



IN THE WORLD OF SPORT

THE RING THE GANS-HERMANN BOUT.

TONOPAH, Nev., Dec. 30.—From now till the time of the Gans-Hermann New Year's Day fight, to be held in the arena of the Casino Athletic Club, it is going to be a question among the residents of this section as to which of the two men is more popular.

Gans made himself solid by his actions here and during the boxing with Nelson Goldfield last September. Hermann is making himself solid by his apparent strict adherence to training rules, his silent earnestness and his apparent effort to let the miners here know that he is going into the ring on New Year's Day to win if he can.

Gans' strength, naturally enough, is the scene of his former Nevada encounter. At the same time, the people of Tonopah swear by him as a real fighter. They do not intend to let Goldfield outdo them in homage to the lightweight champion.

They are not overlooking, however, that Hermann is fighting his maiden fight in Nevada and that the place he is fighting in is Tonopah. So, with the spirit of rivalry known to camps in this section of a country, Tonopah is claiming these two men.

These people here are in a good position to pass judgment on the chances of the two fighters. They have seen Gans fighting at his best. They are seeing Hermann working his best. They are beginning to realize, therefore, that the Chicago lad has the opportunity of his life, and that he may land it a surprise.

It is Hermann's style of fighting, as shown in his gymnasium workouts, that people here like. He is rough at all times. He has a fearlessness of campaign that he uses every afternoon in his sparring exhibitions with Adm. Ryan.

From now on, New Year's Day it will be a programme of hard work in both camps. Gans will work the harder of the two, for the reason that he is not going to make the weight as easily as Hermann.

What the colored boy will do on the day is known only to himself and those intimately connected with his camp. He is weighing in public.

It is believed, however, that he is near the figure prescribed for the battle—145 pounds two hours before ring time—although a lot of hard work will be required, he will not lose his weight.

MEASUREMENTS OF RIVAL LIGHT-WEIGHT BOXERS

Hermann: Age, 27 years; height, 5 feet 3 inches; chest (normal), 34 inches; chest (expanded), 38 inches; waist, 27 inches; hips (normal), 34 inches; hips (expanded), 38 inches; calf, 12 1/2 inches; arm, 12 1/2 inches; foot, 9 1/2 inches; hand, 7 1/2 inches; teeth, 28; teeth, 28.

Gans: Age, 27 years; height, 5 feet 3 inches; chest (normal), 34 inches; chest (expanded), 38 inches; waist, 27 inches; hips (normal), 34 inches; hips (expanded), 38 inches; calf, 12 1/2 inches; arm, 12 1/2 inches; foot, 9 1/2 inches; hand, 7 1/2 inches; teeth, 28; teeth, 28.

THE KID HERMANN-JOE GANS AFFAIR is going along swimmingly. Hermann has done him many friends. The match is a great pugilistic tournament in the city, the impression being that Gans will trim the Kid like breaking sticks, however, they say "there has been a good thing gone wrong, and this is one of them." Hermann, practically, is a newcomer in the champion's field. He has been in the game only one year, and like Battling Nelson, he is a newcomer in the champion's field.

MEASUREMENTS OF RIVAL LIGHT-WEIGHT BOXERS (continued)

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THE FOLLOWING have been elected by Court Lancaster, I. O. F., Walter Cooper, C. R.; Albert Taylor, vice-C. R.; Edgar Raynes, recording secretary; Frank Allingham, financial secretary; Thomas Sears, treasurer; George Burns, orator; Perry Kelly, court deputy; John MacFarland, S. W.; Albert Maguire, J. W.; Charles Raynes, S. B.; John Mackenzie, J. B.; William Linton and William Symes, trustees.

AWFUL RAILWAY ACCIDENT ON BALTIMORE AND OHIO RY.

Thirty-eight Killed and More than Sixty Injured in a Rear End Collision Near Washington Last Night—Engine Plunged Through Crowded Suburban Train.

Washington, Dec. 30.—An appalling disaster occurred tonight at 7 o'clock on the Baltimore and Ohio Railroad at Terracotta, about three miles from this city, in which about thirty-eight persons were killed and over sixty injured, some of them so seriously that they will die. The accident was caused by the collision of train No. 66, due here at 6:25 p. m. from Frederick (Md.), known as the Frederick special. Over 200 passengers were aboard the ill-fated train.

The railway officials late tonight were unable to assign any cause for the collision. As soon as the news of the wreck reached this city all ambulances available, with as many physicians as could be assembled, were sent to the scene.

The dead bodies were found lying beside the track for a considerable distance. The accident took place at 6:39 p. m. A dense fog was prevailing and made objects imperceptible a few feet ahead. It was impossible at first to determine the exact extent of the catastrophe.

