

Late Gossip Of The Sporting World At Home And Abroad

ODDS DROP 8 TO 5 IN FAVOR OF JOHNSON TO WHIP WILLARD; HE LOSES PRESTIGE, SLIGHTS WORK AND LACKS CONDITION

Havana, April 2.—The effervescent smile and ready wit of "Jack" Johnson, is being worked doubly hard by the possessor thereof, in these last few days before he will be forced to meet in the ring "Jess" Willard, giant challenger for the world's boxing honors, on April 5. And there is a doubt as to whether the negro's seeming amiability.

Johnson is not in condition. He has not trained as experts say he should in order to acquire the strength and speed to carry him through such a grueling contest as the fight Monday promises to be. He is fat to the point of having a paunch. He appears to breathe heavily and with difficulty after every light exercise. He tries to conceal this unfitness by the aforementioned smile and a steady flow of conversation, but close observers are quick to remark that Johnson of the present is not the negro who toyed with "Jim" Jeffries at Reno.

The champion, it is true, seems to have all his old time cunning and skill. His punches have direction and speed, but it is evident that they lack force. In his sparring with Colin Bell, "Bob" Armstrong and "Steamboat" Bill Scott he never once made these inferior fellows back up. Rather he resorted to subterfuge to slow them up and to make the work easier, while it would seem to the outside he was going at top speed.

Johnson Not Fond of Grind.

Johnson, while not lazy, certainly is not fond of the training grind. One of his co-workers said that after the camp is vacated by the visitors Johnson discards his smile, forgets his wit and enters upon a trade against the forces that command him to get into condition if he would save his title. The champion, this man says, is a different man entirely when he is not showing off to the crowds, the followers, the curious, the hero worshippers, who create an atmosphere which brings out all the spirit and strength and who when absent seem to leave the negro much in the same condition as a lamp would be if the oil was taken therefrom. Johnson lives on applause. Without it he fades away to nothingness.

It will be remembered by readers that Jeffries before the affair at Reno refused to work with his trainers because of him. He did no boxing whatever and he skipped over the other distasteful work, leaving it only half done at best. The result was open condemnation by the late "Mike" Murphy, the veteran trainer, who openly predicted the defeat of Jeffries. Possibly Johnson did not learn his lesson from Jeffries. Possibly he is the superman, as "Jack" London termed him before that struggle at Reno. But at any rate his refusal to train has changed the betting sentiment here, and now Willard, who opened at odds of 4 to 1, is quoted at 8 to 5 and in some places even money is being asked.

The massive Kansas is totally unlike Johnson in personality as well as physical build. Where Johnson meets witty remark with rapierlike answers, Willard simply stares at the facetious one, slowly assimilates the point of the jest and more slowly allows a boyish, bashful smile to shyly illuminate his face. He, it can be seen from this is a slow thinker, a plodder, but one who knows what he is seeking and one, with a dogged courage, a tenacity that knows no way but the straight road to success.

Nothing Left Undone by Willard.

The challenger has not left anything undone to win this fight. He is trained to the minute and looks the part. His skin is dazzling in its pureness and there is not a blemish or pimple on him. His muscles move freely and easily and he seems a man machine capable of dealing destruction to any who block his path.

Willard did little work today, contenting himself with a long run on the road and half an hour of gymnastic work. He did no sparring whatever, and his manager "Tom" Jones, says that in all probability he will not don the gloves again, unless he gets stiff, and then the gloves and a sparring partner will only be used Sunday that he may loosen up.

Havana transportation companies have practically completed all arrangement for handling the big crowd that now seems assured. On every line that reaches the race track at Mariano there will be extra cars and automobiles by the hundreds will be impressed into service. The mayor of Mariano has completed arrangements to police the race track both on the inside and outside, and he will also have a couple of companies of rurales on hand for reserve.

"Jack" Curley and "Harry" N. Frazer, promoters of the fight, have announced that enough reserved seats

have been sold to assure the success of the venture.

