

WORLD CHAMPIONSHIP COMES BACK TO BOSTON

RED SOX SUPERIORITY WITH BAT BRINGS PENNANT TO BOSTON FOR ANOTHER YEAR

In Another Whirlwind Ninth Inning Rally Boston Team Snatches a Victory from Phillies, Clinching the Championship—Hooper and Lewis Hammer Out Three Homers.

Philadelphia, Oct. 13.—To Harry Hooper, native son of California, but earning a tidy little each summer playing field for the Boston Red Sox, goes the honor of bringing another world's championship to his team and the American League.

"Colonel" Epha Rixey of Charlottesville, Va., was hurling for the Phillies, and there was one out in the ninth inning, when Hooper faced the erratic southpaw. The "Colonel" made the batter look foolish as he broke two fast curves over the plate for called strikes, and the home rooters were howling in glee. The noisy approval evidently made Rixey over-confident, for a moment later he grooved one. There was a swish, a crash of bickery against horsehide and a white streak headed for the centre field stands. The ball fell to the ground and then with a long, looping bound, it went into the crowd and Hooper trotted around the bases.

The Phillies still were due a turn at bat, but there was not a soul among the more than twenty thousand crowded in the park who did not know that the series was over, and that the Boston Red Sox had won another championship of the world—four games to one. Flustered, but still fighting, the standard bearers of the National League went through the formality of completing the last inning, but not a man could get to first.

This last game of the series was one to stir the blood. It was a battle from the jump, with the issue ever in the balance. Twice it seemed that Philadelphia had a winning margin, but twice the Red Sox hammered their way to the recon.

Philipp up three runs in the eighth and ninth innings they got the decision, five to four.

It was a batting bee in which the Phillies got an early start. Their big war clubs were ringing merrily when the Red Sox determined to take a hand in the affray. From that time forward there was a crashing, clanging chorus that sounded a sweet symphony in the ears of the fans. For the first time in the series the hum of the homer was heard in the land. The Boston hitters got the range of the short field stands in centre, and sent three balls hurtling there for the circus. Hooper got two of the home runs, and then Lewis another for Boston.

with Alexander, but thereafter were not to be denied. When the Philadelphia team fielded brilliantly the Boston players shone with just that greater degree of radiance which narrowly separates the winner from the loser. When the Philadelphia pitcher was at-bat, the Boston twirler was just a little tighter. And today when the long, silent bats of the Phillies began a song of hits and bingles, the Boston bats crashed in more strident tones. Never very far above their rivals in any one of the five games, the men of the American League, in the last four starts were always just within the shadow line for success. It was a hard series for the Phillies but a brilliant victory for the Boston Red Sox.

While Hooper was the hero of the game, with his two home runs, the second in the ninth inning breaking the tie and winning the championship, Lewis did deadly work with his bat during the series. In eighteen games at the plate he made eight hits. Foster, with four hits in eight times at bat, secured a .500 average, while Luderus made seven in sixteen trips to the plate. Speaker drove out five hits in seventeen chances; Hobby five in sixteen; Hooper seven in twenty; Bancroft five and Gardner four in seventeen times at bat, and Paskert three in nineteen. Cravath, the home run king of the National League, made two hits in sixteen times at bat.

The official figures for today's attendance and receipts: Attendance 20,896; receipts \$52,929.00; National Commission's share \$5,292.90; clubs' share \$46,826.10; each club \$23,413.05.

The Official Box Score

Boston		AB R H P O A E				
Hooper, rf	4	2	3	2	0	1
Scott, ss	5	0	0	2	2	0
Speaker, cf	5	0	1	3	0	0
Hobbitzel, lb	1	0	0	1	0	0

takes one five miles beyond Bridgeport, to Devon. The Glt. Edge express takes 15.25m. to make Bridgeport. New Haven is seventy-two miles from the Grand Central, and Anderson's time for eighty miles was 46m. 10c., and for the first 100 miles it was 57m. 55c., which means that the speeder, if going along the route to Boston, would be eight miles this side of Hartford, or in Hartford in a trifle more than an hour, as compared with 2h. 45m. by fast train.

