

Late Gossip Of The Sporting World At Home And Abroad

LOCAL

BOWLING YESTERDAY

MONCTON VS. RAMBLERS.

A team of bowlers from the Tipperary Club, Moncton, will arrive in the city this morning and commencing at 12.30 o'clock will roll a match with the Ramblers on Black's alleys. A good game is expected.

THE CITY LEAGUE.

Last night in the City League on Black's alleys the Elks and Sweeps rolled a double header. In the first game the Elks captured three points. In the second game the Sweeps won the four points. The following are the scores:

First Game.	
Elks.	
Olive	90 98 97 285 95
Nixon	87 82 75 254 84 2-3
Evans	82 80 90 252 84
Stanton	84 103 105 282 94
McMichael	106 85 84 275 91 2-3
459 448 441 1348	

Sweeps.	
Jenkins	86 91 114 291 97
McLiven	107 96 97 300 100
Gambin	79 83 76 238 79 1-3
Perguson	96 68 95 258 85
Sullivan	96 93 95 284 94
454 441 464 1369	

Second Game.	
Sweeps.	
Jenkins	88 96 102 286 95 1-3
McLiven	85 102 85 272 90 2-3
Gambin	76 84 94 254 84 2-3
Perguson	83 91 103 277 92 1-3
Sullivan	101 109 90 300 100
432 452 474 1384	

Elks.	
Olive	102 79 89 270 90
Nixon	87 74 79 240 80
Evans	75 68 70 213 71
Stanton	82 98 82 267 89
McMichael	80 84 92 256 85 1-3
426 403 417 1246	

A. Duffy won the daily roll-off with a score of 120.

ENGLISH CUP FINAL

APRIL 24

London, Mar. 31.—At a special meeting of the English Football Association here yesterday it was decided that the final tie for the English cup will be played on April 24 on the ground of the Manchester United club at Old Trafford, Manchester.

This is the first time in twenty-one years that the cup finals will be decided away from the Crystal Palace, due entirely to the hostile attitude of the London and south of England press against the continuation of football during the war. The teams in the finals are Chelsea and Sheffield United and if the tie had not been removed from the Crystal Palace the whole of London's soccer fans would have risen in one man and turned out to cheer Chelsea on. Past record attendances would have been easily smashed as this is only the second time in forty-four years that a London professional club has figured in the finals.

The Sheffield club has won the cup twice before, in 1899 and 1902.

SHEEPSHEAD TRACK PURCHASE

New York, April 1.—J. S. Nichols of this city, representing a syndicate of automobile manufacturers, paid over to Schuyler L. Parsons today \$200,000 in the deal for the Sheepshead Bay race track, agreeing to leave on bond and mortgage the remainder of the sale price, \$2,240,000. Mr. Parsons is president of the Coney Island Jockey Club, which owned the track. The track is situated in one of the best locations in the Borough of Brooklyn and comprises 400 acres.

CY YOUNG IS 48.

Last Monday was the 48th birthday of Denton Tecumseh Young, better known as "Cy," who was the only pitcher in captivity to win 500 games in his big league career. When he was past forty "Cy" commanded the highest price ever paid for a pitcher. In 1909 the Naps paid the Red Sox \$12,500 in cash and two pitchers, Charlie Chech and Jack Ryan, for Young, and in addition gave "Cy" a \$5,000 bonus.

MORE THAN 100 ENTRIES

Boston, April 1.—George Brown of the B. A. A., who is managing the National amateur boxing championships, which will be held in Mechanics Building next Tuesday and Wednesday nights, has received more than 100 entries. The fact that the winners will be sent to the Exposition championships in San Francisco has been such an incentive that many prominent boxers from other cities have entered.

BROOKFED MANAGER A HUSTLER.



Lee Magee, the hustling manager of the Brookfeds, is a stickler for hard work and keeps his charges on the jump at their training quarters in the South. The former Cardinal is determined that Brooklyn will be well up in the "Fed" race this year.

