

THE OMAHA SUNDAY BEE

OMAHA, SUNDAY, FEBRUARY 2, 1920

JUDGMENTS

THE idea of the rejuvenated Giants winning the National League pennant this year must strike thoughtful fans as a warrant sentiment difficult to reconcile. Yet it has expressed of late, though with less maturation, just as was the prediction for one year ago that New York would be the pennant. How or on what basis reasoning the McGraw devotees figure out New York can possibly lead the National League this year is not clearly apparent on the surface of the situation. It is argued that the team is stronger than it was last year. It would have to be so, for it was last year to win third place. It proved it to be not a very strong team toward the close of 1919. Nevertheless it frank and unbiased study of the team, man for man, in the light of the Cubs and other teams in the league, warrant the belief that New York can hope to land above second place. Indeed, with Philadelphia and, perhaps, Pittsburgh stronger than last year, it is extremely doubtful if McGraw will be able to land in second place. Nothing more than the obvious facts support the theory that the Giants will do a whit better than they did in 1919. The team has undergone many changes, that is true. But the wisdom of those changes remains to be proved; thus far, in minds of the best judges, it is in the balance. Here is the line-up McGraw has to date: Pitcher, Mathewson, Ed Walsh, McGinnity, Taylor and some youngsters; catchers, Brennan, Needham, Curtis; first base, Tenney or Merkle; second, McGraw or Doyle; third, Devlin; shortstop, Bridwell; outfield, Shannon, Seymour and Donlin. The pitching staff is practically unchanged. And it is there anything to warrant the opinion that the pitching staff will do better this year than last? McGraw says Mathewson will pitch his old 1916 game. Let us hope so, but how does McGraw know it? It's a dream at best. Mathewson has pitched two games since 1916, and not shown the old form. McGinnity, Taylor and the other pitchers probably will do better, if as good as they did last year. The catchers ought to be no weaker, though barring his friction with Brennan, Frank Bowerman, behind the bat, at first and at the bat, may be missed. What Tenney, the old-timer or Merkle, the beginner, will do cannot be forecast with any cogency. If Doyle plays second he will have to redeem his record of last year. It isn't any task to recall that by the end of the season he was pronounced a disappointment. McGraw is simply not development time, not at this stage of life. Devlin has viewed his zenith. How well Devlin will do after a season in the brush cannot be said. In all candor, instead of looking like pennant winners, the Giants look like an uphill fight. Place them alongside the Cubs' line-up, nearly every man in his prime, and where do they suggest the possibility of winning the pennant? And yet nothing has been said of the teams as organizations; we have discussed them only as individuals. Considered as organizations there is even less comparison between the Giants and Cubs of 1918 than as individuals. The Cubs to the base ball world stand for one thing pre-eminently, perfection in the making of a team. Their organization is a model of the perfect system, and faultless method. Their base ball line attained such eminence as a scientific game. For the good of the game and for the interest of all it is sincerely to be hoped that McGraw will study the Cubs' organization, and base his own on that. The Cubs' organization is a model of the perfect system, and faultless method. Their base ball line attained such eminence as a scientific game. For the good of the game and for the interest of all it is sincerely to be hoped that McGraw will study the Cubs' organization, and base his own on that.

NEW COURSE AT SHEEPSHEAD

Changes Made in Track Will Affect Great Suburban.

HORSES START ON BACK STRETCH

Oval is Lengthened and Conditions in Future Will Be in Favor of Horses and Riders at the Bay.

SHEEPSHEAD BAY, N. Y., Feb. 1.—The first of the three great classics to change the manner of its running will be the Suburban, which on account of the lengthening of the Sheepshead Bay course, will in future be started on the backstretch. In past years the Suburban, like the Brooklyn and Brighton handicaps, has been run so that the horses passed the stand twice, a feature that has added greatly to the spectacular side of the event, although it meant the rounding of several turns during the contest. Suburban fields of the future, after the manner of the Metropolitan handicap at Belmont park, will parade to the backstretch, half a mile or more away from the grand stand, in order to reach the starting point. Nevertheless, the change in the route of the Suburban will be welcomed by owners, trainers, jockeys and, in fact, every one directly connected with the running of the race. It will mean less chance of accidents, because of the elimination of all but one big turn, and the result should be a fair and true run race on the occasion of a renewal. It should result in less delay at the post, because of the absence of excitement and noise, inseparable from a start directly in front of a huge crowd. Various starters assert that breaks in front of and remote from a crowd are entirely different propositions. Nevertheless, the casual racegoer, who makes up about four-fifths of the crowd that annually witnesses the famous race, will regret the change. With this class of turf patrons arguments that the contest will be vastly better will not make up for the loss of the spectacle furnished by the lineup in front of the stand, and the thousand and one fascinating incidents connected with the starting of a race on which the disposition of a \$25,000 purse and probably ten times that amount in wagers, hangs. The double passing in front of the grand stand has become a feature of the Suburban, and its elimination will almost make a different race of the greatest of American handicaps.

