SPORTS AND MOTORING

TREAT FOR BALL FANS

Double-Header With Four Leading Teams of City as Participants on Dominion Day--Woodstock Wednesday

Should present plans materialize, the baseball fans of the city will see some real baseball here on Dminion Day. Negotiations are now in proress between the managements of the intersociety league and the St. Johns and Clippers for a double header on the Every Day Club grounds. St. Peters to play the St. Johns while the St. Josephs will clash with the Clippers. This should go to make the greatest baseball drawing card that could possibly be arranged, and would undoubtedly help greatly to boost the game. Each of these teams are capable of, and do put up fast, clean baseball, and two great games should result. Special interest would undoubtedly be attached to the showing of Harrington, the St. Peters brilliant twirler, against the St. Johns. Harrington has proven himself to be the fastest in his class to perform here in years, although many of the fans believe that Tilley's sluggers could negotiate him safely. St. Josephs and Clippers are also playing fast snappy ball, and are evenly matched. It will be finally known this evening whether or not the games can be arranged.

On the Every Day Club grounds this evening the Clippers and St. Johns will meet again and many believe that McBrine's men will shake the hoodoo. Bovard will pitch for the St. Johns with McLeod on the receiving end. Either McGovern or Boone will be in the box for the Clippers. Otherwise there will be no change in the lineups.

Woodstock Coming.

Woodstock's famous aggregation of ball chasers will play here on next Wednesday afternoon and evening. This announcement was officially given out yesterday. They will play the St. Johns in the afternoon and in the evening will stack up against the Clippers. This is not the first occasion which Woodstock has endeavored to try baseball conclusions with local nines, and the Carleton county lads are anxious to prove that they have the fastest baseball outfit in the provinces. Paiseley, who is said to have had an offer to play with the American league and who is famous through out Maine and New Brunswick, is the heaver for the team and his appearance alone will lend much interest to the games.

The lineup of the Clippers for tonight is:

Sproul, C.; Callahan, P.; McGovern-1B.; Finnamore, 2B.; Wood, 3B.; Long SS.; Chase, LF.; Cooper, CF.; Boone, RF.

HORSEMEN ARRIVE AT FREDERICTON

Fredericton, N. B., June 28.—Frank Boutillier and Peter Carroll, well known Halifax drivers, arrived this morning from Halifax for the curtain raiser races on Thursday and Friday. This afternoon their horses will arrive and they will at once be taken to the trotting park for their final preparation.

Tomorrow G. W. Gerow, the Fort Fairfield, Maine, trainer, is expected to arrive with his horses, and the St. Stephen contingent will be here with Prince Louie (2.21¼.)

From St. John will come James Flood's entry in the 2.30 trot, Royal Pandect. Frank Downes, who will have privileges at the meeting, will probably arrive from Boston at noon tomorrow.

PROGRAM OF SPORTS AT S.S. PICNIC

The Sabbath school of the Victoria street Baptist church held their annual picnic yesterday and a programme of sports of more than usual interest was carried out. The picnickers went up to Watter's Landing in the steamer May Queen, which had been chartered for the occasion and there was a large attendance. The sports resulted as follows:

Race for girls under 8 years—Vivian McIntyre.

Boys under 8—Carey Purdy.

Girls under 15 years—Ethel Flewelling and Mabel Scribner tied.

Boys under 15—C. Nobles.

Girls under 18—Myrtle Clark.

Boys under 18—Beverley Appleby.

Men's race—Harry Hughes.

Ladies' race—Mrs. G. F. Kierstead.

Three legged race—Bev. Appleby and Ralph Nobles.

100 yards dash, open—Beverley Appleby.

Broad jump—Raymond Nobles.

Shot put—Scott Akerly.

