MC2289

POOR DOCUMENT

DOLLARS.

Do you work for dollars?
When you get them, do you make the dollars work for you?
We can employ all the idle dollars, and make them yield you 4% paid or compounded half yearly.
We have $24,000,000 at work, $8,000,000,00 of which is our paid-up Capital and Reserve.

Canada Permanent Mortgage Corporation,
Maritime Branch Prince Wm. Street, St. John, N. B.
EDMUND B. LeROY, Manager.

SPECULATIVE ORGIES OF RECKLESS OPERATORS

That is How the New York World Describes Recent Events in Wall Street---The Over-Inflation and the Present Danger.

(New York World.)

The return to normal conditions in the money market has again developed the spirit of over-speculation which was chiefly responsible for the acute monetary conditions of two weeks ago, and it would not surprise the conservative element in the financial district if a repetition of the effect should follow the renewal of the cause. As a matter of fact, the speculative orgies of several groups of utterly reckless operators exceed in sheer wantonness anything of the kind that has been witnessed in Wall Street in the last twenty years. These wild operations have been confined almost wholly to Reading, Smelters and American Locomotive common, three stocks that undoubtedly have investment merit, but which by no manner of reasoning can be appraised at their present market value. Reading has been jugged by a set of manipulators whose methods have on several occasions called forth the most vigorous denunciation from the best element of the banking houses, but they are in turn supported and encouraged by another, an equally strong faction of money lenders, who care little about the effect these operations may have upon the general financial situation as long as they get their interest and a goodly share of the speculative plunder

Repressive Measures

About the only effective measure that has as yet been adopted in restraint of this over-inflation has been the refusal by the Chase National Bank, the American Exchange National Bank, and several other Wall street institutions, which still adhere to old-fashioned principles and practices in the safe-guarding of their depositors' funds to accept Smelters, Locomotive and Reading as collateral at anything like the present market quotations or unless accompanied by a pretty good assortment of standard investment securities. This discrimination against these over-distended bubbles, if adopted by the majority of the banks, would soon put an end to the juggling that is throttling what promised to be a healthy midwinter market, but which will not survive unless the professional element turn their attention to the low-priced stocks for a campaign in which existing conditions supply ample ammunition.

The Brooklyn Bubble

The success which the three principal pools have had in maintaining their specialties has invited a renewal of operations by the poor old Brooklyn Rapid Transit pool, which has managed to maintain a precarious sort of existence by a system of "laundry work," conducted from time to time in a crude sort of way by a coterie of stock jugglers, who have succeeded to the speculative shares of the late Gov. Flower. This stock, which has scarcely the most remote promise of ever paying any return on the investment, has been marked up to 91½ during the week, and it is not improbable that several thousand shares have been unloaded on the public at prices fully 100 per cent. higher than the statistical position of the property could possibly be construed to warrant. Among the canards put out by the press agents of the pool was the old story that Pennsylvania was buying the stock for control. This threadbare yarn has always been regarded as so obviously absurd by railroad men that the Pennsylvania officials have never taken the trouble heretofore to deny it. Counting upon their continued silence, the pool during the week set afoot a renewal of the story in rather more plausible garb than it has heretofore worn, and this has invited from President Cassatt of the Pennsylvania Railroad, the following disclaimer, which disposes of the canard for once and for all:

"There has never been any intention on the part of the Pennsylvania Railroad Company to acquire the Brooklyn Rapid Transit property, or to take any pecuniary interest in it whatever, and it is not possible that any occasion will arise which will modify or change this position."

THE WORLD OF SHIPPING

MINIATURE ALMANACK.

1905. November	Sun Rises	Sun Sets	Tides High	Tides Low
27 Mon	7.42	4.40	11.53	5.44
28 Tues.	7.44	4.39	0.28	6.34
29 Wed.	7.46	4.39	1.17	7.23
30 Thur	7.47	4.38	2.06	8.14
December.				
1 Fri	7.48	4.38	2.57	9.08
2 Sat	7.49	4.37	3.51	10.05
3 Sun	7.51	4.37	4.47	11.04

In Atlantic Standard Time, counted from midnight to midnight.

STEAMERS FOR ST. JOHN.