Anderson in his Stutz, covering 140 miles in 2:12:19, would be about seven miles beyond Springfield, and then "Johnny" Aitkin, taking a new grip on the situation, was up in the lead as the 200-mile mark was passed. One hour fifty-six minutes and a few seconds was the time elapsed. That distance is twelve miles beyond Worcester and then comes the final spurt to Boston.

"Johnny" Aitkin's time at 230 miles was 2:07:44 and at 240 miles was 2:20:28. The trip to Boston was more than equal and still the speed king kept on, but Aitkin dropped out, while Anderson took the lead, and 117 miles more were to be covered to complete the 350-mile run, which would leave one just seven miles the other side of Hartford on the return trip to New York.

All the way from New York to Boston in 3 hours 24 minutes and 42 seconds, while the crowd sat and watched amazed.

PACES MILE IN 2.02 3-4 AT LEXINGTON

Lexington, Ky., Oct. 13.—Single G. owned by W. B. Barefoot of Cambridge City, Ind., one of the star pacers of the year, won the Cumberland Stake, the chief event of the Grand Circuit races here today, in straight heats and took a new record in the first, solving the mile in 2.02 3/4.

Summary:

Cumberland Stake For 2.05 Pacers, of June 1, 3 in 57 Purse \$2,000

Single G. b. h., by Anderson	1	1	1
Wilkes (Gonnell)	1	1	1
Queen Abbees, b m (White)	3	2	2
Fay Richmond, gr g (Jones)	2	4	3
Columbia Fire, b g (Stantz)	5	3	5
Our Colonel, b h (Childs)	4	6	6
Major Ong, b g (Murphy)	7	4	4
Beth Clark, blk m (Valentine)	6	5	7
Jay Stone, b h (Jamieson)	5	5	5

Time—2.02 3/4, 2.03 1/2, 2.03.

2.20 Class, Trotting, 3 in 5; Purse \$1,000

Ames Albington, by Albinson (McDonald) 1 1 1
Truesdale, b m (Cox) 4 3 2
Idora Worthing, b m (Rodney) 3 2 4
Great Governor, b h (Utterback) 2 5 5
Ruby Watts, b h (Wright) 5 4 3
Harry Porter, b g (Eyster) 4 4 6
Durrin, br g (Marsh) 5 8 5
Time—2.07 1/2, 2.09 1/2, 2.09 1/2.

2.12 Class, Trotting, 3 in 5; Purse \$1,000

Peter Bliken, ch h, by Peter The Great (Stuckler) 1 1 1
Lottie Simmons, br m (Todd) 6 3 2
Bertha Carey, br m (Wilson) 8 2 3
Barney Gibbs, br g (Geers) 2 7 8
P. A. L. b g (Gonnell) 3 5 4
Suldimem, b c (Geers) 4 2 6
Victor Star, b g (Valentine) 5 8 5
Alice McGregor, b m (McAllister) 7 6 7
Time—2.07 1/2, 2.07 1/2, 2.07 1/2.

Two-year-old Trot, 2 in 3; Purse \$1,000

General York, b c, by General W. (Stuckler) 3 1 1
Fuldimem, b c (Geers) 4 2 6
Forest B, b c (Utterback) 2 3 2
Time—2.13 1/2, 2.11 1/2, 2.13 1/2.

UNIVERSITY EXPERIMENTS FIND FORD CAR CHEAPER THAN HORSE.

Some Interesting Results Recently Compiled by University of California in Actual Tests.

Experiments conducted recently by the University of California, have brought out the interesting information that \$1,000.48 can be saved in six months of field work by employing a Ford car instead of a horse and buggy.

The field work in question was a soil survey of the San Francisco bay region covering more than 4,000 square miles and lasting nearly six months. In the report to the dean of the Agricultural College, the following facts are noted:

Total mileage covered by automobile 9,845 miles. Running expenses of the car and cost of two experts engaged in the survey work was \$316.52; with depreciation figured at one-third of the cost price (which is high), the total outlay was \$371.52. The cost of horse and buggy in the territory surveyed was \$250 per day and \$550 for a double team. A double team would have been necessary for at least a third of the work. At 30 miles per day the outlay for livery would have been \$330. This made a saving in favor of the Ford of \$398.48.

By reducing the time of the work, the expense of two scientists for 38 working days at \$15 a day was saved, amounting to \$568, making the total saving in favor of the Ford of \$1,006.48. These are actual facts.

