

SEASONABLE SPORTS.

A Peep Into the World of Base Ball, Racing, Golf Bowling and Athletic Sports Generally.

BASE BALL.

Harrie E. Patee, second baseman of the New Jersey Eastern League team, has signed to play with the Brooklyn Nationals.

The exodus of baseball players who spend their winter months training with the right foot on the bar tail will start to Hot Springs next month.

Miller Huggins, the Reds' infielder, has purchased a Cincinnati cigar store, but says he will not call it "The Home Run," "The Base Hit," "Second Base Inn" or anything of a purely baseball nature.

Lave Cross now admits that his ambition is to win a minor league franchise. He must be ageing faster than his friends have been willing to admit.

The manager who is going to land the pennant has already reported for duty at the newspaper offices in 32 different towns in four of the noteworthy leagues.

Hugh Jennings has a notion that unless Brooklyn finishes in the first division this year that the town will tumble out of the National League and Baltimore will succeed it.

Conie Mack wants it understood that he did not beg, borrow, buy or steal Tom Hughes for the Philadelphia club. C. McGillicuddy says he never had any intention of buying the erstwhile Cleveland hoodlum.

Bob Unglaub of the Boston Americans, whose salary was sliced at the recent pruning he held in the classic old town, will manage a ball team at Crisfield, Md.

Pitcher George Henning, who was one of the stars of the National League a few years ago has been offered a place on the Wilkesbarre team of the New York State League, and it is believed he will be signed. He has been pitching good ball in New England League and is said to be in excellent form.

Henry Mathewson, brother of Christopher Mathewson, who has been signed by the New York Nationals, is said to be as large as his brother. Several clubs had been angling for his services. He pitched independent ball about Pennsylvania and at Bucknell, where his brother graduated. He will join the team at Memphis for spring practice on March 1.

"You can't win in the American Association with a team made up almost entirely of minor league material," said President J. Ed Grillo of the Toledo. "It has been proved that you must have men of the big league experience on your team in this league to win, and they must be in the majority. St. Paul won its pennant with the big league cast-offs, and so did Columbus."

THE TURF.

GOSSIP FOR HORSEMEN.

The most noted men who during the past year have scored down for the last time and were shut out by the "Grim Monster," were Col. H. S. Russell, o. Ethan Allen, 2,251; Fearnought, 2,281; and Smuggler, 2,151; fame; C. J. Hamlin, founder of the Village Farm, one of the most successful breeding establishments in America; Dr. George H. Bailey, the two minute man, Foster S. Palmer, who brought out old Gen. Knox; Peter G. Kellogg, an eminent writer on turf topics, under the nom de plume of Hark Constock; and John F. Barrett, who built Rugby park.

James R. Murphy, former owner of Star Pointer, has protested the 1.58 of Dan Patch at Memphis, beating Star Pointer's record of 1.591. But as Dan Patch has a former record of 1.551 behind a dirt shield Mr. Murphy had his trouble for nothing.

M. E. McHaffie, who gave Dan Patch's son, Ed Patch, 2,084, his mark and sold him for \$10,000 to Dan Patch's owner, says that he is positive that Ed will pace a mile in two minutes or better this year and that he is another prospective champion.

R. J. McKenzie, Winnipeg, Man., has built a mile track out there, the only one in the whole North west.

Mr. Billings announces that there will be no more racing at Memphis, Tenn., until a more reasonable pool law is in force.

Hazel Patch worked out a mile in 1.591 over the new mile track at Phoenix, Ariz., in Christmas week, and has been taken back to San Diego, Cal., to try to beat the state's record on Feb. 27. That track must be pretty glib.

Millard Saunders offers to take Lou Dillon this year and if he cannot beat 1.581 with her he won't want a cent.

The Kentucky T. H. B. A. presented Dan Patch's owner with a cup of silver twenty-three inches high on an ebony base in commemoration of his wonderful mile in 1.551.

Toby Burke, of Providence, R. I., has sold to W. J. Winans, London, Eng., the pacer Don Carr and he was shipped last week.

Onward, by Geo. Wilkes, lacks only

MILLION DOLLARS SQUANDER-ED.

It was estimated that this sum was wasted last year by people trying to get a cure for catarrh. Foolish sufferers to experiment when it is so well known that "Catarrhzone" is the only remedy that cures permanently. Other treatments only relieve, but Catarrhzone cures and prevents the disease from returning. "I had catarrh in its worst form," writes G. F. Fadden of Royan, Que., "I was so bad that ordinary medicine didn't even relieve. Catarrhzone cured me perfectly." No chance of disappointment with Catarrhzone—it's certain as death to cure Catarrh—just try it.

