

# Sporting News and Notes

## BOWLING YESTERDAY

**THE CITY LEAGUE.**  
Last night on Black's alleys in the City League, the Tigers won three points from the Ramblers. The scores follow:

Team	1	2	3	4	5	6	7	8	9	10	Total
Tigers	111	91	100	302	100	233					1047
Ramblers	112	99	89	300	100						1000
Howard	92	88	106	298	95	143					1022
Connelly	115	97	81	296	95	233					1017
Belley	85	108	107	310	103	143					1056
<b>Total</b>											528 483 483 1484

**Specials.**  
Scott . . . 114 82 108 310 103 13  
Dwyer . . . 109 84 73 287 85 23  
O'Connell . . . 114 80 91 305 96  
Danham . . . 94 109 91 294 98  
Wilson . . . 88 124 85 297 99

The Ramblers and Easters will play Monday. There will be no games tonight or tomorrow.

**Victoria Alleys.**  
Among the numerous bowlers in the city, there is one who is putting up very large scores lately. Victor Kelly with a score of 134 won the alley offered for competition on these alleys Xmas day. On Thursday he succeeded in breaking three records viz. five, ten and fifteen string records. For the five strings he put up a score of 588, an average of 117.15. For the ten strings he made a score of 1108, an average of 110.81, and for fifteen strings a grand total of 1,604, an average of 106.93. His fifteen strings, which were consecutive were: 120, 108, 120, 106, 132, 86, 111, 97, 93, 120, 95, 106, 91, 111, 104. This was one of the most remarkable exhibitions of consistent bowling ever witnessed in St. John.

**GIVEN UP AS LOST.**  
The schooner Ella M Doughty, which for nearly 30 years fished out of Portland, is supposed to have made her last "set" having been given up as lost by the Gorton Pew Fisheries Co. of Gloucester, her last owners. She was built at Kennebunkport in 1884, measuring 75 tons gross. She was commanded by Capt. Robert Dingle and carried a crew of five men. She sailed from Gloucester on Nov. 2 for Bay of Islands, Nfld., and nothing having been heard from her since that time it is generally believed she foundered in some of the heavy gales she must have encountered shortly after her departure.

**CHANGING TIME.**  
The Winter Time Table of the AND MANAN S.S. CO.  
Manan Route—Season 1915.  
October 1st, 1915, and  
notice, a steamer of this line in as follows:

Grand Manan Mondays at 10 a. m. for St. John, via Eastport, Campbell and Wilson's Beach, returning leave Turbull's Wharf on Wednesdays at 7.30 a. m. and Manan, via Wilson's Beach, Campbell and Eastport.  
Grand Manan Thursdays at 9 for St. Stephen, via Campobello, Port and St. Andrews.  
Returning leave St. Stephen Fridays at 10 a. m. for Grand Manan, via St. Stephen, Eastport and Campobello.  
Grand Manan Saturdays at 10 a. m. for St. Andrews.  
Returning leave St. Stephen Fridays at 1 p. m., calling at Campobello, Eastport both ways.  
Atlantic Standard Time.  
L. C. GUPTILL, Manager, Grand Manan.

**INTERNATIONAL LINE.**  
Steamship Calvin Austin  
leave St. John Thursdays at 10 a. m. for Lubec, Eastport, West and Boston.  
Returning leave Boston Mondays at 10 a. m. via Portland, Eastport, Lubec, due at St. John Tuesday noon.  
**MAINE STEAMSHIP LINE.**  
Between Portland and New York  
Steamships North Land and North Star.  
Reduced Fares in Effect.  
\$2.50 to New York.  
Reduced Steerage Prices.  
Leave Franklin Wharf, Portland days, Thursdays and Saturdays at 10 a. m.  
Ticket Office, 47 King Street.  
CURRIE, Agent, St. John, N. B.  
E. FLEMING, T. F. & P. A., St. John, N. B.

**MARITIME STEAMSHIP CO. (LIMITED).**  
Still further notice the S. S. Com. Bros. will run as follows:—  
Leave St. John, N. B., Thorne Wharf Warehouse Co., on Saturday, 1.30 for St. Andrews, calling at Piper Harbour, Beaver Harbour, Black Harbour, Back Bay, or Letista, Deschamps, St. George, returning to St. Andrews Tuesdays at 10 a. m., calling at Letista or Back Bay, Black Harbour, Beaver Harbour and Piper Harbour, tide and weather permitting.  
GENT—Thorne Wharf and Warehouse Co., St. John, N. B.  
"Wash 221," Manager, Lewis Co., Black Harbour, N. B.  
This company will not be responsible for any debts contracted after this date without a written order from the captain or the company.

