

THE STANDARD'S SPORTING SECTION

Havana, Cuba,
Battle GroundJack Dempsey and Georges
Carpentier Will Fight for
World's Championship.

New York, Oct. 27.—The fight between Jack Dempsey and Georges Carpentier for the heavyweight championship of the world will be held in Havana, Cuba, it was announced here tonight.

Manager Kearns Talks

Jack Kearns, manager of Jack Dempsey, said today he would not sign any agreement for Dempsey to meet Georges Carpentier unless it was distinctly stipulated that a bond stakeholder be appointed to hold the forfeits and the money which is to be the fighters' share.

"I want to protect our interest," said Kearns. "Some reputable man bonded by a first class surety company must be entrusted with the \$50,000 forfeit of the promoters and the \$100,000 half of which we will put up and the other half deposited by Dempsey and Carpentier. Then I will insist on the promoters placing the full amount of the money promised to the two contestants in the hands of this stakeholder twenty-four hours before the men are to meet in the ring."

"I wanted to take forty per cent of the gate for Dempsey's end," continued Kearns, "but the promoters would not agree to this. They made me a first offer of \$200,000 which I accepted. I understand Carpentier is to receive \$40,000 sterling which will be in the neighborhood of \$100,000 according to the rate of exchange."

"Of course, the question of choosing a referee will have to come up later. It will greatly depend on the locality in which the fight will take place, but I don't anticipate any difficulty to arise over the choice of the third man in the ring."

Selection of Havana

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Gloucester Racer
Reaches Halifax

Esperanto, Queen of American Fishing Fleet, Welcomed Yesterday.

Halifax, N. S., Oct. 27.—The Esperanto, queen of the Gloucester fishing fleet, with the Union Jack flying at her fore peak and the Stars and Stripes at her main and with Captain Marty Welsh at her helm, pulled her nose through the base of Chedoke Head shortly before five o'clock this afternoon and headed up the harbor on the last leg of her three hundred and fifty mile run for the honor of carrying the colors of the United States in the great international fishermen's cup series which will be sailed off this port commencing Saturday against the Canadian schooner Delawana, Captain Tom Himmelman, of Lunenburg.

Esperanto Docked

An hour later, when Captain Welsh was on the point of ordering his hook dropped for the night, she was picked up by a tug, sent out by R. A. Corbett, of the committee in charge of the race and brought into G. S. Campbell and Company's wharf, where she will berth. Mayor John S. Parker and members of the Halifax committee boarded the Esperanto before the lines had been made fast and proceeded to do everything in their power to make Captain Welsh and his company feel at home.

The American captain, a Nova Scotian himself by birth, is delighted with the behaviour of the Esperanto on the voyage from Gloucester, although he admits that some changes will have to be made in the sails and a certain amount of ballast shifted before the opening race. In spite of the fact that she proved herself a trifle down by the head and the added fact that her foremast did not altogether work to perfection, Captain Welsh said that she legged along and a half knots yesterday, by the wind, in a comparatively light breeze.

Tomorrow the work of remedying the slight defects which developed during the run down will be done and later probably the schooner will be given a trial spin.

Many Sight Seers

Halifax has already fallen in love with the Esperanto. Tonight the wharf at which she is lying was jammed with sightseers, and on all sides were heard expressions of delight at the beauty of her lines and general yacht-like appearance. Only the presence of a patrol of police stalwarts prevented the crowd from surging ashore and taking her to themselves. And whether she wins or loses in the approaching series of races, her future activities will be followed with interest by the hundreds who look her hearts to her as she grained at her lines like a thoroughbred tonight. Captain Welsh was confident when asked to discuss his chances with the Delawana, but his face betrayed his complete confidence in the Esperanto to "turn the trick" Saturday may or may not tell the story, said he, "but I believe you will see some travelling."

Tells of His Trip

"Oh, we had moderate weather coming down," said Captain Welsh to the Canadian Press this evening. "After we pulled out of Gloucester we had a fair wind that took us along all right. I laid my course direct for Cape Sable, with a following south-west wind. We run 175 miles on this course until noon on Tuesday, when the wind hauled and headed us from the easterly. This made it a beat Cape Sable, 45 miles away. At eight o'clock Tuesday night we sighted the cape. This morning at two o'clock the wind changed again to the southward, this time, and we had it to our quarter to Port aux Basques, which we picked up soon after two o'clock this afternoon. Then we hauled by the wind for Sable and were at the mouth of the harbor shortly after four o'clock. We carried all our sail all the way up."