Johnson's Career

In his long career as a pugilist, Johnson has never faced an opponent of the huge physical proportions of Willard. Because of this advantage in weight, height and reach, as well as the ten years difference in their ages, the followers of Willard hope to see his youth and endurance triumph over the superior boxing skill and ring experience of the champion. It is this meeting between the master pugilist and the gigantic novice that lends interest and uncertainty to the battle. Willard, shorn of his physical advantages, would be but a manikin in the hands of the negro who has learned every trick of boxing in expert ring strategy during his many years in the squared circle.

Although Johnson's ring career antedates the present century by a few months, his prowess as a fighter did not bring him into prominence in the heavyweight division until ten years ago and then his standing did not give much promise of championship possibilities. At that time he began meeting men of his own color, such as Sam McVey, Joe Jeannette, Black Bill, Walter Johnson, and others whom he defeated, in several instances decisively. His two winning battles with Joe Jeannette, at Baltimore, and Sam Langford, at Chelsea, Mass., in 1906, however, demonstrated that he would have to be reckoned with by the best of the fighters, white or colored, with championship pretensions in the heavyweight class.

Seven Years Champion.

At that time Jeffries had retired from the ring, having handed the title to Marvin Hart. Tommy Burns, by defeating the latter and also Jack O'Brien, who claimed the championship, assumed the world's title in 1907. Johnson, meanwhile was plodding along, incidentally knocking out Felix and Lang in Australia and ending the come-back propensities of Bob Fitzsimmons in two rounds at Philadelphia and an eleven-round knockout of Jim Flynn at San Francisco the same year, 1907. In December, 1908, Johnson had the better of Tommy Burns at Sydney, Australia, when the police stopped the bout in the fourteenth round. This placed the big Galveston negro right at the top of his class and while no one was willing to recognize him as the world's titleholder, Johnson went right on fighting successfully, finishing up with the knockout of the late Stanley Ketchel in 12 rounds, at Colma, California, on October 16, 1909.

It was then that the negro's pronounced ability and recognized cleverness stung Jeffries into action. The big Californian's self-enforced retirement ended abruptly and Jeffries reentered the list arena to again defend the title. This seemed to suit Johnson perfectly and the great match for the world's championship was quickly arranged with the result that Johnson scored a decisive victory over Jeffries, at Reno, on July 4, 1910. From that time to the present Johnson has been the undisputed champion heavyweight of the world. During the past five years he has been called upon only three times to defend the title.

His fight with Jim Flynn, at Las Vegas, New Mexico, was stopped in the ninth round by the authorities and Johnson was declared the winner. In Paris, France, the bout between the champion and Battling Jim Johnson, was called a draw and last year he gained the referee's decision over Frank Moran in a 20-round bout, which took place in the French capital.

Youthful Giant.

Jess Willard, who was born in Pottawatomie County, Kansas, 28 years ago, is a giant in stature, standing fully 6 feet 6 inches, without shoes, and when in good condition for a bout, turns the scale at 235 pounds. Four years ago he was first seen in a ring fight when he lost on a foul to Louis Fink in the tenth round of a bout at Sapulpa, Okla., but within six weeks from that time he knocked out Fink in three rounds at Oklahoma City. He followed up with five knockouts and two 10-round winning brackets.

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THE ORIGINAL AND ONLY GENUINE Beware of Imitations Sold on the Merits of Minard's Liniment.

ets, on points, during his first year of fighting in public, in 1911.

Five knockouts and two no-decision contests gave him a clear record for 1912. The two no-decision bouts were with Arthur Pelky and Luther McCarty in New York City, and in each Willard had the better of his opponents. The big Kansas also scored two of his five knockouts in the East at New York and Buffalo, his victims being Soldier Kearns and Sailor White. Out of eleven fights which he took part in during 1912, Willard lost only one. This was to "Gunboat" Smith in 20 rounds, at San Francisco. Smith was the best man that Willard had met in his ring career, with the possible exception of Carl Morris, whom he defeated in a 10-round go at New York. Last year Willard met Tom McMahon in a 10-round no-decision bout and scored knockouts over Dan Dally in nine rounds at Buffalo and George Rodel in six rounds, at Atlanta, Ga.

