

NOTES

RAILWAYS.

CANADIAN PACIFIC

ALL EXCURSIONS

TO BOSTON

On sale daily until October 16
SPECIAL RATES
Limit, Thirty Days.

NAMA-PACIFIC

EXPOSITION

SPECIAL LOW RATES

From Canadian Pacific
through the Canadian Rockies

Howard, D. P. A., C. P. R.,
St. John, N. B.

GOVERNMENT RAILWAYS

ECOLONIAL

St. Edward Island Ry

CEAN LIMITED (Daily).

St. Halifax 8 a. m.
St. Moncton 2.35 p. m. Arrives
St. 6.55 a. m. following day.

MARITIME EXPRESS.

(Daily except Sunday).
St. Halifax 3 p. m.
St. St. John 6.10 p. m.
St. Montreal 6.30 p. m. follow-

ing Pacific Exposition, San
co. For latest information re
fares, routes, time tables, etc.,
City Ticket Agent.

THE NATIONAL

Train via a New Route through
a New Country.

St. Eastern and Western Canada
via Grand Trunk.

St. mislaming and N. O. Ry.
St. Montreal 10.45 p. m. Tues Thurs Sat
St. Montreal 10.45 p. m. Tues Thurs Sat

STEAMSHIPS.

tern Steamship Lines

All-the-Way-by-Water.

INTERNATIONAL LINE.

St. ships Calvin Austin and
St. Governor Cobb

St. St. John, Mon., Wed., and
St. 9 a. m. for Lincol, Eastport,
St. and Boston. Return leave
St. Wharf, Boston, Mon., Wed.,
St. 1, at 9 a. m.

MAINE STEAMSHIP LINE.

St. ships North Land and North Star
St. e Franklin Wharf, Portland
St. Thurs. and Sat., at 6.30 p. m.
St. Ticket Office, 47 King street.

St. CURRIE, Agent, St. John, N. B.

St. FLEMING, T. F. & P. A.,
St. St. John, N. B.

tern Steamship Lines

ALL EXCURSIONS

INTERNATIONAL LINE

OW FARES

ST. JOHN TO

PORTLAND

AND

BOSTON

On Sale Until Oct. 29.
Return limit 30 days.

St. Portland, . \$6.50
St. Boston, . \$7.00
St. Tickets and stationers at City
St. Ticket Office, 47 King St., also
St. at Wharf Ticket Office.

MARITIME STEAMSHIP CO.

(LIMITED.)

St. al further notice the S. S. Con-

St. stros. will run as follows:—
St. Warehouse Co., on Saturday, 7.30
St. for St. Andrews, calling at Dipper
St. Harbor, Black's Har-

St. Black Bay, or Letete, Deer Island,
St. Store, St. George, returning
St. St. Andrews, Tuesday for St.
St. calling at Letete or Black Bay,
St. Harbor, Beaver Harbor and
St. Harbor, tide and weather per-

St. MIT—Thorne Wharf and Ware-

St. house 2581. Manager, Lewis Con-

St. Black's Harbor, N. B.

St. a company will not be responsible
St. y debts contracted after this date
St. at a written order from the com-

FURNESS LINE

St. London. From St. John.

St. 7—Fraser River Oct. 23

St. 14—Melbourne Oct. 2

St. tages subject to change.

St. WM. THOMSON & CO.,
St. Agents, St. John, N. B.

MANCHESTER LINE

St. om From

St. chester St. John

St. 7 Man. Exchange, Sept. 23

St. 18 Man. Engineer Oct. 2

St. 2 Man. Miller Oct. 16

St. WILLIAM THOMSON & CO.,
St. Agents, St. John, N. B.

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 sum 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" Ephie 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 bickory against horseshide 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 recount.

Piling 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, clouting 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 clutch. Hooper got two of the home runs, and then Lewis another for Boston.

The local batters, who had their batting sights aimed on the stands and closest fences long before the series began, valiantly tried to meet the invaders at the home run game. Luderus lifted one high over the right field wall in the fourth, but here the heavy firing of the home folks ended, and for the last five innings there was never a threat of Philadelphia tallies.