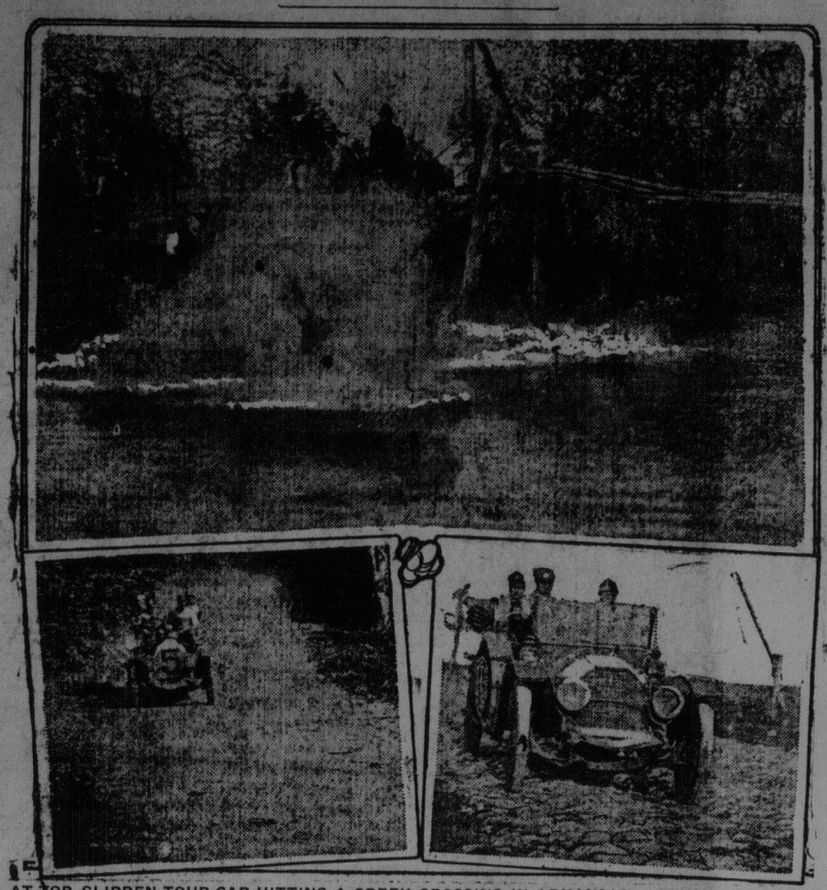
Shooting—A. Whittaker. Ladies—Mrs. B. H. Nobles.

High jump—Ralph Nobles.

Relay race—Ralph Nobles, George Lemon and Beverley Appleby.

The day in the country was a very pleasant one, the rain which continued much of the day in the city, did not extend up river, and the picnic party pronounced the outing one of the best in the history of the church. They returned to the city about 8.15 last evening.

Glidden Touring in Sunny South Is No Feather-Bed Siesta



AT TOP, GLIDDEN TOUR CAR HITTING A CREEK CROSSING IN ARKANSAS. BELOW, AT LEFT, A GOOD ROAD IN TENNESSEE. AT RIGHT, A BOULDER ROAD IN KENTUCKY MOUNTAINS.

By H. H. Malone.

Memphis, Tenn., June 28.—Glidden touring is no pastime for an amateur. Take it from one who has tried it. My idea of a Glidden tour was that 30 or 40 automobiles left a certain town at a sane hour of the morning and ran to another town some distance down the line, bowling over good roads at only a fair rate of speed.

But, believe me, Glidden touring is altogether different. This first rude awakening came in the matter of hours. You are liable to be up and out on the road at 4 o'clock in the morning and you are extremely liable not to land in the night "control" until 11 o'clock. And as for the roads—well, men who have been making the Glidden tours annually tell me that the roads we encountered in Tennessee, Kentucky, Alabama and Mississippi, are the worst a Glidden tour has ever been routed over. In the mountain districts we didn't follow roads, we followed lumber trails and by way of enlivening the proceedings bumped trees out of the way or rooted up stumps from the roadway. It's a fairly strenuous pastime.

The contesting cars have a certain schedule which they must observe. Probably the schedule calls for a running time of about 25 miles an hour. That doesn't sound fast and it wouldn't be fast if the roads were good. But when you jolt over mountain trails or plow through swamps at 25 miles an hour you feel certain your speed is making the Twentieth Century limited as slow as a letter from home with money.

Going down through Kentucky on the old stage coach trail, over which Dai Lewis, official pathfinder, drove the first automobile last spring, our engine stalled. While we were working with it a tall mountaineer came along. He was curious about our car and we answered his questions as best we could.

Finally one of the boys asked him about the road:

"Aren't the roads below here any better than this one?" the pilgrim asked.

"Ah reckon this yer road wuz a putty good one, an' not so long ago, eithah," the mountaineer replied.

"When was that?"

"Oh, 'bout 45 y'ars ago, when th' coaches wuz runnin'."

The mountaineer was joking. All up through the mountains they told us how good the roads were anywhere from 30 to 40 years ago, but they said nothing as to any intentions they might have towards improving them now.

The stage coach road was built of bowlders and then covered over with soil. The surface covering has worn off, leaving the bowlders. Imagine riding about 100 miles at a pretty good speed over a bowlder road in an automobile, and you will agree with me that Glidden touring is no pastime for the man who is not trained to it.

