
RAILROAD TIME CARDS

MPLE, RED LAKE & MAN.

| | |
|----------------------------|---------|
| 1 North Bound Leaves..... | 1:30 pm |
| 2 South Bound Arrives..... | 9:45 am |

SOO RAILROAD

| | |
|----------------------------|---------|
| 162 East Bound Leaves..... | 9:54 am |
| 163 West Bound Leaves..... | 4:37 pm |
| 164 East Bound Leaves..... | 2:46 pm |
| 165 West Bound Leaves..... | 9:54 am |

GREAT NORTHERN

| | |
|------------------------------|----------|
| 33 West Bound Leaves..... | 2:15 pm |
| 34 East Bound Leaves..... | 12:08 pm |
| 35 West Bound Leaves..... | 2:23 am |
| 36 East Bound Leaves..... | 2:32 am |
| 105 North Bound Arrives..... | 7:40 pm |
| 106 South Bound Leaves..... | 6:30 am |
| Freight West Leaves at..... | 9:00 am |
| Freight East Leaves at..... | 5:00 pm |

MINNESOTA & INTERNATIONAL

| | |
|------------------------------|----------|
| 82 South Bound Leaves..... | 8:15 am |
| 81 North Bound Leaves..... | 8:15 pm |
| 84 South Bound Leaves..... | 11:45 pm |
| 83 North Bound Leaves..... | 4:25 pm |
| Freight South Leaves at..... | 7:00 am |
| Freight North Leaves at..... | 6:00 am |

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MANAGERS ARE PAID \$40,000

New York Has Pair of Expensive
Baseball Leaders in John McGraw
and Frank Chance.

With John J. McGraw and Frank Chance guarding the city walls and opposing all invaders, New York can consider its interests fairly well protected for the next campaign.

It isn't often that a single city can boast of two baseball leaders drawing \$40,000, or thereabouts, a year in the way of salaries. Not often, at least.

Nor is it often that any one city can look to a pair of managers who within the last ten years have gathered in eight pennants between them and in the off years have managed to finish within the fight only a stride or two from the wire.

These comparative records show fairly well the quality of Manhattan's managerial talent for 1913.

McGraw—Four pennants, second three times, third, twice, fourth once. Chance—Four pennants, second twice, third once.

McGraw has led the Giants ten years. Chance has carried the Cubs forward for several seasons. A matter of eight pennants out of seventeen starts is about as bulky a pennant average as anyone would care to lamp.

Through the last ten years only three managers have carried the flag fight to the wire in the older league, finishing 1, 2, 3 in turn. They were Chance, McGraw and Clarke, and now of the three New York has two at the front of her two clubs.

The value of a manager is shown in the fact that while McGraw, Chance and Clarke have been forced to rebuild their machines and to discard old talent, they have always kept in the race, whatever their material.

Of the 14 Cub regulars from 1906, Chance last season had only four left, and yet stuck to the pace to the finish.

McGraw has only Mathewson, Ames and Wiltse left from his 1905 team, and yet while keeping in the race all



Frank Chance.

the time, built his machine back to a pennant winner canter for 1911 and 1912.

McGraw has already planted his standard high in New York. It may take Chance a year to get his bearings, but the ex-Cub leader has shown that he can build up a team and can keep said team going at top speed most of the way.

With this pair in charge New York fans are sure to live warfare straight across the campaign and the most interesting season ahead they have ever drawn.

NOTES OF SPORTDOM

The only thing against Jess Willard is that he resembles Carl Morris—in height.

Jimmie Lavender is being groomed as a pitching sensation for the 1913 campaign.

Nap Rucker excels in control, but Rube Marquard has a wide advantage in press agents.

Johnnie Griffiths of Akron defeated Jack White of Chicago in a twelve-round battle at Akron.

Connie Mack has purchased a set of antiskid tires for his 1913 model Athletic machine. He'll need 'em.

Many critics hail Fred Clarke, and John J. McGraw as the only real leaders now in the National League.

