

In the World of Sport

MINOR LEAGUE FOR ELEVEN YEARS

Des Wiseman Not Good Enough to go Higher! too Good to go Back

It is not unusual for a big league player to remain with the same team for eight, nine, ten or eleven years, but instances of a minor league stick to the same club for eleven seasons are limited to one, just one. Doc Wiseman the Nashville outfielder, is the possessor of this unique record. Wiseman started in Nashville in 1909 and has remained there ever since, being given his release recently.

It is doubtful if Wiseman's record will ever be duplicated, for it is more than unusual to find a player who for eleven years is not good enough to go higher and yet too good to go back. Ten seasons, anyway, without showing signs of deterioration.

The records show that in the eleven years Wiseman was in 1,401 games, of which the largest number played in a single season was 142 each in 1907 and 1920. In only one year, the first, did he fail to take part in less than 100 games, 96 being the total. Doc had a reputation for his regularity missing a game only through injuries.

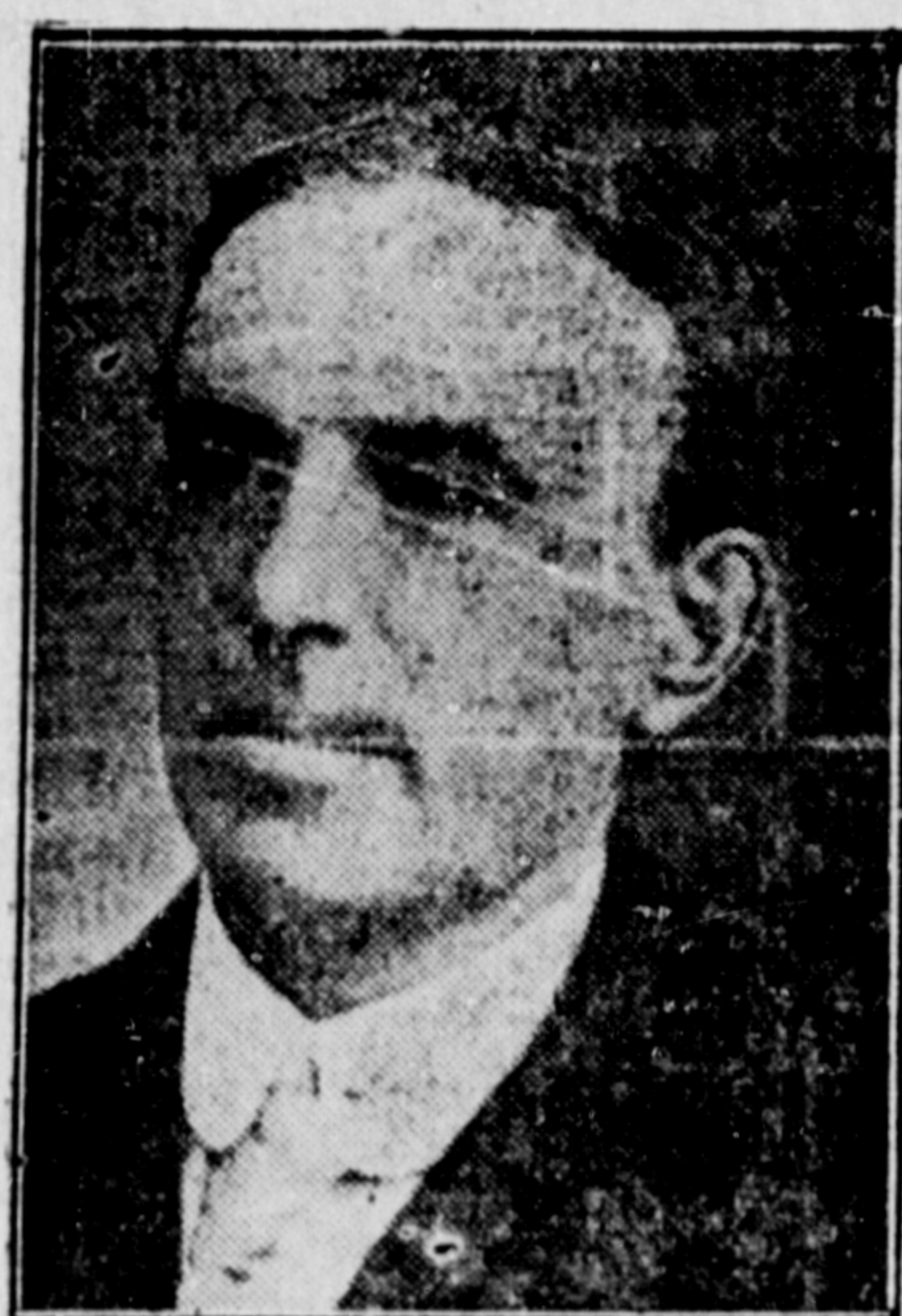
He went to bat some 5,000 times. The figures as to the exact number cannot be had, as the "bat bats" in 1902 are omitted by the guide. However, in ten seasons he was up exactly 4,724 times. The year 1902 excepted, the runs made by him total 661, the largest number of which were made in 1901, when he crossed the plate 91 times. Fifty-one, in 1906, was the lowest he secured in a single season.

