ALL THE LATEST NEWS FROM THE ATHLETIC WORLD

LOCAL BOWLING YESTERDAY

Teams No. one and two split even in the league game on Victoria alleys last evening.

FIVE-MEN LEAGUE

Team No. One

				Total.	Avg.
G. Stevens	109	76	91	276	93
Richardson	87	86	84	257	85 2-3
B. Stevens	89	82	79	250	83 1-3
McDonald	84	91	77	252	84
Peters	96	99	81	276	92
	465	434	412	1311	

Team No. Three

				Total.	Avg.
Slocum	77	92	84	253	84 1-3
Ferguson	79	87	85	251	83 1-2
Gamblin	72	90	82	244	81 1-3
McKean	85	89	85	259	86 1-3
Brown	79	84	82	245	81 1-3
	392	442	418	1252	

Wednesday night the Victoria alley teams will play against a picked team.

M.R.A. TEAM WINNING BOWLERS

The final game of the second series in the Commercial Bowling League was rolled on Black's alleys last night when the Emerson and Fisher team took four points from the S. Hayward Co. team. The individual score follows:

S. Hayward Co.

				Total.	Avg.
McKiel	83	80	64	227	75 2-3
Cosman	89	80	84	253	84 1-3
Polly	65	80	76	221	73 2-3
Carleton	75	76	48	199	66 1-3
Sullivan	82	87	80	249	83
	394	403	352	1149	

Emerson & Fisher

				Total.	Avg.
Emery	87	80	69	236	78 2-3
Keitey	60	77	70	207	69
McBriarty	74	61	83	218	72 2-3
Dunham	92	95	79	266	88 2-3
Chase	92	96	84	272	90 2-3
	405	409	385	1199	

League Standing

	Won.	Lost.	P.C.
M. A. R. Ltd	37	11	.770
T. McAvity	35	13	.729
W.H. Thorne & Co.	31	17	.645
Emerson & Fisher	24	24	.500
S. Hayward Co.	24	24	.500
Ames Holden Co.	17	31	.354
T. S. Simms	0	48	.000

The Prizes

Harry Sullivan of the S. Hayward team won the high average with 89 44-63. He received a prize of a case of four pipes.

Harry Chase of Emerson & Fisher team was the winner of the three highest strings, viz.: 111, 105, 87—303; average 101. His prize was a case of two pipes.

David Foohey of T. McAvity & Sons won a case of two pipes for having the highest single string, which was 123.

The winning team members each receive a solid leather club bag.

Harry Sullivan won the weekly roll-off with 95 and received a box of cigars.

Tonight's Game

Ramblers vs. Wanderers in the City League.

ENGLISH TEAM WERE DEFEATED

THE ENGLISH SOCCER TEAM

which was defeated by Ireland for International honors. Reading from left to right the players are: Martin (Sunderland), Shea (Blackburn Rovers), McNeal (West Bromwich Albion), Elliott (Middlesboro), Pennington (West Bromwich Albion), Crompton (Blackburn Rovers, Harday (Aston Villa), Latherton (Blackburn Rovers), Harrop, (Aston Villa), Wallace (Aston Villa), Cuggy (Sunderland.)

SPORTOGRAPHY BY "GRAVY"

John McGraw, Giants' Scrappy Manager, is Forty-one Today.

If John McGraw did his scrapping in the ring instead of on the diamond, he would have to retire under the forty-year age limit recently adopted by the boxing commissioners of New York, for the "little Napoleon" of baseball will celebrate his forty-first birthday today. Truxton, N. Y., isn't a hustling metropolis, but it has had fame thrust upon it by reason of the fact that the leader of the Giants was born there on April 7, 1873. Having just returned from a triumphal tour of the globe, McGraw is now devoting his attention to the problem of capturing a sixth National League pennant for the well known island of Manhattan. That he can turn the trick few doubt, for as matters stack up at present the old circuit doesn't appear to have a club that equals McGraw's aggregation of diamond talent. Still, you never can tell, and McGraw can be depended on not to take anything for granted.

McGraw commenced his professional diamond career on the Olean, N. Y., club at $60 per month, when he was only sixteen. Then he went to Cedar Rapids, Ia., and in 1892 was bought by the Baltimore club of the National League. As a member of the famous Oriole infield he acquired a taste for pennants that has never left him. In 1902, in mid-season, he became manager of the Giants, and has held the job ever since. His first act was to fire most of the misfits who were then posing as Giants. He couldn't get the club out of the cellar in 1902, although the team won about half of its games after Jawn took hold, but in 1903 the Giants put up a strong race for the flag, and finished second. In 1904 the club won the pennant, and the world's flag, as well as the National League bunting, was hoisted over the Polo grounds in 1905. During the next five years Chance's great Cub machine won the leadership four times and Clarke's Pirates copped one flag, but during that period McGraw's team finished second three times, third once and fourth once. In 1911 the Giants came back to first place, and have held it ever since. If the Giants win again this year, McGraw will have six pennants to his credit, and will have surpassed all past records of National League pilots. Anson of Chicago, Selee of Boston and Hanlon of Baltimore each annexed five pennants, and Chance and Clarke each have four flags to their credit. Connie Mack, of the Athletics, stands on an equal footing with McGraw, with five flags. It is now up to McGraw and McGillicuddy to surpass the feats of all the great managers of the past.

