

The Lindbergh Kidnapping

By Francis A. Jamieson, Associated Press Staff Writer

HOPKINSVILLE, N. J., May 20.—The searchlight unexpectedly disappeared back today to the whereabouts of John Hughes Curtis, confessed hoax negotiator, on the night of April 2 when Dr. John F. Condon paid a futile \$50,000 ransom for the Lindbergh baby in the misty stillness of a New York City registry.

Investigation of the movements of Curtis on the night of April 2 still under way," said Colonel H. Norman Schwarzkopf, in a surprise statement. "This will not be completed and corroborated until the early part of next week."

The coincidence that Curtis flew to New York on the morning of April 2 was believed yesterday to have been disposed of when police said "there is nothing that would in any way link him with the actual kidnaping and the collection of the ransom money." Further scrutiny of the activity of Curtis was only one of the multifarious tasks undertaken during the day by authorities.

Ballot among the others were these:

(1) "Gladly" signing a waiver of immunity, Dr. Condon spent two hours and a quarter telling a Bronx (New York City) grand jury, a detailed story of his entire connection with the fantastic drama.

(2) Two mystic clues were purged from the police headquarters here. One was the statement of "a known gangster while passing through Maryland" that he had information about the kidnaping and he further asserted just before the child's body was found that the infant was dead. The second clue was a possible connection between the abduction and another case described vaguely as the "attempted King kidnaping."

(3) An official offer, immediately rejected to reimburse Dean H. Dobson-Pesocok, former Canadian actor, for travelling expense if he would come here from Norfolk, Va., to confront Curtis, his one-time associate. The clergyman said he would stand on his willingness to meet in Norfolk any accredited police representative.

(4) A police disclaimer of any significance in an advertisement in a New York morning newspaper reading: "Citizen—guarantee absolute confidence. Jimmy" the New York Evening Post said it had learned Mayor James J. Walker had received a letter promising Lindbergh information if a guarantee of safety would be made to the writer. Apparently the continued check regarding Curtis was proceeding without further questioning of the boat-builder, himself.

Curtis, held in default of \$10,000 bail on a charge of obstructing justice and furnishing false information, sat alone in the Flemington, N. J., jail while the Warden took extra precautions against the possibility he might attempt to take his own life.

The best information available thus far placed the time of Curtis' arrival in New York City on April 3 at 10 a. m.

After spending four days in the metropolis, authorities were told, he motored to Philadelphia from where he was taken in a plane back to Norfolk by Lieutenant George L. Richard, United States naval aviator, who acted frequently as his pilot.

In Norfolk, commonwealth's attorney John Arnold, who has been conducting an exhaustive enquiry there into Curtis' movements, said he planned to question the lieutenant. It became known during the day Lieutenant Richard had been ordered transferred to a flying squadron aboard the aircraft carrier Lexington effective as soon as the Lexington arrives on the east coast. She is now at the Puget Sound navy yard.

His grand jury appearance was only a small part of the day's work for Dr. Condon, aged educationist, who treated with the supposed kidnapers partly through newspaper advertisements signed "Jaisie."

Police also made known that a busy programme still lies ahead of Dr. Condon. They said they expected to take him to large rogues' galleries in New Jersey and Philadelphia. He already has viewed the likenesses of several thousand criminals in New York City and Westchester County, New York, in the hope of identifying the Scandinavian named "John" with whom he dealt in the ransom payment.

Harmony with the decrees of the Author of the world; co-operating with them, not vainly withstand-

INTREPID

(Continued from Page 1)

Putnam for a final conference before the take-off. She gave them each a hearty handshake, said "I am confident of success," and then stepped into the plane.

A Perfect Take-off

She made a perfect take-off, a take-off as graceful as that which four years ago started her off on a flight with Wilmer Stultis and Lou Gordon that gave her the distinction of being the first woman to cross the Atlantic by air. The publisher who backed that flight, George Palmer Putnam, is now her husband and the financial backer of her present venture.

Paris Her Goal

Mrs. Putnam's destination, Paris, was not announced until just before the start. No reason was given for its choice. The plane which holds the aviatrix's destiny is a 600-horsepower Wasp motored craft with a cruising speed of 140 miles an hour, a maximum speed of 180 and a cruising radius of 3,200 miles. It carried a fuel supply of 420 gallons of gasoline and 20 gallons of oil, sufficient, she was confident, to keep her aloft for fully 20 hours. For herself, she carried a quart of chicken soup and nothing more.