Name.	Date of Sailing.
Ortana, from Algoa Bay	Oct. 21
Evangeline, from London	Nov. 12
Siberian, from Liverpool	Nov. 16
Athenia, from Glasgow	Nov. 18
Lake Champlain, from Liverpool	Nov. 21
Concordia, from Glasgow	Nov. 25
St. John City, from London	Nov. 25
Mount Temple, from Antwerp	Nov. 28
Mountfort, from Avonmouth	Nov. 28
Tunisian, from Liverpool	Nov. 30
Tritonia, from Glasgow	Dec. 2
Lake Erie, from Liverpool	Dec. 5
Corinthian, from Liverpool	Dec. 7
Salasia, from Glasgow	Dec. 9
Parisian, from Liverpool	Dec. 14
Kastalia, from Glasgow	Dec. 16
Lake Manitoba, from Liverpool	Dec. 19
Sicilian, from Liverpool	Dec. 21
Pretorian, from Liverpool	Dec. 28

PORT OF ST. JOHN.

Arrived.

Wednesday, Nov. 29.

S. S. Oruro, 1249, Seely, from Bermuda, Windward Islands and Demerara, Scrofield & Co, pass and mdse.

Stmr Calvin Austin, 2853, Pike, from Boston via Eastport; W S Lee, pas and mdse.

Cleared.

Schr Theta, 430, Barnes, for Digby, N S, Master, ballast, to load for a port in U S.

Schr Lois V Caples, 191, Robinson, for East Greenwick, R I; Stetson, Cutler & Co, scantling, &c.

Coastwise:—

Schr Dorothy, Longmire, Bridgetown.

DOMINION PORTS.

HALIFAX, Nov. 28—Ard, stmr Boston, from Jamaica.

Sld—Stmr Florence, London.

CHATHAM, Nov 28—Cld, stmr Richard, Sydney, N S.

BRITISH PORTS.

LONDON, Nov 25—Sld, stmr St John City, Bovay, St John.

AVONMOUTH, Nov. 28—Sld, stmr Mountfort, St John.

KINSALE, Nov 28—Passed, stmr Norseman, Portland for Liverpool.

LONDON, Nov 28—Ard, stmr Monmouth, Montreal.

LIVERPOOL, Nov 28—Ard, stmr Manitoba, Montreal and Quebec.

MANCHESTER, Nov 28—Ard, stmr Manchester Importer, Montreal.

QUEENSTOWN, Nov 28—Ard, stmr Majestic, New York for Liverpool, and sld.

LIVERPOOL, Nov 27—Ard, stmr Lake Erie, Montreal.

KINSALE, Nov 28—Passed, stmr Dunmore Head, Montreal and Quebec for Dublin.

PRAWLE POINT, Nov 28—Passed, stmr Gulf of Ancud, St John for London.

GLASGOW, Nov 28—Ard, stmr Pretorian, Montreal.

FOREIGN PORTS.

NEW LONDON, Conn, Nov 28—Ard, schr Strathcona, New York for Portland.

Sld—Schrs Harry Miller, St John for New York; Carrie Easar, Liverpool for do; Roger Drury, St John for do.

ANTWERP, Nov 28—Sld, stmr Mount Temple, from New London for St John.

CITY ISLAND, Nov 28—Bound south, bark Eva Lynch, Weymouth Bridge, N S; schrs Baden Powell, Dalhousie.

NARVIK, Nov 21—Sld, stmr Sif, Sydney.

PORTSMOUTH, N H, Nov 28—Cld, schrs Annie A Booth, St John.

Sld—Stmr Duncan, Hillsboro.

PORTLAND, Me., Nov 28—Ard, stmr Hilda, Chambers, Parrsboro; St Croix, Thompson, St John for Boston and sailed.

BOSTON, Nov 28—Ard, schooners Onward, St John; Emmeran, Port Greville.

CARIBELLE, Fla., Nov 28—Cld, 25th, schooner W S Fielding, Bridgewater.

VINEYARD HAVEN, Mass, Nov 28—Ard, schrs Ida M Barton, Port Johnson for St Andrews; Ida May, Elizabethport for St John; Harry Knowlton, St John for New York.

Sld—Schr Lucia, Porter, from St John for New York.

REPORTS, DISASTERS, ETC.,

PARRSBORO, N. S., Nov. 28—The schooner Urbain B., Smith, master, which left this port yesterday for Bridgetown with coal for Longmire Bros., went ashore early this morning at Port George, on the Digby shore. No particulars have been received, but it is probable that the vessel and cargo will be lost. It is supposed that the vessel went ashore during the snow storm that prevailed in the bay last night. The Urbain B. was built at Belliveau's Cove eighteen years ago and registered ninety-eight tons. She is chiefly owned by the captain and his brother. She has carried coal from this port for several years and is partly covered by insurance.

