

"Nothing Doing" Sign Hung Out at All Rinks Yesterday— Hockey Players Will Work Out at the "Y" Tonight.

As far as sport was concerned Christmas Day was the quietest in the annals of local sportdom. That line from the old, old Christmas poem, a mouse," might well be applied to local sport circles yesterday. Had there been any ice bonspiels would have been staged at both the while the chances are that there would have been a hockey match at the Jubilee Rink in the cool of the evening.

However, devotees of the stanes and the brooms may possibly have a stage of the stanes and the brooms may possibly have a stage of the stanes and senior. However, devotees of the stanes and the brooms may possibly have a and senior.

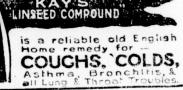
There will be a meeting held shortand the brooms may possibly have a meeting held shortto meeting in the cold line in the very something in the cold line in the very something in the cold line in the very the backing of the board of education the backing of the school and

# WILLIE JACKSON PUT YOUNG EARNE DOWN

Four New York Boxers Win Matinee Events Staged

w York boxers won their bouts, one Robideau;





As Charlie Says:-

Men who are hard to please stick close to Arabela.

It's a wonderful cigar for ten cents.

SCALES & ROBERTS LIMITED, TORONTO.



Third race-Capital City, 5 to 1, 2 to 1, even, 1; Timkins, even, 1 to 2, 2; Zodiac, 1 to 3, 3. Scratch-Sordella. Fourth race Captain Marchmont, 5

to 1, 2 to 1, even 1; Toy Miss, 2 to 1, even 2; Fascinating, 4 to 1, 3. Scratch-Whispering Hope. Fifth race-Wiseman, 4 to 1, 8 to 5, to 5, 1; Daddy's Choice, even, 2 to 5, 2; Hochir, 2 to 5, 3. Scratch—Al-

mino. Sasin. Sixth race—Belle Roberts, 7 to 5, 1 to 3, out, 1; Sir Wellens, 1 to 2, out, 2; Rafferty, out, 3.

## NEW ORLEANS

First race—Prevaricate 5 to 2, 7 to 1 and 1 to 4, won; Toddler 2 to 1, 4 to 5 second; Dahilda, even. Time 1:21 3-5 Frank Shannon and Salsorge also ran.

sent George ("Young") Earne of Buffalo, down for the count in the sixth round with a right to the jaw. Up to that time the fight was about the fig at Philadelphia.

ADELPHIA, Dec. 25.—Four Johnny Mealey, Philadelphia; Frankie Brown, New York, defeated Young Meterated here today at Christmatines. The knockout blow lelivered by Willie Jackson, who of the BLADDER

to that time the light was about even.

Other bouts went the six-round limit and resulted as follows:
Frank Britton, Boston, won from Johnny Mealey, Philadelphia; Frankie Jish 2-5. Gray Eagle also ran.

Fourth race—Waukeg 3 to 1, 4 to 5, out; Frankin 1 to 2, out; Diversion, out.
Time 1:59 2-5. Gray Eagle also ran.

Fifth race—Waukeg 3 to 1, 4 to 5, out; Frankin 1 to 2, out; Diversion, out.
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# 24 HOURS MANY BREEDERS IN AMERICA AID TO BUILD FAST TROTTERS

Forty-One Establishments Helped in Five Generations To Produce Hollyrood Rob.

COUCHS, COLDS, Asthma, Bronchitis, & Some bargains in new and second-hand rifles and shotguns.

Some bargains in new and second-hand rifles and shotguns.

BROCK'S THIS SPORTING GOODS STORE OF LONDON.

WY

London and Port

Stanley Railway

TIMETABLE EFFECTIVE SEPT. 9.
To St. Thomas—15:00. 1\*6:20. 7:20. 10:20 | 11:20 | 2.02. 1:20. 2:20. \$1:20. 4:20. \$5:20. \$7:20. \$20. \$10:20. \$11:20 | 2.02. \$1:20. \$1:20. \$2:20. \$1:20. \$1:20. \$2:20. \$1:20. \$1:20. \$1:20. \$2:20. \$1:20. \$1:20. \$2:20. \$2:20. \$1:20. \$1:20. \$2:20. \$2:20. \$1:20. \$1:20. \$2

Against Leo Houck Lands Left Swing on Point of Opponent's Jaw in the

Fourth. LANCASTER, Pa., Dec. 25.—Battling Levinsky defeated Leo Houck here today in six fast rounds.