The professional drivers of the cars are carefully trained for all kinds of road work, and they are accustomed to the bumps. In fact, they don't mind them at all, and the way some of those fellows hurry their cars along when they find they are a little behind their schedule, is enough to make one long for the peace of home, if you happen to be in the car which is doing the rushing.

But if the roads are bad, the children who greeted the pilgrims all along the route are the most beautiful I have ever seen. In all of the pilgrimage through the Kentucky and Tennessee mountains we saw beautiful children, and they gave us a royal welcome.

One favorite trick is to wrap up a four or five-pound bouquet of wild flowers and heave the bunch at the men in the car. The ensuing collision is about as soothing as being struck by a brick, but their intentions were good, so we didn't stop to explain. We didn't have time.

Once again—Glidden touring is no game for an amateur to play.

LADIES' TENNIS THIS MORNING

Doubles in Tournament Will be Played, Beginning at 10.30 O'Clock---How the Players are Paired.

The tennis tournament for ladies doubles will be played on the courts this morning, beginning at 10.30. The drawings for players resulted as follows:

Gladys Heggan vs. Muriel Gandy.

Lillian Barnes vs. Constance McGovern.

Jean Trueman vs. Emily Sturdee.

Marion Macaulay vs. Kathleen Sturdee.

Bertha Macaulay vs. Isabel Jack.

Mary Kingdon vs. Dorothy Jack.

Eunice Macaulay vs. Dorothy Blizzard.

Clara Schofield vs. Adele McAvenny

Mary McLaren vs. Edith Schofield.

Effie Blizzard vs. Muriel Sadlier.

Margaret McAvity vs. Gertie Heggan.

Louise Girvan vs. Mrs. Harold Schofield.

Mrs. P. W. Thompson vs. E. T. Kimball.

ROCKWOOD DEFEAT THE ACADIANS

A good game of ball was witnessed on the Rockwood ball field last evening by a large crowd. The Rockwoods once more defeated the Acadians by a score of 15-10. Batteries for Rockwoods, D. Russell and C. Jameison; for Acadians, Buckley and L. Coffry.

ALL READY FOR THE RACE TOMORROW

New London, Conn., June 28.—With one day separating from the day which marks the climax of their month's hard practice, the Yale and Harvard oarsmen will have only the lightest kind of work tomorrow. The Yale oarsmen today both in the morning and evening practices were sent out simply for easy paddles, covering about two miles, while the Harvard crews had somewhat lengthier work, the chief feature of which was the trying of racing starts. Three of these were tried by the Harvard eight during the morning, the 'varsity winning two and the freshmen one. The fours had similar work. This afternoon the Harvard eights went down the river as far as the navy yard trying out racing starts on the way down, which the 'varsity won by a quarter of a length on the return the men paddled a mile and a half and rowed over the last half mile with a stroke which was never before 36 and which was sent up to 40 at the finish. The time was 2:38. This was against the tide. The fours tried a few starts which went fairly well.

As there will be no gentlemen's eight race this year for the Graves cup, which Harvard has won four times and which is to go permanently to the crew winning it five times, it is expected that the Harvard gentlemen's eight will row over the course tomorrow and then claim the cup by default.

Pittsburg, Pa., June 28.—The Pittsburg National League baseball club has preferred charges against second baseman John Evers of the Chicago club. The complaint, which was sent to President Lynch of the National League, is that Evers' conduct in Saturday's game with Pittsburg was unbecoming a player. It is charged that Evers "made faces" at spectators in the grand stand when they rooted in ridicule of Chicago's playing.

BRECKS WAS HITTING SOME

One Player Won Game for Boston Nationals With Home Run, Three-Bagger and Two-Base Hit.

Philadelphia, June 28.—Boston won today's game here, 4 to 3, the deciding run being scored in the eighth inning on Stahl's single and Lewis' double. Karger pitched fine ball after the first inning, when the first four men at bat hit safely. In the third inning Coombs forced in two runs by giving three successive batsmen bases on balls. Score by innings:

Boston	003000010	7	3
Philadelphia	300000000	3	8

Batteries — Karger and Smith; Coombs and Donahue. Time 1.57. Umpire, O'Loughlin.

At Detroit—

Chicago	000104201	118	1
Detroit	200201000	5	6

Batteries—Young, Olmstead, Walsh and Payne; Mullin and Stanage. Time 2 hours. Umpires, Connolly and Dineen.

At Washington—

Washington	301000102	7	11
New York	210012300	9	10

Batteries — Reisling, Oberlin, Heineyche and Street and Hardy; Hughes and Sweeney. Time 2.10. Umpire, Egan.

At Cleveland.

