

Sporting News

GOWDY NOW SERGEANT IN OHIO NATIONAL GUARD

Henry (Hank) Gowdy, famous catcher for the Boston Nationals has been promoted from a private to a sergeant in the Ohio National Guard. Gen. John C. Speaks has appointed him orderly in the Second Brigade, infantry, with the rank of sergeant. Gowdy, who resigned from the Boston Club several weeks ago, was the fifth major league player to "answer the call to the colors."

TO ASK FOR GRANT FOR SPORTING GOODS FOR FRONT

Sportsmen's Patriotic Association, Toronto branch, has decided to send a deputation composed of Lieut.-Col. Greer, P. J. Mulqueen and Chas. Soudy to Ottawa to interview the Government with a view to getting a grant of \$10,000 with which to buy sporting goods for the use of the men of the Canadian Expeditionary Forces in England, France and elsewhere. Deputations will also be sent from other branches of the association throughout Ontario.

Col. Greer points out that the United States Government has already made a preliminary grant of one million dollars for sporting goods for an army not yet mobilized. The S. P. A. has raised much money by public subscription and otherwise, and sent thousands of dollars' worth of sporting paraphernalia to England and the front.

"BREAD CARDS" DATE BACK TWO THOUSAND YEARS

Is there anything new under the sun? It is not new even to suggest such a question.

The bread-card, that familiar European product of the present great clash of nations, is nearly 2,000 years old. That is the discovery of a Dutch professor, Dr. M. Moltzer, who asserts that it was in use in Rome under the Emperor Augustus, in whose reign Christ was born.

Moreover, not only did Romans have their bread-cards and their Government grain, a term that has become so familiar in Holland, but Government intervention in ancient Rome evoked as much discontent and friction between public and bread purveyors as has been the case in these modern days.

LITTLE DOT WINS RACE FROM COCHRANE

According to The Nugget, the Western Homing Pigeon Association flew their last race for old birds from Cochrane, Ont., a distance of four hundred miles. Of the one hundred and fifteen birds entered only one could successfully combat the rain and fog within the time limit. That one is T. J. O'Hearn's "Little Dot."

Twenty lofts sent entrants to Cochrane. When "Little Dot" homed at 4.05 p.m. she had made an average speed of five hundred and twenty-one yards per minute.

The winner was bred in 1913, and has proved a consistent prize-winner. For four years in succession "Little Dot" has accomplished the four hundred mile journey, on two occasions on the day of toss.

SENDING A TRUNK BY WIRELESS ON THE K. & P.

The Renfrew Mercury in a recent issue tells a story of modern improvements on the K. & P. some years ago. Those who know about the K. & P.—("the Kick and Push" Railway, as it is called popularly)—will appreciate the idea of modern improvements on the road. The Mercury says:

Mr. John Craig, whose connection with the line of railway spanning the distance between Renfrew and Kingston has been as long as the road's existence, tells some good stories both of railway work and other phases of life. One of his stories relates to the sending of a trunk by wireless. One day a woman boarded the train at a certain station bound for Kingston. As the train moved out, she noticed what she thought was her trunk left on the station platform. She told Mr. Craig of this supposed carelessness on somebody's part and showed him her baggage check. Mr. Craig took the check and said he would fix things. Going to the baggage car he found that the trunk had been duly placed on board. Approaching the worried woman, he bade her make her mind easy, as he would have the trunk forwarded by wireless. When the train reached Kingston, the trunk was hastily lifted to the station platform, ahead of all the rest of the luggage, and there it sat alone as the woman left her coach and walked down towards the baggage car. "Isn't it wonderful?" quoth she, whereat the foxy conductor observed that few things were impossible to-day.

Around The North Land

Mrs. R. Grey, of Englehart, died recently in Cochrane Hospital.

Mr. Robert S. McNaught, Haileybury, and Miss Lillian Beatty, of mileage 194, were united in marriage on Tuesday of last week by Rev. L. Phelps.

Mrs. M. A. Sampson died at her home in Argente last week, aged 70 years. She was the mother of several children, some of whom are married and live in Haileybury and other North Land towns.