Passengers in the forward coach who were not slightly bruised, heard the groans of the dying and wounded and did what they could to give aid. A number of passengers started to walk to Brookland, three-fourths of a mile away.

One member of the crew of the passenger train, who hobbled into a drug store a half hour after the accident, said: "I can't tell how many have been killed. It is awful. I don't even know how many were injured."

"The freight engine went through the entire train and it seems to me as if every one was killed in the last coach and many in the first. The freight engine went to run on a red target. I can't explain the accident in any other way. I can hear the groans of the dying ringing in my ears now."

Mrs. H. F. Fisher, of this city, while responding to the call of a neighbor almost tumbled over the body of a two-year old child lying near the tracks. The baby was terribly bruised, but was still alive. It was said that the mother of the infant had been killed.

The ill-fated train runs only on Sunday for the gentlemen members of the club, who have country places on the line or to visit relatives. It leaves Frederick at 4 o'clock in the afternoon and is scheduled to reach Washington at 6:25 o'clock.

District Attorney Baker, who was injured and who walked a mile and a quarter to a drug store, in describing his experience to a representative of the Associated Press said: "I was in the second car from the end of the train when the accident occurred. I was four seats from the end of the car and just as the train left Terracotta station the crash came. We were carried in the wreckage for some distance. I do not know how I got out of the wreckage, but I. Darby, a groceryman of Washington, assisted me to the drug store."

Frank P. Hollis, a newspaper man of Frederick (Md.), who was slightly injured, in describing his experience said: "I was the car next to the smoker talking with a man and his wife from Detroit (Mich.) We were all standing up, the car being crowded. Suddenly we were in an awful noise and then a crash. Women began screaming and the next thing I knew I found myself rolling down an embankment, where someone picked me up and I found I was not badly hurt. It was impossible to describe the scene. Women and children were shrieking and I could hear the groans of the dying. Children were running about crying for their parents and mothers and fathers were weeping and trying to find their children. The dead and injured were strewn along the track for a distance of a mile."

Some of the features of the catastrophe was enacted at the station of Terracotta. Here a number of passengers were waiting to board the train into the city. It was a collision of the two. The large number only two escaped, the remainder being either killed by being struck under the train or injured by flying pieces of wreckage.

Paterson Southgate and Mark, of St. Anthony's church, Brookland, were among the victims of the disaster soon after it occurred, and ministered to the dying. They were subsequently joined by the priest from the Catholic university and the pastor of the church.

Shortly before midnight a hospital train was sent from Washington. It arrived at the scene of the wreck and the work of taking on the injured and the bodies of the dead was begun.

It has been proved that the danger signal at Takapara, a short distance from the scene of the accident, was set when the train of empty freight cars passed. The train was going at the rate of sixty miles an hour and Engineer Hildebrand stated that on account of the heavy fog he could not see the signal. His train ran into the Frederick train just as it was pulling out of Terracotta, where it had been waiting for the passengers. Two of these were among the killed.

Both Engineer Hildebrand and the fireman on the train of empty freight cars and is scheduled to reach Washington at 6:25 o'clock.

About three hundred workmen are engaged in clearing away the wreckage. All traffic on the division has been stopped.

Mrs. M. McManus, Woodstock, is visiting her father, Henry Maher.

CHRISTIAN SCIENCE HAS COMPETITION

Episcopalians Tell of Marvelous Faith Cures—Appendicitis, Cataracts and Consumption.

(Boston Post.) At last evening's session of the mental healing class at Emmanuel church Dr. Alexander told of the very interesting case of a man who had been suffering from tuberculosis to such an extent that he had been refused admittance to the state sanatorium because the chances were against a cure. Last year the man had partaken, with many others, of the Christmas dinner provided by the church for the poor.

"This year, Dr. Alexander said, a letter was sent to the man extending a like invitation to join in this year's Christmas feast. Some days before Christmas Dr. Alexander was surprised to see this man walk into his study, evidently in the best of health. When asked what had brought about this wonderful change, he said that he had taken place since he had joined the tuberculosis class, and that he had gotten forty pounds."

"Dr. McComb made the principal address of the evening, saying in part: "Not only was I the greatest teacher of the world has ever seen, but he was the greatest healer. He was the most successful physician in history."

"Christ cured men because he was compelled to cure them. He saw them every day—a challenge to the divine power that was in him."

"I am, for my part, convinced that if we had the great faith of the man of the apostles, we could perform miracles. What we need is faith, and faith in the willingness of God to aid us."

"This faith, would do greater things than anything that you could do. It will bring back your soul."

