

Hockey, The Canuck Pastime Which Has Leaped to the Front as the Leading Winter Sport of America



A hot scrimmage in front of the goal at the St. Nicholas rink, New York. The players in the white jerseys are on the defensive.

Artificial Rinks in New York Provided for Amateur League Games.

New York, N. Y., Jan. 7.—Two of the most virile sports of modern times, lacrosse and hockey, are justly claimed by Canadians. John Bull has his cricket, Uncle Sam his baseball and Scotland his golf, but to the Lady of Snows must be accorded maternal interest in the first mentioned sports. Uncle Sam does not believe for one minute that his national pastime is an improved form of rounders played by Britons years ago, nor do our neighbors of the Dominion countenance the idea that ice hockey is merely an advanced form of "henny."

\$3.50 Recipe Cures Weak Men--FREE

I have in my possession a prescription for nervous debility, lack of vigor, weakness, manhood, falling memory and lame back brought on by excessive manual labor, or the follies of youth, that has cured so many worn and nervous men right in their own homes—without any additional help or medicine—think you would like to have a copy. So I have determined to send a copy of the prescription free of charge, in a plain, ordinary sealed envelope to any man who will write me for it.



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O. G. Seeton & Son Third and Chihuahua Sts.

How Cap. Anson Failed To Break Up Hated Double Play

By Hardie Richardson

They tell me old Cap. Anson has become a real live actor. Well, I always predicted he would come to some bad end. He was one of the most picturesque figures on the diamond in the old days. And eccentric? Why if you stroked him the wrong way of the fur he'd be at you like a bearcat. But no bigger heart ever beat under a baseball shirt than that of Cap. Like most good managers, he was always out there to win. And if anything stood in the way of his ambition, he'd try to get it to the mat.

Aviators Killed in Mishaps the Past Two and Half Years

The following is the list of aviators killed in aeroplane accidents from September 17, 1908, to date: Lieut. Thomas E. Selfridge, United States army, killed at Fort Myer, Virginia, September 17, 1908. Cause, overturning of aeroplane, due to fouling of propeller. Eugene LeFebvre, killed at Juvisy, France, September 7, 1909, by a fall from aeroplane which overturned at great height. Cause, unknown. Enea Rossi, killed at Rome, September 17, 1909, by collapse of aeroplane. Cause, unknown. Capt. Louis Ferber, killed at Bourges, France, September 22, 1909, when thrown from biplane. Cause, striking ground with plane tip. Antonio Fernandez, killed at Niza, December 8, 1909, by fall of 1000 feet. Cause, explosion of motor. Leon Delagrangre, killed at Bordeaux, France, January 4, 1910, by fall from great height. Cause, collapse of monoplane wings. Hubert Le Blon, killed at San Sebastian, Spain, April 2, 1910, by fall into harbor. Cause, unknown. Florento Michalin, killed at Lyons, France, May 13, 1910. Cause, loss of

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not to first for Chicago. Cap. issued his same orders "stop a double play." The batter hit to short and Force, in making the throw from second, threw the ball so close to Goldsmith that it nicked his ear. Turning to Anson Goldsmith shouted "Cap, you can stop the doubles yourself." And Cap did, right on his next trip round the sacks too. But I hardly think he wished to demonstrate the stunt exactly as he did. He was on first when the ball was hit to me. Down the line came Cap, straight at the ear, waving his arms as was his custom when trying "to stop a double." I tagged the midway sack for a force out and winged with all my might to cut down the batter at first. I would have done it, too, I honestly believe, if it hadn't been for Cap. The throw was so fast that Anson had no time to get out of the way even if he so desired. His head whizzed over into the pathway of the sphere just as it arrived at his station. The ball didn't hit him fair on the cranium—or there might not have been any more Cap. It glanced off his skull to the stands without doing more damage than raising an egg. Anson didn't care, he merely threw the game to the runner all right, but when I went to start the throw to first I found myself all tangled up with Gore. He had grabbed me round the waist and before I knew what was coming off he sprung every kind of grapevine, Nelson and hammerlock in wrestling lore. The toe-hold wasn't invented then or he would have tried it also. While we were grappling Kelly scored past first. The umpire, a Mr. Decker, just naturally had to declare both runners out. But what a pandemonium that righteous decision created. Cap let out a war-whoop that could have been heard above the roar of Niagara. Both teams surrounded the arbiter and only the fact that the decision favored the home team prevented a massacre. The debate waxed shriller and louder. Half a dozen empty fights were nipped by the umpire heads. At the end of it all the cooler awarded the game to Buffalo on forfeit. Our club marched triumphantly off the field to enjoy a quarter-holiday. But not on the placid audience, it didn't care to be "buncoed." Seeing no further use for the grand stand our patrons began to tear it down. The owner saved his property by announcing that a free game would be observed at the next game.