The steamer Avalon, the last of the deal laden fleet, cleared for Old Head, Kinsale, today for orders. The cargo was supplied by Capt. Nordby for Geo. McKean of St. John.

VESSELS NOW IN PORT

Not Cleared to Date—Showing the Tonnage and Consignee:—

STEAMERS.

Alcided, 2181, Schofield & Co.
Bengore Head, 1619, Wm Thomson.
Mon ezuma, 3363, C P R Co.
Sicilian, 2364, Wm Thomson & Co.
Symra, 1920, Dominion Coal Co.

BARK.

Cordelliera, 620, Wm Thomson & Co.
Egeria, 397, A W Adams.
Shawmut, 498, John E Moore.

BRIGANTINES.

Atlanta, 329, J. W. Smith.

SCHOONERS.

Abbie C Stubbs, 295 B, R Colwell.
Abbie Keast, 96, A W Adams.
Alice Maud, 119, N C Scott.
A. P. Emmerson, 201, R. C. Elkin.
D W B, 120, D J Purdy.
E. G. Gates, 103, J. Splane & Co.
Ellen M Mitchell, 335, J W Smith.
Frank & Ira, 98, N Scott.
G H Perry, 99, F Tufts.
Genevieve, 124, A W Adams.
Georgia Pearl, 118, A W Adams.
Georgia, 2 W Smith.
Georgie E. 88, J W McClary.
H. A. Holder, 94, A. W. Adams.
Helen Montague, 344, R. C. Elkin.
Manuel R Cuza, 238, P McIntyre.
Norman, 299, R C Elkin.
Pandora, 98, A W Adams.
Pansy, 76, master.
Parion G. Thompson, 162, A. Cushing & Co.
R P S, 74, master.
Rewa, 122, D J Purdy.
Roger Drury, 307, R C Elkin.
Romeo III. P. McIntyre.
Rothesay, 289, J. W. Smith.
Sebago, 254, P. McIntyre.
Wanola, 275, J W Smith.
William L. Elkins, 229, J. Willard Smith.
W H Waters, 120, A W Adams.

COASTWISE.

Abbie Verna, Back Bay.
Eastern Light, Grand Harbor.
Effort, Annapolis.
L. M. Ellis, Westport.
Mystery, Musquash.
Silver Cloud, Digby.
Sovereign, Westport.

Note—This list does not include today's arrivals.

IMPORTS

From London and Antwerp, ex S S Montezume—66 crates mdse, order A G D; 1 case samples, R & L order; 11 pkgs dry goods, M R A; 27 wheels, 27 tyres, order F K; 20 casks, 150 cases gin, J O'Regan; 6 csks, 20 cases gin, C N Beal & Co; 50 pgks empty bottles, 4 cases paper, Pollock Bros; 68 beams, order C B C; 1 case machinery, D F Brown & Co; 1 case paintings, D J Seeley & Son; 1 case mdse, Blarckiock Bros; 80 pkgs mdse, Geo Borgfiat & Co, care H C Olive.

For St. Stephen, N B—81 cases bleaching powder, C A Mc.

Also a large cargo for the west.

From Demerara, ex S S Orura—300 bags sugar, order K E M.

From Trinidad—500 bags cocoanuts, K order; 309 bags do, order J B.

From Barbados—135 bags sugar, W H M, Toronto; 1 box preserves, S J Bierston.

From Domenica—35 brls oranges, 7 boxes do, 6 pkgs fruit, Northrup & Co; 6 brls 5 bxs oranges, St John Mercantile Co, Ltd; 5 brls green limes, order T & S, Boston; 5 brls do, John B Valentine, Boston; 40 brls, 1 box limes, W F Brennan, Boston; 1 box provisions, O T Tweedie.

From Bermuda—1 brl sugar, Schofield & Co; 1 box, J M Greene, J M.

EXPORTS

For Liverpool per S S Parisian:—

Foreign goods—114 pkgs meats, 70 trcs, 2350 brls, 2050 cases lard, 500 cases pork—value $107,007.

