

TEX RICKARD IS SEEKING  
NEW HEAVYWEIGHTS FOR  
THE NEXT TITLE SCRAMBLE

New York, Aug. 5.—The heavyweights lacked a king today, but the machinery for the selection of a successor to the throne was set up and ready for action.

By voluntary abdication rather than by force of a foeman's fists, Gene Tunney, who rose from the obscurity of a bank clerk to the prominence that awaits the king of fighters, has vacated his throne and returned to private life.

He becomes the second heavyweight titleholder to decide that the ring holds nothing more for him, but unlike the confusion that followed the retirement of Jim Jeffries in 1905, Gene leaves behind him, as a heritage, a well-ordered plan designed to choose from all the contenders a logical successor to the crown.

Slips Tex the Duke.

In the hands of Tex Rickard the retiring champion placed the responsibility of conducting an elimination tournament, international in scope, out of which, he hopes, will come the man most fitted to wear the now-discarded robes of fistic royalty.

As another parting gift, Tunney will place in the hands of a committee of twenty-six, headed by Rickard and William Muldoon, 82-year-old New York State Athletic Commissioner, a trophy on which will be inscribed the names of each predecessor and successor to Gene's crown.

Even as Tunney's retirement became known, the shadow of the old Manassa Mauler, Jack Dempsey, fell once more across the heavyweight picture—an ominous sight for other front-rank contenders.

Beaten twice by Tunney, Dempsey announced his own retirement from the ring some months ago, but with Tunney, his arch nemesis, no longer an obstacle, there were many who thought the great slugger would reconsider, and that before another year the conqueror of Willard, Firpo, Carpentier, Brennan and Gibbons once more would be found in his corner, scowling ferociously at an opponent.

Tied Up Until Spring.

When the Manassa Mauler decided on a comeback after he was relieved of his crown by Tunney at Philadelphia in 1926 he was pitted against Jack Sharkey, then considered the man most likely to knock Gene's title from his head. Dempsey knocked out Sharkey in seven rounds and then came within an ace of regaining his title from Tunney at Chicago, flooring the champion in the seventh round,

the first time Gene ever had been knocked down.

Just now Dempsey is tied up in a theatrical venture with David Belasco until spring. When that contract is fulfilled there is at least a chance that he will return to the ring and see if his second comeback cannot terminate more successfully than did his first.

Rickard plans to begin his elimination series next month with such fighters as Johnny Risko, Tom Heeney, Paulino Uzcudun, Chappie, Hansen, and Phil Scott.

"Just now there are only about six outstanding heavyweight contenders in the country," said Tex, "and I will set them to work in September in the first of a series of elimination bouts. In the meantime I want an entry of at least twenty other heavyweights throughout the country.

"All will get chances to prove their worth. I will have until next September to find the pair to fight in the final for the title.

Expects New Contenders.

"I have no idea yet who will start the show, although I may pair Sharkey and Paulino for a match some time in September. Risko must be considered, along with Heeney, Hansen and Scott.

"It is very likely, however, that the eliminations or the regular trend of boxing throughout the country will produce two men the public hasn't heard of yet. The heavyweight division needs new blood. This is the best way to get it."

Rickard apparently has left one man out of the picture who is determined to crash into it—Tommy Loughran, light-heavyweight titleholder. Tommy announced at Wildwood, N. J., yesterday that he would file with the New York and Pennsylvania Boxing Commissions his claim for the vacant title. He added he would be willing to fight through any elimination tournament that might be staged.

All these arrangements for filling the title contrast sharply with the situation that existed after Jeffries retired.

The boilermaker passed his title to Marvin Hart, but Hart was beaten by Tommy Burns, the Canadian. Then came Jack Johnson, the great Negro boxer to win the championship from Burns and retain it until he was beaten by Jess Willard at Havana in 1915. Jeffries, called out of retirement to restore the title to the white race, was knocked out by the clever Negro on July 4, 1910.

STEAM SHOVELS ARE UNABLE  
TO TALK BUT SEEM ABLE TO  
DO ALMOST EVERYTHING ELSE

(New York Sun.)

"Wreckers have just torn down an old landmark at the corner of Nassau and Fulton streets," said the man about town, "leaving a yawning gap in the earth at that spot around which hundreds of persons are wont to gather in the course of a day to watch the foundation workers sweat and toil.

"They park themselves on the narrow walk along Nassau street, totally oblivious of passersby, who have to walk on the few remaining feet of the narrow sidewalk for which Nassau street is famous or else take to the gutter, which is the regular thing on Nassau street, anyway.

"Most of the onlookers center their attention on the two big steam shovels in the pit, and when I say big I don't mean maybe. These large earth-eaters cough away steadily all day and they certainly make the dirt fly, speaking literally. They tear down brick walls, uproot steel pillars, bowl over granite blocks and pick up wooden beams with about as much ease and facility as the average man picks up his fountain pen.

