

Live Sporting News And Notes

WILLARD JUST SMILES AT SUGGESTION THAT HIS TITLE IS IN DANGER

Moran Contingent Have Hunch Laurel Wreath Will Change
Owners—Both Fighters in Prime Condition and Con-
fident—Champion Now 2 to 1 Favorite.

New York, March 24.—Surrounded by the most representative assemblage that ever witnessed a pugilistic encounter in this country, Jess Willard and Frank Moran will meet here tomorrow night in a ten round encounter with the heavyweight championship of the world, now held by Willard, practically at stake.

According to the predictions of the Moran contingent there is more than an even chance that the heavyweight title will change hands before the tenth round is completed, but the promoters of the bout have not billed it as a battle for the championship, and Willard simply smiles when the possibility of his losing the title is mentioned within his hearing. Under the New York State Boxing law no decision can be rendered by Referee Charles White, and the only way that Moran could win the title would be by knocking out his opponent, winning on a foul committed by Willard, or to have the contest stopped by the referee, should the champion be unable to continue for any reason.

Perfect physical condition and supreme confidence in their ability to win the popular verdict on points or by a knockout were the high lights today in the training camps of the two pugilists. Neither did serious work and both reiterated to night they were in absolutely the pink of condition and ready to go ten rounds at top speed if necessary. Willard announces that he expects to weigh just about 250 pounds when he enters the ring, and Moran fixed this weight at about 203 pounds.

Willard the Favorite.

Undoubtedly hundreds of private wagers have been made at different odds, but as these are not on record it is difficult to fix on anything like official quotations. In the bet made on Willard to win, a consensus verdict among the experts at the ringside, the champion at present rates a favorite at about two to one.

Wagering is three to one that Willard will not knock out Moran, and to one that Moran cannot stop Willard.

The gate receipts are expected to reach close to \$150,000. The men will box for a purse of \$71,250, of which Willard will receive \$47,500 and Moran \$23,750. The pugilists also will receive a substantial sum from the moving picture end.

Tex Rickard, promoter of the bout, has close to \$50,000 clear profit safely banked with a local trust company, it is said.

The statements of the principals and the referee follow:

Willard—"Never having seen Moran in action it may take me several rounds to size him up, but once I know what he has got I shall be in a position to go ahead and box for his weakest point. If Moran meets me half way the bout ought to satisfy every spectator in the Garden, for it will be fast and full of action from start to finish. If he will stand up and box, blow for blow, I will win decisively."

Moran—"I have no misgivings as to the outcome of the bout. I am positive that I will win decisively and carry the world's heavyweight title out of the ring with me. At no previous stage of my life have I been in such the physical condition, nor have I ever felt more confident of defeating an opponent."

Charley White, referee—"I don't expect any trouble in refereeing the bout, because I am sure that both Willard and Moran know the rules thoroughly, and are going to put up a clean, hard bout, in accordance with common sense rules of the game. They are both fair, sportsmanlike fighters, and will practically referee the bout themselves."

WELSH AND KILBANE SUCCESSFUL IN DEFENDING TITLES

New York, March 24.—In the same ring here tonight two world's champions successfully defended their titles. Freddie Welsh, lightweight title holder, scored a technical knock out over Frank Whitney, of Cedar Rapids, Iowa, while Johnny Kilbane, featherweight champion, defeated Harry Donohue, of Peoria, Ill.

Welsh was the aggressor in the first bout from the start, and forced Whitney to quit in the fourth round.

Kilbane overwhelmed Donohue, who was twice knocked down for the count, but managed to avoid a knockout.

Kilbane weighed 128, and Donohue 134 pounds.

SCHOONER SOLD.

The schooner Rebecca M. Walls, which arrived at Calais March 20 with coal for the St. Croix Paper Company, has been sold to New York parties, the deal being consummated on Tuesday, March 21. The Walls is owned by Captain William McLean, of Portland in conjunction with two brothers and a sister, and is said to have brought \$12,000 to her owners by the sale.

LOCAL BOWLING

Last night in the City League, on Black's alley, the Specials took three points from the Easterns. The scores follow:

	Specials.	
Hanson	91 85 90 266 88 2-3	
Scott	80 98 90 268 89 1-3	
O'Connor	122 84 99 315 186	
Dunham	78 90 77 245 81 2-3	
Wilson	105 99 111 315 105	
	476 466 467 1409	

Easterns.