BOUTS OF THE WEEK

The following are the boxing bouts for the remainder of the week:

Tuesday.

Quincy A. A. amateur bouts.

Clarence Ferns, Superior, Wis. Frankie Burns of California vs. George Mason, Oakland, Calif.

Jack Britton vs. Joe Bedell, and George Chip vs. Al McCoy, Brooklyn.

George Rodell vs. Jess Willard, Atlanta.

Benny McGovern vs. Joe Clarke, St. Louis.

Wednesday.

Phil Brock vs. Mike Sheridan, Windsor, Ont.

George Perry vs. Jack Keating, New York.

Thursday.

Freddie Duffy vs. Fred Yelle, Lewistown, Me.

Friday.

Joe Mandot vs. Marty McCue, Racine.

Saturday.

Dave Smith vs. Ed. McGoorty, Sydney, N. S. W.

Matty Baldwin vs. K. O. Brown, Montreal.

KELLY'S 100 YARD RECORD

In view of the experience of the A. A. U. record committee in accepting Dan Kelly's record of 9 3-5s. for 100 yards, it is safe to say that James E. Sullivan and his associates will make every effort to get the exact facts about Howard Drew's wonderful performance of 9 3-5s at Berkeley, Calf., on March 28.

Dan Kelly never did anything before or after to warrant the belief that he made the record credited to him, whereas Drew has been sprinting close to the world's record for several years and is recognized as one of the few men capable of this astonishing time. Therefore the committee ought to make its investigation with open minds.

William Unmack, who is a member of the record committee of the Pacific Association and saw Drew's performance as an official, writes as follows:

"Any one following athletics knows that the track at Berkeley is subject at times to peculiar wind conditions. There are times when the wind blows a gale, while a few minutes later the inclosure is pacific and no ship in the doldrums ever encountered less wind than is found on the track during these spells. This was the state of affairs when Drew ran his 100-yard race on Saturday.

"Starter Miller purposely kept the men at the start until the wind died down. He knew the conditions of the Berkeley track and acted accordingly. The big oak tree, under which the start was made, was motionless, and it was a coincidence that, just before Miller fired his gun, one of the officials at the finish remarked, 'There is no wind down the track now.'"

MAY AMALGAMATE

The question of an amalgamation of the St. John Cricket Club with the St. John Athletic Club will be discussed at a meeting of the cricket club and those interested in cricket in the room over Armstrong's bowling alleys tonight. The idea is to encourage the development of athletics in the city by making one strong club instead of two smaller ones.

CHARGED WITH STABBING HUSBAND, REFUSED TO MAKE A STATEMENT

Montreal, April 6.—Arraigned today on the charge of stabbing her husband in the neck, Mrs. Rocco Nonsiatto, of 32 Latour street, pleaded that she was ill and declined to make any statement. She was remanded to Tuesday week for enquette, when it is expected her husband, now in the hospital, will have recovered sufficiently to testify. Malesia Pavello, the man on whom Mrs. Nonsiatto tried to fasten the crime, may be immediately released.

THIS DATE IN RING ANNALS

1872—Joe Walcott, known as "The Barbados Demon" and "The Giant Killer," was born in British Guiana, on the northern coast of South America, on this date. He was of a roving disposition, and early in his career he began wandering about the West Indies. From the Island of Barbados, where he lived for a time, he shipped as a cabin boy on a vessel bound for Boston. Arriving in that city, he worked as piano-mover and at other odd jobs, but soon spent most of his time at the old Tremont Athletic Club, where his willingness to take a beating soon made him popular as a sparring partner. The squat, broad-shouldered little negro quickly demonstrated great skill with the gloves, and also as a wrestler, and he was taken under the wing of Tom O'Rourke, then the manager of another great colored boxer, little George Dixon. In 1901 Walcott captured the world's welterweight title by whipping Rube Ferns, whom he stopped in 5 rounds at Fort Erie, Ont. Joe was famous for his willingness to fight men twice his size, and gained the name of "The Giant Killer" by defeating Joe Choynski, a great heavyweight.

1908—Sam Langford knocked out Jim Barry in 2nd round at Boston.

1911—Sailor Burke knocked out Dan Sullivan in 9th round at New York.

1911—Packey McFarland defeated Morris Bloom in 8 rounds at Racine.

FIGURES OF AMERICA'S CUP DEFENDER

Bristol, R. I., April 6.—The dimensions of the sloop Resolute, which is nearly in readiness for the America Cup defense trials, were made known today and show her to be far from an extreme design.