"Once the chain has been adjusted around the object to be moved the engineer awaits the signal and pulls the lever; then the crane gives a few coughs and the object, formerly sta-

tionary and fixed, is soon in motion. Generally said object is on its way to a truck which has been backed down the runway for the purpose of carting all the junk away.

Da All But Talk.

"Now, while it has always been a mystery to me where so many persons get so much spare time from, the fact remains that it is mighty interesting to watch these cranes at work. They have been perfected to the point that they do everything but talk, for they certainly do eat, meaning that they eat up coal with avidity that has been shoveled under the boilers by the stokers who are employed for the purpose. That's how big the job has grown to be—when they have been forced to employ stokers to keep feeding the fires, while the engineers devote all their time to running the engine. There was a time in the not so distant past when the engineer could find time to stoke his own furnace; in the days when the steam crane was not as versatile as it is at present. But those days have gone, principally because these cranes can now do so much more than they could in the old days when they first came into use.

"Naturally, it is only in the regular order of things for the onlookers to center their attention on the engi-

neer, who is required to pull first one lever and then another to get the desired lifting power and range. On him even devolves the duty of moving the big crane from place to place, not with the same speed as you can move an automobile, of course but with enough to assure the crane of being at the right spot when its services are needed. So, with the caterpillar arrangement they now have on these cranes they may be moved from place to place in the pit about the same as the armored tanks could be moved during the war.

Easy For the Expert.

"The engineer is the brains of the outfit, and he always seems to be able to grasp the right lever when something has to be lifted or moved. He seems to do this by intuition, and yet one hears of few accidents from slips caused by the engineer grasping the wrong lever. He seems to have them down in his mind about as thorough as a typist has the keys of the typewriter in hers, only he don't make so many mistakes.

"Whenever I see the steam cranes at work and hear people waxing enthusiastic over them the thought always occurs to me, What did they do in the old days when they didn't have them, or, say, in the generation when this building which they have just torn down was built? If it takes such big machines and so much power to demolish and lift away what the builders of that generation put in place, just think of the amount of work the builders were forced to put forth in order to get these beams and blocks of granite in place. They had their donkey engines, it's true, and they had their draft horses that could do much heavy work, but even with these how far behind the times they were as we judge things now.

"Then it seems to me that building must have been a tremendous job, even though the buildings which they erected are so much smaller than they are today. I suppose in the long run, however, considering the size of the buildings and the material that must be handled, the builders today have even more problems confronting them than the constructors of a generation ago had."

POLICE TO DEAL  
SEVERELY WITH  
CRIME WAVE

Halifax, N. S., Aug. 4.—Crime in Halifax, especially juvenile crime, is to be severely dealt with.

For years the court has leaned to the side of mercy with the juvenile offender, but the same boys are back again and again, each time their offence a little more serious.

This is having its effect on morale of the sea-side city, where crime conditions are steadily growing worse.

In the police court Stipendiary Cluney said:

These boys have been given every chance with the exception of three.

"They all have police records.

"There is a growing tendency for youth not only to disregard, but to break the law."

"The time has come for a definite step, if the wave of juvenile crime is to be stopped."

Before him were ten boys of 'teen years, seven of them with police records.

All were found guilty of breaking and entering, or burglary.

As a result they will spend in all twenty-eight years at Dorchester Penitentiary.

The sentences were for periods ranging from over five to two years.

While the actions of ten boys cannot be said to reflect the morale of a city, the action of Stipendiary Cluney, will, it is stated in other quarters mark the beginning of such a cleanup as the city has not known in years.

Water Street, he dark curving high way that follows the harbor and the wharves, is to be really cleaned out.

Speak-easies, blind tigers, and booze joints are to be put out of existence and it is stated that the cleanup, while centralizing along Water street will draw many who are not residents of the street into its drag net.

The country roads also are to be seriously scrutinized and fast-powered cars will do patrol duty.

Know...  
NEW BRUNSWICK

WE HAVE 1368 miles of Main Trunk Highways leading to all parts of the Province. Constructed with the aid of the Federal Government, they are almost perfect from a motoring point of view. In addition, there are 3268 miles of Secondary Trunk Roads, many of which have been constructed up to the Main Trunk standard.

On these roads you can go to all parts of the province—to every corner of a great natural picture gallery which belongs to you.

Know New Brunswick and its many points of interest; its cities and towns as well as its rural districts.

Good highways lead in every direction. They are in excellent condition, and will take you through magnificent stretches of farm and orchard lands, or by lakes and rivers and woods.