A light southwest wind was blowing and the sky was cloudy as Mrs. Putnam sped eastward toward her goal but she had the cheering promise of clear skies and friendly winds along the way.

ST. JOHN'S, Nfld., May 20.—(By the Canadian Press)—This night five years ago a slim Viking rode on silver wings down the great circle course toward Paris. Tonight that city's lights were still beckoning, but it was a gold and crimson moth that flew toward them—a big bright monoplane with a slender girl at the controls.

Perhaps the Lindbergh anniversary had some bearing on the choice of Paris for Amelia Earhart Putnam's attempt to write her name on aviation's adventurous record as the first woman to fly the Atlantic alone. Two years ago, with Wilmer Stultis and Lou Gordon piloting, she became the first of her sex to cross by plane.

In any event, Paris it was as she stepped into the cockpit at Harbor Grace tonight, just five hours after Bert Balchen had set the plane down there from Saint John, N. B. Previously she had intimated Rome might be her objective. Amelia had slept part of the time while Balchen and mechanic Eddie Gorski went over the engine on which the flyer's hopes rest, and stored in fuel. At 5:51, Atlantic Standard Time, the craft was in the air. There was no sunlight to glint on its bright body, as Balchen and Gorski joined the throng to wave good-byes, but Amelia had the promise of breaking clouds and a furthering wind at sea.

Do-X Ready

Four hours after the take-off the plane had been unreported by shipping. Meanwhile, 30 miles up the coast of Conception Bay from Harbor Grace, the giant Do-X, halted here on the way back to Switzerland after a year and a half's absence, lay at Holyrood. Today 7,000 gallons of fuel were poured into the mammoth's tanks to carry her on to the Azores under Captain Frederick Christiansen. Yesterday the Do-X flew from Long Island Sound to Dildo on Trinity Bay, crossing over to Holyrood, a distance of 25 miles, this morning. Holyrood had been picked for a take-off spot to avoid the possibility of difficulty with the ocean swell which comes in around Cape St. Francis and rumbles up the beach at Harbor Grace.

Fine weather tomorrow will probably see the flying boat's dozen engines lifting her skyward and out to sea.

The Putnam plane, under favoring conditions, made remarkable time across Nova Scotia and the Gulf and down the Newfoundland coast today. The airline followed— from Saint John up Cobequid Bay and across the Nova Scotia midlands and the Cabot Straits to Port Aux Basques, thence along the Newfoundland shore—measures 700 miles. It was flown in four hours and eight minutes.

Last night Balchen with Mrs. Putnam and Gorski aboard had brought the craft up from Hasbrouck Heights, New Jersey, in three hours and a half. The total flying time from New Jersey to Harbor Grace was 7:58—only an hour and a quarter more than Lou Reichert's time from Newark to the same point on May 14. The Do-X, yesterday took 12 hours and 10 minutes to cover the approximate distance.

Three hours of the five she remained at Harbor Grace, Amelia luck and daring.

HOUSE

(Continued from Page 1)

lices the wisdom of the capital expenditures that have been made.

Less Capital Expenditure

"Doubtless had the present world depression not so adversely affected the system or continued for such a great length of time, better results from these capital expenditures would have accrued to the system. In view, therefore," the report says, "of the results of the past two or three years, your committee strongly recommend that until there is a marked improvement in the earnings of the system, capital expenditure should be limited strictly to the barest necessities, always consistent with efficiency."

The committee concur in the recommendation of the sub-committee appointed by the C. N. R. directors that "specific rather than horizontal reductions in salaries" of all officials of the system be put into effect, and also in the action of that sub-committee in examining further into salaries exceeding \$5,000 per annum.

In this connection the report calls attention to the fact that evidence submitted to the committee showed that, as of July 21, 1931, a total of 96 officials of the road were receiving \$10,000 per annum and over, while 37 officials were being paid \$15,000 a year and over.

Salaries Excessive

"Your committee are of opinion that the salaries paid to the high officials are excessive and should immediately be substantially decreased," the report declares. The number of railway officials is also too high, in the committee's opinion, and reductions should be made there. The directors' sub-committee are asked to give immediate effect to "the principles underlying this recommendation."

