

# World of Sport

## Dempsey-Willard Fight Pictures at the Griffin Opera House

The first showing in the Niagara District of the films of the Dempsey-Willard championship bout at Toledo will be made at the Griffin Opera House here at 4.30 and 10.20 p.m. on Wednesday, February 25th, following the regular performance at that house and the clearance of the regular audiences. Pugilistic and photographic history was made in the famous Toledo title tilt depicted. Not only was the contest the most sensational in ring history, but the cinema reproduction established a record in camera achievement. Whatever Dempsey's shortcomings may be from marital or martial viewpoints, there remains no doubt of his ability as a gritty and skillful boxer. The film proves his prowess in these respects. Although Willard outclassed him physically, all resemblance ceases there except in gameness. The ex-champion showed himself thoroughly courageous on this, for him, a most unlucky occasion. None but a "dead game guy" would have come back for more after that slashing first round in which Dempsey mistook him for a punching bag and left him a helpless hulk in the corner. But Willard came back. In the second and third periods he held his own, and he would have not stopped then but for the advice of his seconds, who thought that he had no chance to win—a belief that the film goes to contradict in the opinion of ring experts. For Dempsey was as tired as the big fellow.

Outside of the spectacular championship bout itself, the training camp scenes show the rivals preparing for the fray, the preliminary trials of skill that always precede the great event, and the vast and sharply photographed ringside gathering. In one of the preliminaries, filmed complete, the contestants are Jimmy Wilde's prospective rivals for the championship, Frankie Mason and Carl Tremaine.

The picture trip to the Toledo contest lasts as long as did the event itself, the film running into the second hour, and being admittedly the best thing of its kind ever made.

## Niagara District Hydro-Radials to Ask for a Report

(Continued from page one.)

er Commission of Ontario, the Hydro Electric Radial Association of Ontario and each of the Municipalities in the district served by said railway urging their co-operation and support.

The following were present at yesterday's meeting:

W. B. Burgoyne, President Niagara District Hydro Radial Union, St. Catharines.

E. J. Lovlace, Mayor of St. Catharines.

Ald. S. McLean.

Ald. M. J. Murphy.

Ald. J. E. Riffer.

W. R. Robertson, Hydro Electric Power Commission.

Leslie McMahon, Thorold.

T. D. McBride, Thorold.

Wm. Stutton, Port Dalhousie.

E. F. Hinch, Hydro Electric Power Commission.

J. A. Carpenter, Thorold.

H. K. Clemens, Grantham.

C. A. Welstead, Grantham.

Ald. H. E. Rose, St. Catharines.

Wm. McGill, Thorold.

Claude Ekens, Thorold.

Jas. Wilson, Thorold.

(Continued on next column.)

## TAX ON RACE TRACKS MAY REPLACE THE LIQUOR REVENUES

FRANKFORT, Ky., Feb. 20.—That the race tracks in this state will become one of the most prolific sources of revenue to the state seems certain. They will take the place of liquor as a revenue producer, if the plans of the leaders of the present session of this Legislature are carried out.

The plan is to raise \$500,000 annually from race tracks. There are two reasons for this heavy tax. The first is that it may deter the radical anti-race track legislators from endeavoring to eliminate them, and the second is the state needs the money.

The bill to produce this large sum of money will have the backing of the Administration.

## Vespers Boat Club Seeks World Title

PHILADELPHIA, Feb. 20.—The famous Vesper Boat Club has sounded the call to the veteran oarsmen and the novice sweepmen, and will make the banner bid of the club's history for the Henley Regatta and the Olympic championships. Coach Frank Muller having ordered all the Vesper athletes to report at once.

The Vesper B. C. is richer in tradition than any other boat club in the United States. The club won its first national eight-oared race in 1887, and since that time has captured 35 national banners, double the number of any rival, and double the number by all Philadelphia rivals combined. The Duluth club is second and the New York A. C. third.

The Vespers have two Olympic championship banners unfurled from the walls. The first was won at Paris in 1900 and the second at St. Louis in 1904. The maroon and gray last year won 24 firsts, breaking the former season record of 20, and brought the grand total up to 304.

Coach Frank Muller is starting every man on the machines, he reports, and there is no telling just what the Vespers may uncover for the Olympic games and the Henley Regatta. The club is flooded with new men. Muller is hoping to recruit a hundred new juniors for the coming season and weave them in with the veterans and turn out a regular old-time Vesper eight.