A comparatively strong vein of nicolite and native silver was uncovered on one of the town streets in Cobalt last week while digging operations were being carried on for sewerage work. Cobalt is not dead, nor near dead, yet, in the matter of discoveries and surprises.

The Northland Post says that the replacing of the fire losses of the town of Cochrane will cost less than half of the estimate of the 1916 Council, and that instead of the \$43,000 borrowed by the former Council only about \$21,000 will be necessarily used.

The Cobalt \$5,000 Club held a big public meeting last week to receive reports of the Club's work for the year. The collections were shown by the report of the secretary-treasurer, Mr. H. S. Browning, to total over \$53,858 for the year. The Club collects only for the Red Cross and Patriotic Fund, while in addition Cobalt contributed to many other patriotic purposes. Between 2400 and 2500 persons contributed to the \$5000 Club. About \$1200 per month is being paid to dependents of soldiers, an average of about \$16.50 to each family, the grants varying from \$5 to \$30. At the public meeting last week, Mr. J. W. Mahon delivered an eloquent and inspiring address on Patriotism.

Pte. James McHugh, who was an employee of the T. & N. O. at the time of his enlistment, has been visiting in Cobalt, invigorated home with wounds. He went overseas in November, 1915, and was through many serious engagements, being wounded in the Battle of the Somme, and again injured last December. At the latter time he was knocked down by a high explosive shell and was injured in the spine. He spent some time in hospitals in France and England and is still being treated here in Canada. He says that after living in England and learning to know the people there he has reversed his former opinion and now thinks Old Country folk "the finest people in the world."

Mr. D. Kerrigan, who has charge of the T. & N. O. greenhouses at Englehart, has been in Cochrane recently with a number of workmen fixing up the station grounds and planting annuals and perennials. The perennials planted last year wintered well and are looking well this year. There are many beauty spots now along the T. & N. O. line, and it is pleasant to see Cochrane being added to the list. While this sort of work is in favor, however, The Advance would like to suggest that there is a town on the T. & N. O. that could stand some attention in the line of "made" flower beds, etc. That town is Timmins, where practically all the gardens have to be "made," and where flowers and garden plots are consequently specially appreciated.

Capt. Mrs. H. W. Parsons has been giving very interesting and instructive addresses recently in the North Land on Germany and its institutions and ideas. Mrs. Parsons spent some time in Germany just before the war. Her addresses to Women's Institutes, Patriotic Societies, etc. are thus very helpful as coming from one speaking from personal knowledge of conditions in Germany before the war. At Cochrane recently Mrs. Parsons gave a short history of Germany's standing army, telling many incidents that came within her knowledge that have an added significance since the disclosures of the war. She also made reference to several critical times in the history of the war, of which there is little popular knowledge, and she emphasized the fact that Germany is a resourceful, powerful and unscrupulous foe and that it will take the combined men, money strength and heart of the peoples of the Empire to assure victory for the Right. She held out no suggestion of an opinion that the war was near an end.

John L. Hodgson, superintendent of the C. G. Railway car shops at Traneona, is dead.

Among the other "views" taken by the Ontario Government moving picture man in the North Land last week was one of the two cub bears owned by Mr. Nap Servalis of Haileybury.

Mr. C. E. McDowell has been appointed manager of the Ontario Experimental Farm and Breeding Station in Monteith, and is now in charge there.

Mr. Felix Lessard, carpenter, died at his home in Haileybury on July 16th, after an illness extending over several months. A wife and family, including one son overseas, survive.

Cobalt Miners' Union is planning a big day for Labor Day this year. A big programme of sports, etc., will be presented, including "drilling" contests.

An addition is being built to the Canadian Government Railway offices at Cochrane. "It is a pity, though," remarks The Claybelt, "that a new brick building to take the place of the old frame building is not under contemplation."

The Haileybury correspondent of The Nugget last week says: "Mr. and Mrs. W. A. Muir, who have been in Haileybury for the past three weeks, left on Tuesday for Porcupine, where Mr. Muir will proceed with work on some of his claims in the township of Thomas. Mr. Muir is one of the early prospectors of Porcupine, being one of the first to stake in that camp. For the past few years he has made his home in Binghamton, N.Y."

