

Bringing Up Father

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Drawn for The Bee by George McManus



SCOUT IS AN IMPORTANT MAN

Recruiter for Major Leagues is Permanent Fixture.

MUCH DEPENDS ON HIS WORK
Even Though He is Generally Unnoticed, When Penn Wins His Past Efforts Figure in the Success.

NEW YORK, April 25.—Did you ever stop to consider what an important part the scout plays in base ball? Though a most valuable asset to a big league club, little is known of him by every-day fans. A club may win a dozen pennants, but the scout passes almost unnoticed, whereas he deserves almost as much commendation as the men who play the game on the field. The scout is as much in the game as the star pitcher—only he is playing it from a different angle. Scouting is a peculiar business and a little game in itself, and it is more of a necessity, to owners in organized base ball now than the Federal league is in the field.

The base ball scout of today has a role to play unlike that of others in base ball's drama. Conditions growing from year to year have created his job, and just how important it has become is borne out by the fact that all major leagues, as well as the little fellows, have now established scouting departments. In short, this is base ball's detective agency—the department, which is ever on the lookout for available players in all pieces of waning stars.

There is only one exodus of the kind—the exodus of fast men. In these days of bitter competition there is but one way to get the budding players of promise, and that is by going out and digging them up. Club owners nowadays don't dispose of the men that help away the gate receipts. Magnates can't purchase dividend-paying stars like Matty and Cobb for base ball has grown to be a speculative business. The burden of obtaining high-class recruits accordingly falls on the shoulders of the scout, who must go out and dig them up in the so-called bushes. And this is getting to be a most difficult proposition as the years roll on. Scouting has its many disadvantages, but just like any other business.

Value of Good Scout.

When one takes into consideration that more than a third of a million dollars is spent yearly by base league clubs in the search of material to build up winning teams, the value of a good scout to a club is shown. The expenditure of this sum is merely speculation at that, and the chances of financial reimbursement are small, for but a small percentage of the players gathered in the net are ready for immediate use. The great majority fall to come up to big league requirements and have to be turned back or traded. However, if a club is lucky enough to unearth a star, an owner feels that he has spent the money well and overpaid him. In these days a scout feels that he has well repaid his employer if he is able only to produce but one real star.

Twenty years ago the scout was unknown. Owners were often tipped off to players—some by men working in "the bushes," and often by fans, but as time grew on this system grew to be a rather expensive one, for seldom was the right man found for the right price. Adrian C. Anson, they say, was the first to actually adopt a scouting department, and after he tried it with the Chicago White Stockings, others "got wise" and followed his lead. Now they all have them. An owner without a scout would have a very little chance of building up a winning team, if he hasn't one, and as little chance of maintaining a winning team if he is so blessed. And that is one reason why a good scout of today is worth the salary of a star all-around player. If he is a good man and knows a ball player when he sees one, he can help to make a club; if he is a poor judge of talent he can ruin a team in a cut quicker than any one else.

New a Regular Job.

The real scout today holds a regular job with a major league club, and his association with a team is to find available material. Managers in small towns often tip certain clubs off to promising players, as do umpires in obscure leagues, but seldom is a player signed upon the say-so of these umpires. The scout looks them over first before any negotiations are entered into, for rarely are the tipsers acquainted with the requirements of the big leagues. The source of getting information about players are many, and rarely does a day pass when a manager doesn't hear of a Wagner or Cobb hidden in some obscure town. If all the players tipped off in the big league made good there wouldn't be any need for scouts.

As in all business, there is a system in scouting. They must arrange plans and follow them up, and when it comes to selling a scout's duties are never ended. Just as soon as the minor league season

DERBY AROUSING INTEREST

Fortieth Running of Classic Race at Louisville Looming Up.

LOT OF HALO AROUND WINNER
Much Honor is Forecoming to the Horse that Carries Off the First Money of the Meet.

LOUISVILLE, Ky., April 25.—Though the coming Kentucky Derby marks the fortieth running of this classic race, never before in its long history has it aroused the interest it has occasioned this spring.

This is not wholly due by any means to the fact that it will be richer this season than any Derby race ever before run off in Kentucky, but rather because the prospective field embraces the most spectacular band of 3-year-olds ever trained in this country for a Derby race. The date of this event is set for Saturday, May 2, only two weeks off, but an abundance of time to see all the cracks in their best condition for a mile and a quarter contest on that date. No better evidence of the widespread interest in the great race this spring can be given than the fact that leading turfmen of the country are making enormous bids for horses eligible to the Derby, and in the last ten days the price has been asked for no less than six of these stars, and in every instance by bona fide bidders for them.

The enormous sum of \$40,000 was asked for Old Rosebud, and \$25,000 has been offered for that gelding, a record price for a 3-year-old gelding, while Hodges has been priced at \$20,000, as has Bradley's Choice, Black Toney and Boots and Saddle, while inquiries have been made if Ralph can be bought for \$25,000.

Lot of Halo Around Winner.