The \$5,000 fee received by Sir Henry Thornton from the Ontario Car Ferry should be cancelled, the committee recommends, while the report also asks that the \$16,000 a year allowed to the President as an expense account be reviewed by the directors in the light of its inconsistency with the terms of his contract engagement.

Expense accounts of all the railway officials should be supported by vouchers and other necessary evidence of payment, continues the report; and a special sub-committee of the directors should be set up to examine these accounts irrespective of who submits them. Stricter control over expenses for entertainments, club dues and donations is recommended.

Enlargement of the finance committee of the directorate by two more members is urged, and all expenditures "save and except" pay rolls, amounting in value to \$25,000 or over, should first be passed upon by the finance committee and subsequently ratified by the board or the executive committee.

Thornton's Free Residence

The report finds that the purchasing and leasing of Sir Henry Thornton's residence at 1415 Pine Avenue, Montreal, constituted "a successful attempt by the board of directors to do indirectly what could not be done directly by expenditure on capital account—namely, to procure a residence for the President free of rent, taxes and repairs." While the board may not have exceeded its legal powers in so doing, nevertheless the committee finds it did not exercise that degree of prudence, care and judgment requisite in the premises. Further review of this transaction is recommended to the end that, if possible, it may be rescinded.

Careful review by the board and the management of the whole question of the New York and other offices of the C. N. R. is demanded, together with a recommendation that non-remunerative offices be closed down.

Continued vigilance to avert the introduction of political patronage into the operation of the railways is recommended.

The determinate moral requirement made upon a given individual at a given moment of time; the individualized requirement of the law.—J. Muller.

spent in untroubled sleep. Balchen himself warred up the engine as the time came to shove off.

"I'm satisfied the machine is in the best possible condition," he said. It was cloudy to seaward at "contact" but reports promised fair weather beyond the cloud-rim. Sufficient gasoline for 25 hours flying was aboard.

The rest was up to a woman's luck and daring.

LOOKING 'EM OVER

By "TEC"

OLDFIELD TO DRIVE

Barney Oldfield, one time king of American automobile drivers, intends returning to the wheel to crack the record now held by Sir Malcolm Campbell. Oldfield considers the marks made by foreigners on United States courses are an insult to his country and its automotive engineers and so, in spite of his 54 years, he is prepared to risk his life in their defence.

The big driver has been out of competition since 1918. At the time of his retirement he had cleaned up all the major titles that were available. Powerfully built and with great nerve resources Oldfield had gained an illustrious reputation for himself besides paving the way for a fortune in the tire business.

He now contends that his nerves are as steady as they ever were and his eyesight still as keen. With these and a good car he sees no reason why he cannot better Malcolm's record. The car has been designed, and will cost around \$50,000, to construct. A 24-cylinder motor is expected to allow for a speed of 360 miles an hour and capable of developing 3,000 horse-power at 4,000 revolutions per minute. It will be entirely constructed of American materials.

NURMI SUSPENDED

The announcement that Paavo Nurmi will stand suspended during the summer by the International Amateur Athletic Association may mean the absence of a Finnish team at the Olympic games. Nurmi was ruled out because of charges of exorbitant expense accounts and while strenuous efforts have been made to reinstate him they proved fruitless, and he will not be permitted to compete outside of the boundaries of his own country this year.

The citizens of Finland are very bitter on the subject of his suspension and it is openly stated that the Swedes, who are not their most friendly neighbors, are responsible for his expulsion.

The career of Nurmi has had more than one rough spot in it and that he found time to become one of the world's greatest runners is

remarkable. He commenced work at the age of 12 to aid in the support of his widowed mother and later worked his way through an industrial school, from which he graduated at the top of his class as a mechanical engineer.

When he started running he bent himself to it with the same determination he employed in gaining an education and his triumphs on the track were the result of long years of painstaking training. Nurmi's absence will be a large loss to the games.

HORSES IN TRAINING AT TRURO

Truro Citizen: Among the horses in training at the Bible Hill speedway are Diamond Mac, Jean the Great, pacers; Annaset, a three-year-old; and Milford Aubrey, all owned by Alfred E. Reid, of Milford; Harvest Aubrey, owned by Mr. Jamieson, of Wallace; Joe the Great, holder of the Maritime record in the two and three-year-old classes, and Dora Mac, 2:16 3-4, both owned by F. C. McCurdy, Truro; Captain Mac, 2:11 1-4; August Queen, full sister of Captain Mac; Marion MacEwlyn, a richly bred trotter imported from the United States, and Joan, a three-year-old pacer by Worthy J., all owned by C. W. McKenzie; Toddes, 2:18 1-4, by Todington; and Captain Aubrey, Jr., a green trotter, both owned by L. M. Ellis; Neisha, 2:14 1-4, owned by J. A. Kerr, Bible Hill; Biddie Aubrey, owned by Frank Kennedy; Ranger T. Axworthy, owned by Harvey Burrie, and Lucky B., a green pacer owned by Parker McKenzie. It is hoped to hold a meet early in June.