## FAMILY OF PETER THE GREAT HOLDS FIRST PLACE

New York, Dec. 30.—At the suggestion of a well-known breeder of trotting horses, the race and money winners at the Grand Circuit meets during the season of 1915 were tabulated into family groups, so as to show which families are in the forefront and which are retrograding. The set of Peter the Great, nominated this year as it did in 1914, and the influence is that it will continue to do so just as long as his produce retain racing age. Interest in the development of a second generation is centered on the outcome as to which son or sons, if any, will prove to be as great or even greater than Peter himself. The Bigness and other sub-families of Electioneer, combined, won about \$2,000 more in cash prizes on the circuit, but Peter the Great carried premier honors.

## THREE TONS OF MILK FOR GERMAN AND AUSTRIAN BABIES

New York, Dec. 30.—One hundred five-pound cans of milk powder, equivalent to three tons of milk were packed today by the Citizens' Committee for food shipments to be sent by registered mail to German and Austrian babies.

The milk powder will be shipped tomorrow on the steamer Stockholm, sailing for Gothenburg. The postage on the shipment is \$248. The powder is sent by mail, as the parcels to the central powers has been discontinued, and no answer has yet been received from Great Britain or France to Secretary of State Lansing's request for safe convey by freight of milk for babies in Austria and Germany.

**"SHORTY" POWER'S ANNUAL.**  
The Standard is in the receipt of a very useful book containing all of the world's annual sporting records for 1915. The book is issued by James M. Power of 13 Buckingham street, Halifax, and is a pocket sporting compendium which is complete, concise and in every manner authentic. There are 224 pages of illustrations and the book is one of the best yet issued by "Shorty."

## OVER 6 MILLIONS SAW 1915 BIG LEAGUE GAMES

New York, Dec. 29.—Although the past season is frequently referred to as one of the worst, from a financial standpoint, in the history of professional baseball, the attendance figures do not bear out this statement. While a number of the minor leagues suffered heavy losses, the majors weathered a period of extremely trying conditions in a satisfactory manner. Carefully compiled, although unofficial, attendance figures for the season of 1915 place the attendance in the National League at 3,235,400 and the American League at 2,964,400 giving a total of 6,199,800.

Going back to 1909 which is generally conceded to be one of the best years in big league baseball in many seasons the record books show that the aggregate attendance in the two major leagues was 7,378,108. A comparison of the figures for the 1909 and 1915 indicates a falling off in attendance of 1,178,308. At first glance this would appear to be a serious defect but when the varying conditions are taken into consideration the showing is little short of remarkable.

The Federal League attracted many fans in certain cities where the Independent League played against Organized interests while the automobile, motorboat, golf and tennis also opened new fields for fans to an extent never dreamed of six years ago. With a readjustment of circuits and a general strengthening of all the clubs of the National and American leagues, making for a colder and more interesting pennant race in both circuits, there appears to be no reason why major league baseball should not surpass all previous attendance figures within the next few years, if prosperous business conditions prevail throughout the nation.

**HELD RESPONSIBLE FOR LOSS OF LIFE IN FACTORY.**  
New York, Dec. 30.—Edward L. Diamond, his wife, Celia Diamond, Samuel Parkin and Samuel Simon, were today indicted on a charge of first and second degree manslaughter growing out of the deaths of twelve persons in a fire which destroyed the fire storeroom Diamond candy factory in the Williamsburg section of Brooklyn on November 6th last.

Mrs. Diamond, as owner, and her husband, as agent of the building, were charged with failure to provide adequate fire protection. They pleaded not guilty and were held in \$10,000 bail each.

Parkin and Simon, proprietors of the Essex Street Company which occupied the third and fourth floors, were charged with having maintained a locked trap door on the stairs between the fourth and third floor, in this way causing a majority of the deaths. They also pleaded not guilty and were held in \$5,000 bond each.

## HIGHER INSURANCE RATES ON CARGOES GOING THROUGH SUEZ CANAL

London, Dec. 30.—The recent menace to shipping by way of the Suez Canal, both from the land and by submarines, has caused the underwriters to considerably raise insurance rates on cargoes and steamers following the canal route.

Until recently cargoes and steamers had been underwritten at 20 shillings per cent, but the risks are now quoted at anything between sixty and eighty shillings per cent. Although certain lines have announced an abandonment of the canal for the present, there is still quite a good business going on in that direction which even the advanced rates of insurance have not checked.

## 102 SHIPS ON NEW BLACK LIST ISSUED BY BRITISH GOVT

United States has eleven and Norway-Sweden seventy-five ships on list.