PRAISE FOR THE C. P. R.

What a Travelled Scotchman Says of the Transcontinental Line.

Alex McEwan, writing in the Winnipeg Free Press, says:

It is perhaps a healthy sign suggestive of a progressive spirit, but the western Canadian is disposed to be extremely critical of his government's institutions and his great corporations. He regards almost as a heritage, for instance, his right to abuse the Canadian Pacific Railway Co. for its iniquities of one sort and another, but more especially its excessive freight rates. These appeals to young and old alike and the theme of them is ever fresh and the outcry against them made with utmost sincerity of conviction. Robert Burns, the Scottish bard, prays that a higher power may endow us with the gift of seeing ourselves as others see us, and perhaps it would be interesting for readers of the Free Press to know how our greatest railway company is regarded in the old country.

When in Scotland at the beginning of this year, on immigration business, my attention was directed to a complaint in the Scotsman newspaper, the national organ of the country. It was written by a well-known Scotch cattle breeder, a landed proprietor, near the town of Oban on the west coast of Scotland. In his letter this gentleman complained that the steer at Calgary and the C. P. R. would haul it to St. John, N. B., a distance of about 3,000 miles, transhipping it to one of their ocean steamers and carry it over another three thousand miles, landing it in Liverpool cheaper than he could ship his beast by freight from Oban to London. You can depend that this gentleman did not think the Canadian farmer had much to complain about in comparison with his own grievances.

Another case was brought under my notice by Mr. W. Haxton, of Dundee, of the firm of Fleming Haxton, shipping agents, through whose hands thousands of emigrants have passed with the Northwest have passed with the last ten or twelve years. "That Canadian Pacific of yours is a marvel for low rates," said Mr. Haxton to me one day. I ventured to remark that if he were on the other side he would hear more about it. "Oh! it'll be the old story," he said pawily. "A prophet is always without honor in his own country."

He then laid before me the details of a comparison he had just made between Home and Canadian rates. Two years ago a family had passed through his hands from Forfarshire and gone to Brandon. A year after settling there, they sent home for some household effects that had been left behind. The weight was somewhere about two tons. The goods were shipped from Glasgow to Halifax and thence to Brandon. Out of curiosity, Mr. Haxton asked a quotation for the same weight of material from Dundee to London and was more than astonished to find that the difference was a shilling in favor of the Brandon consignment.

Now, Mr. Haxton is a man doing business in the course of every railway system in the world, and yet out of all these he was disposed to regard the C. P. R. as "a marvel."

It has been my own privilege, at one time or another, to travel over nearly every one of the railways of Britain. I have also sampled, at odd times, those of Germany, France and Belgium, but nowhere in these countries can one enjoy the same comfort in travelling as one may do on the C. P. R. system. This same regard for the comfort of its passengers is displayed on the company's ocean going steamers, and I bid fair to say that if two or three fast boats were added to the Atlantic fleet the line would soon become the most popular between Britain and the Dominion.

It seems to me that during its history the policy of the company has been to promote the development of the West, first by encouraging production and again by providing for that produce being placed on the world's market on terms which will permit of its holding its own. I do not suggest that this has been undertaken as a philanthropic enterprise. The company is out for profit like every other business organization, but as a factor in the marvelous development of the West, the master minds which inaugurated and successfully if profitably carried out the details of this policy have earned in my estimation no little measure of honor.

When one reflects that billions of dollars are invested in railroads in America which are not earning a cent of dividend for the investors, one can understand the full meaning of what the Hon. Clifford Sifton said in as many words at the monster meeting at Brandon last October, that the success of the C. P. R. had not so much depended upon the fact that they have no position, but on a fact more credit to the best managed railroads in the world.

FIVE YEARS DYSPEPSIA CURED

"No one knows what I suffered from stomach trouble and dyspepsia," writes Mr. A. B. Agnew of Bridge-water. "For the last five years I have been unable to digest and assimilate food. I had no color, my strength ran down and I felt miserable and nervous all the time. A always had a heavy feeling after my meals and was much troubled with dizziness and specks before my eyes. Dr. Hamilton's Pills was just what I needed. They have cured every symptom of my old trouble. My health is now all that can be desired." By all means use Dr. Hamilton's Pills; 25c. per box at all dealers.

RIGHT SIGN.

"Rumford wanted to be up to date so he changed the name of his saloon from 'The Boxer's Exchange' to the Jiu Jitsu."

"Exceedingly appropriate."

"Why so?"

