

# THE SPORT OF KINGS

A NOVEL BY  
**ARTHUR SOMERS ROCHE**  
Author of **LOOT, PLUNDER, ETC.**



SYNOPSIS OF FIRST CHAPTERS

This is a story of the sport of kings; of a race horse that is entered in many races, but has a hard time to win; of a hero that is only mortal and with all a mortal's short-

comings and besetting sins. The opening chapters bring out hero, Sale Kerman, in the limelight where he is before the stewards of the Jockey Club to prefer charges against one of the directors, who is reputed to have used unfair methods in winning the race. Our hero fails to establish his claims to the stewards and he is barred from the track. He is so disgusted that he decides to throw up his position and go to Mexico. He tells his friend, Jerry Kemney, a helper, who is loyal and who decides to go with him and so they take passage on the boat for New Orleans. On the voyage they run into the heroine of the story, Miss Leland, a young woman who owns a stable and who is going south and taking her favorite horse with her. The helper becomes acquainted with her. He tells his story and introduces our hero. Later they meet between decks, where our hero whips the horse's attendant for mistreating the animal. The heroine witnesses the whole affair unbeknowning to the contestants and thanks our hero for his services in her behalf. After Charleston the boat strikes and there is a wreck—our hero helps the lady into the lifeboat and prepares to leave himself when he hears the crying neigh of a mare—of the diving animal of the heroine. Without a passing thought, although this is the last and only boat left, he makes a leap from the lifeboat to the deck of the sinking vessel, determined to save the horse. Terror is depicted on our heroine's face as her boat slowly pulls away. Sale came to the mare who was whining with fright; that made it evident that the mare knew what danger she was in. He untied her and finally succeeded in getting her overboard and they headed for the shore. While battling with the sea a big wave came and he remembered no more until he awoke on shore, where he was surrounded by Miss Leland, who had been crying, Jerry and others. His first question was in reference to the horse. He learned she was safe. Now go on with the story.

CONTINUED FROM LAST WEEK

"Then why doesn't she stay?" I asked. "I hope Mrs. Clarke chokes!"

"Sure, maybe the girl, God bless her, is thyrin' to git a chance to find her mind," said Jerry. "Ye

wear my heart on my sleeve, don't I?"

"Well, it's pinned on th' outside of ye'er vest," he grinned.

"Well, her's isn't!" I snapped. "She doesn't care a tinker's damn for me—couldn't—and—let's not talk about it any more! Our business is training horses. Let's stick to it!"

"Right," agreed Jerry.

On the afternoon train Miss Leland left. She waved to me from her carriage as she and her chaperon were driven by; Mrs. Clarke didn't even look at me. Next day I was hard at work preparing the little string for its campaign on the Grantham track.

November passed; I began to see possibilities in the other horse besides Vivandiere. They'd never do up north, but at Grantham they might help pay the stable's bills. I began to study the list of owners who were to race at this Florida meeting. I was glad to notice that some fairly prominent names in race circles had entered horses. Not their real good ones, but still—there'd be sport aplenty, of a mediocre kind, at Grantham this winter.

In December I received a letter from Miss Leland—the first one. It merely answered one of mine, a business one, and told me whenever I thought best. In the middle of December I shipped three horses besides Vivandiere to the track on the west coast. I took along a couple of hands and two exercise boys, one of whom I thought might develop into a fair jockey. Jerry, of course,

went with me. I acquired a small stable near the track and settled down to active business, preparing my own horses, and studying the lay of the land. It promised better sport than I'd expected. The agitation against the New York tracks was reaching its climax. The governor of New York was supposed to be in favor of closing the tracks in that state. There really wasn't much danger that he'd do so, but lots of owners were thinking the feed bill proposition over very carefully. Some decent nags had been shipped to Grantham. No big purses there, but—expenses. And expenses were very welcome in view of a possible raceless year in New York. I soon learned that my three platers stood very little chance of doing more than breaking even on their expenses. But Vivandiere—the purses weren't so much—but the books!

In late December I received a letter from Sam Benton, scolding me for not having written to him, telling me that he'd met Miss Leland and so learned where I was, and that he was busy trying to have me reinstated. But the stewards were granite; an apology or nothing! Further, now that the racing season was long over, Sam despaired of his detective agency getting the goods on Clason, Connors or O'Toole. His advice was for me to take back my unproved statements—as the stewards considered them—some time during the winter and join his stable in the spring. He himself wasn't going to do any winter racing. And in conclusion he re-

mind me that a telegram would get me any amount in his ability to lend. And that meant quite a sum. Good old Sam!

