

THE STANDARD'S SPORTING SECTION

Yesterday's Results In the Big Leagues

NATIONAL LEAGUE.
New York 9, Pittsburgh 0.
At New York: 00000000—0 3 3
Pittsburgh: 00000000—0 3 0
New York: 03000000—0 3 0
Cooper, Blane and Haefner; Neft and Snyder.
Brooklyn 6, Chicago 5.
At Brooklyn: 00000000—5 11 1
Chicago: 00000000—5 11 1
Alexander and Killefer; O'Farrell; Grimes, Mammox and Miller, Elliott.
Cincinnati 10, Boston 5.
At Cincinnati: 00000000—10 14 0
Boston: 00000000—5 11 1
Leque, Ring and Wingo; Allen; Macquillan, Scott, Pierotti, Rudolph and Gowdy.

(First game.)
Cincinnati 10, Boston 5.
At Cincinnati: 00000000—10 14 0
Boston: 00000000—5 11 1
Leque, Ring and Wingo; Allen; Macquillan, Scott, Pierotti, Rudolph and Gowdy.
(Second game.)
Cincinnati 10, Boston 5.
At Cincinnati: 00000000—10 14 0
Boston: 00000000—5 11 1
Leque, Ring and Wingo; Allen; Macquillan, Scott, Pierotti, Rudolph and Gowdy.

AMERICAN LEAGUE.
Chicago 2, Washington 2.
At Chicago: 00000000—2 4 2
Washington: 00000000—2 4 2
Shaw and Gharret; Clocchi and Schalk.
Chicago 5, Washington 4.
At Chicago: 00000000—5 6 0
Washington: 00000000—4 2 2
Shaw and Gharret; Clocchi and Schalk.
Detroit 5, Philadelphia 2.
At Detroit: 00000000—5 6 0
Philadelphia: 00000000—2 4 2
Naylor, Keefe, Moore and Perkins; Ayers and Manion.

INTERNATIONAL LEAGUE.
Jersey City 6, Akron 2.
At Jersey City: 00000000—6 10 3
Akron: 00000000—2 4 2
Jersey City: 00000000—6 10 3
Culp and Smith; Ferguson and Hurley.
Buffalo 5, Baltimore 3.
At Buffalo: 00000000—5 6 0
Baltimore: 00000000—3 4 2
Rogers and Brugg; Frank and Egan.

POULTRY ACCOUNTS.
(Experimental Farms Note.)
Three dollars profit over cost of feed each year for every hen on the farm is a very good return, and according to monthly accounts received from farmers, by the Poultry Division of the Experimental Farm, Ottawa, there are a good many farmer's poultry flocks which are actually giving this profit every year, and some even better.
Poultry keeping on the farm is not merely a side line now, but it is a business proposition, and the intelligent farmer should not neglect it. A national industry well on to the one hundred million dollars a year demands business methods and in order to help the industry and to make it possible for the average poultryman to keep track of his poultry operations, the Poultry Division has put out a very simple form for poultry accounting, copies of which will be sent to any person making application and who will return to the Poultry Division each month a duplicate copy.
A Few Figures.
For several years the poultry accounts have been supplied to persons asking for them and a compilation of the reports shows some very interesting data. For instance, of all the farms reporting their poultry operations 94.5 per cent. of them show a profit, and of this number the average receipt over expenditure for each hen per year is \$2.04. As might be expected, a number of reports show a distinct loss each year and that is where one of the benefits of the account form comes in. Either the farmer himself or the Poultry Division at Ottawa can pick out the weak point or points and have them rectified.
Some other interesting figures are

BRITISH STATISTICS REVEAL FLYING AS SAFE SPORT

Figures Deal Principally With Land Machines, and Flying Boats Are Admittedly Safer Than Airplanes.

The airplane is the fastest machine man has ever built, but fast as it is, it has not yet caught up with its reputation for danger. That reputation was acquired when the plane was in its infancy, when man was just beginning to master the air, and in the mind of the average man it has not yet been downgraded.

One reason why this belief in the danger of aviation persists, according to Paul G. Zimmermann, chief engineer of the Aeromarine Plane and Motor Company, of Keyport, New Jersey, is that man has clung to the earth, or ages untold and it does not seem quite natural to him suddenly to take to the air.