CHEAP BALLOONING

Voyage above Clouds can be Made to Last Six or Eight Days

Ballooning is about to undergo almost a revolution, owing to the facility which the use of liquid fuel gives to the hot-air balloon, or Montgolfiere. In France a Montgolfiere Society has been formed, and an aerostat can be made at a cost of about \$1. A balloon of 50,000 cubic feet capacity is equipped in the neck with a petrol stove, the heat from which can be regulated by a tap. Inflation costs about 62 cents in petrol, and with this a short trip can be made, or a longer voyage by carrying extra fuel. Mr. Gaudron has now announced the completion of designs for a combined gas and hot-air balloon—not at all, by the way, on the lines of the foolish experiment in 1783, by which Pilatre de Rozier and Romain lost their lives.

Mr. Gaudron's scheme involves the employment of an ordinary balloon provided with a balloonet, the latter for inflation by hot air from the liquid fuel stove. With this arrangement it should be easy to make a voyage last six or eight days.



JAKE MCPHEE

the Cornwall Lacrosse Club officer, a strong supporter of the N.L.U.

HIS BEDROOM DOOR OPENS AT WHISTLE

There is in London a man who surely must combine the two characteristics of laziness and invention to a remarkable degree. It is his custom to have his breakfast in bed, and, burdened with the trouble of getting up for the purpose of unlocking his bedroom door, he has invented a device which opens to his whistle. He has accomplished this somewhat remarkable feat by means of a simple electromagnet which draws the bolt when a current passes through it, a platinum point, and a piano wire attuned to a certain note. When this note or one of its octaves, is sounded the wire vibrates in response, and this vibration brings it into contact with the platinum point. The circuit is thus completed, and a sensitive relay is brought into operation.

WHEKE PROS. ARE NUMEROUS

No matter they have champion oarsmen in Australia. The professionals are sufficiently numerous there to justify the formation of a professional scullers' league. The organization meeting was attended by three ex-champions of the world—Willie Beach, George Towns and Pe'e Kemp—besides many other local lights. It does not always work out that way, though, England has a hundred entries in a professional hand cap, but only one man approached the first class.

MRS. RICHARD ARNST

Even the most nearly perfect of human machines may get out of order, and champion sculler Richard Arnst recently had to go to a Sydney hospital for two weeks. The nurse minister to his wants was Miss Amy Williams, and she is now Mrs. Richard Arnst.

ENGLISH ANXIOUS TO SEE WOLGAST BOX

Matt Wells' Manager Says American Champion Would Get \$40,000 House

"If Wolgast would fight Matt Wells in England we could draw \$40,000," says George McDonald, the English champion's manager. "They are crazy to see a world's championship bout on the other side. But of course Wolgast will not cross the Atlantic. Tommy Murphy wants to meet Wells at a local club, and as the bout will draw, we will accommodate him in time." Wells is negotiating with Percy McFarland for a battle at Kenosha, Wis., or South Bend, Ind., for a big purse may be hung up. If there's a hitch they will meet at one of the local clubs. Wells also intends to box K. O. Brown, Cross and Hogan.