JOHNSON DECLARES WILL WIN BEFORE TWENTY-FIFTH ROUND

Havana, Cuba, Mar. 31.—"Jess" Willard has abandoned all hard training and from now until he faces "Jack" Johnson for the world's heavyweight boxing honors at noon next Monday only light work in the gymnasium and a few miles on the road will occupy his attention. He spent little of today at his training quarters at Miramar Gardens. Instead he mingled with the many visitors who are arriving in droves from every part of Cuba and from the United States.

Most of the afternoon Willard, wearing a really smart Prince Albert coat, a shining tile hat and perfectly vague gray striped trousers, wandered in and out of the leading hotels, where he conversed easily and smiled readily with and at every one of the hundreds who gathered near him.

"Certainly I am going to win," was his answer to the query asked him bromidically a thousand times. "I have no other thought in mind. I feel stronger than ever before in my life. My health is better, my hands are in perfect condition. In fact, if I was in any superior condition I could not stand it. Those are my arguments about winning this fight. Also bear in mind it means a fortune to me to beat Johnson, and I don't mind saying that I have a high regard for money. That is incentive enough to make me release every atom of strength I have been hoarding up for the last four months in my strict training."

"Tom" Jones, manager of Willard, explained that he had ordered the hard work eliminated because he felt that the big Kansas was physically as near perfect as it is possible to be. He said rest and no mental worry would bring Willard into the ring fit to give the best possible account of himself.

Johnson Still Carries Fat

Johnson, unlike his white antagonist, still carries many pounds of fatty substance that experts say he must get rid of before he steps into the ring. He seems to realize this, too, for he did not let up at all in his exercises. Instead he worked even harder today than is customary. During a breathing spell he confided to the large crowd present that he would knock out Willard within twenty-five rounds, and advised his hearers to place a little wager to that effect.

The negro is supremely confident about the fight. He has some respect for Willard, but only because Willard is big. In his prediction that he would stop Willard before the twenty-fifth round he seemed to convey the meaning that his fight would be methodical—a ripping fight, in which he would cut down the strength of Willard by snappy, short blows. In his sparring today he never once tried to measure his opponent, but rather kept up a fall-like attack on body and head that soon wore out his helpers. Many of those watching Johnson wondered at his judgment of distance and his speed, and then wondered more how the big slow thinking Willard was going to escape the fury of the champion once Johnson turned loose his assortment of punches.

Dr. D. T. Laine, one of Havana's leading physicians, and formerly a United States army surgeon, examined both fighters today. He declared each in prime physical condition and supplemented his remarks with the statement that if the fight is not a "frame up" it seems utterly impossible for Johnson to lose. Dr. Laine was especially impressed with the energy of the negro and with the coolness and ease with which he performed his daily hardships.

Governor Bustillo, of Havana Province, will appoint three Cuban phy-

sicians who will sit at the ringside with police power to stop the fight whenever, in their judgment, either of the men is in danger of being fatally injured. These three professional men are to be personal representatives of Governor Bustillo, and will have unquestioned authority over the rules and constabulary.

Betting Is Two to One

Betty today was apathetic. Several small wagers were made at two to one, with Johnson still the favorite. Speculators have obtained possession of several blocks of tickets and are offering them for sale at increases of a couple of dollars over the regular price. There has been no insistent demand for the tickets yet and in most cases the speculators are doing a lot of work with little return for their efforts.

Havana decorators realized on the fight today when a local firm was given an order by Johnson to make his training quarters at the Stadium resemble a "Parisian garden." This unusual request was explained by the negro champion when he admitted that tomorrow was his birthday and that he never failed to celebrate the day of his nativity. He said he was born March 31, 1878, and that he has enjoyed immensely the anniversary of that day each year.