"Just as people a few years ago regarded alchemy, so I believe prehistoric races must have regarded the first man to venture on water in a coracle," said Mr. Zimmermann. "The average busy man has no time to read of the exact science of aeronautics which now has made the airplane safe here and abroad by governments. It should be borne in mind that these figures deal principally with land machines, and that flying boats are admittedly safer than airplanes. The reason for this is that flying boats are always land on water while airplanes are dependent on landing fields which, at the present time, are far from numerous. The flying boat is not compelled to fly high for safety's sake, and for the 12 months his expenses were—\$200 on land \$270, interest on capital invested \$16.20, expenditure for feed and what appliances he purchased for the plant \$292.37 or a gross expenditure of \$578.57. His receipts were, sales, eggs, meat, and stock, \$485.81, value of stock on hand at the end of the year \$266.35, or a total receipt of \$1,112.06.

This leaves a balance over cost, without counting the labour, of \$533.49 which works out at an average profit over expenditure per hen of \$3.55. The average yield per hen was 132 eggs.

Good Prospects.
The future looks bright for the poultry industry, and the man who can keep poultry whether on the farm or in the backyard may look for remunerative returns if he uses business methods in his operations. Prices are good and though feed and labour may be high, one can take for granted that the higher the price of feed the higher the price of the product, and the labour question on a well organized poultry plant is not serious, for some one member of the family, even a boy or a girl, can often look after the poultry. The value of poultry products is being appreciated more each year. Last winter, when beef on a Canadian market was selling at 10 to 12 cents for 1 lb. live weight, guaranteed red laid eggs were selling at 10 cents for two ounces or 80 cents a pound. It is about time that the Canadian hen was considered as a valuable asset.

If you want to make more money out of your poultry, write to the Poultry Division of the Experimental Farm, for free account forms. They will ask you to return each month a copy, but they will help you make your poultry pay.

W. T. SCOTT.

GERMAN VOLUNTEERS GO TO RUSSIA TO AID REDS
(Copyright, 1920, by Public Ledger Company.)
London, Aug. 9.—The belief is very general here that the Bolsheviks will not stop their offensive until they capture Warsaw or set up a Red government there.
Official information from Königsberg, East Prussia, states that German officers and soldiers volunteering for service in the Russian army are passing through that city in great numbers. It has been known for some time that the Pan-Germans have had a special recruiting agency in Königsberg under the direction of German Baltic adventurers, but it has become known only recently that soldiers and officers volunteering there have been sent to Soviet Russia.

London, Aug. 9.—(By Canadian Associated Press.)—In championship cricket today Middlesex with 377 runs, including Heame, 178, beat Surrey by result is disastrous to Surrey's championship chances.

North West Arm To Have Regatta

Standard Receives List of Events to Take Place in Halifax August 21—No Reason Why St. John Should Not Be Well Represented.

The sporting editor of The Standard yesterday received a letter from H. S. Rhind, secretary of the North West Arm Rowing Club of Halifax, stating that a club regatta would be held on Saturday, August 21st giving the following programme:

- List of Events.**
1. Single shell senior.
2. Single shell club race.
3. Four oared shell senior.
4. Four oared shell club race.
5. Double pleasure board open to staff of chartered banks stationed in Halifax.

6. Double pleasure boats members of club only.
7. Double canoe.
8. Entries close with H. S. Rhind, secretary, Saturday, August 14th inst.

From the above programme it is seen that St. John has a chance of sending a single senior and a four to the regatta. Something must be done immediately by the lovers of aquatics in this city.

Commissioner Thornton has stated to The Standard representatives that he will get busy in providing an amount necessary to send a representative to the Halifax regatta. It is up to every one with some sporting blood to assist the commissioner and the "Standard's" sporting department wishes to be one of the first to assist financially.

There is very little time to get things going in the proper channel but it is safe to say that St. John oarsmen will be seen in action at Halifax on the above dates.

The Industrial League Game

Stetson and Cutler Team Last Evening Trimmed T. S. Simms by a Score of Thirteen to Three in Seven Innings.

The Industrial League game on Nashua Park last night proved a victory for the Stetson Cutler team over the T. S. Simms Co. by a score of 13 to 3.

