

IN THE WORLD OF SPORT

BASE BALL

Presentation of Prizes.

The prizes won by the athletes who competed in the first series of indoor sports of the National A. C. will be presented between 7.30 and 8.30 o'clock this evening.

At Boston—Chicago, 3; Boston, 0.
At Philadelphia—Philadelphia-Cincinnati, 1.
At New York—St. Louis-New York, 1.
American League.

At Cleveland—Boston, 1; Cleveland, 2.
At Detroit—New York, 1; Detroit, 1.
At St. Louis—Washington, 4; Philadelphia, 0.
At Chicago—Washington, 2; Chicago, 7.
Eastern League.

At Buffalo—Buffalo, 0; Baltimore, 2.
At Montreal—Montreal-Newark, 1.
At Toronto—Toronto, 2; Jersey City, 4.
At Rochester—Providence, 6; Rochester, 0.
International League.

THE KENNEL

St. John Dogs Win in Montreal.

Walter Carnall and J. T. McGuey, who sent their English setters to the Montreal Canine Association show Tuesday, last night received a despatch from J. W. Brown, who is handling their dogs there, to the effect that they had won in practically every class in which they had entered. Mr. Brown wired he would send particulars later.

At the time the despatch was sent, John T. Power's bull terrier had not been judged.

This is a notable triumph for St. John dogs as it is the first time any of them ever won a prize in any recognized show outside their own city. In Montreal the dogs belonging to Messrs. Carnall and McGuey were pitted against some of the finest stock from the United States and the upper and lower provinces.

THE TURF

LOU DILLON'S BABY FILLY.

The Boston Herald gives a pretty picture of the head of Lou Dillon's baby colt, a filly that has the fastest trotting inheritance of any colt ever foaled. Lou Dillon, 138 1/2, had foaled a fine filly—the American filly and the sire of the young filly has a record of 2:04 1/2. The Herald has this to say of the famous baby filly.

"Will she trot as fast as did her mother? was the first question that came to the mind of the average horseman when he heard that the champion trotting mare Lou Dillon, 138 1/2, had foaled a fine filly by John A. McKernon, the noted matinee trotter that has himself a record of 2:04 1/2, making the newly arrived youngster the fastest bred trotting filly ever produced.

"Lou's baby is pronounced perfect in every particular, and her future will be watched with great interest. Everyone hopes that she will come up to the standard that is to be expected from her royal lineage.

"With the exception of Nancy Hanks, 2:04, who is the dam of two 2:10 trotters, the champion trotting mares have never disappointed as matrons. It has been claimed that the hard campaigns that they went through to win their laurels sapped their vitality that they were unable to reproduce the qualities that made them famous. However, Lou Dillon may be in this theory, it should not apply to Lou Dillon's foal as her dam was never severely campaigned, and gained her title of champion with less drilling than any other fast trotter.

HOOF PRINTS.

Bingen Bird, by Bingen, 2:00 1/4, out of W. W. by J. S. Leavitt, of Boston, to C. W. Sylvester, Bowdoinham. He is three years old and promising.

George Ketcham has been asked to go to Europe this summer and drive one of Louis Wiman's American-bred trotters.

Afton or Susie N., in the championship at Baden.

One of the best, if not the very best, real race horse that Bingen ever foaled, Ben Como, is entered in the 2:12 pace at the grand circuit meeting at Readville.

A couple of the best two-year-olds at the Johnson farm, Pontapong, have changed ownership. Jimmy Timothy, acting for a patron bought the trotting filly by Bingen, 2:06 1/4, out of Ethelyn, 2:24 1/4, and the pacing colt by Direct Hal, 2:04 1/4, dam by Prince Regent, 2:16 1/2.

The filly is well engaged in the future races and will be handled by Timothy at his Lexington, Mass., track for the events.

The barring of the United States horses from the races in the Halifax, N. S., fall exhibitions, with the exception of the free-for-all trot and free-for-all pace, will make some difference to a few parties around Boston who in years past have enjoyed their trips in the maritime provinces.

Frank Fox told me some time ago that he was planning to take a string down there, but with only the fast class open it is liable to make a change in his ideas. Edward E. Cogswell in The Horse Review.

E. B. Nickerson, of Skowhegan, has a mare, Lady Franklin, 27 years old, which foaled a fine colt Saturday. A colt from that age is not unheard of but is not a common occurrence. This one is by Mackay and he has always owned her. She has been kept for breeding purposes and never trained for track racing. —Somerset Reporter.

BURGLARS IN NOVA SCOTIA

Robbery in Denmark N. S. Post Office Wednesday Night.