Canadian goods—20 crates tanks, 4 boxes brass spuds, 7086 brls apples, 235,699 ft deals, 14,643 ft scantling, 11732 ft ends, 1 moose head, 2 parcels mdse, 2 pkgs furs, 24,000 bushels wheat, 600 cases eggs—value $34,456. Total value of cargo, $141,463.

For East Greenwich, R I, per schr Lois V Chaples—90,276 ft spruce scantling, 86,132 ft spruce plank, 727,500 cedar shingles; Stetson Cutler & Co.

FACTS AND FANCIES

The best after-dinner speech of all—"The checks are mine." — Home and Abroad.

The opera glass saves the stage door keeper lots of annoyance.

We can all see what fools we were yesterday; but to see what fools we are today—that is the wisdom.

Many a woman would sooner have a broken heart than a boil at the end of her nose.

Life, like soup, is what we make it.

The only thing that makes any man superior to another is his service.

ABOUT GEORGE H. HAM

He Will Be In St. John Early Next Month On His Way Home From England.

In an article dealing with the Canadian Pacific Railway, the Victoria Times says: "Not the least of the lesser luminaries, although he is perhaps not a railway man in the strict sense of the term, is George H. Ham. The exact position of Mr. Ham in the economy of the Canadian Pacific Railway has never been authoritatively designated that we know of. What we do know is that he is a powerful factor in making for the great popularity of the line. It is doubtful whether any other railway or steamship company in the world possesses an official clothed with such powers or constrained by such commands, which appear to go forth and make the Canadian Pacific Railway a popular institution. What we are sure of is that Mr. Ham has succeeded in his mission. That may be due to some extent to Mr. Ham's training as a newspaper man. His experience teaches him always to keep in touch with the right people—that is, the people who have the means of telling others, and large numbers of others, of the wonders of the Canadian Pacific Railway. Mr. Ham is now in Great Britain. There he has placed himself in communication with the right people again, and has been instructing them upon the subject nearest his heart. Mr. Ham, however, has also been drawing attention to the prospects of Canada.

"The first thing he appeared to have noted on his arrival in the Old Country was the difference in the prices of Brown October Ale there as compared with the rates charged in Canada."

Mr. Ham will be in St. Jeohn early next month, arriving from England on the steamer Lake Champlain. His many friends here will be glad to see him.

FROM WEST INDIES

S. S. Oruro Arrived This Morning---Seven Chinese for Vancouver.

The West India steamship Oruro, Capt. Seeley, arrived in port this morning from Bermuda, Windward Islands and Demerara. The steamer brought the following cabin passengers: Miss A. Frances and Mr. and Mrs. W. Ross for Halifax; six second class and seven Chinese, the later go through to Vancouver in bond. The vessel had an uneventful trip on the way up north. She has on board a large amount of sugar and molasses for Halifax. The Oruro will berth at the corporation pier.

IS THERE A WOMAN
Who Can't Make Good Pastry
WITH
"Royal Household" Flour

Did you read our talk about "Royal Household" Flour in this paper a few days ago—showing that it makes just as good pastry as it does bread—(nearly everybody knows it makes the best bread) and that you need no special pastry flour when you have "Royal Household" in the house?

Did you try it?

And you couldn't make good pastry with it?

Wait a minute. Perhaps we did not make it quite clear to you that there is a "Royal Household" way of using "Royal Household" Flour—a very simple way indeed but a particular way which is quite worth following out. This way has been worked out by thousands of experiments in order to have it so simple that any woman in her own kitchen can scarcely make a mistake.

Of course every woman knows that in trying a new flour she is not likely to get the very best results the very first time. When a woman gets acquainted with "Royal Household" Flour—learns the feel of it—sort of makes friends with it—and gets familiar with the "Royal Household" way—she can make pastry that will be the delight and envy of everyone who sits at her table.

A woman said the other day—"Royal Household" is alright if you take a little care and handle it in the "Royal Household" way. When I am careless about how much flour, water, etc. I put in—and just kind of rush things through—the pastry is never so good—but when I am careful—when I measure everything accurately and follow the Ogilvie's simple way of doing things—then "Royal Household" makes the most delicious pastry you ever tasted."

In the business world, a successful producer of any article of general consumption not only works all day, but sits up nights—thinking—scheming—planning some way to make his product even a little bit better than any one else has made it. No reasonable expenditure in time or machinery is too great if it will but improve the product a little.