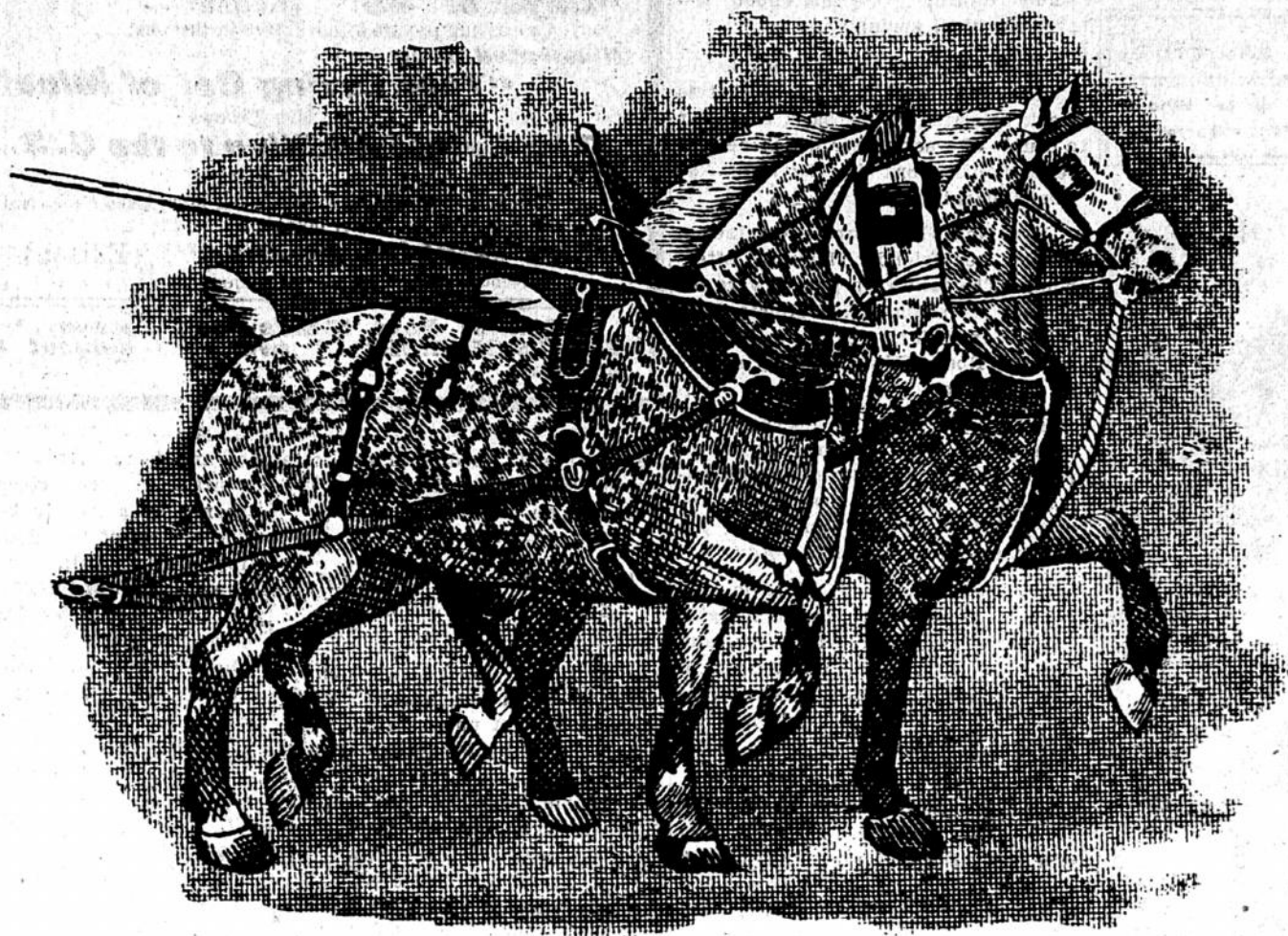
It has been rumored around the baseball circuits that Arthur Devlin will captain the Boston Braves next season.

There is a greater awakening among the half mile tracks than ever in the past. If they don't dose off again it will be fine.

Charles Ebbets signed Jaky Dambert for 1913, 1914 and 1915, and then told the contractors to go ahead and finish the new park.

29 HORSES 29

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