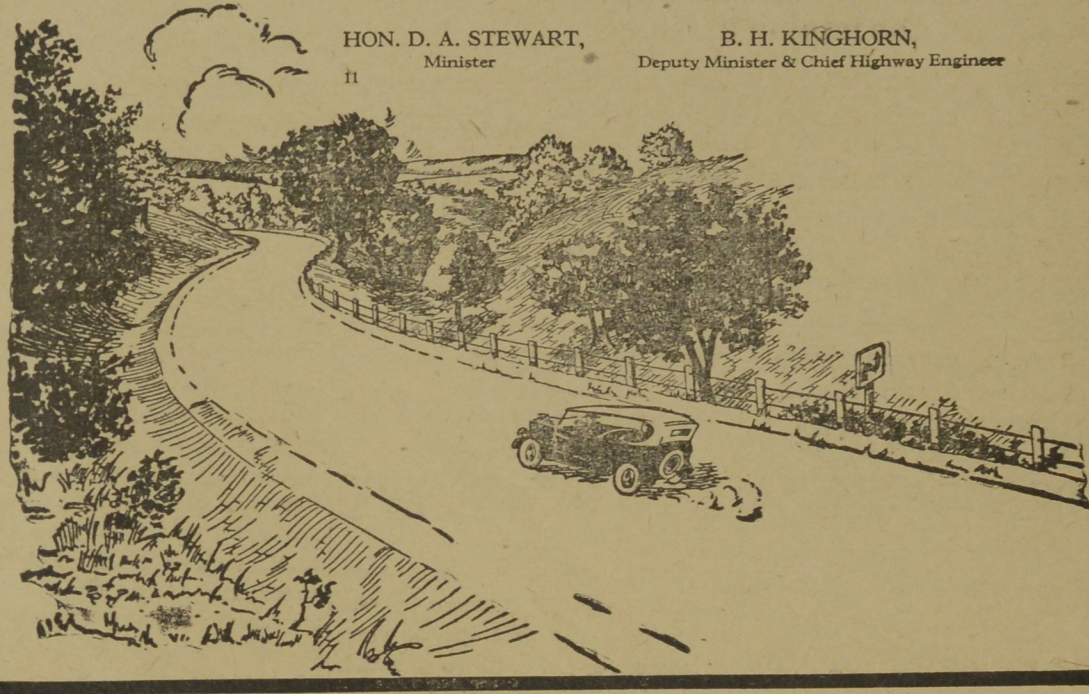
This summer, take the family and see the country as you go. Don't attempt any speed records. Fast driving is dangerous. It detracts from the pleasure of your trip because you cannot see the country. And because it destroys road surfaces, it makes your trip more expensive than need be, for it is you in the long run who must pay for keeping them up.

The Government is building a splendid and extensive system of highways. They are spending approximately \$600,000 a year in maintaining it. If these roads get in poor repair, who's to blame—those who build and maintain them, or those who misuse them?

DEPARTMENT of PUBLIC WORKS  
NEW BRUNSWICK

HON. D. A. STEWART,  
Minister

B. H. KINGHORN,  
Deputy Minister & Chief Highway Engineer



44,000 HARVESTERS WANTED  
Canadian Pacific  
\$20.00 to Winnipeg

From Saint John and C. P. R. Stations in New Brunswick

August 10 and 27

Passengers from East of Saint John will purchase Regular Second-Class Tickets up to Saint John.

AUGUST 10TH First Train to leave Saint John, N. B., at 12.01 a. m. (Atlantic Time), Friday August 10th. This train will carry all passengers from East of Saint John arriving by all regular trains, Thursday August 9th. Passengers from East by regular trains, Friday 10th, will also be accommodated by Special Train from Saint John, leaving at 8.00 p. m. (Atlantic Time.)

AUGUST 27TH Passengers leaving starting point Morning August 27th will be accommodated by special train leaving Saint John same evening.

G. BRUCE BURPEE, District Passenger Agent, Saint John, N. B.

CITY OF FREDERICTON  
Notice of Sale of Lands

Notice is hereby given that, pursuant to the provisions of the City of Fredericton Assessment Act 1926, there will, for the purpose of satisfying the arrears of City taxes, for the years mentioned hereunder, made and assessed against the parties hereinafter named, unless the several sums due, together with the costs of this notice, are sooner paid, be sold at Public Auction in front of the City Hall, in the City of Fredericton, on the sixth day of October, A. D. 1928, at eleven o'clock in the forenoon, the lands and premises owned or occupied by the respective persons hereunder mentioned and set opposite their respective names.

Property to be Sold.	Name of Person Assessed	Arrears for Years	Total Due
Lot corner King Street and Taylor Alley, 40 ft. on King Street and 109 ft. on Alley	ROY H. McGRATH	1925-1926-1927 ..... Interest .....	\$740.42 79.06
Farm on east side Maryland Hill Road, known as the Cameron Farm, containing 75 acres	ARTHUR S. TYLER	1925-1926-1927 ..... Interest .....	\$221.59 27.00
Lot on east side of Church Street, near Queens Square, 55 ft. front and 50 ft. deep	GEORGE WANDLESS	1924-1925-1926-1927 ..... Interest .....	\$162.90 24.98

Dated the 31st day of July, A. D. 1928.

FRED I. HAVILAND,  
City Treasurer.