Work is Nearly Done. The work of the small army of men engaged in enlarging the track from an oval of a mile and an eighth to one of a mile and three furlongs has been greatly facilitated by the very moderate weather prevailing last fall and this winter. It is now a certainty that the alterations will be completed earlier than had been expected and that by the time the June meeting opens there will be little indication of the important changes accomplished except that the course will be a quarter of a mile longer than ever before, adding to its reputation of being the most popular race track in America, that of being one of the most modern racing plants in the world. The alterations will leave straightaways on the back and home stretches of nearly half a mile, although the home stretch run, ending as it does before the end of the straight, will be approximately three-eighths of a mile. It becomes apparent that the Coney Island Jockey club stakes entry list will be much smaller than anticipated, for some reason that cannot be surmised at this time. The \$25,000 purse, in which eligibility costs only \$25, closed on January 15, and less than thirty nominations have been made. All the expected good 2-year-olds are in, of course, but the host of moderate youngsters of 1917, a dozen or more of which may develop into first-class runners in the coming season, are, with few exceptions, missing. It might almost be concluded that the extraordinary liberality of the stakes has scared owners away from

OPEN BETTING RING AT PORT ERIE

Bookies Will Try New Plan for Coming Summer.

NEW YORK, Feb. 1.—An open instead of a syndicated ring will lay odds at Port Erie next summer, a feature which the management expects will help to popularize the course. It develops that this change was decided upon after a long discussion at the western turf magnates' meeting in Chicago. It was decided to throw the ring open to all reputable layers. The change should help the meeting, which heretofore has suffered from the light rains always in evidence in a syndicated ring.

KEENE HAS MUCH FAITH IN COLIN

Entry of Colin in Three-Year-Old Class Shows This.

NEW YORK, Feb. 1.—It is evident from a study of the events in which James R. Keene's Colin is engaged that the stable has no doubts of the great colt's ability to route in the very best company as a 2-year-old. Of the large number of events which closed January 2, the unbeaten son of Commando has been nominated in only the most valuable ones; in no case is he eligible for a race at a mile or less. Many other high-class runners of last year's juvenile division have been named for the same races in which Colin's name appears, but their names can also be found on the lists of less valuable races and of fixtures intended principally for the sprinting division, their owners throwing out an "anchor to windward" in case their horses fail to begin showing about a router. It is, therefore, a distinctly high compliment that Mr. Keene pays to his greatest money winner of 1917 by this practical declaration that he considers him too good for any but the most important fixtures. Mr. Keene's other star youngster, Celt, whose sensational second to Colin in the Platteau stakes on the occasion of his first appearance under colors stamped him as a really great colt, is very liberally engaged throughout the list, and is evidently considered the stable hope in case of mishap to Colin. Not only is Celt in all three of the classes, but he has been named for nearly all the secondary events. Horsemen of every degree share the belief that Colin will prove one of the greatest 3-year-olds ever seen in America.

SARATOGA OFFERS MUCH MONEY

Over Three Hundred Thousand Dollars for the Season.

NEW YORK, Feb. 1.—There will be a commendable liberality by the Saratoga association for the racing season this year. Though the meeting has been shortened to make room for the Empire Racing association and for a part of its time there is competition with the Yonkers track, some of the stakes have been eliminated and there will be twenty-eight stakes, of a total value of over \$300,000, in the twenty-one days of racing. The only change will be in the Great Republic, which will be reduced to an

MEXICANS IN THE RACING GAME

Much Interest South of the Rio Grande in the Horse.

NEW YORK, Feb. 1.—F. M. Shortell, a former attaché of the Fast-Tipton company in this city, but now a merchant in Mexico, says the movement to promote first-class racing in the republic to the south of the Rio Grande is sure to produce results that will be of benefit to breeders in the United States. The Mexicans want to breed and to profit the thoroughbred horse badly and are preparing to do so. There is no doubt that the project has the warm support of the government, that is to say, of Don Porfirio Diaz. President Diaz has long sought to establish in Mexico a fine breed of horse, and being a long-headed man, he appreciates the fact that the best way to get what he desires is to encourage racing. There is no doubt that racing in Mexico, as in the United States. One or two days' meetings are held at the City of Mexico at various times during the winter months under the direction of various societies. The German society will, for example, give a two days' meeting shortly in commemoration of the birthday of Emperor William.

FOOT BALL GAME FOR OMAHA

(Continued from Page One.)