There is a lot of halo around a Kentucky Derby winner. This has always been true since Aristides won the first renewal of this historic race back in 1875. This season even more honor than usual will belong to the winner, as so many stars are engaged that it will indeed take a most sensational 3-year-old to capture the rich prize.

MCCOY'S VICTORY CONFUSING

(Continued from Page One.)

weeks ago. The St. Paul boxer kept him out of the knot for the entire ten rounds of a sensational affair. McCoy would be a 30 to 1 shot in a return match. There is no reason to doubt that Clabby, McCoy, Moha and a dozen others would outclass him to the same extent.

Marathon Machines to Be Distributed from Indianapolis

The Herff-Brooks Automobile corporation of Indianapolis has contracted for the entire distribution of cars made at the Marathon motor works of Nashville which will leave only the work of construction to be handled by the Marathon people. H. H. Brooks, who has been connected with the Marathon company for several years in the capacity of sales manager, was recently made secretary and sales manager of the Herff-Brooks corporation, and he immediately arranged for the distribution contracts in order to facilitate both the building and moving of the machines.

Mr. Brooks speaks of the change in policy as follows: "Distribution is one of the things that keeps the automobile manufacturer awake nights. The best motor car in the world is of no profit to its creator until a successful means has been worked out to get it to the user. Thus I tried to discern a way to overcome any such difficulties. I believe I have done it.

"Robby" is King of Brooklyn for the Present

MUCH INTEREST IN SHAMROCK
Lipton's New Challenger Topic of Lots of Discussion.

AMERICANS HAVE ADVANTAGE
Craft Designers and Boatmen Have Not the Difficulties to Overcome Which Britishers Must Contend With.

NEW YORK, April 25.—Every man who owns anything that floats nowadays from a dismantled sloop with a one-and-three-quarter horse-power "kicker" in her, to a twenty-one catboat is talking about the coming visit of Sir Thomas Lipton with the Shamrock IV.

These enthusiastic amateur sailors, the backbone of the sport of yachting in this country, are dividing all their spare time these days between painting and calking their craft and discussing the "universal rule" under which the three cup defenders and the challengers are being built.

One mistake, however, the majority of these sailors are making, and that is that the adoption of the universal rule has given England a better chance of recovering the America's Cup than ever before. Mr. Nicholson, the designer of Shamrock IV, it must be remembered, has never before designed a yacht under that rule, and is consequently more or less groping in the dark; but Herreshoff, who is producing the Resolute for the New York Yacht club syndicate, has been creating yachts under formula for a good many years past.

HERRESHOFF A GOOD MAN.

Moreover, Herreshoff has a much wider experience of cup racing than any other naval architect, and his knowledge of the waters and weather conditions likely to obtain off Sandy Hook in September can hardly fail to prove a valuable asset to the holders of the trophy.

William Gardner, too, the designer of the Alexander S. Cochran boat, with his knowledge of local conditions, has a decided advantage over the Englishman.

Nicholson has not previously designed a boat for an America's Cup contest and consequently lacks the experience of his famous American rivals. It must not be overlooked, however, that Nicholson is a designer of striking originality, who just now is probably in the zenith of his career. We cannot imagine an America's Cup challenger from his board proving a mediocrity. We think it will either be a very great success or a very great failure. And this is just the type of designer who may one day wear the America's Cup from the keeping of the New York Yacht Club, for he may have hit upon some hitherto unthought of speed producing feature to turn the tide in the challenger's favor.

It is a challenger cannot win, it is not of the slightest consequence whether it be beaten by five seconds or half an hour, and it is the bold draughtsman who takes his courage in both hands and wanders into the realm of experiment that may one day take away from us the blue ribbon of the seas.

Humboldt Defeats Pawnee City.

PAWNEE CITY, Neb., April 25.—(Special.)—The Pawnee City High school base ball team suffered the first defeat of the season at the hands of the Humboldt nine on the home grounds yesterday afternoon by the score of 3 to 2. The batteries were: Pawnee City, E. Atkinson and Hubton, M. Atkinson; Humboldt, Schafer and Gergan.

American Association Results.

Table with columns for team names and scores. Includes entries for Louisville, Indianapolis, Kansas City, etc.

MOTOR RUNS IN FREIGHT CAR

Studebaker Six is Found with Motor Churning Regularly.

TRAINMAN MAKES DISCOVERY
Car Inspector Hears Low Purring of Gasoline Engine Within Box Car and Notifies Studebaker Corporation.

In the crisp cold of a spring morning a car inspector was passing down the long line of a solid trainload of automobiles about to leave the Detroit yards for the Pacific coast.

It was just before dawn, all the night sounds of the city had been hushed; the day sounds had not yet begun. The inspector stood for a moment, bending close to a car to decipher its number. He straightened up with a puzzled look on his face, and called to a companion, several cars distant.

"Come here, Bill, and listen," he cried. "I'm a goat if one of these automobiles isn't running!"

Together the two put their ears close to the car. Both heard the muffled beat of a gasoline motor, plainly ticking away.