"HIS FIRST START"

Neil Frisco, 2:03 3/4, bought at the Old Glory sale, New York, last November, by Charles Ballard, will make his first start in Canada at North Sydney on Victoria Day. The other entries include: Transpung, 2:02 3/4; Lambert Todd, 2:02 1/4; Ruby P., 2:04 1/4; Jeanette Royal, 2:04 1/4; Marjorie M., 2:11 1/4. The 2:18 class will have among the starters Earl Wilkes, 2:11 1/4; Hector, 2:12 1/4; Worthset, 2:16 1/4; Flo Abbe, 2:12 1/4; Shenandoah, 2:08 1/4; and Colorado Aubrey, 2:18 1/4. There are a dozen entries for the 2:20 class.

BILL MAY BE

(Continued from Page 1)

prove it. If it is refused consideration by the Seanad a second time the bill becomes law after 60 days.

The most notable repercussion of passage of the bill in the Dail last night came when J. H. Thomas, Dominions Secretary in a speech at Hove, Sussex, said he could not believe relations between the two countries would remain strained.

In a vigorous plea for Anglo-Irish friendship, the Dominions Secretary pointed out prosperity in the Free State was bound up in the economic conditions of Great Britain. It was in the best interest of both countries, he said, they should remain linked together, within the British commonwealth.

"Still Holds Good" DUBLIN, Irish Free State, May 20.—(Canadian Press Cable)—The Government of the Irish Free State tonight issued a statement that its acceptance of the invitation of Prime Minister R. B. Bennett to attend the Ottawa Imperial Economic Conference still holds good.

Earlier in the day Patrick McGilligan, who was Minister of External Affairs in William T. Cosgrave's Government, had asked if the Government intended to have its High Commissioner in London confer with British officials regarding preparations for the Conference. He reminded the administration the former Government had promised preliminary discussions with Great Britain.

While Senators anxious to obtain protection for the oil, coal, lumber and copper producers have log-rolled so skillfully as to secure a majority coalition, their opponents exhibit an unshakable determination as indicated by Tyding's announcement he would propose 500 amendments. Time works in favor of the anti tariff forces and it is considered probable the duties will come out of the revenue bill either as a result of resurgence of opposition force on the floor, or in the joint committee of the House and Senate which will eventually write the compromise bill.

During the debate on the coal tariff, Senator Borah, Republican, Idaho, charged that the domestic handicraft industry was in the hands of a monopoly. He contended Russian coal was of superior quality and was sold under selling domestic anthracite.

Borah further contended that as coal from Canada was exempt from any tax and since Canada and Russia were as he stated, making a trade agreement, "there is no reason why Russian coal should not come into the United States by way of Canada."

Senators objecting to the introduction of tariff legislation to a tax bill, were attempting to fight to rally their forces. Millard Tydings of Maryland changed his vote

Strike Would Affect 200,000

(Associated Press)

BLACKBURN, Lancashire, Eng., May 20.—A strike affecting more than 200,000 operatives in the province in the cotton trade was threatened today by a decision of the Northern Counties Textile Trades Federation to have the men vote on the question whether they were prepared to walk out.

The result of the ballot will be made known before June 11, the date set for the termination of employers' notices ending all agreements on wages and hours.

Child Goes On Hunger Strike

VICTORIA, May 20 (By The Canadian Press)—Led by a 10 year old girl, the seven children of the Sons of Freedom quartered in the British Columbia Protestant orphanage here quickly went on a hunger strike.

Attendants at the institution quickly suppressed the strike by removing the 10 year old youngster from the room where the other six were refusing to eat. Once their leader was out of sight the others went to work with zest and consumed everything placed before them.