London, Dec. 28.—(Delayed by censor)—The blacklist of neutral shipping issued by the government for the guidance of British shippers who are advised not to charter ships appearing on it, now shows the names of 102 steamers. The gross tonnage of these vessels is 80,000, which means a carrying capacity of 200,000 tons unavailable to British shippers and neutral charterers in any way dependent on British shipping.

Neutral nations represented on the list now brought up to date, with the number of ships of each nation, are as follows:  
United States 11, Norway 32, Sweden 27, Denmark 8, Spain 1, Holland 1 and Brazil 2.  
The list shows a considerable increase over the first blacklist issued two months ago, but as a number of the Swedish and Norwegian steamers included are small trading boats, operating exclusively in the Baltic, their exclusion from the chartering market will not have much effect. With the growing shortage of tonnage, however, the presence of so many overseas freighters on the list is seriously affecting shippers who already are complaining bitterly of their inability to secure charters.

Neutral shippers expect that the effects of the blacklist will even extend to neutral trade which does not touch at any belligerent port. They explain that under the licensing plan for British bottoms operating between foreign ports, these ships can be withdrawn at any time from this service.

**TERRIBLE INDICTMENT OF THE KAISER BY A GERMAN SOLDIER.**  
The staff correspondent of a London paper writes as follows:  
Paris, Dec. 28.—Among a number of similar documents the text has been communicated to me of three letters found upon a German soldier made prisoner on October 30 at the time of the German counter-attack upon Tarrus, in Champagne.

It has often been asked what are the feelings of German Social Democrats actually engaged in the war. The most interesting of these letters is a sort of profession of faith—or lack of faith—in the subject which the soldier in question, who belonged to the 140th Infantry, had written and addressed to his family, against the possibility of his being killed in the coming engagement. It deserves quotation in full:

Conde, 26th October, 1915.  
"Dear Parents, Dear Brothers and Sisters.  
"I am still well, and hope it is the same with you. But in the next few days terrible events will happen, and who knows if we will come out of them safe and sound? Things will not go here as simply as in Russia. We can see that already. These lines, therefore, will carry you my last farewell if fate should decide against me.  
"May you for many years continue in good health and peace. I do not die for the ideas that heroes in slippers call love of the Fatherland. I shall be one more victim of this lamentable madness that has seized upon all the peoples.  
"I have often dreamed of a new



## Little things make happiness

**Wrigley's—the Perfect Gum—is small in cost, big in benefit. Joy immense for 5 cents. It's toothsome, soothing, refreshing. Made clean—kept clean—sealed air-tight against all impurity. No wonder its sale exceeds all others.**

*They've rhymed King Cole Till the poor old soul Has had to take a rest; NOW throned in state King Spear the Great Reigns wisely and with zest!*

Write for free copy of "WRIGLEY'S MOTHER GOOSE," a quaint and humorous book in four colors. Address Wm. Wrigley Jr. Co., Ltd., Wrigley Bldg., Toronto.



**MADE IN CANADA**  
Wm. WRIGLEY JR. CO., LTD.  
Wrigley Bldg., TORONTO.

### For The Holiday

Do not forget to include in your list of necessities for the holiday a package of Red Ball Ale or Porter. The day will not seem complete without this healthful and harmless refreshment. In offering Red Ball Ale or Porter to your holiday visitors you will bestow a delicate compliment, and they, in turn, will be quick to appreciate your good taste and genial hospitality. Deliveries made to any part of the city.

**SIMEON JONES & CO.**  
Brewers  
St. John, N. B.

### KEEGAN'S OLD IRISH WHISKIES

"Eight Crowns" and "Three Stars"

FOR SALE BY ALL RELIABLE DEALERS

D. O. Roblin, Canadian Agent

DISTILLED BY F. Keegan & Co., Ltd. BELFAST, IRELAND. Established 1820

## Bringing Up Father

WHAT ARE YOU CRYIN' ABOUT, MAGGIE?

I'M HEART BROKEN IT SERVES ME RIGHT FOR MARRIYIN' BENEATH ME STATION!

WHAT ARE YOU TALKIN' ABOUT - YOUR FATHER WUZ SO IGNORANT HEUSED TO EAT WITH A FORK -

FOR TWO PINS I'D GO HOME TO MOTHER

WE'LL BOTH GO AN' GIT SOME GOOD OLD CORN BEEF AN' CABBAGE!

YOU SAID THE DAY WE WERE MARRIED WE'D BE HAPPY FOREVER AND I LIKE A FOOL BELIEVED YOU!

YOU HAVE NOTHIN' ON ME - I BELIEVED THEN TOO!

BAU!