As soon as Dr. McComb had finished his address, Dr. Alexander called upon the audience for experiences. The first to arise was an old lady who said: "I have probably been a member of the Episcopal church more years than Dr. Alexander numbers in his age, and I have come here to Boston from a far distant state to attend these meetings. I saw a notice of them in one of the papers, and I immediately told my family that I was going to Boston. This was just what I was looking for. This movement is just where it ought to be—in the church."

Another lady, apparently about 37 years of age, testified to the healing power of faith in Christ; that it had cured her only child of appendicitis, after three noted Boston surgeons had advised an operation.

Still another lady testified to the effects of faith on cataracts of the eye, but a neighbor of hers was gradually regaining her eyesight.

I. C. R. MAKES RECORD RUN TO MONTREAL

Montreal, N. B., Dec. 30.—Yesterday's special with the English mails made a record breaking run. The train made the run from Halifax to Montreal in eighteen hours and twenty-seven minutes. The run to Montreal was made in three hours and fifty-four minutes, being faster than the best previous record.

Mrs. M. McManus, Woodstock, is visiting her father, Henry Maher.

GIGANTIC LUMBERING ENTERPRISE ON FOOT

American Capitalists Plan to Go Into Industry on Graham Island, British Columbia, on Immense Scale—Capitalized at Two Million Dollars.

(Victoria Colonist.) Two million dollars will be spent within a year on Graham Island, one of the Queen Charlotte group, in a gigantic lumbering enterprise. This will be one of the subsidiary companies of the Graham Island Lumber and Lumber company that was incorporated in Los Angeles with a capital of \$5,000,000. The holding company, if which B. F. Graham is president, is entirely distinct from the company named after the Graham Island Lumber company in British Columbia. Its capital will be at least \$2,000,000 as that sum will be spent before the company completes its necessary sawmills and other equipment.

The subsidiary company will be called the Graham Island Lumber company and will be incorporated wholly in British Columbia. Its capital will be at least \$2,000,000 as that sum will be spent before the company completes its necessary sawmills and other equipment.

The syndicate that will form the company holds no less than 102 square miles of valuable timber limits, fronting on Masset Inlet, the Alin and Quin lakes and Yavos river. In addition it controls a number of timber lands held by about 750,000 acres.

In February next a start will be made on the work. A small mill will be erected on Masset Inlet to cut lumber to build the company's houses and get out the timber for the big mill. This will be erected as soon as possible and be the largest in the province, having a capacity of at least 200,000 feet per day. The company will build its own tugs and other vessels. As stated above, the sum to be expended before the company is completed will be \$2,000,000. While this enterprise will be an important subsidiary to the holding company recently incorporated, others will be formed to further exploit the resources of Graham Island. There are important deposits of coal on the western shore which will be exploited to the fullest extent. Experts have visited these and given very favorable reports of the surface showings. The petroleum and asphalt deposits will be thoroughly investigated and if found of commercial value extensively opened up.

This, the largest purely industrial company in the world, is being formed in British Columbia, is composed of wealthy United States citizens who have practically unlimited capital at their command. Several of the important shareholders are at present in this city completing preliminary arrangements for commencing operations.

JOAQUIN MILLER, PROPHET

The San Francisco Call has the following interview with Joaquin Miller, the poet of the Sierras: "Preserve us in this dangerous day of unexampled prosperity. We, Lord God, have borne adversity; give us grace to endure prosperity."

So prayed Edward Everett Hale, the venerable chaplain of the senate, at the recent opening of congress, and Joaquin Miller, poet of the Sierras, today at his hillside home back of Piedmont, said: "There never was breathed a prayer so fervent. And tears rolled down the cheeks of more than one senator as the solemn petition for grace and temperance was offered."

"The east is dangerously prosperous. Money is poured out in rivers, and every phase of activity is being pushed to the utmost. The country is humming like a hive with industry, and all over the land I saw the people well dressed and well fed."

Such were some of the conclusions drawn by the grizzled song writer of the hills on the day of his return, after spending half a year beyond the mountains noting the manner of life led by the people of that section and endeavoring to catch the spirit that now animates them.

Resuming his observations, the poet said: "I have come back to my own house, and glad am I to be here. I came back to look out for my cows and the trees which I have planted. Aside from these, my hands are empty. I am in a hurry to get home now long I will stay here now. Since my mother's death the place seems so lonely."

Mealy, J. D.; F. C. Leites, J. S.; A. M. Mealy, I. G.; Goodwin Sparks, Tyler. E. R. Chapman left for Winnipeg Saturday evening. A number of friends gathered in the depot to say good bye. A. Watson Gregory, St. Stephen, U. N. B., engineering student, has accepted a position with McKenize & Manx in railway construction at Parry Sound.

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