PLAN A MOTORDROME

May be Erected on Site of the Old Aqueduct Race Tracks

Motorcyclists are planning a motordrome in New York, and are considering Dreamland and the old Aqueduct race track as available sites. With this object in view it has been decided to effect a strong motorcycle organization in that city. This will be the first step toward fostering that which pertains to the sport of motorcycling and the erection of a suitable motordrome.

Newark will soon have a motordrome. It is well under way in the neighborhood of the old Vallisberg bicycle track now called the Velodrome, and is expected to be ready for use some time this summer. Tracks are supported in Los Angeles, Oakland, Chicago, Salt Lake City, and in Denver, while it is probable that Baltimore will soon be in line. At the majority of these motordromes racing is a weekly feature. In Denver the events are held twice a week, and in Chicago two sets of races are held weekly, on Wednesday and Sunday nights.

RAPID GROWTH IN USE OF CARS IN FRANCE

The recent revenue returns in France are indicative of the increased use of the motor bicycle. The latest returns show that 64,209 motor vehicles were taxed last year. In 1909 there were 1,672 cars in France. These had risen to 12,984 in 1903, in 1905 reached 21,523 cars, in 1907 31,286, in 1909 44,769, and in 1911 64,209. In average horse power those vehicles have increased with their numbers, for whereas in 1901 the average was 4 horse power, in 1911 it had risen to 13 horse power.

In England the growth has been equally rapid, if not greater in proportion, considering that there were fewer cars and factories and the motor cycle is making greater headway than in France. The better-class workman is taking to this form of motoring, and discarding the push cycle. In France a distinction is made between the taxation of motor cars that are fitted as "two-seaters" and those that carry more passengers. Consequently, one is able to discover that out of 14,092 were small "two-seaters," and those carrying more than two occupants totaled over 50,000.

As neither motorcycles, taxicabs, commercial motor vehicles, nor makers' test cars are included in this total of cars taxed by the French Government, the sum of \$1,335,000, which was paid into the Treasury, represents what the pleasure side of motoring produces for the general benefit of the State.

YACHT TO RACE CANADA

Chicago Club Building a Craft to Race the Canadian Patricia

A syndicate of the Chicago Yacht Club is having a 32-footer built at Wood's yard at City Island, to race against the Canadian 31-rater Patricia, for the new challenge trophy which has been offered to take the place of the Canada cup. This new yacht has been designed by William Gardner and her model has been much admired by all racing yachtsmen who have seen it. It was suggested that as the new yacht is to be tried out here before being shipped to Chicago it might be a good thing for yachting and a good way to try out the yacht, if it should be entered in the races for the Manhasset challenge cup. That has been done, and the new racer will be sailed in that series of races by Harry Johnston and James D. Sparkman.

It is probable that this entry will stimulate other yachtsmen to take part in the races, and there is some talk of another 31-rater being built to try to capture the Manhasset cup.

THE GRAND NATIONAL

History of the Great Old Liverpool Race

The Grand National steeplechase was first known to the turf world as the Liverpool race when it was instituted at Liverpool. It was not until 1843 that the word national appeared in connection with the race, when it was called "The Liverpool and National steeplechase." In 1863 it was formally named the Liverpool Grand National, and as such has become the blue ribbon event of the world for the jumpers and has been run without a break from year to year since it came into public favor. Many notable horses have taken part and the distance of four miles, 840 yards, and the 30 jumps give a hard test to the steeplechasers.

LAND PURCHASE NOTICES

Skeena Land District—District of Coast Range 5.
Take notice that I, Henry Louis Massey, of Vancouver, B.C., occupation broker, intends to apply for permission to purchase the following described lands: Commencing at a post planted on the south bank of Skeena River, above Kayex and about three miles distant, thence south 20 chains, thence west 40 chains, thence north 20 chains, thence following the river or bank in an easterly direction to point of commencement, containing 60 acres more or less.

Dated 15th April, 1912.
Pub. May 8th, 1912.

Skeena Land District—District of Coast Range 5.
Take notice that I, Hector Francis Macrae, of Prince Rupert, B.C., occupation broker, intends to apply for permission to purchase the following described lands:

Commencing at a post planted 5 chains east of the south east corner of Lot 1723, thence south 20 chains, thence south 40 chains, thence west 20 chains more or less to the easterly boundary of Lot 2702, thence north along the easterly boundary of Lot 2702, 40 chains more or less to point of commencement, containing 80 acres more or less.