Surely then it is quite worth while for any housewife to put forth a little effort to have her baking—upon which the family health depends so much—just as good as it can possibly be.

We honestly believe that any woman of ordinary intelligence—by using "Royal Household" Flour in the "Royal Household" way—may have better bread—better pastry—everything better that is made with flour—for the remainder of her life time, if she will simply take the trouble to give "Royal Household" Flour a careful and reasonable trial.

We print herewith a simple recipe for making Puff Paste.

The "Royal Household" Way.

1 pound of Royal Household Flour.
1 pound of Butter.

Wash the butter thoroughly or until free from salt. Put both flour and butter in a cold place. Keep all utensils ice cold while working the dough. This is important. Mix about one-fourth of the butter into the flour, adding enough ice cold water to make a nice paste. Roll out thin and spread more butter on with a knife; fold up as you would a piece of paper, repeating this until all the butter is worked in. It is well to roll thoroughly, as better results will be obtained; half an hour is none too long. The dough should then be put in a cold place for several hours, over night is better, but do not allow it to freeze. Bake in a moderately hot oven.

Telephone any dealer for a 7 lb. bag of "Royal Household" and give it a fair trial. If you have tried it once and, because of not being thoroughly acquainted with it, did not get such results as you hoped—try it again—but in the "Royal Household" way.

If your dealer does not keep "Royal Household" send us his name and address and we will see that he or some other dealer delivers a 7 lb. bag to you promptly.

Send us a post card with your address and we will send you our recipes and a lot of useful hints for making bread and pastry. But don't forget to telephone your dealer for the 7 lb. bag.

The Ogilvie Flour Mills Co. Ltd.
MONTREAL.

BY ROYAL WARRANT TO HIS MAJESTY THE KING
Dewar's
"The Whisky Popularized By Quality."
More than 50 Medals awarded for superiority in competition with the world!

MARINE NOTES

Furness steamship St. John City left London on the 25th inst. for this port.

The attempt to float the steamship Bavarian yesterday failed. She will remain where she is until spring.

Donaldson line steamer Kastalia, Captain Webb, arrived at Newport News, last Saturday from this port.

Furness steamer Florence sailed Monday night from Halifax for London with a large apple freight.

The turbiner Virginian is the mail steamer from England due this week at Halifax. She has 600 passengers on board.

The West India steamer Oruro, Captain Seely, arrived this morning from Bermuda, Windward Islands, and Demerara, after discharging her St John freight she will go to Halifax.

The Allan line steamers which will perform the Halifax to Havre and London service will be the Sarmatian, Capt. Renie, and Pomeranian, Capt. Harrison. The Sarmatian sailed from London on November 16, Havre on the 18th, and will sail from Halifax on the ninth of December.

Captain Munro, of the schooner Lewiston, which arrived in port last Monday, was arrested by Detective Power for complicity in A. and W. Smith's robbery. It is alleged that Locke sold Captain Munro last week 20 barrels of flour, 1,00 pounds of meal, two barrels of corn beef and one box of raisins for the sum of 55. The goods sold were worth $160. Locke confessed this to the chief of police after his arrest. Munro was arraigned before the magistrate yesterday and was remanded until this morning at 10 o'clock. He was released on bail of $500.—Halifax Herald.

BANK STATEMENT

NEW YORK, November 24—The following are the weekly bank clearings as compiled by Bradstreet's for week ending November 23, showing percentage of increase and decrease as compared with the corresponding week last year:—

New York	$2,024,787,173	Inc. 15.9
Chicago	278,748,490	Inc. 33.3
Boston	153,966,839	Inc. 21.0
Philadelphia	150,689,060	Inc. 26.7
St. Louis	43,246,057	Inc. 19.3
Pittsburg	48,857,909	Inc. 20.1
San Francisco	36,871,650	Inc. 23.3
Montreal	28,508,970	Inc. 3.1
Toronto	22,367,372	Inc. 7.7
Winnipeg	11,181,806	Inc. 15.7
Ottawa	2,704,415	Dec. 3.8
Halifax	2,748,946	Inc. 12.0
Vancouver, B C	2,187,082	Inc. 26.7
Quebec	2,092,773	Inc. 19.8
Hamilton	1,628,390	Inc. 19.6
St. John, N. B.	954,745	Dec. 19.4
London, Ont.	1,063,252	Dec. 4.0
Victoria, B. C.	589,028	Inc. 25.4

NELSON TALKS

Incidental to his stage work, Nelson has answered a few questions put to him.