Johnson has arranged a party for his friends and his white wife, who will be the hostess to many newswomen and many local celebrities. The champion threatens to cook the birthday dinner himself, and says that he will set before his guests some dishes that for flavor has anything beaten he ever ate. He is distinctly mysterious about his appetizing conception, but admits that he was taught to make the dish by a French chef who frequented his hotel in Paris.

It being his birthday, Johnson does not intend to seek any hardships through the training grind tomorrow. He has told his co-workers to put aside the boxing rocks and to get out their dinner frocks. The day promises to be a gala occasion in Johnson's camp, and at the latest reports those fortunate enough to have received an invitation are still thinking of sending regrets.

An Alternate Referee.

Havana, April 1.—Arrangements have been completed for the selection of an alternate referee for the Johnson-Willard fight next Monday. The principals and promoters have agreed to meet late today for the purpose, and unless there is an eleventh hour upset of their plans, they will select M. J. Hinkel of Cleveland. It will be his duty to sit at the ringside ready to step in to relieve referee Welsh, in case the latter should be knocked out by a stray punch or sun sickness.

The routine in both camps began early today. The pugilists were on the road at sun-up to avoid the heat. Their sprints and walks are being cut down daily now.

Willard and his followers are so confident of the victory of the challenger, that they have planned a triumphant entry into the United States of the "new champion," a few days after the battle.

Outwardly Johnson is all confidence, but in the privacy of his training quarters he views the fight seriously, discussing it in a philosophical vein with his trainers and close friends.

This is something new in Johnson and causes many of his followers to believe that he looks for a hard match and that he appreciates the enormous physical proportions and powers of endurance which Willard possesses.

Willard does not seem to be at all

FAMOUS HOD NELSON IS DEAD

Waterville, Me., April 1.—Word was received today of the death of Charles Horace Nelson, formerly a well-known horseman, at the Soldiers' Home at Togus, Monday.

Mr. Nelson was 72 years old. He was the owner of the horse Nelson, which held the record for stallions on a half-mile track for many years.

"Hod" Nelson, as he was called, was born in China, Me., and always dealt in horses, buying from 10 to 100 a year and shipping them to Boston, disposing of them to the late Wesley P. Balch. In one of these cargoes he had quite a good mare, which, upon arriving in Boston, seemed out of sorts, and Balch refused to buy her.

He wrote Nelson that he would send him a yearling colt, sired by Tom Rolfe, with a record of 2:31½, in exchange for the mare, and take his chance as to her dying.

This colt was none other than the famous Young Rolfe, the sire of Nelson. Young Rolfe was offered several times for small sums.

Shortly after having swapped for the colt, "Hod" Nelson's wife died, and his estate sold at auction at Vassalboro, included a number of fairly good horses, valued at from \$75 to \$175 each, which Hod bought at a low figure.

Among this lot was Gretchen, the mother of Nelson, sired by Gideon 2:21½; he by Hambletonian.

After making this purchase Gretchen was offered for sale to Roswell Morse of Vassalboro for \$250, but Morse would give only \$200, and the sale fell through.

"Hod" considered her a fairly good brood mare and so he bred her to Young Rolfe and produced Nelson. When a year old he was one of the most awkward yearlings that ever drew breath and his owner would have sold him for \$200 but there was no one who wished to relieve him of the animal.

Nelson enlisted before he was 20. He was at one time commander of U. S. Health Post, G. A. R. of Waterville. Nelson was expelled from the National Trotting Association following the famous Nelson-Alcyon \$10,000 stallion race trotted at Beacon Park, Boston, on Sept. 23, 1894. He was found guilty of having had his horse pulled, ten verdict being rendered on his own confession. Later he was reinstated.

BOWLING TOURNAMENT

Additional entries for the bowling tournament which takes place at Black's alleys next Tuesday and Wednesday have been received. Mr. Foggie of Woodland, Maine, near Calais, plans to bring the best his town can produce. Mr. John Ward of Eastport, has also informed Mr. Black that he will be here for sure with his team.