Dated April 21st, 1912.
Pub. May 8th, 1912.

Skeena Land District—District of Coast Range 5.
Take notice that I, J. McNeil, of Prince Rupert, B.C., occupation contractor, intends to apply for permission to purchase the following described lands: Commencing at a post planted at the S. E. corner of premption 767, thence south 40 chains, thence east 20 chains, thence north 40 chains, thence west 20 chains, to point of commencement, containing 80 acres more or less.

Dated April 26th, 1912.
Pub. May 7th, 1912.

Skeena Land District—District of Coast Range 5.
Take notice that I, J. McNeil, of Prince Rupert, B.C., occupation contractor, intends to apply for permission to purchase the following described lands: Commencing at a post planted at the S. E. corner of premption 767, thence south 40 chains, thence east 20 chains, thence north 40 chains, thence west 20 chains, to point of commencement, containing 80 acres more or less.

Dated April 26th, 1912.
Pub. May 7th, 1912.

Skeena Land District—District of Coast Range 5.
Take notice that I, William Fraser, of Vancouver, B.C., occupation contractor, intends to apply for permission to purchase the following described lands: Commencing at a post planted about four miles west and three miles and a half south from End Hill, Banks Island, thence south 40 chains, thence west 40 chains, thence north 40 chains, thence east 40 chains to point of commencement, containing one hundred and sixty acres, more or less.

Dated March 5, 1912.
Pub. March 23, 1912.

Skeena Land District—District of Coast Range 5.
Take notice that I, George Graham, of Prince Rupert, B.C., occupation brakeman, intends to apply for permission to purchase the following described lands: Commencing at a post planted about four miles west and three and a half miles south from End Hill, Banks Island, thence north 40 chains, thence west 40 chains, thence south 40 chains, thence east 40 chains to point of commencement, containing one hundred and sixty acres, more or less.

Dated March 5, 1912.
Pub. March 23, 1912.

Skeena Land District—District of Coast Range 5.
Take notice that I, Dora L. Wright, of Prince Rupert, married woman, intend to apply for permission to purchase the following described lands: Commencing at the north east corner of Lot 5127, thence east 20 chains, thence south 20 chains more or less to the northeast corner of Lot 5127, thence north 20 chains, thence west 20 chains to point of commencement, containing 40 acres more or less.

Dated April 22nd, 1912.
Pub. April 24.

Skeena Land District—District of Coast Range 5.
Take notice that I, Lottie McTavish, of Vancouver, occupation married woman, intends to apply for permission to purchase the following described lands: Commencing at a post planted 40 chains north and 40 chains east from the northeast corner of Lot 1116, Harvey's Survey, Coast District, Range 5, thence 80 chains east, thence 60 chains north, thence 80 chains west, thence 60 chains south to point of commencement, and containing 480 acres, more or less.

Dated April 16, 1912.
Pub. April 20, 1912.

Skeena Land District—District of Coast Range 5.
Take notice that I, Hilda King, of Montreal, occupation spinster, intend to apply for permission to purchase the following described lands: Commencing at a post planted 4.3 chains west of southeast corner of Lot 5148, thence west 48 chains more or less to east by Lot 4131, thence south 20 chains more or less to southeast corner of Lot 4131, thence east 10 chains to northeast corner of Lot 2658, thence south 20 chains, thence east 35 chains more or less to Lot 3149, thence north 40 chains to place of commencement, containing 160 acres more or less.

Dated April 16, 1912.
Pub. April 20, 1912.

Skeena Land District—District of Coast Range 5.
Take notice that I, John McVicar, of Glasgow, occupation railway signaller, intends to apply for permission to purchase the following described lands: Commencing at a post planted 19 chains north and about 30 chains east of the southeast corner of Lot 2655, thence north 20 chains, thence west 30 chains more or less to east by Lot 2655, thence south 20 chains to north by Lot 4134, thence east 30 chains more or less to place of commencement, containing 60 acres more or less.

Dated Lakelse Valley, April 19th, 1912.
Pub. May 15, 1912.

