

Happenings in
World of SportThe Royals Break Even
with Orioles in the Week
End Games

FRANK SMITH IS HERE

Will International League President
Allow Him to Play Here?—National
League Withdraws Application
for N. L. U. Franchise—Tresau's
Great Game.

The Royals seem to be in and outers. Saturday, by an exhibition of smart fielding, timely hitting, and good all-round baseball, they defeated the Orioles by 5 to 2, then on Sunday they fell down badly, particularly in the box, and at the conclusion of a hitting-see, Baltimore ran out with the decisive tally of 11 to 2.

The work of Couchman in Saturday's game was most effective. He had a lot on the ball and used his stuff with good judgment.

Speaking of pitchers, Frank Smith is in town. He has jumped the Baltimore Peds and wants to return to the Royal fold. In view of President Barrow's assertion that no player who forsakes the International for the Federal would be permitted to return, there is little chance of Smith's firing line. The fact that Frank did not sign a contract this year with the Royals may make it easier to convince the International president to his return. Here's hoping for the Royals need Smith's services.

Toronto came from behind Saturday and beat the Indians by a 6 to 5 score. Jordan and E. Zimmerman had a good day with the club, scoring 4 of the 6 runs between them.

Jeff Tressau, dubbed by the imaginative New York baseball writers the Ozark Ajax, pitched shutout ball against the Pirates Saturday. Up till the ninth only one man got as far as first. Vaiz drawing a pass. Then when two men down in the 9th it looked as though the ex-Toronto star would have a no hit, no run game to his credit. Kelly got a single. The next man up was retired.

The Giants have made it three straight from the Pirates.

Nationals withdrew their application for an N. L. U. franchise at the meeting of that organization Saturday, and in spite of opposition from Ottawa, the Rosedale Club of Toronto was admitted as the fifth member of the union.

Westmont Academy with 29 points, Lower Canada College with 19 points, and Montreal High with 17 were first, second and third, respectively at the interscholastic track meet at Lennoxville Saturday. The reported time of the hundred in 10-5 secs. is remarkably good time for school boys.

There is a pretty problem for the executive of the Montreal Bowling Association to settle. The strikers have won the class a trophy, but can't get possession of the cup, as a local photographer is holding the silverware for security against an unpaid bill for pictures taken of last year's champions, a club which has since disbanded.

Frank Moran, of Pittsburgh, has arrived in Paris and will go into training immediately in preparation for his bout with Johnson on June 7.

The elimination races in the east to secure a team of high-speed motor boats to go to England and race for the International trophy, will be held off Huntington, Long Island, July 8, 9 and 10. The entries will close July 1. The races in England will take place the second week in August.

NEW SECURITIES LISTED.
Following new securities were listed on the New York Stock Exchange:—
Virginia Railway, \$2,000,000 first mortgage fifty year 5 per cent bonds; Alabama Great Southern Railway Company, \$2,500,000 first consolidated mortgage fifty year 4 per cent bonds.

"Sengs Busch"
Self Closing
Inkstand
WILL REDUCE YOUR INK
BILL 75 PER CENT
WHY?
Because it Self Closes,
Keeps the Ink Free from
Dust, Prevents Evapora-
tion, Regulates the Dip-
NO WASTE
PRICE \$1.75 EACH
Office Equipment Co.
OF CANADA
225 Notre Dame Street
MONTREAL

MUST IMPROVE PORT

Chicago Has
Tunnel AlreadyCol. Milton J. Foreman former
Alderman Suggests
Way out of Difficulty

IT IS 55 MILES LONG

Suggested That Its Fifty-five Miles of
Subterranean Passageway Should
Be Utilized as Utilities Cham-
ber.

Chicago, Ill., May 18.—Col. Milton J. Foreman, former alderman and for many years active in Chicago civic affairs, wants the city to utilize the 55 miles of subterranean freight passageway of the Illinois Tunnel Company as a "utilities chamber" in conjunction with whatever passenger subway plan the city may adopt. Col. Foreman says:

"The city already owns 50 per cent interest in the bore by virtue of the fact that the life of the tunnel company franchise is half run, and when it expires, February 19, 1929, the property will revert to the city. It seems to me that in the bewildering plans into consideration that has not been taken into consideration that the tunnel has no room in the streets for the needed high pressure water system, the low pressure and gas lines, and the city signal wire conduits. There has been no suggestion that a tunnel is already built which offers a solution of these difficulties."