She is exactly 104 feet long with a water line length of 74 feet 10½ in. Her beam is 23 feet 10 in. With her centreboard up she will draw 13 feet 10 in. of water and with it down she will have a draft of nearly 22 feet.

Work on the yacht is advancing rapidly and it is expected she will be launched within two weeks.

From the above figures it is seen when the difference is noted between the overall length and the load water line that there is nothing extreme in her lines. The overhangs at each end are barely 15 feet, all quite in line with the modern Herreshoff racer, on the basis of the New York Yacht Club's rule, of which Herreshoff was virtually the author.

The wide difference between the extreme and the modern type is well seen in comparing th Resolute with the 90-footer Reliance, built in 1903 and which had an overall length of 143 feet on a 90-foot waterline.

With a natural draft of almost 14 feet, the Resolute will draw almost 24 feet when the board is dropped and going into the wind.

TWO SCHOONERS DAMAGED IN COLLISION

Vineyard Haven, Mass., April 6—With the rigging considerably damaged as a result of a collision outside the harbor late last night, the schooners Pochasset and James L. Maloy put in here today for repairs. The Pochasset was bound from Nantucket for New York, and the Maloy from Gloucester for New Bedford.

Floating Crane

The matter of securing a floating crane for the harbor will be further considered by Mayor Frink. Several of the shipping concerns have asked that this piece of machinery be supplied in the harbor. Mayor Frink had made inquiries in Montreal about the cranes several years ago. At that time he hardly thought one would be necessary in St. John harbor for it had been understood that the new piers would have every equipment necessary for the handling of heavy freight. More details of the scheme will be secured before further action is taken.

GLASGOW HAS RECORD ATTENDANCE

Glasgow, Scot., holds the palm for record attendance in sport. If more than 130,000 persons saw Scotland defeat England in the international soccer match, it makes a new record for football. On March 23, 1912, there were 127,307 spectators at a match between England and Scotland in Hampden Park, Glasgow, and that was the record up to Saturday last.

The receipts two years ago were £6,997, or considerably less than one-half the sum taken in at a Harvard-Yale football game in the Harvard Stadium for less than a third of the attendance at the Glasgow games.

THE GREAT JOHN L.

After an absence of several years from the stage, John L. Sullivan, the "John L." of the prize ring, returned to it last week, appearing in Hammerstein's Victoria Theatre, New York. He was welcomed for himself, and his comments on pugilism and other topics were heard with interest.

A RUSSELL-KNIGHT for $2,975

Ever since its record-breaking test at West Toronto, we've been deluged with demands for a $3,000 RUSSELL-KNIGHT.

Every man seemed to want this wonderful motor.

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Men who had been considering other good Fours—

Men who appreciated QUALITY, but felt that $3,000 was their limit—

Men who refused to pay for imported cars 35 p.c. more than their actual worth.

All united to demand a car of RUSSELL Quality—with the famous RUSSELL-KNIGHT Motor—at a lower price.

But—could we lower RUSSELL price without lowering RUSSELL standards? And RUSSELL standards must be maintained at any price

Finally, the solution came to us through one of the very men who started the demand.

"I want a car like your '28'," he said. "I want your Knight motor, because I KNOW it's the best in the world. But $3,000 is all I can afford to spend. More in fact, than I originally planned. Now—I don't need ALL the equipment that goes with your car. It's '$5,000-car' equipment. I could do with considerably less. Leave of some of the extra 'trimmings'—and sell me a $3,000 RUSSELL-KNIGHT."

Logical—simple—like all things, once you know how.

We worked out that plan. Eliminated some items of equipment—luxuries on $5,000 and up cars. They're the accessories you won't find on any other car but the RUSSELL-KNIGHT. (And if you afterwards think you'd like to have them, they can easily be added at regular cost.)

So that here—at last—is a RUSSELL-KNIGHT

—the car with the World's Champion Motor—

the most comfortable car in the world—

—the car of enequaled flexibility and economy—

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at about the same price as you figured on paying for a car of lesser value and lower grade.

EXAMINE—before you believe. Let RUSSELL superiority convince you that THIS IS THE BEST BUY IN CARS.

Not to see this car today is to risk the loss of an early delivery date—perhaps to even miss entirely this opportunity of getting the BEST CAR VALUE ever offered in the Canadian field.

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SPRINGS—Front, half-elliptic, 2½-inch x 37-inch; Rear, three-quarter scroll elliptic, 2½-inch x 56-inch.

CONTROL—Left-hand drive and centre control.

EQUIPMENT—
—Full aluminum body.
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—Robe rail.
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—Extension Pantasote top with side curtains.
—Top envelope.
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—New style electric horn under the bonnet.
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He (in their new home)—Do you know, I can hardly believe that we are really and truly married.

She—Glance over these bills, dear, and you'll have no doubt whatever.