Skeena Land District—District of Coast Range 5.
Take notice that I, John McVicar, of Glasgow, occupation railway signaller, intends to apply for permission to purchase the following described lands: Commencing at a post planted 19 chains north and about 30 chains east of the southeast corner of Lot 2655, thence north 20 chains, thence west 30 chains more or less to east by Lot 2655, thence south 20 chains to north by Lot 4134, thence east 30 chains more or less to place of commencement, containing 60 acres more or less.

Dated Lakelse Valley, April 30th, 1912.
Pub. May 15, 1912.

Skeena Land District—District of Coast Range 5.
Take notice that I, Hilda King, of Montreal, occupation spinster, intends to apply for permission to purchase the following described lands: Commencing at a post planted at the southwest corner of Lot 3065, thence north 55 chains more or less to south by Lot 3067, thence west 7 chains more or less to east by Lot 4135, thence south 25 chains, thence east 7 chains more or less to place of commencement, containing 40 acres more or less.

Dated Lakelse Valley, April 29th, 1912.
Pub. May 15, 1912.

Skeena Land District—District of Coast Range 5.
Take notice that I, Madge Kohl, of Montreal, occupation spinster, intends to apply for permission to purchase the following described lands: Commencing at a post planted at the southeast corner of Lot 994, thence west 40 chains more or less to east boundary of Lot 4477, thence south 15 chains to north by Lot 4120, thence east 40 chains, thence north 15 chains to point of commencement, containing 60 acres more or less.

Dated Lakelse Valley, April 15th, 1912.
Pub. May 15, 1912.

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Public Auction

MINING MACHINERY

Take notice that the Grand Trunk Pacific Railway Company will sell by public auction on Monday, the 17th day of June, 1912, at the Grand Trunk Pacific Railway Company's wharf at the city of Prince Rupert, in the province of British Columbia, certain goods consigned to Alfred C. Garde at Prince Rupert, B.C., and described hereunder:

And take notice that such sale is made under and by virtue of Section 346 of the Railway Act, being Chapter 37 of the Revised Statutes of Canada, 1906, in order to collect tolls, charges for storing, advertising and selling such goods.

Dated at Prince Rupert, B.C., this 13th day of April, A.D. 1912.

L. W. PATMORE, Solicitor for the Grand Trunk Railway Company.

SCHEDULE OF GOODS ABOVE REFERRED TO

1 Crate Vertical Engine

1 Box Fittings for Engine

2 Sheaves

2 Crates (2) Sheaves (each).

1 Crate Fittings for Sheaves

1 Anvil

1 Holding Engine

1 Crate Cooking Stove

2 Boxes do. Utensils.

1 Crate Cross Cut Saw

1 Crate Swing Saw

1 Duplex Pump

do. Engine

1 Forge

1 Grindstone

1 Chain

2 Jackscrews

1 Pump

15 Pieces Pipe

1 Reel Wire Rope

2 Scrapers

2 Saw Guards

1 Coal Wire Rope

1 Amalgam Safe

2 Sacks Fish Plates

2 Jackscrews

2 Crates Gates

11 Pieces Rail.

8 Crates Patent Electro Amalg. Separator.

3 Boxes Anodes for Tube.

1 Roll Wire Cloth.

1 Sack Wood Tube Plugs

1 Reel Wire Cable

2 Dollies

10 Sacks Galvanized Nails.

1 Roll Wire Cloth.

1 Reel Wire

1 Box Return, Condensers and Molds

1 Case Packing and Lamps

1 Crate Generator

1 Package Wire

1 Case Rheostat

1 Case Electrical Instruments

1 Iron Snatch Box

1 Bdl. Track Iron

1 Iron Plate

2 Sacks Bolts

5 Bds. Bolts

7 Bds. Washers

2 Bds. Bolts

1 Bdl. Links

1 Box Fittings

2 Drums Calcium Carbide

1 Boiler

1 Box Boiler Fittings

12 Cans of Grease

1 Smoke Stack

1 Carload Wooden Water Pipe

1 Box Engine Parts

1 Quantity Lumber

1 Bdl. Windows

6 Doors.

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Lots 30, Block 49, Sec. 8, \$350; \$150 cash, bal. 6-12-15 months.

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