Willard's powers of endurance are unquestioned, but he lacks aggressiveness and skill. These disadvantages, however, may have been remedied by strict attention to the coaching of his handlers and what he has learned from his sparring partners in training. He has three distinct advantages over Johnson. In youth, height and reach, the possession of which, combined with a splendid constitution make Willard the most formidable opponent that has been matched against Johnson during his entire career in the prize ring.

What the Referee Says.

"Jack" Welch, of San Francisco, who will referee the Willard-Johnson fight, says: "I shall not award the fight on a technical foul," Welch said. "Only a deliberate foul which disables one of the fighters will cause me to render a decision either way."

Last night there were two games. In the first match No. 9 team took five points from No. 7 team, while in the second match No. 8 team captured four points from No. 10 team. The scores follow:

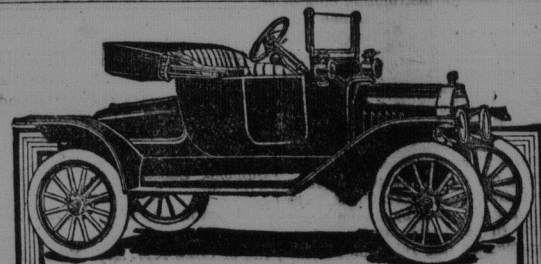
LOCAL BOWLING YESTERDAY

TWO MEN LEAGUE.

The interest which is taken in this league has surpassed that of former years. This is due to the excellent bowling which is daily witnessed on the alleys. Keen rivalry exists between all the teams participating and this tends to make the game closer and more interesting. Thursday night, No. 4 team and No. 6 team split even each taking three points. The result was as follows:

No. 4 Team.
Ritchie—87 91 79 80 88 419—83 4-5
Boyer—85 82 92 93 78 430—86
172 173 171 173 166 849

No. 6 Team.
Hill—85 85 80 108 104 462—92 2-5
Stevens—74 88 84 94 85 425—85
169 173 164 202 189 887

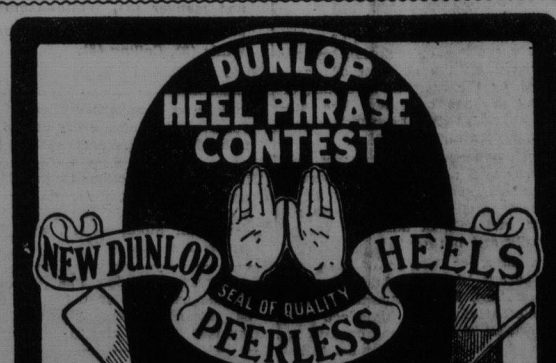


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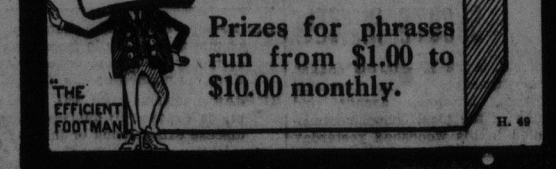
No advance in the price of the "Made in Canada" Ford will be made because of the additional 7-1/2% War Tariff. We as loyal Canadians will gladly absorb whatever increased duty we are forced to pay on such raw material as cannot be obtained at home. The Ford is manufactured in Canada—Not assembled in Canada.

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When you purchase a pair of Dunlop Heels, ask for the Pink Slip in the box.

Then examine both your rubber heels carefully. Prizes for phrases run from \$1.00 to \$10.00 monthly.



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Makers of Dunlop Automobile, Motor Trucks, Motorcycles, Bicycles and Carriages. Rubber Rolling, Packing, Hoops, Hubs, Mats, Tires, and General Rubber Specialties.

First Game—No. 9 Team.

Williams—95 99 85 90 104 473—94 3-5
Cunningham—113 86 83 63 88 433—86 3-5
208 185 168 163 192 906

No. 7 Team.

Thurston—86 79 90 83 95 433—86 3-5
Harding—83 94 77 95 78 437—84 2-5
169 173 167 178 173 860

Second Game—No. 8 Team.