"Who gave you the hardest fight?"

"Aurelia Herrera. He is the only man, outside of Jimmy Britt, who lasted 20 rounds before me. I hurt my hand in that fight and could not put him out."

"Who is the easiest man you ever met?"

"Eddie Hanlon. He doesn't hit hard enough to mash a cream puff."

"Who is the cleverest man you have fought?"

"Abe Attell, by all means, but he cannot go a distance."

"What is the smallest purse you ever fought for?"

"One dollar and twenty-five cents. The largest was when I beat Britt. My share was nearly $25,000."

Guardian Fire Assurance Co.
LONDON, ENGLAND.
ESTABLISHED 1821.
ASSETS, . . $25,000,000
McLEAN & SWEENY, Agents,
42 Princess Street.

C. E. DOWDEN.
Stock and Bond Broker
CORRESPONDENT,
CURTIS & SEDERQUIST,
Phone 900. 20 Prince Wm. St.

The Equity Fire Ins. Co.,
Anglo-American Fire Ins. Company.
Two Non-Tariff Companies, inviting desirable business at equitable and adequate, but not exorbitant rates. Agents wanted in unrepresented districts.
Edwin K. McKay, Gen. Agt.
138 Prince William St., St. John, N. B.

WESTERN ASSURANCE CO.
Est. A. D. 1851.
Assets $3,300,000.
Losses paid since organization
Over $40,000,000
R. W. W. FRINK,
Branch Manager, St. John, N. B

ROYAL INSURANCE CO.
Of Liverpool, England.
Total Funds Over $60,000,000
J. SYDNEY KAYE, Agent.
85 1-2 Prince Wm. St., St. John, N. B

DOINGS IN THE SPORTING WORLD

WRESTLING, FOOTBALL, THE RING, ETC.

WRESTLED FOR AN HOUR AND A HALF WITHOUT A FALL

As was expected, the wrestling bout at the York Theatre last evening between Maupas and Schnable proved to be the most interesting contest of the kind that has been held here yet. For an hour and a half the two contestants wrestled without either securing a fall, so that the bout was declared a draw. There was a very good attendance though not as good as the entertainment warranted but all present appeared to be well satisfied with the sport. J. H. Pullen officiated as referee but as there were no falls his duties were light. C. H. Peters acted as timekeeper. The wrestlers were very evenly matched and it would be difficult to say which, (if either) had the better of the bout, though Maupas appeared to be the more agile of the two. Schnable proved, however, well able to take care of himself and managed to pull out of some difficult positions. What was probably the nearest approach to a fall was when Maupas threw Schnable after about 50 minutes, with a cross-buttock, but he failed to hold him.

This is the fourth time these men have met, Maupas securing a fall in the first one, Schnable in the second and in the third neither scored after an hour's work. As there was no fall in last night's contest they are still in the same position, as regards scores.

If a fifth contest were arranged to go to a finish, it would probably draw a crowded house.

Joe Gilbert, who is at present in the city accompanied by his manager, Sam Miller, was at the York last night and before the bout challenged the winner, as there was no winner he offered at the conclusion of the performance to meet either man, Schnable preferred, for any amount of money from $50 to $1000. As he is about 70 pounds lighter he stipulated that his opponent should throw him three times in an hour, Graeco-Roman or once in an hour, catch-as-catch-can. A meeting between Gilbert and Schnable will probably be aranged.

It is understood that Apollo the "Irish Giant," winner of the contest in Montreal, will shortly appear here, when he will wrestle one of the top-notchers.

WILL GO TO THE WEST

Frank Smith, the well known ball player, who for the past two years has been catcher for the Franklins baseball team in the League, is to leave Moncton shortly, having accepted a position with the Canadian Northern at Winnipeg. In his removal from this city the best local catcher disappears from the local diamond. Frank is one of the most gentlemanly and popular baseball players that has ever played on a local team and his removal to the west is a distinct loss to the game. Apart from the loss baseball sustains, his numerous friends will regret to hear that he is leaving his native city. A number of friends will tender him a farewel supper at Miss Magee's restaurant Thursday evening.—Moncton Times.

MONCTON DON'T WANT NORMAN

The St. John Globe's statement that Moncton would like to get Rollie Norman, of Sackville, is incorrect. Moncton's forward line, in fact the whole team is about completed and there is no chance for Norman on it.—Moncton Transcript.