Cleveland	40000001x	5	10
St. Louis	000000000	0	4

Batteries — Linke and Easterly; Lake and Stephens. Time 1.15. Umpire, Evans.

NATIONAL LEAGUE.

Boston, Mass., June 28.—Breck's hit for extra bases were chiefly responsible for Boston's victory over Brooklyn today, by a score of 8 to 4. He made a home run, a three bagger and a two base hit, each time driving in runs. Frock steadied down after the 4th inning. The score by innings:

Brooklyn	200200000	4	6
Boston	21100113x	9	11

Batteries—Welhelm and Bergen, Erwin; Frock and Graham. Time—1.47. Umpires—O'Day and Brennan.

New York ,N. Y., June 28.—Score by innings:

Philadelphia	000010000	1	5
New York	20003400x	9	8

Batteries—Ewing, McQuillan, Foxen and Moran; Drucke and Myers and Wilson. Time—2 hours. Umpires—Klem and Kane.

Chicago, Ill., June 28.—Score by innings:

Chicago	02214020x	11	11
Cincinnati	000100000	1	4

Batteries—Brown and Archer; Benton, Walker and Roth. Time—2.05. Umpires—Moran and Johnstone.

Pittsburg, Pa., June 28.—Score by innings:

Pittsburg	10100112x	6	11
St. Louis	301000000	4	6

Batteries—Liefield, Camnitz and Gibson; Hachman and Bresnahan. Time—2.05. Umpires—Rigler and Emslie.

EASTERN LEAGUE.

At Newark—Newark, 6; Toronto, 1.

At Jersey City—Montreal, 0; Jersey City, 5.

At Baltimore—Rochester, 8; Baltimore, 2.

At Providence—Buffalo, 2; Providence, 3.

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ODDS GO UP ON JOHNSON

Plenty of Money Offered on Black Sends Betting Up 10 to 6---Tim Sullivan on His Way.

San Francisco, June 28.—Betting on the Jeffries-Johnson fight has taken an unexpected turn. Following a heavy Johnson rally Sunday night the odds rose to 10 to 7. Few bets were made at this price, although there is much Johnson money to be had at better offers. Later the odds fell when thousands of dollars were wagered at 10 to 6. "Ten to six to be about right to me," said Tom Corbett. "On account of the heavy Johnson play Sunday it is expected that the odds would go up a bit. I think the present odds will until the day of the fight."

Business is brisk at the San Francisco office of the fight managers.

Gleason announced that many who cancelled their seats last week were re-purchasing them. It is estimated that at least 3,000 San Franciscans will go to Reno.

New York, June 28. — "Big Tim" Sullivan, stakeholder for the Jeffries-Johnson fight, is on his way to Reno today. He is due there Saturday morning. With Mr. Sullivan, who started last night, was George MacDonald, of London, England, as the sole representative of a party of two hundred headed by Lord Lonsdale, which had expected to take in the great battle. At the first sign of trouble Lord Lonsdale cancelled his arrangements for a special steamer and train service.

It is not believed here that more than two hundred New Yorkers will see the fight although more than 700 reservations before Governor Gillett of California, refused to allow the contest in his state. Of all the special trains arranged for, including one to be known as the "Wall Street Special" the one which left last night with "Big Tim" and his party is the only one direct from New York to Reno.

Nat Goodwin, George Considine, Tom Sharkey, Phil H. Adams, Jack Skelly and Gus Fohl, were among the better known men who went with Sullivan.

Rapid headway is being made on the arena. A force of 175 men are working ten hours a day to have it completed by next Friday and so marked was the progress yesterday that the contractor says it will be possible to finish the job Thursday night. The plans call for a seating capacity of about 17,000, but according to Rickard, heavy orders for tickets from the east yesterday, point to the possibility of a much larger attendance than was at first anticipated and it may be necessary to enlarge the structure. To prepare for such an emergency, lumber will be hauled and held in readiness. If necessary another platform will be placed behind the rear top seats, providing standing room for about 4000, thus bringing the complete capacity of the arena up to 20,000. It is expected that more than 400,000 feet of lumber and five tons of nails must be put into the building before it is ready for use. The Washoe county grand jury which is supervising the work, is overlooking no precaution for the safety of spectators. One of the biggest single orders for tickets received is from representatives of three towns in the northwestern part of the state whose combined population figures only 2000 and who want 1708 seats.

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WELL-KNOWN UMPIRE IS ALL THROUGH

Washington, D. C., June 27.—John E. Sheridan, of the American league, for 30 years a professional baseball umpire, packed his baggage here today and half an hour before the time for the first game between Washington and New York surprised Umpire Egan his partner, with the announcement that he had shouted "Batter out" for the last time.