Truro, N. S., May 16.—Canada's post office department stands to lose about \$500 in cash, stamps and money orders, and McLeod & McLean, general merchants, of Denmark, will be inconvenienced to the extent of a thousand by reason of a visit of burglars to their store and post office last night. The robbers entered the shop and forced the safe but left no trace. Inspector of Post Offices MacLellan went through Truro today to make an investigation. Denmark is a station on the New Glasgow-Oxford division of the Intercolonial. It is quite a shipping point and serves many portions of Colchester and Cumberland counties. Mr. McLean, of the unfortunate firm, is a municipal councillor in Colchester and holds quite an important position among the ruling men of the county. The firm conducts a thriving general store and Mr. McLean is postmaster.

SALARIES INCREASED

Word was received from Ottawa yesterday giving details as to the increase in pay of the transient staff in the customs house. The following will receive \$100 a year increase: John L. Finley, T. A. Linton, Arthur McHugh, R. E. McLaughlin and James P. Owens. An increase of \$50 a year will be given to John McKelvie and J. R. Legere and the same amount to each of the New Glasgow-Oxford division. The increases dates from April 1. It is thought probable that the notification of increase to the permanent staff will be received in a few days. This is the expected news following a recent appropriation at Ottawa.

WHAT A REAL LIVE MAYOR CAN DO FOR THE PEOPLE

How Mayor William B. Thompson of Detroit is Proving That He is Alive to the City's Interests.

(Edward Beck in N. Y. American.)

William B. Thompson has held the office of Mayor of the city of Detroit just four months.

During that time he has given an example of just what a real live, honest, active and intelligent mayor may accomplish when he sets out to do things.

Mayor Thompson has some unusual ideas about the duties of a mayor. He believes that when a city employs one of its citizens as its chief executive it becomes incumbent upon that citizen to devote his entire time and energy to the good of his employer, just the same as the time and talents of a man chosen to act as president of a railroad corporation are supposed to be used for the benefit of the stockholders in that corporation. He regards himself as the executive head of a corporation in which the taxpayers of Detroit are the stockholders, and he puts in all of his time in working for the city.

Not all the Mayors of Detroit have held this view. Some of them have been content to spend an hour or two a day in the City Hall and leave the rest to underlings. Not so Mayor Thompson.

Mayor Thompson was elected last November on the Democratic ticket, by a majority of more than 5,000 in an election in which the Republicans elected most of the remaining officers by majorities ranging from about 20,000 down. His platform, "No compromises on the tax-payers' fares," was an echo of the contest against the local traction companies started by the late Mayor Pingree more than a decade ago.

In the face of the uncompromising opposition of the Detroit United Railways, which operates all the street car lines in Detroit, the mayor knew that an immediate achievement of the three-cent fares was impossible. He adopted a policy of guerrilla warfare on the company, which he believes will result in its ultimate surrender. He began in an attempt to enforce all the city ordinances for the regulation of street traffic, many of which the company has flagrantly ignored for years. He secured the adoption of additional ordinances for the benefit of street car passengers. Complaints against the company for violation of these regulations were filed with the local courts at the rate of more than a score or more a day. The mayor was constantly busy in this particular that the company actually began to take notice and to pay some regard for the laws made for its observance.

The mayor compelled the company to lay additional tracks, switches and turnouts in order to enable it to perform a more adequate service. He championed the cause of the noble army of strap-hangers by becoming one of them. For days and weeks he made personal trips on the crowded cars, morning and evening, hung on to the straps, stood the jostling and crowding with good-natured endurance, until he had secured evidence that the company was constantly packing from 85 to 140 passengers in cars which comfortably seat about thirty-five. When he had evidence in hand he went to the common council and secured the passage of a law under which the company will be obliged to provide seats for passengers on all cars. He has caused the courts to which the company hurried in an attempt to prevent its enforcement.

The Detroit United rarely complies with a city ordinance without a lawsuit. The mayor also fathered an ordinance to compel the company to station uniformed watchmen at all dangerous railroad crossings in the city, and thus share the responsibility in minimizing the danger of these death-traps with the railroad companies, already compelled by law to take similar precautions. He revived an old law which purports to give the city the right to fix the rate of fare on the lines or portions of lines over which the company's right to operate has expired and which is expected to prove a big advantage in the final fight for low fares. He compelled the company to post time schedules in the cars.

The mayor's active and vigorous campaign against the traction companies not only resulted in causing them to observe some of the laws enacted on their behalf, but it also resulted in their spending thousands of dollars in making their equipment more equal to the demands upon it, an expenditure of \$300,000 for new cars alone being recently announced.

But the traction people went alone to feel the effects of the city's possession of a real mayor. Other public utilities corporations came in for a share of his attention. He discovered that thousands of gas consumers were complaining that their bills were being unduly inflated by the Detroit Gas Company. He employed experts to find out the cause and discovered it in the fact that the company employed an abnormal air pressure to force the gas through the mains into the homes of the consumers. The mayor secured the enactment of a city ordinance, prescribing a maximum and minimum pressure, whose enforcement is expected to reduce the size of the gas consumers' bill by twenty-five per cent.