Stamers—87 92 91 79 79 428—85 3-5
Chisholm—90 91 76 88 86 431—86 1-6
177 183 167 167 168 869

No. 10 Team.

Wright—83 90 83 91 77 423—84 3-5
McDonald—74 87 83 87 91 421—84 1-5
156 177 165 178 168 844

LEYLAND LINE IS

SUING FOR DAMAGES

New Orleans, April 2.—The Leyland Line today filed a libel against the United Fruit Company's steamship Heredia for \$150,000 for the ramming of the British steamship Parisian by the Heredia at the mouth of the Mississippi river last Saturday night. The Parisian was around when the Heredia in a dense fog struck her. The Parisian was loaded with mules for the British army.

Economy!

5-pass. T. Car or Roadster \$1,445.00
7-passenger Touring Car \$1,470.00
F. O. B. Windsor, Ont.

Real Reasons Why the Hupmobile Is the Fastest Selling Car of Its Class

Economy of Maintenance

The real test of a car's economy is the cost of repairs necessary to keep it in daily service. Records of all the parts ever sold by this company, spread over the total ownership of Hupmobiles, show almost negligible cost for repairs. Hupmobiles rarely go out of commission; many have traveled 100,000 miles. The yearly average is 8,000 miles per car. On this basis, the total cost of parts charged against the total production of the Hupmobiles up to January 31, 1915, shows an average repair cost of less than 1/4 cent per mile. Think of it! Over six years of manufacturing; nearly 50,000 cars in service—and an average repair cost of less than 1/4 cent per mile. This is the most eloquent testimony we can offer to the endurance and sturdiness of all the Hupmobiles ever built.

Economy of Gasoline

Hupmobile records in regard to gasoline consumption are constantly astonishing. Because of varying driving conditions and uncertain grades of gasoline, it is not customary for manufacturers to guarantee a given mileage on gasoline. The Hupmobile is a big five-passenger car—roomy enough for seven. If you prefer—with 119-inch wheelbase. Its weight, ready for the road, is 2850 pounds. Yet owners are reporting an average of 18 miles and more per gallon of gasoline—considerably better than is expected of the average car of equal size and capacity. But the Hupmobile is not an average car; it is above the average in many ways, and this is one.

Economy of Tires

Tire-miles indicate the degree of engineering quality in a car—the correctness of its design and balance, and the distribution of weight. No car manufacturer can say to buyers that his car will travel so many miles on tires; for lack, driving conditions and individual handling of cars are factors. Nevertheless, the experience of Hupmobile owners is so uniformly satisfactory, and their average tire mileage so high, that the Hupmobile everywhere is famous for its economy of tires.

This wonderful tire economy record is due to tires fully ten per cent. over-size, for the Hupmobile weight is from 150 to 500 pounds under that of cars generally using the same size tires—34x4 inches. Furthermore, non-skid treads on the rear are regular equipment for Hupmobiles.

Economy of Oil

Oil rightfully belongs at the very end of a motorist's yearly expense list; and that is where the Hupmobile owner keeps it. Occasionally some owner writes to ask us if the very low oil consumption of his car may possibly indicate trouble. He can hardly believe that any car can run so well, and go so many miles, on so small an amount of oil. We have never had a complaint on oil consumption of the efficiency of the oiling system.

Economy of Care

Simplicity, with handy accessibility of all parts that require attention, makes the care of a Hupmobile a matter of little time and effort. The Hupmobile owner needs no technical or expert knowledge to make the occasional slight adjustments. Most Hupmobile owners garage their cars at home, and seldom do more than that they are supplied with water, oil and gasoline.

Economy of Nerves

There is no strain, no nervous tension in driving a Hupmobile, or riding in it. The motor is non-stallable; therefore quite safe. Its flexibility reduces gear shifting to a minimum. Steering is delightfully easy. Absolute brake control requires but moderate effort. Seats are pitched at just the right angle for comfort. There is plenty of leg room for passengers and driver. The long wheelbase and flexible springs literally smooth a rough road. An entire day's riding or driving does not excessively tire a Hupmobileist.