This Ford car, in service every day, among mountains and in rocky, sandy regions, saved almost enough, as compared with the cost of the same work done by horses, to buy two more Ford cars for use in university work.

"Almost surprising the saving of money," writes J. W. Nelson, expert in soil technology for the university, "was the great degree of comfort and



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GILLESPIES & CO., MONTREAL, AGENTS FOR CANADA.

RACERS MAKE FAST TRAINS SEEM SLOW

There is no better way of getting a good idea of how fast the leading automobile went at the race for the Astor Cup at the Sheephead Bay Speedway on Saturday than by comparing the times and distances with the corresponding times and distances on the railroad schedules out of New York. By this means all who travel, even commuters who have learned their time tables by heart, will be able to appreciate the speed attained and sustained by the leaders at the various stages of the 350-mile race.

The comparison between "Glt" Anderson's Stutz and the best of limited trains on all the railroads running out of New York is nearly as impressive as the comparison between present day railroad service and the old mail coach. The limited trains of the New Haven, the New York Central and the Pennsylvania Railroad will serve for the comparisons.

The official figures show that Resta covered the first twenty miles in 11m. 25s. The new Haven Railroad timetable shows Mamaroneck to be just a fraction more than twenty miles from the Grand Central Terminal.

Stamford is thirty-three miles out and South Norwalk, forty-one miles. Resta clipped off the first forty miles in 22 1/2m. Fifty-two minutes and 1h. 9m. are the fast running time for trains between the Grand Central and those stops, respectively.

"Glt" Anderson in his Stutz passed the sixty mile mark in 34m. 23s. Sixty

BRINGING UP FATHER

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SAMBO—GO DOWN IN THE CELLAR AND TURN ON THE WATER—I'LL SPRINKLE THE LAWN MESELF!

YAS—SIR!!

JIGGS! COME IN THE HOUSE AND ANSWER THE DOOR BELL—I'M NOT DRESSED!

BY GOLLY—NOW THAT WE HAVE A LOT OF SERVANTS—I HAVE TO DO ALL THEIR WORK.

IS MRS. JIGGS IN—TELL HER MRS. CAPONI IS CALLING.

WILL YOU STEP RIGHT IN—PLEASE.

SAMBO—TURN OFF THE WATER!!

MOOSEPATH RACES TODAY

The much talked of match race between Bob Mac, 2:13 1/4, and Corwin Hal, 2:13 1/4, will take place on Moosepath Park track this afternoon, for a stake of \$200 a side. The money has been posted and the first heat will be called on at 2:30 o'clock sharp. The race will be the best three in five, mile heats, and as the track is in excellent condition the horses should step at a lively rate. In addition to the match race there will be a named race in which a number of local horses will compete.

The Minister of Munitions has appointed Sir Frederick Donaldson, K. C. B., Chief Superintendent of Ordnance Factories, to act for the time being as technical adviser to the ministry. In the meantime arrangements have been made for Mr. V. L. Raven, chief mechanical engineer of the North-Eastern Railway, whose services have been temporarily placed at the disposal of the Minister of Munitions by the board of directors, to perform the duties of Acting Chief Superintendent of the Royal Ordnance Factories, Woolwich.

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ALE AND PORTER

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Rooms, with Bath, \$2.00
Parlor, Bedroom and Bath, \$3.00
Excellent Restaurant a la Carte

Also HOTEL BRETON HALL Broadway & 86th Street

Further notice the S. S. Conroy, will run as follows:—
St. John, N. B., Thorne Wharf Warehouse Co., on Saturday, 7:30 for St. Andrews, calling at Dipper, Beaver Harbor, Black's Harbor Bay, or Letete, Deer Island, Sore, St. George, returning St. Andrews Tuesday for St. John, calling at Letete or Back Bay, Beaver Harbor and weather permitting.

Wm. Thomson & Co., Agents, St. John, N. B.

From London, From St. John, 7-Fraser River, 14-Messing, subject to change. Wm. Thomson & Co., Agents, St. John, N. B.

From St. John, 7 Man. Exchange, 18 Man. Engineer, 2 Man. Miller, Oct. 2, Oct. 3, Oct. 10. Wm. Thomson & Co., Agents, St. John, N. B.

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