Captain Welsh never sailed on the fishing mackerel company with her on the Gloucester schooner Lucania, and considers that thereby he has some idea of her sailing qualities. He said that he was quite satisfied with the Esperanto's showing on the trip to Halifax and he opines that his chances of defeating the Delawana in the international series, commencing Saturday are "good."

Of Digby Stock

Of Digby stock, Captain Welsh is a typical Nova Scotia fisherman of the old style "self-driver" type, and left Digby when ten years old. He has been a skipper for twenty-seven years. "I am satisfied with my boat," he said, "but I intend to take a spin on Friday and possibly will go over the course of the races."

Captain Welsh has seen the Delawana, but has never sailed against her, and says he knows nothing of her sailing qualities.

Those on Board

On board the schooner, in addition to the crew of thirty, were several yachtsmen and a party of Boston newspapermen. The yachtsmen are: Lawrence F. Percival, commodore of the Canadian Yacht Club; Ernest R. Hendry, owner of a "P" class boat at Marblehead, and Benjamin H. Colby, ex-commodore of the Gloucester Yacht Club, who is a sail-making specialist and will supervise any repairs that may be necessary to Esperanto's canvas.

Mr. Colby said tonight that the Esperanto ran into a little puff early this morning, the wind topping thirty knots at times, but stood up to it well. Crossing the bay, tide and sea, hampered

Review of Season's
Horse Racing

Frank J. Power Gives Interesting Article on Maritime and Maine Meetings.

Frank J. Power, the veteran starter, writing for the Halifax Herald, gives an interesting review of the past season as follows:

The harness racing season just closed has in addition to being without a doubt the most successful of seasons in the provinces and Maine, offered some of the most sensational and spectacular features, accompanied by the most genuine sportsmanship.

The regular season opened with meetings at Moncton and Fredericton, July 1st, after which the horses journeyed to Houlton, Me., and raced every week at the different tracks comprising the Maritime and Maine circuit, closing the season with the Overcast meeting at Woodstock, October 7 and 8.

Many Meetings

Besides the regular circuit racing, many meetings were held at different places in the provinces. Truro had a succession of weekly meetings, the Sydneys and Glace Bay tracks also held a number of meetings. Kentville, Middleton and Aylesford were in the list of places which now have tracks. The season was a very successful one.

At all of the tracks during the past season, the attendance has been larger and the racing of a higher order than ever before.

The outstanding features of the season have been the invasion of the circuit by strong stables of horses from the United States, notably the Hayes and Churchill string from Rochester, N. H., and F. G. Perkins' Metropolitan string from Boston. John Willard, of Presque Isle, Me., made his first trip to Prince Edward Island and was so pleased with the treatment accorded him, that he is considering making it an annual affair, as well as doing what he can to induce other prominent horsemen in Maine, to come east.

Records Lowered

The season's racing resulted in the lowering of all previous records. The Express, b.s., by The Express, owned by H. C. Lewis, Fredericton, placing the trotting record at 2:30 1/2 and Peter Farren, b.s., by Peter the Great, owned by D. O'Keefe, St. John, gained a pacing record of 2:48 1/2. Both records were made over the Chatham track.

The sensational performer of the season was the champion trotting stallion, Bill Sharon, by Captain Andrew's son of Peter the Great, who went through the season without losing a race. After a long and successful career in the class races, he was started in the Free-for-All at the Woodstock meeting, October 8, and proved his superiority by winning in a magnificent heat, over a field of fast pacers, which included Tom Q., 2:09 1/2; Fern Hal, 2:04 1/2; Ben A., 2:03 1/2; and Lady Gratian, 2:09 1/2.

Bill Sharon retired to winter quarters with a win record of 2:11 1/4. He is owned by Archie Alcorn, of Blackville, N. B., who is also the owner of the fast pacing mare Lady Gratian, 2:09 1/2, having purchased her during the past season from Arthur Faulkner, of Moncton. The Alcorn horses will be wintered at Fredericton in the hands of the popular provincial trainer, Peter Carroll.

Now that the season has closed and preparations are being already made for next season, horsemen everywhere are asking the question: "Is the Halifax track going to be in operation in 1921?"

It is understood that some of our leading business men are getting ready to make a move in that direction and as soon as the Exhibition buildings are to be built by next fall, it is not too early to be considering ways and means of getting plans shaped up, so that in addition to having the annual fall fair, Halifax may participate in next season's racing.

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An inspection of the track at the Exhibition grounds last week, shows that it has deteriorated very little, and that with the expenditure of a small amount of money, it may be restored to its former excellent state.

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