THE RING

McGovern and Nelson

NEW YORK, Nov. 29—According to the World, Terry McGovern and Battling Nelson will box six rounds early in January in the Second Regiment armory in Philadelphia the match was arranged yesterday by Bod Deady, a Philadelphia promoter. He demonstrated to Joe. Humphreys, manager for McGovern that the bout would draw at least $20,000. The boxers are to receive 75 per cent of the gross receipts to be divided equally between them.

Before Humphreys signed the articles of agreement, Deady assurred him that Bill Nolan, manager for Battling Nelson, had agreed to the terms. The articles call for principals to weigh in at 130 pounds at 8 o'clock of the night of the fight. This will make the bout practically lightweight limit. As the men will enter the ring at about 10.30 p. m. Sam Harris in behalf of McGovern, posted $1,000 with Deady to guarantee Terry's appearance. Billy Rocap of Philadelphia was named to referee the bout.

Nelson and his manager are now in Cleveland, where the Battler is giving exhibitions of the manly art. The articles signed by Humphreys were mailed to them last night.

McGovern will begin training for the bout next week.

Jack 'Twin' Won Out

LOS ANGELES, Cal., Nov. 29—Jack (Twin) Sullivan was given the decision over Mike Schreck, of Chicago, at the end of the twentieth round last night.

FOOTBALL

Football Reform

BERKELEY, Calif., Nov. 29—When informed last night of the action of Columbia University, in reference to football, Prof. Benjamin Ide Wheeler, of the University of California, says:—"The game of football as it is played in the United States must be made over, or it will have to be given up entirely. A slight changing of the rules for the purpose of eliminating slugging will not suffice. An entirely new game must be devised."

DAN PATCH'S SPEED AVERAGE

A Memphis despatch of Nov. 18, says: In 13 trial races against time this season Dan Patch, champion racer, with the world's record of 1.58, has established an average of a small fraction of a second better than two minutes for every mile that he has traveled, only four of the five trials, and two of these over a half-mile track, having been done in slower time than two minutes. Dan Patch paced his 13 miles in a total of 23.59¼, making his average per mile 1.59.12-13, this taking in all his trials with and without the wind shield, and including his last performance, when he lowered Star Pointer's world's record by pacing in 1.58, without help other than a galloping horse close beside him to encourage; the trotting authorities accepting the month in which they were made, the track, time, and rig drawn by Dan Patch as follows:

Sept.—Minneapolis	1.59¼	to sulky
Sept.—Minneapolis	1.57¼	to sulky
Sept.—Indianapolis	2.00¼	to sulky
Sept.—Allentown	2.01	to sulky
Sept.—Allentown	2.05	to wagon
Sept.—Chicago	2.01¼	to sulky
Oct. —Lexington	1.58	to sulky
Oct. —Lexington	1.55¼	to sulky
Oct. —Toronto	2.06	to sulky
Nov. —Memphis	2.00	to sulky
Nov. —Memphis	2.00	to sulky
Nov. —Memphis	1.59¼	to sulky
Nov. —Memphis	1.58	to sulky

There is no doubt expressed here as to the trotting authorities accepting the Dan Patch record as official. Lou Dillon, during the supplementary meeting a year ago lowered Major Delmar's mark from 2.01¼ without a shield, to 2.01, and the record was accepted notwithstanding Lou Dillon was possessed of a faster wind-shield mark in 1.58.

BOXING NOTES

(Portland Advertiser).

Bangor is sitting up and taking notice in the boxing line and Mike Daly is planning to put Billy Critch of this city and Jesse Savage of Bath on there for ten pounds soon. Critch hasn't boxed much lately, but is able to hold his own with Savage, he is confident. He has been working with Bartley Connoly, of this city, the past few months and helping in training the Portland favorite.

Bartley hasn't any match on now, but will be matched for a fast exhibition Thanksgiving night without doubt.

Old-Man-Afraid-of-None-of-Them Fitzsimmons is being picked as a loser by two-thirds of the sporting writers of the country in his coming fight with "Philadelphia Jack" O'Brien. Corbett was picked as a loser when he fought with Sullivan; Fitzsimmons was slated to lose when he fought with Corbett; Nelson was predoomed to defeat when he fought with Britt. The list could be extended ad infinitum, but what's the use.

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