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Control and collision with pylon. M. Zesely, killed at Budapest, Hungary, July 3, 1910, by fall from aeroplane. Cause, breaking of plane. Eugene Speyer, killed at San Francisco, June 17, 1910, when glider attached to automobile capsized and crushed him. Firstatus Robi, killed at Stetin, Germany, June 18, 1910, by capsizing of aeroplane at 300 feet. Cause, wind gust. Charles L. Watcher, killed at Rheims, France, July 3, 1910, by fall from monoplane. Cause, breaking of plane. Nicholas Kinet, brother of Daniel, killed July 3, 1910, at Brussels, Belgium, by fall of 800 feet. Cause, wire entanglement in motor. Daniel Kinet, killed at Ghent, Belgium, July 10, 1910, by fall of 900 feet. Cause, breaking of rudder and fouling of propeller. Charles S. Rollis, killed at Bourne-mouth, England, July 12, 1910, by fall. Cause, loss of control due to buckling plane. Oscar Erbeloch, killed July 13, 1910, near Leichlingen, Germany. Cause, unknown. Marquis Vavaldi, killed near Rome,

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August 20, 1910, by fall of biplane. Cause, loss of control due to engine trouble. Von Masadyk, killed August 27, 1910, by fall near Arnheim, Netherlands. Cause, stopping of engine. George Chaves, killed September 23, 1910, near Dome D'Ossola, Italy, after flying over Alps about Elimpion Pass from Eriolo Switzerland. Cause, collapse of monoplane wing. Edmund Pilot, killed at Chartres, France, Sept. 25, 1910. No fall. Cause, wind eddy. Herr Plochmann, killed September 29, 1910, near Muelhausen, Germany, by 150 foot fall. Cause, collapse of biplane. Herr Haas, killed October 3, 1910, near Metz, Germany, by 200 foot fall. Cause, unknown. Cap. Marievich, Russian, killed near St. Petersburg, Russia, October 7, 1910, by fall of 1600 feet. Cause, wind eddy. Capt. Madot, Frenchman, killed October 23, 1910, near Douai, France, by fall of 100 feet. Cause, inability to control motor. Lieut. Monte, killed October 25, 1910, at Magdeburg, Germany, by fall from biplane. Cause, engine trouble. Fernand Blangier, killed October 26, 1910, near Douai, France, by fall of 100 feet. Cause, collapse of monoplane. Lieut. Saglietti, Italian, killed at Centocelles, Italy, October 27, 1910, by fall of 200 feet. Cause, loss of control, due to wind gust. Ralph Johnston, killed November 17, 1910, at Denver, Colo., by fall of 800 feet. Cause, buckling of plane, probably due to faulty repair work. Signor Camarata, killed at Centocelles, Italy, December 3, 1910, by fall from aeroplane with soldier passenger, who was also killed. Cause of accident, unknown. Cecil Grace, American, disappeared in fog and supposed to have been drowned in the North sea, December 22, 1910, while flying over English channel from Calais to Dover, Eng. Alexander Lafont and Marquis Mario Pola, French, killed by fall in passenger aeroplane at Levy-les-Molines, France, December 28, 1910. Cause, motor trouble. Lieut. Caumont, French, killed by 60 foot fall in monoplane, at Versailles, France, December 30, 1910. Cause, unknown. John B. Molsant, American, killed by 100 foot fall at New Orleans, La., December 31. Cause, machine overturned in treacherous air currents. Capt. Hossay, American, killed by 583 feet fall at Los Angeles, Cal., December 31. Cause, treacherous air currents, which overturned machine.

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