"It is a bore seven feet six inches in height and six feet in width and in places 14 feet in width. Why not proceed at once, after submitting the proposition to engineers to report upon its feasibility, to acquire the right and permanent improvement of the sewer and water systems."

"The tunnel of the Illinois Company is at a depth which will not interfere with a future transportation subway."

Mr. W. G. Ross Returned
from European Trip Speaks
of Necessary Expedition

SOME EUROPEAN PORTS

Harbours Visited, All Hurling To
Make Ports Safe and Adequate For
Traffic—Should Not Practice False
Economy Here.

Mr. W. G. Ross, chairman of the Montreal Harbour Board, who has returned from a three months' trip of inspection of European ports, lays great stress on the necessity of spending a great deal of money on the local harbours in order that its improvement may keep pace with the progress being made by European ports.

"I can assure you that we are all glad to get back to Montreal and have a little rest after our strenuous three months' trip over Europe," said Mr. Ross, yesterday, when he landed from the Laurentine.

Mr. Ross declared that although very interesting, it had been far from a pleasure trip. With Messrs. Cowie and Fennell he had thoroughly inspected generally in miserable weather, while they had not only inspected the ports themselves, with their systems of handling traffic and general administration, but had also carefully examined their plans for future development.

The main feature which struck the party was the immense expenditure being made on every side for the development of European ports, with the competition in Canada, for the port of Antwerp, was fully disclosed to the British port authorities, and the competition in Europe, as compared with the competition in Canada, for the transportation of Canadian products was fully discussed. This has already resulted in a marked increase of interest in British ports regarding the necessity for providing modern facilities for the handling of Canadian grain, especially grain.

Mr. Ross said that he and his associates were much impressed with the effective work being done by the Canadian Trade Commissioners they met in Great Britain and on the Continent, especially Messrs. Jast and Lithgow, of Hamburg and Rotterdam.

"At each port we visited," said Mr. Ross, "we made special efforts to secure the installation of facilities for the cheap and expeditious handling of Canadian products. The lessons we learned at Antwerp, Hamburg and Rotterdam were fully disclosed to the British port authorities, and the competition in Europe, as compared with the competition in Canada, for the transportation of Canadian products was fully discussed. This has already resulted in a marked increase of interest in British ports regarding the necessity for providing modern facilities for the handling of Canadian grain, especially grain."

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A Bright Outlook
Journey of Six
Months Duration

For Alberta

W. J. Magrath in Colonisation
Convention Speech
Waxes Enthusiastic

ROOM FOR 25 000,000

100,000,000 Acres of Land Available for
Settlement—Less Than 3 Per Cent.
Is Under Cultivation at Present.

(Special Correspondence.)

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Melville, who has explored various parts of the Arctic regions, will be accompanied by two Indians. They will carry their supplies in a canoe, paddling 200 miles down the Mississipi river to their destination on Hudson Bay. They will receive provisions from time to time through the trading posts. The districts in which the party will travel are wild and isolated, and the sole inhabitants being Indian trappers.

Around With Sturgeon.

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Melville is enthusiastic over the mission, and it is expected he will return with the most complete data. He is a veteran explorer and an experienced canoeist. He and John McKeown, of Edmonton, made the trip from Athabasca to Port McMurdo last summer, when they successfully negotiated the Grand Rapids, deeded by the most treacherous water in the north.

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Another voyageur for the far north is H. A. Conroy, Dominion inspector of Freely, who is making his annual survey of the interior of the Northwest Territories. From Edmonton he will ride by train to Athabasca, gauge thence north by water to Slave River, and by pack trail to Fort McMurray.

Down Athabasca-River.

From there he will go by boat down the Athabasca river to Fort Chipewyan, and thence to Lake Athabasca, afterward proceeding to Fort Chipewyan, a Hudson's Bay Company post on the north shore of the lake.

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