A clean knockdown in the fourth round that followed when Levinsky landed a left swing to the point of Houck's Jaw gave him the decision.

## Race Entries

NEW ORLEANS irst race, 6 furlongs:

Bessie Helmet 104 Vigilante .
Astraea . . . . 106 Minawand
Toom Boola . 106
Second race 6 furiongs: Second race, 6 furlongs:

Neg 100 Blazonry 14
Edith Baumann 160 Thirty-Seven 100
Maud'Bacon 101 Keymar 100
Third race, 5 furlongs:
Effle Randell 92 Handsome 100
M. Eurette 100 R. Strickland 100
Little Princess 105 King K. 112
L. Longfellow 105 Parlor Boy 112
Frank Monroe 107
Fourth race, 1 mile and 50 Frank Monroe 107

Fourth race, 1 mile and 70 yards:
Thirst 105 Hickory Nut 110
Külmer 108 Merry Twinkle 113
No Manager 108 Jazon 113
Hope 108 Noureddin 113

Meather cloudy. Track heavy.

First race, 2-year-olds, claiming, purse \$500, 6 furlongs:

\*\*Conscription 101 Lady Langden 109

\*\*Show Queen 104 Dione . . . 109

\*\*XLittle Cote . 104 Marmon . . . . 100

Sundurta . . . 106

Second race maides 2 was also Second race, maiden 2-year-olds, al-

# Many Ball Players Will Be Traded Before Going South

Players Who Jumped to Safet y-First Jobs in Shipyards May Be Left Out in Cold This Coming Season.

and get extra talent when regulars en- some busy trading days are ahead. listed or were called into the service, and the result is that each major

Chicago, Dec. 24.—An unusually busy session in the baseball trading market is the prospect as the major league clubs begin to lay plans for the next championship campaign. By the time the teams start southward for their spring training all past records for trading will probably be exceeded.

Most every club was forced to go out and get extra talent when regulars entered to the market was predicted some busy trading days are ahead.



# We Absolutely Guarantee Present Maxwell Prices

You have never seen an advertisement featuring the service performed by the Maxwell Motor Company in "Helping to win the War."

Nor will you. We do not believe in capitalizing our loyalty to our country.

Nor has our patriotism been as profitable as would have been our normal, legitimate, peace-time but

Maxwell factories were, when needed, devoted to war work-just 100 per cent.

Let is go at that.

We did not capitalize a deplorable condition nor take advantage of it to put a fictitious price on the Maxwell.

Which brings us to the point on which we wish to state some plain facts.

Recently you have seen announcements of price reductions on some makes of motor cars. These seeming reductions (we use the term 'seeming" advisedly!) have given the average buyer an erroneous impression.

That impression is to the effect that the price of motor cars generally is above normal and will come down in the near future,

Now, as a matter of fact, that is not the condition at all. There is no warrant for any such assumption.

Just analyze the situation yourself and see if our statements are justified. Recall the prices that existed on certain makes of automobiles before the United States went

into the war and compare the prices of those same cars today.

You'll find that any reductions that have been made were necessary.

In a word, they apply only to cars that were over-priced-war-time priced-before such reductions.

For example: - Consider four makes of cars that formerly were priced in close competition with the Maxwell.

Compare their pre-war (normal) prices; their war-time "peak" prices, and their present "reduced" prices. We'll designate them "A," "B," "C," and "D."

	Pre-War Price	War-Time "Peak" Price	Present Price
Car "A"	\$795.00	\$1095.00	\$985.00 1185.00
Car "B" Car "C"	990.00 635.00	1285.00 865.00	745.00

These are dealers' list prices for the United

From the above it is clear that some "reduced" prices are still too high.

For when the price of a product was increased by 33 per cent and then dropped back ten per cent, you can't say it has yet been put

back where it belongs! And that is just what happened in several

Just consider a moment

If a maker is able to drop back to "pre-war" prices today, on what basis did he justify his war-time price? And especially his most recent war-time "peak" price?

Certainly he bought no materials while we were in the war-he could not.

If he bought them before, then he bought them at the same rates we did!