He listened to similar complaints on the part of the users of electric lights and obtained an appropriation from the common council sufficient to conduct an investigation along the same lines as he had employed with the gas company, although the electric light companies anticipated results by voluntarily reducing rates.

By another personal investigation Mayor Thompson discovered that the city was being kept out of its own money by annually if it had not already done so by the obsolete character of some of the specifications employed in the letting of contracts for certain kinds of public work. He caused a suspension of the contract-letting until entirely new specifications protecting the city's interests, were substituted.

With pick and crowbar Mayor Thompson went out and dug into scores of cement walks laid by contractors and discovered many of them to be rotten and lacking in the proper materials, and foundations called for in the city's specifications. He vetoed new contracts which the offending contractors had with the city and abolished the contract system so far as this work is concerned, leaving it to be done by city employees direct.

The mayor investigated the letting of contracts for public school buildings, and when he discovered that in some of them the lowest responsible bidders had been

ignored for the benefit of favored contractors at higher prices he promptly used the power of his office to declare the wrongful let contracts void. He put a number of cheating employment bureaus out of business and caused a number of usury-charging money lenders to restore their illegal gains to the victims from whom they took them.

These are but the larger things accomplished by a mayor who believes in working for his municipality. A hundred minor or ones have also engaged his attention. He has accomplished what he has, despite the fact that the city council and most of the civic departments are politically opposed to him, and that he has had to sometimes fight them as well as the private corporations.

"There are no politics in my administration. I am here for business only," is a favorite expression of Mayor Thompson when partisan politics are under discussion.

And the people of Detroit seem to appreciate his business administration in the mayor's office.

THE P. O. ASYLUM

Plans for Broadening Its Work Discussed at Meeting Last Night.

The directors of the Protestant Orphan Asylum met yesterday afternoon in the mayor's office to elect officers and committee for the ensuing year. A committee was appointed to consider the question of extending the scope of the institution and bring it more prominently before the public.

The officers elected were: T. H. Estabrook, president; G. E. Fairweather, vice-president; O. H. Warwick, treasurer, and J. H. A. L. Fairweather, secretary. G. E. Fairweather and Struan Robertson were appointed auditors.

The following committees were chosen: Finance—T. Estabrook, O. H. Warwick, James Manchester. Standing—W. S. Fisher, Ald. J. King Kelley, Hon. J. G. Forbes. Building—H. C. Perkins, C. H. Peters, Dr. W. S. Morrison.

Hon. J. G. Forbes reported that \$500 had been collected for the purpose of placing fire escapes on the building.

The question of appointing a special committee with a view to extending the influence of the institution and bring it more prominently before the public was discussed. It was decided to appoint Hon. J. G. Forbes, Hon. C. N. Skinner and W. S. Fisher as a committee to act on the subject. It was also decided that the scope of the institution might be enlarged and that when opportunity offered the boys could be given an open air life in the country. By this means it is hoped to give them manual work instead of limiting their occupation to the routine of the institution.

SONS OF TEMPERANCE

Interesting Matters Brought up for Discussion at the Gagetown Meeting.

Rev. C. W. Hamilton, grand scribe of the Sons of Temperance, returned Thursday from Gagetown, where the semi-annual meeting of that organization was held. He says that the meeting was a most interesting one, and that a good deal of interesting discussion was going on in the order in the cities and towns of the province while it is growing stronger in the rural districts.

At the opening exercises a matter of which Rev. J. Kirby had given notice of motion on Wednesday was brought up. This touched upon suspensions for non-payment of dues. It was claimed that the order loses more members through this cause than from any other. It was unanimously resolved to memorialize the National Division for improved legislation on the matter. It was thought that something might be done to make things easier in some way.

A second matter brought up by Rev. Kirby was the method of dealing with resignations from the order. He thought that by dealing too sharply in this matter many valuable members had been needlessly lost to the organization. The meeting decided to ask the National Division for improved legislation on this subject.

A very interesting discussion on the condition of the order in the cities and towns followed. It was pointed out that many who had formerly been active members and had held high honors in the subordinate divisions were now altogether inactive. No definite action was taken on this question but many suggestions were thrown out.

A request that the division meet next in the eastern part of the province was handed in, but it was pointed out that it could not possibly be done before twelve months. The usual vote of thanks was passed to the local division and the meeting adjourned.

On Wednesday night a largely attended public meeting was held in the temperance hall, Rev. C. Fleming, G. W. P., J. M. Stevens, G. C. Rev. Mr. Hamilton, G. S., Rev. Mr. Staver and W. A. Trueman were the speakers. During the evening a programme of more than usual interest was gone through and at the conclusion refreshments were served.