Skeleton Found

PORT HAWKESBURY, N. S., May 20 (By The Canadian Press)—The skeleton of a man, evidently exposed to the weather for several years, was discovered today by two wood cutters near Port Malcolm, six miles from here. Beside the skeleton were a pair of shoes, a knife, and the remains of some paper money in a purse, along with silver coins.

The remains are believed to be those of Dan MacDougall who disappeared in a blizzard three years ago.

HOUSE MAY

(Continued from Page 1)

of the post-office department, finally passing every item in a last-minute rush. Then came appropriations for the Department of National Revenue and Hon. E. B. Ryckman, was subjected to a long cross-examination by opposition members, particularly on the application of dumping duties.

Cadet training in schools proved a stumbling block when Department of National Defence estimates were under review, several members, including Miss Agnes MacPhail protesting against any expenditures during the present depression.

It was almost midnight when estimates of the Department of Fisheries were touched.

QUEBEC

(Continued from Page 1)

aeroplane will be detailed tomorrow for reconnaissance over forest fire raged areas near Kedgwick, Restigouche County and Bathurst. This will be the first time in the history of forest protection in New Brunswick that any aircraft has been utilized in the work.

The pilot, experienced in forest photography, will make observations which those in the lookout towers cannot do, so that suppression forces can be better directed.

Aeroplanes have been used in this work successfully in other provinces of Canada, and in the United States, and tomorrow it will be learned if their use is practical here also.

Fires today were generally earlier, because of the dull weather, but those near Kedgwick and Bathurst are still menacing. A slight rain fell in various sections of the province last night, but not heavy or general enough to lessen danger. No rain was reported in any section today.

BIRTHS

LECLAIR—At the Prince County Hospital, May 19, 1932, to Mr. and Mrs. Andrew LeClair, a daughter.

WEEKS—At Ottawa, May 12, 1932, to Capt. and Mrs. E. G. Weeks, a son.

DEATHS

COLWILL—On Thursday, May 19, 1932, R. E. Colwill, funeral from his late residence, 138 Fitzroy Street, Sunday, May 22nd. Service starting at 2 o'clock, funeral leaving at 2:30, Interment People's Cemetery.

CENTRAL GUARDIAN

CHURCH SERVICES—Mount Stewart United Church, Sunday, May 22, will be: York at 11 a. m., and Rev. C. N. Brown, Preacher. Services at Lot 40 and Donaldston are cancelled.

YORK SERVICES—Services in York Pastoral Charge, Sunday, May 22, will be: York at 11 a. m., and 7:30 p. m.; Brackley at 3 p. m.; Central Church at 7:00 p. m. Sunday School at Central Church and York at 10 a. m. The evening service in York will be under the auspices of the W. C. T. U.

DEATH DUE TO HEART FAILURE—At an inquest held yesterday afternoon to enquire into the death of Mr. Robins Colwill, the jury returned a verdict that from the evidence produced they were of the opinion that his death was due to heart failure. The jurymen were: Byron Brown, (foreman); E. F. Acorn, Wilfred Taylor, Alfred Kelly, H. L. Hardy, D. W. Mathieson and James Power.

ISLAND LADY DIES IN NEW BEDFORD, MASS.—Mrs. May (Ross) MacKinstry, 47, wife of Police Captain Albert B. MacKinstry, of 9 North Orchard Street, New Bedford, Mass., died Saturday morning at Saint Luke's Hospital. She had been under treatment for several weeks. A native of Flat River, Prince Edward Island, Mrs. MacKinstry came to this city 31 years ago. She was active in the Presbyterian Church and a member of the Ladies' Aid Society. Besides her husband, Mrs. MacKinstry leaves a son, Dr. E. Warren MacKinstry, a dentist, and a daughter, Miss Hazel MacKinstry, of 9 North Orchard Street, her mother, Mrs. John A. Ross, of Hamilton, Ont., five sisters, Mrs. Angus MacKenzie of New Bedford, Mrs. Edward Parker of Hamilton, Ont., Mrs. John MacKenzie of Montreal, and the Misses Christina and Donalda Ross both of Montreal and one brother, Damon Ross of Flat River, Prince Edward Island. (The above is taken from a New Bedford, Mass., paper).