The Simms team played loose ball in the seven innings and did not hit as well as the winners. The official score and summary follows:

Stetson, Cutler Beavers.	AB	R	H	P	O	A	E
McAnulty, 2b.....	5	2	1	2	0	0	1
Boyd, 3b.....	5	3	3	0	0	1	1
J. O'Toole, 1b.....	5	2	3	0	0	1	1
J. McGuire, 1b.....	4	2	0	1	0	0	0
L. McCormack, 1b.....	4	1	2	0	0	0	1
Stevens, ss.....	4	2	1	2	0	1	1
Panjoy, p.....	4	0	0	1	1	1	1
J. McCormack, cf.....	4	1	0	0	0	0	0
Total	40	13	12	21	2	3	6

T. S. Simms Co.	AB	R	H	P	O	A	E
C. Pugh, 2b.....	4	0	3	1	4	2	1
Ritslie, 3b.....	4	0	1	0	0	0	0
Ross, p.....	4	0	0	1	1	0	0
Pirie, 1b.....	3	0	0	0	2	1	0
Cohan, 1b.....	3	0	0	1	0	1	0
Murphy, ss.....	3	0	1	0	2	2	0
Lanyon, cf.....	1	1	0	0	0	0	0
Callaghan, cf.....	2	0	1	0	0	0	0
Total	27	3	5	21	10	7	2

Score by Innings:
Stetson Cutler Co.....05025001—13
Simms Co.....0000012—3
Summary—Struck out, by Panjoy 14, by Ross 7, base on balls, by Panjoy 3, by Ross 1, stolen bases, Pugh, Lanyon (2), Boyd (2), J. O'Toole, McGuire (2), Stevens (2); two base hits, McAnulty, J. O'Toole, L. McCormack, three base hits, Stevens. Attendance 550. Scorer C. McCormack.

Tuesday night at 7:15, McAvity and Nashua Indians have held on, have lost their race, and in losing, been lost to flying.

Had entrants in the great aerial races been helped in the way I describe, before the war, we should have had a much larger reserve of experienced aviators when the days of crisis arrived and not had to learn much of our experience under actual war conditions.

One feels that if so many aero clubs are interested in this great attempt to fly from New York to Europe and back, would it not be as well to have the flight arranged by an international committee who could assist and subsidize any enterprising competitor who could show that his entrance in the race is in the interests of aerial science?

The appointment of a committee such as this would raise the race from a national affair to an event of world-wide importance and one which would be open to any airman—rich or poor—who possessed the skill to qualify him to compete. In his sphere of human activity is the individual of such paramount importance as in the air, and most—if not all—of the aerial achievements in the past can be traced as much to individual enterprise as collective development. It would, therefore, be little less than a tragedy if the expenses inseparable from this attempt prevented any airman anxious to further the interests of aviation from competing.

ABOUT FIVE THOUSAND PEOPLE WITNESS REGATTA

Second Series of Commercial Club Rowing Races Held on Courtenay Bay Last Evening Proved Interesting—Renforth Won the Fours, McCavour the Junior Singles and Hilton Belyea the Seniors.

With over one hundred motor boats loaded with people and the city banks of the course on Courtenay Bay crowded with fully five thousand spectators last evening the second of the series of races held by the Commercial Club, under the direction of Frank White, proved more than successful. Boat racing appears to some to be rather slow, but last evening the events were well conducted and some excellent racing was enjoyed.

The first event called on was the four-oared and three crews got into position, viz. Belyea on the inshore course, Renforth in the centre and Stachouse crew on the outside.

When Starter Chesley gave the word "Go" the Stachouse brothers picked up the water first and got away to a good start. The Renforth and Belyea got away together and the race for some distance was most interesting. Then it was seen that the Belyea were steering a hard course and the Renforth and Stachouse were having a leading. The Renforth oarsmen maintained their lead comfortably and finished in ten minutes and twenty-two seconds with the Stachouse crew in second place twenty-two seconds later and the Belyea well in the rear.

The winning crew was made up of George Wetmore, stroke; J. Fleming, after mid; Harry McLeod, forward mid and Harry Sealephant, bow. The Stachouse crew was made up of Charles stroke, James after mid, George forward mid, and Herbert bow. The Belyea crew had rowing: Hilton Belyea, stroke; Charles Campbell, after mid; William Lanyon, forward mid; Robert Belyea, bow. Aid Regatta, xziff.

The time for the four-oared event was ten minutes and twenty-two seconds for the Renforth crew and Stachouse crew in second place twenty-two seconds later.

The Junior Singles.
The race for junior singles brought to the starting line two youths, McCavour and Belyea.

McCavour and Belyea. The boys did not row the full mile and a half course, but started at the turning buoys and rowed to the finish line, a distance of three-quarters of a mile. At the word "Go" McCavour took the lead and kept increasing it until he finished several lengths ahead of his opponent and coming to the finish showed an excellent burst of speed which warranted him loud applause. Anthony Belyea although far behind did not falter but, like the winner, showed there was something left when he made a fine spurt across the finishing line. McCavour finished the three-quarters in six minutes and 48 seconds.