Then, on the last day of December, I received a telegram from Miss Leland saying that she and a party of friends would be in Grantham on the second of January and that she hoped Vivandiere would be running that day. The only thing on the card that at all suited Vivandiere was a five furlong dash for three-year-olds. So I entered her, not even daring to hope that she'd win for I'd not intended to start her for another two weeks and then only in distances ranging from seven-eighths to a mile and a quarter. But a sprint wouldn't hurt the mare and might do her good.

On the morning of January second I was at the train to meet Miss Leland; I thought it a simple courtesy that could not offend. I expected her to be accompanied only by Mrs. Clarke. Instead, quite a party descended from the train. I was introduced to all of them. There was Mrs. Clarke's daughter, a smirping miss named Mabelle; three young men, one of whom was named Carteret Dane, was Mrs. Clarke's nephew, and I speedily learned by his manner, was a suitor for Miss Leland's hand. Indeed, a favored suitor, for in the grandstand that afternoon, I heard him talking with Miss Leland about a cruise they were shortly to take on his power boat, a sixty-five footer, now in readiness at Sarasota.

Vivandiere lost. Five furlongs was too little for her; also, as I've

said, the mare was a bit short of work for a race. She ran a good race, but—she didn't win. Young Dane turned to me as the numbers went up. (I was in the box with the party.)

"Rather bad judgment that, eh? Starting her in a sprint?"

"I did it to oblige Miss Leland," I said shortly.

"And she'll win next time, won't she, Mr. Kerman?" asked Miss Leland.

"I expect her to," I replied.

"And we'll all bet on her," said the girl. "And—I'll not ask you to enter her again—to oblige me."

"Thanks," I said dryly.

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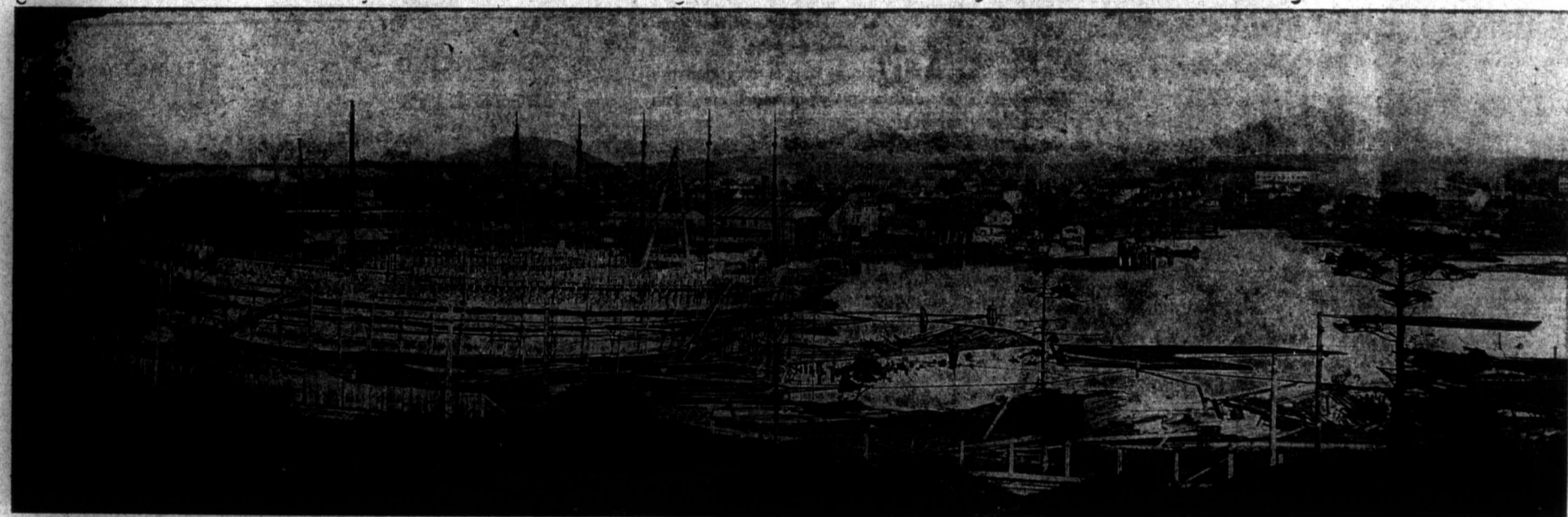
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(Continued next week)



VIEW OF THE HARBOR AND SHIPS IN COURSE OF CONSTRUCTION AT VICTORIA, B.C.

### HOW THE SHIPBUILDING INDUSTRY IS REJUVENATING THE TOWN

(Continued from page nine)

Nearly the whole of the material, both lumber, machinery and fittings, has been and is being supplied by coast firms as before referred to.