- Geo. Cox, Port Dalhousie.
  - David Keay, Port Dalhousie.
  - W. J. Inglis, Port Dalhousie.
  - John J. Phillimore, Port Dalhousie.
  - O. M. Leeper.
  - Camby Wisner, County Treasurer
  - J. H. Thompson, Thorold.
  - Wm. J. Campbell, Niagara on the Lake.
  - W. H. Harrison, Niagara on the Lake.
  - Thomas Conlon, St. Catharines.
  - Ald. M. P. Dixon, Niagara Falls.
  - S. C. Honsberger, Jordan.
  - William Scull, Jordan.
  - Ald. Clara W. Twidale, Niagara Falls.
  - P. B. Yates, St. Catharines.
  - Ed. P. Foley, Mayor, Thorold.
  - H. P. Stephens, Mayor, Niagara Falls.
  - Thomas Hastings, Mayor of Meriton.
- (Continued on next column)

## "Mazda" The Best

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T. J. Hannigan, Secretary Hydro Radial.

Ald. E. C. Graves.

Ald. J. F. Beattie.

Shortly after 3 o'clock Mayor Lovlace called the meeting to order and asked W. B. Burgoyne to take the chair.

Mr. Burgoyne was pleased to see so many present as there were important questions to come before the meeting. He invited Mayor Stephens, Niagara Falls, and Mayor Foley of Thorold to take seats beside him on the platform with Mayor Lovlace.

Mr. Burgoyne said they could look forward to an early beginning of the building of the hydro radial line from Port Credit to St. Catharines. The N. S. and T. R. is part of the Canadian National system and as they are not desirous of maintaining branch lines, they are willing to open negotiations for the handing over of the N. S. and T. R. to the Hydro and made part of the general system from Toronto to the Niagara River and also to Buffalo via Welland and Port Colborne.

Mr. Pope and Mr. Gaby of the Hydro had given assurance that a right of way for the hydro radial between Toronto and St. Catharines is being purchased and he had no doubt that it would not be long before the cars on the N. S. and T. R. would be running as Hydro radial cars.

Mr. W. R. Robertson, of Hydro Radials, asked to speak, said either the N. S. and T. R. would be taken over by the Hydro or else a parallel line would be constructed from here to Niagara Falls. The present line while a big paying one has been held back because of need of money on other parts of the system. Improvements the officials wished to see made could not be made for want of money. If the Hydro takes over the N. S. and T. R. there were sure to be improvements made and local municipalities will derive the benefits of profits the

road makes instead of their going to Ottawa.

Mr. Inch, of the Hydro Commission, said the idea of the Hydro radials was service at cost. While the municipalities guarantee the bonds to the amount of their allotment of the cost of building the radial, no actual money will be required, because the earnings of the road will go to pay the cost of construction as well as for maintenance.

Ald. W. P. Dixon of Niagara Falls wanted to know if these radial lines will pay taxes.

"That will be a matter for adjustment between the Hydro Commission and the municipalities concerned."

Mr. Burgoyne said they had hoped before very long to have resolutions asking for the Radials from all municipalities in this district.

Mayor H. P. Stephens of Niagara Falls said he and the two Falls aldermen came there for the purpose of deriving information. He himself was against duplication of lines and he could see no good reason why there should be another line of railway between Hamilton and Niagara Falls. It would in his opinion be an unwise expenditure of public money. Before he would advise the city of Niagara Falls what to do he would have to have a concise and detailed plan of the undertaking.

It had been stated that the N. S. and T. R. now owned by the Canadian Government is run for the benefit of the whole country. The Hydro is run for the benefit of Ontario generally and much, he was forced to say, to the detriment of the Niagara Peninsula.

In closing Mayor Stephens again emphasized his strong objection to duplicating railroads unless there is some good and sufficient reason.

Manager P. B. Yates said they were simply there to say whether they want the Hydro Commission to make a report on the taking over of the N. S. and T. R. The duplication of

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(Continued on page four)

# Ford

If the Ford Motor Company of Canada, Limited, is able to build up to the limit of its capacity, only 27,350 Ford Cars will be built for use in Canada between January the first and July the thirty-first of this year. Divided among the total population of Canada this means one car to every three hundred and ten people.