The Haileyburian last week says: "Haileybury needs a band very badly and we understand that there are still some good musicians in town who might be organized into a music dispensing aggregation of no mean order. A little open air concert a couple of evenings a week would attract many people to our streets and give the old town more of the appearance of a real centre. As is now the only noise that will call the people out of their homes is the fire bell."

The children of the employees of the O'Brien mine at Cobalt recently gave a tea, the proceeds to go in aid of the Belgian sufferers from the war. Eighteen dollars was netted from the little event, and though this does not seem a very imposing sum to many people, yet it is a great amount "from the children, by the children, and for the children," for it will feed eighteen starving Belgian children for one whole month. The efforts and the earnestness of some of the Canadian kiddies put the profiteers and the slackers to shame indeed.

The Town of Charlton has been awarded damages and costs to the amount of \$497.84 in the case against K. Farah, doing business as the Charlton and Englehart Light & Power Co. The Town sued the Company for damages caused the streets of Charlton through the breaking of the Company's dam on the Blanche River. In giving judgment, Judge Hartman held that the dam was so constructed that the flood waters had not sufficient passage without overflowing. Mr. P. L. Smiley conducted the case for the town and Mr. A. G. Slaght for the Company.

Matheson Women's Institute has merged or amalgamated with the Matheson Patriotic Society. The Matheson Women's Institute takes the right view that the most important work for women to-day is the aiding in the battle and the striving for the victory over the barbarians. No other women's work can hope for much permanence of progress until that one greatest cause is won. It is regrettable that some men have not the far-sighted judgment of the women of Matheson. The amalgamated Women's Institute and Patriotic Society of Matheson has elected Mrs. Walter Kirstine as president, Mrs. W. E. Bruce as vice-president and Mrs. Frank E. Ginn as secretary-treasurer.

AEROPLANE SWIFTER THAN FASTEST LOCOMOTIVE

The superiority of the aeroplane over the fastest locomotive and train, says the Brockville Recorder, was demonstrated recently when a plane from the Mohawk Camp gave the G. T.R. International ten minutes start before the machine set out from Deseronto. The birdman carried a passenger to Cobourg, landed him, saw him aboard the train and met him again at Port Hope.

If I knew you and you knew me,
Or seldom we would disagree;
But never having yet clasped hands,
Both often fail to understand
That each intends to do what's right,
And treat each other "honor bright"
How little to complain there'd be,
If I knew you and you knew me.

When ere we ship you by mistake,
Or in your bill some error make;
From irritation you'd be free,
If I knew you and you knew me.
Or when the cheques don't come on time,
And customers send us nary a line
We'd wait without anxiety,
If I knew you and you knew me.

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Daily (except Sunday) service between North Bay and Cochrane, operating through sleeping car between Timmins and Montreal, C.P.R.

Local service between Englehart and Cobalt, (daily except Sunday.)

For full particulars see current time table or refer to any T. & N. O. Agent.

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Returning leaves Winnipeg Sat., Tues. and Thurs. at 5.15 p.m. arriving at Cochrane 6.55 p.m., Sun., Wed. and Fri.

COCHRANE—QUEBEC

Leaves Cochrane Sun., Wed. and Fri. at 7.15 p.m. for Hughes, Low Bush, Makamik, O'Brien, Amos, Doucet, Parent, LaTouche, arriving at Quebec Mon., Thurs. and Sat. at 6.30 p.m. Returning leaves Quebec Tue., Thurs. Sat. at 4.30 p.m., arriving Cochrane Wed., Fri., Sun. at 4.10 p.m.

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LOCAL SERVICE.

Local trains leave Cochrane for all points west Tues., Thurs. Sat. at 4.15 p.m. Returning arrive Cochrane Tues., Thurs. Sat. at 11.45 a.m.

Local trains for all points east leave Cochrane Mon., Wed., and Fri., at 8.00 a.m. Returning arrive Cochrane Tues., Thurs. and Sat. at 10.00 p.m.

For further information, time tables, etc., apply to local agent T. & N.O. or direct to

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