The Senior Singles.
In the senior singles Hilton Belyea, Robert Belyea and Harry Sealephant rowed to the line. In this event Hilton Belyea, the maritime amateur champion, had to give his opponents three lengths of a handicap. From the start Hilton had the race well in hand and was soon in the lead which he kept throughout. He turned about five seconds ahead of his opponents and raced home with the race well in hand. Bob Belyea and Sealephant were having a race for second place until Sealephant dropped out for some reason on the way home and Bob Belyea finished about five lengths behind Hilton. Hilton's time for the mile and a half was ten minutes and forty-eight seconds.

On Officials' Boat.
The officials' boat was the tug Lord Beatty with Captain Frank Stevens at the wheel. This trim-looking boat was kindly placed at the disposal of the committee by the owners, Messrs. Nagle & Wigmore. The officials were: D. C. Clinch, referee; John Chesley, starter; Mayor Schofield, H. R. McLellan, Peter Clinch, Commissioner Thornton, Judges: H. Stubbs and H. Ervin, timers; George Stubbs, announcer.

When the Lord Beatty docked at the eastern Line pier after the races Mayor Schofield made a few remarks and called for cheers for the Commercial Club and the owners of the Lord Beatty which were heartily given.

A CHALLENGE.
The Blue Ribbons wish to challenge the Wolves to a game of baseball on the Elm street diamond at an early date.

Miss Gertrude Davidson, of Fredericton, is visiting her parents, Mr. and Mrs. Jas. Davidson.

PERSONALS.
Blair McLean, of the Bank of Nova Scotia staff, New Glasgow, N. S., and Chas. McLean, of Nappadogan, are spending their vacation at their home here.

Miss Lenore Ryan, of the post office staff, has returned from a two weeks' vacation trip to Moncton.

Mr. Robert Bethune, of Providence, R. I., arrived in town Saturday to spend a few weeks with her brother, George Bethune.

Mr. D. Sullivan arrived home Friday from Spirit River, Alberta on a visit to his parents, Mr. and Mrs. D. Sullivan, Chatham Head.

Edward Sinclair who has spent ten months in California, arrived home Monday and resumed his position in the Bank of Nova Scotia.

Miss Elizabeth Nicholson has returned from Burnt Church accompanied by Miss Joyce Anderson, who will spend a few weeks in Newcastle.

Mr. and Mrs. Havelock Ingram are rejoicing over the arrival of a baby boy July 26th.

Mr. and Mrs. James Ryan are rejoicing over the arrival of a son at the Miromichi hospital August 6.

Growing Interest In Rowing Game

The Races on Courtenay Bay Last Evening—North, East and West Enders Talking—Commercial Club's Effort is Real and Bringing Results

That there is a growing interest in the time-honored rowing game in St. John was evidenced during the regatta in Courtenay Bay last evening. Among the thousands of people who lined the shores and embankments were enthusiastic East End residents—pleased in the fact that their own section of town was affording so much entertainment for the masses—and a strong invading force of North Enders who recalled the halcyon days when Indian town boasted a doughty four-oared crew that seldom took anybody's backwash.

In a general conversation that ensued upon the conclusion of the races a party of North Enders felt certain that a renewed interest might easily be worked up in establishing a four-oared crew hailing from that end of town, inspired with the past deeds of their former representatives when it used to be a matter of a tow-up between them and the traditional oarsmen of Carleton.

This led to the observation of a prominent East End resident that since Courtenay Bay was now coming into its own, after a long lapse, not only as a utility harbor but as a sporting haunt, it would be but fitting that there should be a Courtenay Bay crew in future rowing contests. Therefore, with West End, North End, East End and Renforth, the latest champions, the only remaining representation would be South End.

Surely, it was argued, hardy water-front boys of the South End—many of them stalwart boatmen of the fishery industry—could organize a four-oared crew. Have a boat built—the rest ought to be easy. In fact, showing interest in aquatics practically assures the right kind of talent for all ends of town.

The Commercial Club might take this matter in hand, it was suggested, and, in addition to the fostering of adult oarsmen, a class of youngsters could be trained, thus reviving the good old days when St. John was such a center of rowing artists that a world-beating crew was the magnificent climax, the famous Paris Crew.

GRAND CIRCUIT RACES POSTPONED
Cleveland, Aug. 9.—Rain caused a postponement of the opening day's program of Grand Circuit harness racing at North Randall today and necessitated a general re-arrangement of the week's program, which will carry racing through Saturday. Today's card will be raced tomorrow, as will also the first division of the 212 pace.

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