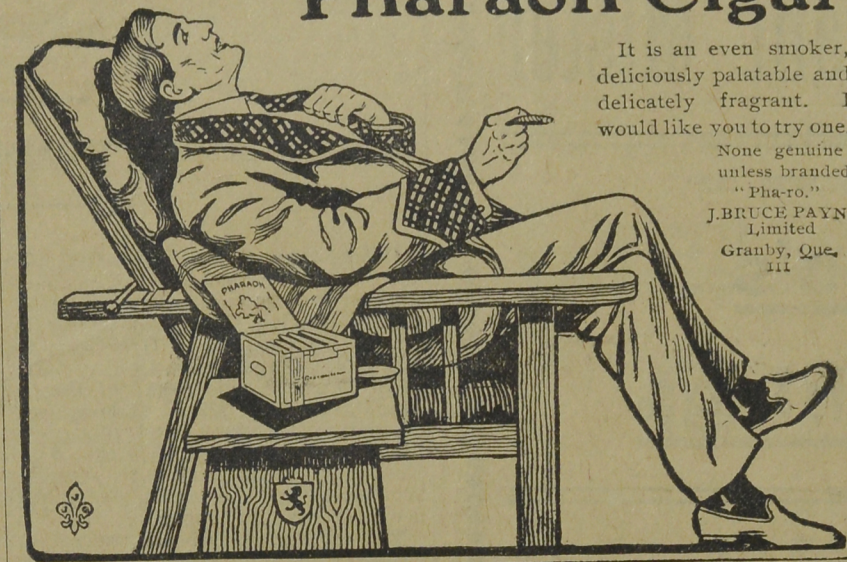
Let your worries fade in smoke.

Tobacco I personally select in the Manicureagua district of Cuba forms the filler, the best Connecticut Broadleaf is the binder, and a clear Sumatra is the wrapper of my

Pharaoh Cigar

It is an even smoker, deliciously palatable and delicately fragrant. I would like you to try one.

None genuine unless branded "Pharo." J. BRUCE PAYNE Limited Granby, Que.



PENSIONING EX-PRESIDENTS.

William Sulzer, Representative from New York, is a Democrat and a Tammany man, but he has introduced a measure increasing the salary of the President and Vice-President of the United States and providing for paying the ex-Presidents a salary which will meet with the universal public approbation and should be passed without delay.

By the constitution the proposal in the bill to advance the salary of the President of the United States to \$100,000 and of the Vice-President to \$25,000 cannot go into effect until the next term begins, March 1909.

But this is all the more reason for passing the measure now, at a distance from the presidential campaign.

When no candidate is before the country, no personal interest can attach to the bill, and Congress will deal wholly and only with the office and not with the man.

More important still is Mr. Sulzer's proposal that in future ex-Presidents of the United States shall receive \$25,000 a year for life. This is a wise, reasonable and necessary measure. By the circumstances of this position an ex-President is cut off from the usual sources of livelihood.

"You seem disturbed. What's wrong? Forgotten something?"

"Yes, dash it! And what's more, I've forgotten what I've forgot!"

Gray's Syrup of Red Spruce Gum

For Coughs and Colds.

WAIT FOR OUR SALE!

We are getting ready for a BIG SALE to take place early next month. Particulars in a day or so. It will pay you to wait for our sale. We have the kind of goods you need, and our prices are always the lowest. Watch this space.

M. FICKLER & CO.

As is generally known, "Seamen's return" tickets are issued by most railways at seaport towns to sailors at reduced rates; but when the other day a somewhat stylishly dressed young man demanded one to Birmingham the booking clerk at the southern seaport town demurred. "Seamen's returns are only issued to sailors," he snapped.

"Well, I'm a sailor," was the reply. "I have only your word for that?" said the clerk. "Now am I to know it is correct?"

"How are you to know it?" came the answer. "Why you leather-necked swivel-eyed son of a sea cook if you feel my starboard boom running foul of your headlights you'll know I've been doing more than sit on a stool and bleating all my life, and you'll haul in on your jaw tackle a bit."

The station master had been standing nearby. "Give him a ticket," he said. "he's a sailor."

Though a man conquer a thousand thousand men in battle, a greater conquest still is that he wins over himself.



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PURITY

and freshness are absolutely necessary qualities of the drugs you use if they are to be of the service required. This applies with few exceptions to toilet preparations also.

YOU CAN DEPEND ON

every article we sell as being of standard quality and full strength. To household remedies of proven value we give particular attention and our prescription department has but one motto: "Absolute fidelity and accuracy." And low prices are a feature of every department.

Alonzo Staples
York Street Drug Store.