Economy of Price

The last thing a car buyer should consider is the price. He should first assure himself that the car is economical; that repairs are few; that it is a thoroughly good car; that it will give satisfactory service season after season. The Hupmobile price is high enough to ensure the good quality which keeps Hupmobiles constantly in commission and cuts repair costs way down. It is low enough to make the Hupmobile a possibility for any family that is in position to consider owning a car. The size of the car—its capacity and comfort—the completeness and quality of its equipment—and its wonderful economy records, make the Hupmobile a most generous \$1,200 worth.

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Hupmobile Owners Have Proved Every Economy Claim We Make

\$2,000 Car Can't Compare

I am more than pleased with my 1913 Hupmobile. I have been driving a \$2,000 car, but it cannot compare with the Hupmobile. K. Clarence K. Constant, Williamsport, Pa.

Total Cost 1.87 cents per Mile

I have just been computing the cost of running my Hupmobile roadster, and I find from the time I purchased it, including storage, washing, polish, tires, gasoline, oil, kerosene and repairs (under \$8), the cost has been 17 cents per mile—Bowden Washington, New York.

No Repair Expense at All

I have owned three Hupmobiles and just recently purchased a 1915 model. My 1914 Hupmobile I have driven 12,500 miles, averaging only 1.5 cents per mile for up-keep expense, and averaging 18 1/4 miles per gallon of gasoline, through winter and summer. I have had no repair expense of any kind. This is conclusive evidence why I stick to the Hupmobile.—W. H. Hummel, Chicago, Ill.

12,000 to 18,000 Tire Miles

I have now used one of your Hupmobiles for 18 months and owing to its light weight, I get remarkable tire mileage—over 12,000 to 18,000 miles—before replacements are necessary. No car that I have ever driven has afforded me such satisfactory service.—M. E. Harbort, Jacksonville, Fla.

10,000 Miles on Same Tires

I have driven my Hupmobile ten thousand miles without any attention whatsoever. The tires are still good for much more service. This car is my sixth and I like it best of all.—Paul H. Holgate, Scranton, Pa.

20 to 25 Miles Per Gallon.

I find my Hupmobile very economical in the use of gasoline. I average from 20 to 25 miles on a gallon. I am more than pleased with the machine and have not a fault to find with it.—J. Q. Rogers, Alta Loma, Texas.

Average 20 Miles

I average 20 miles to the gallon of gasoline with my Hupmobile. The expenses are so small that they are hardly worth mentioning. The Hupmobile is easy on tires and the engine is sufficient to carry the car anywhere.—R. E. Quilison, Felsler, S. C.

"Very Economical"

My Hupmobile is giving good satisfaction. Have run it 6,666 miles and have had \$1.40 expense. It is very economical in the use of gasoline and oil.—B. E. Simmons, M. D., St. Joseph, Mo.

Hupmobile Has Most Economical Car

As an owner of several different makes of cars, I have concluded that the Hupmobile is the most economical and satisfactory car I have ever seen. It is very economical in the use of gasoline and oil.—C. S. Morrow, Toronto, Can.

Pleasure to Drive It

I am perfectly satisfied with the 1913 Hupmobile. It is wonderful and it's a pleasure to drive it. It requires little or no attention.—U. E. Hesse, Mendon, Ohio.

Riding Comfort Unsurpassed

My 1913 Hupmobile is giving excellent service. The long wheelbase gives riding comfort that is not surpassed in the highest priced car. There is no strain of any kind on the driver.—Dr. C. H. Brown, Marion, Ind.

Most Economical of Its Class

I have owned motor cars from \$2,500 down to the price of the Hupmobile and have owned two Hupmobiles and have driven each over 5,000 miles and I have not spent a dollar on either one. The up-keep of the Hupmobile in gasoline and oil is less than any 20 H. P. car I have previously owned. I consider it the most economical car in its class on the market.—A. H. Sulzer, Indianapolis, Ind.

Write for our new and valuable 1915 Year Book and see the Hupmobile at the nearest dealer's.