The inspector reported the unusual situation to his superior, who promptly got in touch with the Studebaker corporation, from whose shipping platform the trainload had come. In a few minutes an automobile dashed into the yards and a man, duly authorized, broke the seal of the car and entered. For a time he had trouble in locating the moving motor, but he finally found it in a Studebaker "Six" that stood, duly blocked and braced, within a few inches of the spot where the inspector had paused to jot the car number. Obedient to his manipulation of the switch, the car stopped.

An investigation followed.

All Studebaker cars are driven, after passing the final road test, to the shipping platform and up the steep incline for loading. The actual work of rolling them on board the freight cars is done by man-power. Apparently the loading crew had failed to note that the motor of this one car had been left running. The car had been loaded in the usual way, its questions and the absence of vibration so characteristic in six-cylinder cars un-

noticed and he believes he can keep them going at the same pace for the rest of the season.

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adling it to get by, even when men were handling it.

The shipping crew, however, asserts direct denial that such a thing could be done, claiming that the position of each car's switch is inspected before the door is closed.

Their explanation is simple. They maintain merely that the car switched on its own current and started running purely in a spirit of diabolical mischief.

Had to Admit It.

Smith was one of the foremost engineers of his time. His one fault was an enormous bump of conceit. He complained a piece of work for a large corporation and was compelled to sue for his fee, which was \$25,000. He was being gross-examined by the attorney acting as counsel for the corporation.

"On what ground do you base your exorbitant charge for this miserable piece of work?"

"On the ground that I am the greatest engineer in the world."

After the suit had been concluded, one of Smith's friends came to him and, in an admonishing tone, said: "Smith, you should never make such statements in public; allow others to acclaim you as the greatest in your profession."

Smith answered: "I know it, and I felt like a blooming idiot up there on the stand—but, blast it all, I was under oath."—National Monthly.

French Becoming Glovemen

Europeans Taking to the Sport with Much Enthusiasm.

COMPARING WITH THE AMERICANS
Francis Learning the Boxing Game from the Ground Up and Are Rated as Good as Yankees.

NEW YORK, April 25.—That the average French fighter is better than the average American fighter is the opinion of Kid McCoy, the famous middleweight. He declares that the Frenchmen are making wonderful strides in the pugilistic line, and that it won't be long before they are holding their own in all classes with the world's best pugilists.

"The French lads are making rapid progress in fisticuffs because they are learning the game from the bottom up. In any gymnasium or roadhouse you visit you'll see them all practicing with both hands. Most of our boxers can only hit with one hand.

"The French boys during the course of a bout will stand for a time, right hand and right foot extended, and then they will shift so that they'll have the left foot and the left hand extended. By this method they are learning a defense that baffles the average opponent.

Right Hand Useful.

"Everybody knows that with the right hand and right foot extended a man that's only carried a good left hand is baffled. When they shift to the left hand and right arm in front why, a boxer who has only developed a right-hand punch is lost. Manifestly, a boxer that is ambidextrous is twice as dangerous as the fellow who has only one plan of defense.

"Where the Frenchmen are making a wise move is in learning all they can in the gym before appearing in public.

"I don't think that the French nation will ever turn out any world's champions in the heavier classes, but I do look to see many of them become title holders in the bantam, feather and lightweight ranks. The reason that they'll never be successful in the heavy-weight class is their natural lack of size. None of them have sufficient height and weight to reach the top rung in the division in which Jack Johnson now holds the belt.

"I don't think that Georges Carpentier will become a world's champion, because I don't think he is the gamest fighter in the world. He has the swiftest kind of a swiftest head. You could hardly expect anything different, the way he idolized over there. He has a huge fortune and receives valuable presents, such as automobiles, diamonds, and so forth, from admirers.

Uninteresting Bout.

"I was present at the fight between Joe Jeannotte and Carpentier. It was not a very interesting battle, neither one of them trying very much.

"The French boys are clever, aggressive and good punchers, but when they are hurt they are inclined to quit.

"They are just going dippy over that bout between the big black and the Pittsburg boxer," says the Kid. "I wouldn't be surprised if they drew a \$150,000 house. It is the opinion over there that Moran is likely to win as Johnson has been going along hitting the high places—and any one knows that you can't do that for four years and enter the ring in fit physical condition.

"I think that the coming middleweight champion of the world is Young Ahearn, the Brooklyn dancing master. I saw him fight Adrien Hogan, knocking him out in eleven rounds. Willie Lewis couldn't accomplish this feat in twenty. Ahearn is developing into a very shifty boxer, and I think that right now he could give Carpentier the fight of his life. In a short time he will surely improve so that he could defeat the French champion."

Pointed Paragraphs.

Ever notice how cute a fat woman is? Cats and candidates love to roost on the fence. Silence is golden, yet some people won't shut up. A man doesn't worry because he isn't clever, provided he knows that he's good looking. A scientist comes forward with the theory that red hair keeps a woman's temper. Old stuff.—Chicago News.

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