IS PRIZE WINNER—Second prize for the whole Dominion in an essay writing contest for the Sarah Maxwell Memorial Prize awarded by the National Chapter of the Daughters of the Empire, has been won by Miss Helen Agnew, of Miss Mary Irving's class, Prince Street School. The contest was participated in by pupils of the ages of eleven and twelve in all city schools throughout Canada. The first prize going to a British Columbia student, Miss Agnew, who is a daughter of Mr. and Mrs. Alex Agnew, is to be congratulated upon the splendid showing which she made in this contest. Her prize, a handsome volume entitled "Our Empire Story" has been received by the local Chapter, I. O. D. E. and will be presented by Mrs. H. R. Hillson at the Empire Day exercises on Monday.

Petrolle Wins

CHICAGO, May 20. (A.P.)—Billy Petrolle defeated Bat Battalino in their 10 round battle tonight by outscoring him in a savage body attack. Battalino dropped Petrolle for a count of nine with a left hook to the chin in the first round, but thereafter the "Fargo Express" came thundering along to victory.

HOW THEY STAND

(Canadian Press)

INTERNATIONAL LEAGUE

Table with columns: Won, Lost, P.C. for Newark, Buffalo, Baltimore, Montreal, Rochester, Toronto, Jersey City, Reading.

NATIONAL LEAGUE

Table with columns: Won, Lost, P.C. for Chicago, Boston, Cincinnati, St. Louis, New York, Philadelphia, Brooklyn, Pittsburgh.

AMERICAN LEAGUE

Table with columns: Won, Lost, P.C. for New York, Washington, Cleveland, Detroit, Philadelphia, St. Louis, Chicago, Boston.

Island Students Are Successful At N. S. Tech.

The following students were successful in the examination just completed:

Senior Year Gordon M. MacLean, Souris, Heating and ventilation B; Steam Power plant Design A; Mechanical Engineering, Lab. A; Steam Power Plants B; Machine Design Theory B; Machine Design Drawing A; Combustion of Fuels B; Machine Shop Practice B; Electrical Power Applications B; Business and Finance B; Engineering Seminar B; Engineering Law B.

Junior Year Charles Hibbett, Georgetown, Advanced Surveying B; Elements of Structures B; Engineering Mathematics A; Railroad Engineering B; Electrical Laboratory B. Gordon White, Charlottetown, Hydraulic Lab. A; Advanced Surveying A; Mechanical Engineering Lab. A; Elements of Structures, A; Technical Writing A; Theoretical Hydraulics B; Engineering Mathematics A; Railroad Engineering A; Electrical Lab. B.

Manning Archibald, Charlottetown, Hydraulic Lab. A; Machine Design Drawing A; Mechanical Engineering Lab. A; Machine Design Theory B; Machine Shop Practice B; Applied Structures A; Technical Writing B; Theoretical Hydraulics B; Electrical Engineering Lab. A; Engineering Mathematics B; Electrical Machinery B. The class is indicated by the letters A, B, C.

ENGLISH TURF

MANCHESTER, England, May 20. (By the Canadian Press)—Lord Astor's Grene Brulee, at odds of eight to one, today won the Manchester Cup from a field of 13 horses. H. H. Aga Khan's Ut Majour was second at 15 to one and J. P. Horung's Tippets third at 100 to seven.

Eugene A Winner

LINGFIELD, England, May 20.—Eugene, owned by M. D. Bair, today won the Cosmopolitan Cup at two and a quarter miles by a neck from A. E. Berry's Bill Falloch. Lord Roseberry's Boldero was third. Nine ran.

Eugene was six to one in the betting.

Sammy Fuller Trims Kid Berg

MADISON SQUARE GARDEN, New York, May 20.—Sammy Fuller, clouting Boston light weight, hammered out a twelve round decision over Jackie Kid Berg, of England, in a return match here tonight. A crowd of only 6,500 saw the match. There were no knockdowns. Berg weighed 138 1-2, Fuller 138.

Y. BOWLING

CHURCH LEAGUE Last night "Zion" won the second consecutive match from St. Paul's in the best out of three for championship of Church League.

Table with columns: Name, Score for Zion, Score for St. Paul's.

ST. PAUL'S

Table with columns: Name, Score for Zion, Score for St. Paul's.

NATIONAL LEAGUE

Table with columns: Name, Score for Zion, Score for St. Paul's.

CHALLENGE

We the undersigned do hereby challenge the winners of the Black Fox-East End Bowling series, to 4 series of games best three out of five. Following is the line-up: E. McInnis, J. McEachern, F. Joseph R. Johnson and P. McInnis.

Nothing which a man hath reason to think is likely to do more harm than good.—Baxter.