In that case there was no real reason for his excessive war-time "peak" price. If he carnot justify his prices of yesterday,

can you accept his statements today? Only gauge you have as to the intrinsic value of his product is its pre-war price.

you today is precisely the same model he

Especially is this so if the model he is offering

advance now over his then prices (even after so much desired by all owners. his recent reduction).

is it not logical to assume that, as his price yesterday was fictitious, it is still almost

It costs more to build a motor car today than Materials are higher-wages are higher. All

It will continue for a long time to come on the present scale we believe.

Materials are now in demand by the whole world-will continue to be during the years of reconstruction in Europe.

Especially is this so in the case of steel, copper and other minerals.

Rubber also will likely range higher. Rubber is the biggest single item of cost in a motor car and it is in great demand.

Wages will never go back to the pre-war scale. Every student of the problem is now agreed

You have read in the newspapers lately the statement by the United States Steel Corporation that that concern is not going to reduce wages and that concern is the biggest employer of labor in the world.

It is well!-pass the prosperity around and we will all get out share. If the mechanic gets more pay, all lines of

business benefit—and more people are able to buy motor cars. We can see no reuson to expect that the cost

of manufacturing a Maxwell Motor Car will be less in a year from now than it is today. War or no war, the price of the Maxwell

product would have been precisely what it is today.

We did take advantage of the War-time condition-but only to incorporate in this new model several changes and improvements.

Factory busy on war work, our engineers and tool makers had a brief respite—and we used that to perfect the Maxwell product.

We have spent more than \$100,000 on special tools for more accurate finishing of parts.

Cylinders are now ground after reamingformerly only reamed. That is only one of many similar refinements.

This new 1919 model Maxwell, deliveries of which will begin immediately, is a superior

It is a larger car-a more commodious body. Gasoline tank is at rear instead of under cowl -costs more, worth it.

The new highest grade top adds greatly to appearance as well as to serviceability. Graceful in design. In quality—the best.

A new and improved carburetor (the Johnson) is now standard equipment. The dash is now in highly-polished natural wood finish, adding to the appearance materially. A great deal more labor and material is being used in have to be increased—but we guarantee you the painting and finishing of the car, which absolutely against a reduction

offered you then, but at 20 to 25 per cent has resulted in a brilliant and lasting lustre Seats are deeper, softer-better springs,

better materials. Maxwell Motor Cors do not belong to the 'Cheap Car Class.' This product is the un-

disputed leader in the Refined Car Class. By "refined" we mean in a mechanical sense. Maxwells are not made to fit a pre-deter-

mined, nor to meet a competitive, price. They are designed to fill a certain definite demand for a light car of quality internally as

well as in outward appearance. We first make the car as it should be made,

then set the price. We do not cut our price to meet the price of a car of interior quality.

Nor did we, as we have shown, take advantage of a War-time excuse to raise the price to a fictitious figure. Had the war continued and we had not made

another car, the buyer of the last Maxwell would have paid the regular price and no

The Maxwell policy is clean and it is consistent-we are not "opportunists" in business. Those changes and refinements in this new 1919 model actually cost more than the difference between its price and that of the 1918

So the price of this new Maxwell should have

But we are content to accept a smaller margin of profit per car in the interest of greater volume so have continued that price on this 1919 model.

There are today more Maxwells in hands of users than of any comparable car we are counting on the splendid quality with the low price of this latest model to maintain that leadership.

"But talk is all right," you say.

You want something definite, something tangible to tie to. Very well-here is your guarantee

Price of the Maxwell Motor Car today (Touring or Roadster Model) is \$1,275 f.o.b. Windsor, Ont., and we absolutely guarantee that price until June next, 1919.

Every Maxwell dealer is authorized to give you that guarantee in writing at the time of

purchase of your car. Some makers have announced reductions-

others will follow. So far, however, we have seen no real reductions-though there have been some genuine increases of price since the war closed. There

will be more of the latter, too! In buying a Maxwell Motor Car you know precisely where you stand.

And our guarantee of the price is your best guarantee of the intrinsic value of this product. So buy the Maxwell you need get your order

in early. Maxwells may go to a premium price may

## Maxwell Motor Co. of Canada, Limited, Windsor, Ont.

Note: The Maxwell Motor Co., of Canada, Limited, operating the Chalmers factories, desire to state that the same conditions and the same receipts obtain with regard to the Chalmers product. Present prices are right—are rock-bottom—and will therefore be maintained. The same guarantee applies