All through this world's series the Red Sox have been just good enough to win. They lost their first meeting

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 pitching was at-light, the Boston twirling was just a little tighter. And today when the long, silent bats of the Phillies began a song of biffs 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 of 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 trips 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; Hobbie 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 20,806; 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 A B 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
Hobbs, lb 1 0 0 1 0 0

Gainer, lb 3 1 1 9 0 0
Lewis, lf 4 1 1 0 0 0
Gardner, 2b 3 1 2 3 0
Barry, 2b 4 0 1 1 0 0
Thomas, c 2 0 1 4 3 0
Cady, c 1 0 0 2 1 0
Foster, p 4 0 1 1 3 0
Totals 36 5 10 27 12 1

Philadelphia A B R H P O A E
Stock, 3b 3 0 0 0 1 0
Bancroft, ss 4 1 2 3 6 1
Paskert, cf 4 1 2 3 0 0
Cravath, rf 3 0 0 1 0 0
Duguey, x 0 0 0 0 0 0
Becker, rf 2 1 2 13 2 0
Luderus, lb 4 0 2 0 0 0
Whitted, lf 4 0 2 0 0 0
Niehoff, 2b 4 1 1 2 2 0
Burns, c 4 0 1 2 2 0
Mayer, p 1 0 0 1 0 0
Rixey, p 2 0 1 0 0 0
Kilfiter, xx 1 0 0 0 0 0
Totals 32 4 9 27 14 1

x—Ran for Cravath in th.8
xx—Kilfiter batted for Rixey in 9th.
Score by innings:
Boston 011000021—8
Philadelphia 20020000—0
Summary:
Two base hit, Luderus; three base hit, Gardner; home run, Hooper; two Lewis, Luderus; earned runs, Boston five, Philadelphia three; double plays, Foster to Thomas to Hobbie; Bancroft to Luderus; left on bases, Boston seven, Philadelphia five; first base on errors, Boston one; bases on balls, off Rixey two, off Foster two; hits off Rixey six in two and one-third innings; off Rixey four in six two-third innings; hit by pitched ball, by Foster (Stock, Luderus); by Rixey, (Hooper); struck out, by Foster five; Rixey two; umpires, at plate, Evans on bases, O'Loughlin; left field, Klem; right field, Rigler; time 2:15.

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 "Gil" 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 Hav. daylight time table 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 22½m. Fifty-two minutes and 11.9m. are the fast running time for trains between the Grand Central and those stops, respectively.

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

takes one five miles beyond Bridgeport, to Devon. The Glt. Edge express takes 1h. 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. 5s., 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 beyond Springfield, and then "Johnny" Atkin, 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" Atkin'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 kings kept on, but Atkin 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 and then nearly back to Hartford 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, soing the mile in 2.02½.

Summary:
Cumberland Stake For 2.05 Pacers, of June 1, 3 in 57 Purse \$2,000
Single B, b h, by Anderson . . . 1 1 1
Wilkes (Gonnell) 3 2 2
Queen Abbeas, b m (White) . . . 2 4 3
Pay Richmond, gr g (Jones) . . . 2 4 3
Columbia Fire, b g (Stantz) . . . 5 3 5
Our Colonel, b h (Childs) 4 6 6
Major On, b g (Murphy) 7 7 4
Beth Clark, blk m (Valentine) . . . 6 5 7
Jay Stone, b h (Jamieson) ds
Time—2.02½, 2.03½, 2.03.
2.20 Class, Trotting, 3 in 5; Purse \$1,000
Ames Albingsen, by Albingsen (McDonald) 1 1 1
Truesdale, b m (Cox) 4 3 2
Idora Worthy, b m (Rodney) . . . 3 2 4
Great Governor, b h (Utterback) . . . 2 5 5
Rudy Watts, b h (Wright) 5 4 3
Harry Porter, b g (Eyster) ds
Durm, br g (Marsh) ds
Time—2.07½, 2.09½, 2.09½.
2.12 Class, Trotting, 3 in 5; Purse \$1,000
Peter Biliken, ch h, by Peter The Great (Nuckels) 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
Fair Virginia, blk m (Cox) 1 2 3
Victor Star, b g (Valentine) 5 8 5
Alice McGregor, b m (McAllister) 7 6 7
Time—2.07½, 2.07½, 2.07½.
Two-year-old Trot, 2 in 3; Purse \$1,000
General Yorke, b c, by General Wadsworth 3 1 1
Suldborn, b c (Geers) 1 2 3
Forest B, b c (Utterback) 2 3 2
Time—2.13½, 2.11½, 2.13½.

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 \$331.52. 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 \$10 a day was saved, amounting to \$380, making the total saving in favor of the Ford of \$1,008.48. 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 surpassing the saving of money," writes J. W. Nelson, expert in soil technology for the university, "was the great degree of comfort and convenience to the men doing the work. It enabled both men to see all parts of the area covered, affording a better and more accurate correlation of the results obtained."



Something to Crow about!

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Scotch

Buchanan's Scotch Whisky is properly Aged and perfectly Blended, and their large Stocks in Scotland ensure an unfailing supply of the same Faultless Quality.

GILLESPIES & CO., MONTREAL, AGENTS FOR CANADA.

RED BALL



ALE AND PORTER

SIMEON JONES, LTD.
Brewers
ST. JOHN, N. B.

Bringing Up Father