What is a Blended Flour

Cooking schools and cooking experts have never grown so enthusiastic over any other flour as they have over blended flour. And the enthusiasm is well merited.

What is a Blended Flour, you ask? It is a blend, adopted for some time by most millers, consisting of Ontario fall wheat (which is sown in the autumn and reaped in the late summer), and Manitoba spring wheat (sown in the spring and harvested in the fall). The first is mellowed, and given a rich consistency by fine sifting and retaining all winter in the ground, maturing slowly during the summer months. Up in the Northwest they have several hours more sunshine every day in the summer than comes to more southern fields, and wheat matures quickly into hard, flinty grain, containing a large percentage of gluten. These two wheats, when blended scientifically in just the right proportion, make the most nutritious, finely flavored and successful flour that can be obtained.

Blended Flour is unreservedly recommended by those learned in culinary mysteries for both bread and pastry. There is no doubt that the Blended Flour is the perfect flour.

J. B. Roberts will leave on Saturday for Montreal, where he will enter the head office of an insurance company.

NEW ROSTAL RATES WILL BE STRICTLY ADHERED TO

Canada Has Carried American Papers for Almost Nothing Long Enough.

Ottawa, May 16.—"I have no intention of receding from the position I have taken in connection with the postal convention between Canada and the United States," said Hon. Rodolphe Lemieux, postmaster general, to your correspondent tonight. This was said in reply to a question as to what answer was to be given to the United States postal authorities to suspend the convention for a few months, with the view of returning to the old position of affairs.

"From a business point of view," added Mr. Lemieux, "we have been altogether too long carrying United States mails for almost nothing. There is no fear of us doing that again. I looked carefully into the matter before going ahead, and do not intend to recede."

It is understood that Mr. Lemieux has under consideration the carrying out of the arrangements which was pretty well arrived at between himself and the Canadian Press Association recently.

The immigration returns for the past four months of the present year show a total immigration to Canada from all sources, of a little over 80,000, as compared with 56,367 for the same time in the previous year. This shows an increase of forty-three per cent. As already stated by the immigration department, there is every reason to expect a total of 300,000 arrivals for the current year.

Although final figures for the month of April are not yet available, it is safe to say the total for the month from continental and American sources will be in the neighborhood of 38,000, an increase of April of last year. Of this increase by far the largest part comes from Great Britain and other continental sources. Scotland, especially, is contributing a record number of immigrants this year. On the other hand immigration from the United States has fallen off considerably, owing to the lack of transportation facilities offered by the railways in the west. For the past four months the influx of American settlers in the west total 18,554, as compared with 23,423 for the first four months of last year, a decrease of 4,869. During the past few weeks, however, the railways have been getting in better shape to handle settlers' effects, and it is probable that from now on immigration from the States will record large monthly increases.

During the fiscal period of nine months ended March 31st last, the total number of immigrants coming to Canada from the States was 29,043, of whom 2,502 were returning Canadians. Most of these, of course, settled in the western provinces. Of the continental immigrants which came to Canada during the nine months constituting the last fiscal period, it is interesting to note that Ontario got by far the largest share. The figures for the various provinces are as follows:

Maritime Provinces, 6,491.
Quebec, 18,083.
Ontario, 32,285.
Manitoba, 17,036.
Saskatchewan, 4,257.
Alberta, 3,474.
British Columbia, 8,406.

William L. Lovitt

Yarmouth, N. S., May 16.—William L. Lovitt, one of Yarmouth's largest ship-owners, was found dead in his bed at four o'clock this morning. He was 48 years old, and leaves a widow, a daughter, James D. Dennis, dry goods merchant, and two sons. Deceased was about town on Tuesday, and the news of his death was a shock to the community. During Wednesday he complained of not feeling well, but his physician did not consider that his illness was of a serious nature. That evening he retired at his usual hour, and throughout the night gave no evidence of being ill, but Mrs. Lovitt, who awoke at four o'clock, saw that something was wrong. Medical aid was promptly summoned, but life was extinct, death being caused by fatty degeneration of the heart.

Mr. Lovitt leaves an estate valued at about one million dollars. He was a director of the New Brunswick Iron Co., Ltd., and of the Grand Hotel. He took a keen interest in a proposed new church which the Methodists contemplated building at Milton, and for which he would have given a generous subscription. Mr. Lovitt carried \$100,000 in this bank, \$75,000 being in the New York Mutual. Dr. Israel M. Lovitt is a brother of the deceased.

TIMES DAILY PUZZLE PICTURE

APACHE OUTBREAK



May 17, 1885—Twenty-two years ago today the Indians under Geronimo went on the warpath in New Mexico. Find another Indian.

Right side down, in foliage.

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For Tickets and further information apply to W. H. C. MACKAY, St. John, N. B., or write W. H. HOWARD, D. P. A., C. P. R., St. John, N. B.

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