"Egan," said Sheridan, "I've quit, and you'll have to go it alone today. I'm going to Chicago on the next train."

He left a short time afterward for Chicago, where he will report his resignation to Ban Johnson, president of the American league, tomorrow morning.

Egan said he had no idea of Sheridan's intention until the latter told him that he had quit. Egan, thereupon telegraphed Sheridan's action to Pres. Johnson.

Sheridan is the oldest umpire in point of service in the country. He began in Columbus, Ga., in the old southern league and has been in the American league since its organization. He told Egan he intended to go to his home in San Jose, Cal., where he has an undertaking business.

It is reported among the players that Sheridan may be induced to take a position as a chief of umpires, the establishment of which has been discussed in the American league.

SHANNON HAS BEEN RELEASED

Frank Shannon who played with Jesse Burkett's collection of New England League stars in this city last fall, has been turned loose., Shannon played shortstop for Jesse's team and appeared to be able to deliver the goods. A Brockton despatch says:

Frank Shannon, a Brockton New England League infielder, was this evening released by Manager Steve Flanagan. Shannon is one of the veterans of the league, having played with Lowell, Haverhill and Brockton in the past seven years.

He played with Brockton in the New England League nearly 20 years ago, later being with the old St. Louis Browns. He played in sevral other leagues and in 1903 joined the Lowell club under Fred Lake. He was with that team until three years ago, when he played with Haverhill.

Shannon joined the Brockton team last spring and played the entire season, distinguishing himself by his timely hitting. He practically won an exhibiton game for Brockton against the Boston Americans last summer, sending in all of Brockton's runs by his hitting.

His fielding this season has not been sure and he has fallen off in batting. Tom Stankard or Andy Lawrence will be used at second base, and Pond, the University of Maine outfielder, secured from the Red Sox, will play an outfield position. He reported here today, as did Lawrence.

GASOLINE IS TAKING FIRST PLACE

New York, June 28.—The American Yacht Register, which has made its appearance for the eighth successive year, is unchanged in exterior from last year, but its various departments discloses the fact that it is necessary to make the book entirely new every year. The change in the 3,500 entries of the yacht list proper shows a complete reorganization of the American pleasure fleet on a new basis, the gasoline engine displacing rope and canvas more rapidly than in any prvious year.

With only three new additions to the sailing fleet, A. S. Cochrane's big schooner Westward, Harold S. Vanderbilt's small schooner Vagrant, and Morton F. Plant's 53-foot cutter Shimna, there are such omissions as the famous Cup defenders Volunteer and Vigilant, sold for commercial service; the well known schooner Thistle, sold to a foriegn owner; a number of the less noted schooners and cutters sold out of yachting or broken up. Of the older and larger still left, the great majority are now auxiliaries.

The new auxiliary bark Aloha, 218 feet over all, with a gross tonnage of 659, stands alone among the new yachts of the year. Next in importance to her in the way of additions to the list are the cruising power yachts or 80 to 100 feet, some of steel and some of wood, and all of a type which combines good cruising speed with sea-going qualities. Several of these vessels are of the familiar American type of coasting steam yacht, with flush deck and stack and spars, but they are driven by gas engines instead of steam.

An entirely new type that is found in the Register for the first time is the ocean cruiser of about 60 feet long, the product of the long distance races of recent years to Bermuda and Havana. This type is represented by the Caliph, Berneyo, Loantaka, all new this year and specially designed for this service.

The most additions to the list are found in the new type of raised deck power cruisers of about 30 to 60 feet over all. Of purely racing types the majority are found in such small sailing yachts as the sonder class and the Seawanhaka cup class, and in the 40 foot class of full-powered launches. Two well-known yachts that will be missed from the Register this year are W. K. Vanderbilt's Valiant and A. L. Drexel's Margarita, both sold to foreign ownership.

One notable feature is the increase in the number of clubs, the total being 458 as compared with 159 clubs in the 1905 Register. This increase is made up in part of the conventional yacht clubs, but largely of the clubs specially devoted to power yachting, the membership being composed of new recruits to the great American pleasure navy. The increase is confined to one locality; it is marked in the inland and lake waters of Canada as well as on both fresh and salt water in the states. The commercial value of this side of yachting, as represented in engine building and allied industries, cannot be estimated.

The book is published by Lloyd's Register of American Yachts, 17 Battery, New York city.

RECORD TIMBER CUT.

Vancouver, B. C., June 28.—Sixty nine million feet of logs were measured by provincial scalers during May. This is the record exceeding the best previous total by seventeen million feet. The output is estimated to be worth at least $621,000.