He says his boys will arrive on Tuesday on the S. S. North Star. These clubs, with the St. Croix club of Calais, under Mr. Charles Adams; Sussex, managed by Mr. C. H. Brennan, and the Victoria and Black's, both of this city, will make six teams in the contest.

SON OF FAMOUS OPERA SINGER ENGAGED TO WED



Renewal of a friendship begun in the school days of each has culminated in the betrothal of Miss Margaret M. Schumann, a society belle of New York, and Mr. R. C. Ferdinand Schumann, fifth son of Mme. Schumann-Heink, the grand opera prima donna. Formal announcement of the engagement has been made and is being discussed by the many friends of the couple.

Mr. Schumann is in business at El Cajon, near San Diego, Cal., where the young couple will live. The marriage will take place early in June.

nervous over the approaching battle but he is under a severe strain nevertheless. The mere glamor of the championship apparently does not appeal to him as strongly as it has to Johnson. The young western cowboy, who is entirely practical, sees in it possibilities of wealth undreamed of.

ABOUT THE BOXERS

Young Jasper has been matched to box Kid Graves in Brooklyn next Saturday night, and to meet Dave Powers in New London, Conn., April 28. Frank Mantel will take on the Zulu Kid in Brooklyn next Saturday night. The Jewish holidays are to keep Leachle Cross out of the ring for awhile.

Millburn Saylor is to get his second chance against Freddie Welsh on May 28. Frankie Russell and Joe Azevedo have been signed for a bout in New Orleans April 5.

The ban on Sam Langford in Philadelphia has been lifted by the superintendent of police after four years. The cause of his suspension was his failure to meet Al Kaufman at the ball park.

Mike Gibbons is on his way to Havana to see the big bout. The Atlas A. A. has learned that Sam McVea, who is to meet Sam Langford in New York on April 13, will leave Havana either tomorrow or Saturday and will arrive in Boston early next week.

MOORE NOW CHAMPION

Chicago, April 1.—George Moore of New York overcame a thirteen-point lead tonight and defeated William Huey of Chicago, fifty to forty-seven, for the three-cushion billiard championship of the world. Moore went out in ninety-one innings.



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 ¼ 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 ¼ 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 18-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 luck, 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 year-expense list; and that is where the Hupmobile owner keeps it. Occasionally some owner writes to ask us if the very 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 see 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 Hupmobile.

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 \$1,300 worth.

Hupp Motor Car Company, Windsor, Ont.

Motor Car & Equipment Co., Ltd. Distributing Agents 108-144 Princess Street, St. John, N. B.

Hupmobile Owners Have Proved Every Economy Claim We Make

\$2,000 Car Can't Compare

I am more than pleased with my 1915 Hupmobile. I have been driven a \$2,000 car, but it cannot compare with the Model K—Clarence R. Constant, Williamsville, Ill.

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, tire, gasoline, oil, kerosene and repairs (unpaid), the cost has been 1.87 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 4,500 miles, averaging only 1.2 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—from 12,000 to 18,000 miles—before replacements are necessary. No car that I have ever driven has afforded me such satisfaction.—E. M. Barbour, 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 secure 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.—E. Q. Rogers, Alta Loma, Texas.

Average 20 Miles

I average 20 miles to the gallon of gasoline with my Hupmobile. The expense of running it is very economical in the use of gasoline and oil.—B. E. Simmons, M. D., St. Joseph, Mo.

Hupmobile His 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 1915 Hupmobile. It is working fine and it's a pleasure to drive it. It requires little or no attention.—U. E. Hesse, Mendon, Ohio.

Riding Comfort Unequaled

My 1915 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. I have owned two Hupmobiles and have driven each over 5,000 miles and I have not spent a dollar on either one. I consider it the most economical car in its class on the market.—A. H. Snider, Indianapolis, Ind.

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