#### Equimait Harbor (Near Victoria)

The firm of Yarrows Limited (associated with the firm of Yarrows & Co. Ltd., of Glasgow) builders of shallow draft vessels, has extensive shipyards at Lang Cove, Esquimalt harbor, contiguous to the present government drydock. Their marine railway is capable of accommodating vessels up to 300 feet in length by 55 foot beam, and has a hauling capacity of 2,500 tons deadweight. Larger vessels are docked by the firm at the adjacent government drydock. Their wharf is over 600 feet in length and has shearlegs with a lifting capacity of 60 tons. Also a floating crane with a 95 foot boom capable of lifting 10 tons.

The firm is at present working on a contract for propellers for the imperial munitions board for the wooden steamers under construction, and also for five sternwheelers for river service in India, 185 feet long and 30 foot beam; two have been finished and put into service, while the other two (and a third 185 feet and 35 ft. by 7 ft.) are under construction. After being fully assembled at the Esquimalt yards and placed in readiness for the water, the vessels, which are of extremely light draught (about 3 ft.) and practically flat-bottomed, are "knocked-down" and the parts shipped to the Orient, where they are re-assembled and put in running order. They carry both passengers and freight and make about 10 knots an hour.

Contiguous to the above is the government graving dock, 480 feet in

length by 90 feet in width at coping level and 65 feet wide at the entrance with a depth of water of 26½ feet. This dock is available for general ship repairing when not required by the government.

The B. C. Electric railway gives quick connection between Esquimalt and all parts of Victoria.

**Bunker Coal**  
At Union Bay, 120 miles from Victoria, the Canadian Collieries (Dunsmuir) Limited have ample facilities for the rapid bunkering of all classes of steamships with the famous Comox steam coal which is acknowledged to be the premier steam coal of the Pacific. Dispatch can be given at the rate of 400 tons per hour. The Canadian Collieries (Dunsmuir) Limited enjoys contracts for the supply of their famous coal to the British admiralty, Imperial Japanese navy, Canadian Pacific, Nippon Yusen Kaisha, Blue Funnel and numerous other steamship companies. Steamship owners find it more economical to replenish their bunkers at Union bay with Comox

coal in place of calling at closer coaling points and receiving inferior coal. Inside McLaughlin Point and opposite the outer wharf is situated the wharf of the Imperial Oil Company, where fuel oil, gasoline, distillate, lubricating oils, etc., may be obtained at any time.

The Pacific Coast Association of Coast Authorities held its annual meeting at Portland last September and the board was invited to send representatives. Mr. J. O. Cameron, president of the Cameron Lumber Company, attended and read a most valuable paper on the 'Genesis of the Wooden Shipbuilding Industry in British Columbia.' Mr. Rust, the city engineer, attended on behalf of the city, but Mr. D. O. Lewis was unable at the last moment to be present and read his valuable paper on 'Marine Borer' (the teredo and others).

This association recognizes and placed on record the great value of Mr. J. O. Cameron's enterprise in promoting and forwarding the shipbuilding industry in Victoria.

**Industrial Water Power**  
Vancouver Island is rich in available sources of hydraulic and hydro-electric power and this factor is one of the great natural assets of the island. Taking Jordan river and Goldstream as strategic to Victoria, the B. C. Electric Railway Company has 25,000 horse power developed out of an estimated capacity of 38,000 h.p., and out of the 25,000 h.p. there is still 12,000 available for prospective industrial use, over and above the present maximum demand, enough to supply the needs of greater Victoria and the Saanich Peninsula.

The Victoria Chemical Works situated at the entrance to the harbor, with spacious wharf accommodation on deep water, are manufacturers of mineral acids, chemical fertilizers and tree sprays. The Canadian Explosives Ltd. (connected with the foregoing) manufacture all grades of explosives used in mining, rock blasting and land clearing, together with all kinds of blasting accessories. This Company

has also extensive works on James Island.

Victoria is a port of call for nearly all of the ocean-going ships frequenting these waters. Provisions, stores, fuel oil and water may be readily obtained. It is centrally and conveniently situated for the transmission of orders for other ports, being the first port of call and the last port of departure for sea from Puget Sound, Vancouver and British Columbia ports, and all vessels coming in from sea for coal pass the port of Victoria on their way to the bunkers at Union Bay.

