness she bore her sufferings with patience and calmly awaited the end. In the Church she was a great worker. For several years she was a teacher in the Church and was a great worker. The deceased lady was of a kindly disposition, and her many friends in the business and social life of the community will regret to hear of her passing. Besides her father and mother, she also leaves to mourn three brothers and three sisters, to whom sincere sympathy will go out in their time of bereavement.

Come to St. Michael's Sale of Work to-morrow and inspect our selection of beautiful toys for the kiddies for Xmas.—Nov. 26, 11.

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SOON:—"BRASS," "RAGS TO RICHES" and "SOULS FOR SALE," all big super-special attractions.

SIDE TALKS.

By Ruth Cameron.

WERE YOU EVER SOUL DIZZY?

I don't suppose there ever was anyone who wasn't sometimes smitten with the what's-the-sense-of life.

I don't mean the what's-the-sense-of life when we are trying with all our might for something we can't get, and are temporarily discouraged.

I mean the what's-the-sense-of life that comes when we have gotten what we wanted.

What Of It?

We climb the peak of accomplishment and we look about us and are excited. And then after a while the exaltation is succeeded by the opposite mood and we say to ourselves: "Well, what of it?"

Then that mood too, passes, as from our new experience we catch sight of some higher peak to climb, some peak of prosperity or distinction that we had never clearly sighted until we reached the first eminence. Then at once we are so full of ardor and ambition to reach the new peak of happiness that we forget all about that moment of emptiness when we asked "What of it?"

And so we go on and on, from peak to peak, struggling, longing, failing, attaining, sure that just ahead lies the promised land where fulfillment is really going to satisfy.

Said the Authorman, looking about him on a group of people, persuaded they were enjoying themselves because they were having a holiday: "What's life anyway for all of us? Just a little work, a little sleep, a little pleasure and the chance to pass on the same kind of life to others."

"The Charm of Oxford"

Paper Given by Mr. W. J. Browne B.A., B.S., at Holy Cross Debating Society.

At the Holy Cross Debating Society yesterday, Mr. W. J. Browne, B.A., B.S., read a very interesting paper on "The Charm of Oxford."

Browne spent three years at Oxford, from 1919 to 1922, as a member of the Merton College, and he recited many reminiscences of his experience there. He gave a short sketch of the history of the University and referred to the fact that Merton College, which was started in 1264, the year before the first English Parliament, had kept the principal part of her buildings in perfect condition. Mr. Browne described many of the beautiful views to be obtained around Oxford and referred to the old customs that survived in the Colleges from the Middle Ages, and which gave there an additional charm.

The speaker made reference to the great influence which Oxford men wield in national affairs, and he commented that in this respect Oxford excelled other Universities.

At the conclusion of the paper a very hearty vote of thanks was tendered the speaker.

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Child Hit by Motor

Yesterday afternoon a motor car owned by a well known taxi driver, whilst proceeding east along Water Street, hit and knocked down a child named Mealey. The youngster fortunately escaped injury. The accident was due to no fault of the driver as the child ran out from Alexander St. and was in front of the car before the driver had time to stop.

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MINARD'S LINIMENT FOR ACRES

BLACK ORCHIDS

It pleased the Marquis of Ferroni to show the wreath of Black Orchids to the woman who had placed them upon his sepulchre.

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