Williams	119 103 96 323 107 2-3
Thurston	106-103 88 297 99
Smith	69 87 96 262 84
Jones	75 98 70 243 81
Robinson	81 87 94 262 87 1-3
	460 483 444 1377

The Nationals and Elks roll tonight.

Transcona

two-inch band

Worn from ocean to ocean by discriminating men

Brooks Limited (made in Canada)

Its a Treat



To chew King George Navy Plug.

Made from pure, rich tobacco, every ounce of which is carefully selected, then blended according to our process.

King George's

NAVY PLUG

Has a delicious, non-irritating sweet taste—and it is universally recognized that sweetened tobacco is much more healthful than the old fashion "strong", unsweetened plug.

It leaves a long, lingering flavor and guards the teeth from the ravages of "acid mouth", the cause of nearly all tooth decay.

"Made in Canada by Expert Canadian Workmen"

10c A Plug Everywhere

ROCK CITY TOBACCO CO., LIMITED

Canadian Ford Car Parts Reduced \$147 Per Car Since War Began

It is well known that the war has increased the price of practically all raw materials.

And, although all but \$16.88 worth of material that goes into the construction of the Ford car is bought right here in Canada, a high import duty adds its burden to that material that must be bought in the United States.

But in spite of increased duty and increased cost, the price of parts that go to make up a complete Ford car have been decreased \$147 since war began.

This reduction was made for two reasons. First, because under normal conditions, increased quantity production would have made these lessened prices possible. Second, under abnormal conditions brought about by the war, the executives of this company felt it their duty as loyal British subjects to absorb these taxes of war into their manufacturing costs.

This reduction in price of parts is of first importance as a reduction in the cost of service to Ford owners. Prices of Ford spare parts have always been exceptionally low as compared to prices of parts for other cars, and under war time conditions the Ford company might have withheld, with seeming justice, any reduction in the price of parts in times such as these.

But the Ford Canadian executives had enough confidence in the progress of the Dominion and of the Empire to feel that the future prosperity of the country was sufficiently assured to warrant making these reductions.

This is improving a service already unrivalled in its efficiency. Ford, the Universal Car, can as well be named the Car of Universal Service.

Thus the Ford Company has left dollars in the pockets of Ford owners which it might have acquired were it not for its policy of the best service at the lowest cost. Even the finest piece of mechanism, often through abuse or neglect, sometimes requires attention. The remarkable economy of this Ford service is known to motorists all over the world.

In every community of any size in the Dominion there is a Ford dealer who carries a complete stock of parts and whose establishment is in itself a well equipped service station. A Ford owner, no matter where he drives his

car, is never far distant from a Ford service station that is ready to give prompt and efficient service in any emergency that may arise.

Moreover, Ford parts, as is the Ford car itself, are standardized and will fit in place in any Ford car to the thousandth part of an inch.

And every Ford dealer, because of this standardization of parts over a number of years, has an expert knowledge of the construction and repair of the Ford car. There is absolutely no guesswork in this Universal Service to Ford Owners.

Backing up the service afforded by over five hundred Ford dealers are the nine Ford branches located in the nine leading Canadian cities from St. John to Vancouver.

In four of these Canadian cities new branch buildings have been constructed since the war began and are themselves as large as many automobile factories. They are so completely equipped as to be able to build a Ford car complete. The buildings alone for these four new branches were erected at a cost of over a million dollars.

This immense expenditure is another indication of the attitude of absolute confidence in Canadian prosperity that has always been shown by the Canadian Ford executives and that has not been altered in the slightest degree by any war conditions.

At the same time that reductions in the price of Ford car parts were made there was also made a reduction in the price of complete cars. Twice—on August 1st, 1914 and August 1st, 1915, the price of the Ford car was reduced by \$60—a total reduction of \$120 in the price of the car since the start of the war.

This reduction is made on an estimated production of a definite number of cars for the coming year. Forty thousand Canadian Ford cars must be built and sold by August 1st, 1916 in order to warrant this last reduction of \$60 in price.

And here is another most emphatic expression of confidence in Canada. The Ford Canadian executives are basing everything on the continued and increasing prosperity of the Dominion.

And their judgment is being fully justified.

Ford Motor Company of Canada, Limited

Ford, Ontario

Ford Runabout	440
Ford Touring	530
Ford Coupelet	730
Ford Sedan	890
Ford Town Car	780

f.o.b. Ford, Ontario



All cars completely equipped, including electric headlights. Equipment does not include speedometer.

Bringing Up Father



Finance

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Monday, March 8th to Oct. 25th

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