This port has communication by steamship lines with all the northern ports of British Columbia and Alaska; with United States and South American ports on the Pacific; with Australia, New Zealand, South Africa, Honolulu, China, Japan and the Malay Straits, and with New York and the European ports via the Panama Canal. Also by telegraph and cable with the mainland of British Columbia, the

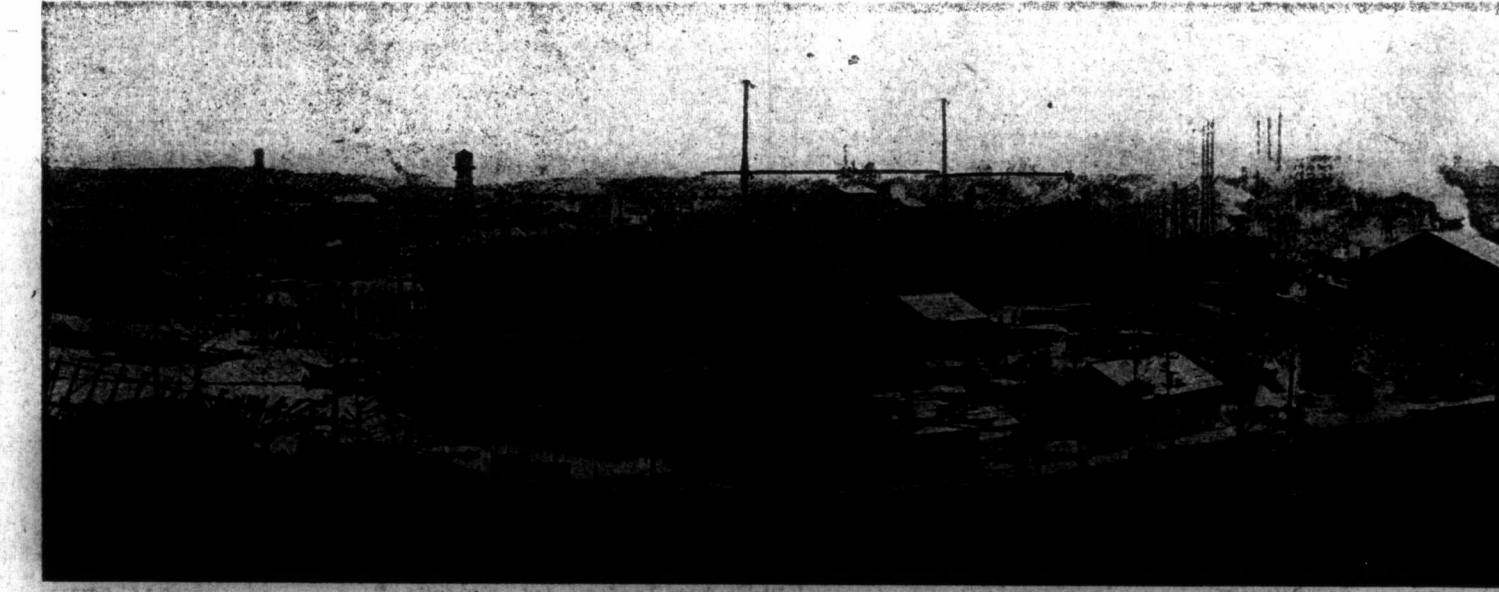
United States, the Orient and Australia. There is a wireless telegraph station on Gogzales Hill which can communicate with vessels 250 to 500 miles and over.

Within a short distance around Victoria, including North and South Saanich, there is considerable good land, suitable for poultry raising, dairying, fruit growing and market gardening. On the E. & N. Railway are the famous Cowichan and Comox valleys, where oats, peas, potatoes and hay are profitably cultivated, and hogs, sheep and lambs are raised in considerable quantities.

The B. C. Electric Railway, Limited, has a complete street railway service about 42 miles in extent, connecting up Esquimalt and the naval station on the west, Oak Bay on the east, and also by interurban line (some 22 miles in length), giving rapid service to the municipalities, summer resorts and villages on the Saanich Peninsula.

Thus it will be seen that the greater part of Vancouver Island is directly connected up with the city and port of Victoria as the distributing centre of an island of 16,000 square miles in area, which occupies a most conspicuous position both geographically and strategically on the map of western Canada. This area is one of infinite and undeveloped wealth: its forests, coal mines, mineral deposits and fisheries all accessible from a lengthy coast line, or by rail, open up immense possibilities for enterprise and the investment of capital.

Inquiries are frequently made from harbor commissioners and port authorities from British dominions, European ports and the United States as to the trade of the port and the facilities afforded in the harbor of Victoria for handling vessels and their cargoes. These inquiries have been met by the secretary and copies of recent reports forwarded to inquirers, and about 2,000 copies of the booklet, "The Harbor and City of Victoria," have been circulated in leading ports and shipping centres in the world during the year.



VIEW OF A SHIPYARD WITH SHIPS IN COURSE OF CONSTRUCTION

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