It is easy to see that many people will be unable to get their Ford Cars at all, and many will have to wait for summer or fall delivery.

As Ford Dealers in this territory, we desire to deliver a car to every person in this district who wants one, but we cannot get the cars unless we send in the orders now.

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Destitute Jewish Children of Eastern Europe Suffer Terribly From the Cold.

The destitute Jewish children of Eastern Europe are almost entirely without clothing to protect them from the ravages of the winter, according to Samuel Charney, a Jewish writer and critic of Vilna, Poland, who has recently arrived in New York.

"It is not a question of their being without shoes, or without underwear, or without any one thing," he says, "but a question of their being altogether without clothing to cover their nakedness, and to protect them from the cold. There is almost a total lack of linen, cotton or woolen goods in Eastern Europe, and what there is sold at a prohibitive price. The rags that the poverty-stricken Jews wear all through the winter are falling from their backs and heads in almost a greater degree than the food problem to-day.

The help already given by the Joint Distribution Committee of Jews, Poles, the Red Cross, and the Canadian and American Relief Administration is all that has kept our lives alive in Eastern Europe. There is an eye-witness to the fact that there can be said to exist for America they would all be dead now, except a very few. Only America can keep them alive through the winter that confronts them now. There is almost no wood in Poland, and for those who have the money to buy it, and thousands of refugees and families whose homes have been destroyed are being almost on the street. Almost none of them have sufficient clothing."

M. Charney, who was the editor of a Jewish paper in Vilna, came to America with his family by means of a special passport which was secured for him by Samuel Gompers and endorsed by such prominent Jews as Rabbi Stephen S. Wise, Oscar Straus, and Nathan Straus. He was in prison in Vilna along with many other prominent Jews of Vilna. Four days later he was released and went to Paris, from where he sailed for America.

**SIX MILLION JEWS HAVE LITTLE FOOD**

Heart-Rending Stories of Suffering and Death Come From Eastern Europe.

The cans in which oil was sent to the destitute Jews of Poland are being turned to still another use, according to reports brought back to the Canadian Jewish War Relief Committee by relief workers abroad.

For several months these cans have been serving in a number of light-weight capacities, ranging from chocolate containers to sheet-iron stoves. Now that the epidemic of typhus is such a menace in Poland, where there are 200,000 cases, and throughout Eastern Europe, the old cans serve as portable bath tubs, and Canadian Jewish relief workers and Red Cross nurses are striving to combat the dread disease with cleanliness. All through the stricken lands of Eastern Europe little Jewish children are receiving their daily baths in these old oil tins.

Conservation is whittled to a fine point of necessity in these countries, where 6,000,000 Jews are at the point of starvation, and even the damaged cans are not allowed to go to waste. They are used to patch holes in the roofs and walls of the devastated houses. Cold is as much of a problem as disease in Eastern Europe this winter, since the Jewish population, almost without exception, is clad in rags, and the wretched places in which so many of them live are slight protection against the weather.

**BLACK TYPHUS IS KILLING THOUSANDS**

Hundreds Upon Hundreds of Children Become Orphans and Wander Until Overcome by Starvation.

The tragedy of the wandering little orphans of Poland and the sorry state of the mothers of that war-torn country to care for the homeless ones, is an appealing phase of the big heart-breaking story of destitution that relief workers bring back from abroad.

Thousands of youngsters, motherless and fatherless through the ravages of the "black typhus," trudge yearly from village to village over the desolate country seeking what food they can find to keep life in their starving bodies. Sometimes bands of refugees find the little folks and take them in charge. Now and then some almost equally poor peasant gives them shelter and divides his small portion of food. And then, by the course of a day or two, the children take up the tramp again like so many small spies. Once in a while a woman will mother the little travellers and aid them until starvation overtakes them.

Jacob Basheff, who had been in charge of a relief unit for the Joint Distribution Committee, which handles funds collected by the American Jewish Relief Committee and other Jewish fund-raising relief organizations, told of these tragic pilgrimages. The Canadian Jewish War Relief Committee is appealing for funds to alleviate this terrible suffering.

G. A. Langstaff, a prosperous Kent farmer, aged thirty five, hanged himself in a fit of despondency over family illness.