Missouri on a short trip and the fore part of May will make a two week's tour of Iowa, Illinois, Minnesota, Wisconsin and Missouri. Athletes Practicing. The annual indoor athletic meet which will be held by the athletes of the university February 14 is occupying the time of the track men, who are practicing daily in the armory in preparation for the contest. This meet is held each year on the anniversary day of the founding of the university for the purpose of giving the athletes an opportunity to show their prowess. Medals are given to winners of the first and second places in each event. The university indoor records with the names of the men who made them and the year in which they were made are as follows: Twenty-five Yard Dash—5 seconds, H. W. Craig and F. J. Smith, 1916. Twenty-Four Yard Dash—5 seconds, 5 inches, S. M. Collins, 1917. Fifty Yard Dash—1:05, H. Gibson. Fifty Yard Dash—1:05, H. Gibson. Running High Kick—9 feet, 1 inch, J. P. Hewitt, 1914. Running High Jump—5 feet, 11 inches, Paul Anthes and J. C. Kroyde, 1917. Rope Climb—4 seconds, Lyman Peck, 1914.

PICTURE POST CARDS CRAZE

Mails of Europe and America Choked by an Industry Almost World-Wide.

Three or four years ago all the facts about the picture postcard industry could have been related in a few words. In fact, so far as the United States was concerned, there was practically no story to tell. There may have been 100 shops in the entire country where persons in search of picture postcards could find a small stock from which to make a selection. Originating in Europe, these cards had met with little favor, except on the continent, where they found a somewhat ready sale as inexpensive souvenirs, and this had been the condition of affairs for many years. Suddenly, however, the tide turned, and where manufacturers had hitherto been unable to dispose of their stock, they now found it impossible to supply the demand—an impressive era for picture postcards containing from every part of the world, from Asia and Africa, as well as from America. Millions upon millions of them are mailed during the year in this country. In New York City alone the postoffice handles no less than 100,000 of these cards every day, and in the same ratio elsewhere—in Chicago, San Francisco, New Orleans, Buffalo and in all the large cities. Moreover, it is not in the United States alone that these conditions exist. In Europe, too, all the postal services are actually inundated with postcards. It is officially stated that no less than \$9,000,000 passed through the British postoffice during 1918. These are stupendous figures, but this is the point at which the imagination balks! We can read the numeral, but we cannot comprehend them. Just think of it! One hundred thousand postcards a day—enough, in a year, if laid pictures side down, to extend from New York City to a point somewhere between Salt Lake City and the Pacific coast. Five hundred millions! The enormous volume of picture postcards means that the sale of one-cent stamps required to carry these cards must also have become enormous, and there is no reason to doubt the truthfulness of the assertion that the postoffice department of this, as well as of other countries, is finding it a difficult matter to deliver them. This was especially true during the summer months, when everybody who went vacationing purchased these cards by the dozens to send them over seas and to all parts of the globe. Under these conditions it is not strange that the mails should have become congested. It is not surprising that the letter carriers should have become completely swamped beneath the flood of pictures that they fell far behind in their deliveries. It is not difficult to believe that the revenue from this source should have become so great that the postal authorities have about decided to ask for more men to operate this branch of the service. Already these cards have been made the subject of more than one postoffice department ruling, as when the interdiction of the unneeded card was decided upon, because the slightest delay in giving the touch of reality to the scene portrayed not only worked into the hands of the postal clerks and made them sore, but actually put the stamp-canceling machine out of order.—The Bohemian.

FOR LONGER COURSE AT JAMAICA

Metropolitan Jockey Club Plans to Enlarge Its Course.

NEW YORK, Feb. 1.—The Metropolitan Jockey club is planning to enlarge its course at Jamaica. The track is to be improved so that both stretches will be a sixteenth of a mile longer. This is possible by moving the railroad sheds back a sufficient distance to permit making the track a mile and a furlong. When these improve-

Timely Tips for Automobile Owners and Drivers

A motor lamp competition is to be held by the Automobile club of Milan, Italy. The Scottish Automobile club has set June 15 for its annual reliability trial. A New York court has ordered the company operating motor buses on Fifth avenue to remove all advertising signs from their vehicles. A stethoscope is recommended by a young auto engineer, who also is a physician, to locate a "knock" in an auto beyond a road test. The New Jersey Automobile and Motor club of Newark is waging an active campaign to obtain more than 1,000 members by March. One of the latest suggestions of a route for this year's Olden tour is from Buffalo, N. Y., to Washington, D. C., via Pittsburgh, Pa. Some of London's electric motor buses carry lights backed by reflectors on their roofs, so that passengers can read newspapers as they ride. For use in the harbor, New York City's police have purchased two sixty-five horsepower motor launches, capable of a speed of thirteen miles an hour. A motor iceboat, propelled by a four-horsepower motor which drives an aerial screw, makes a speed of thirty miles an hour on the Hudson river. Within three years the city of New York has spent \$200,000 for automobiles for its officials and department, and has on its pay rolls at least fifty chauffeurs. Don't run your car to the limit of its power. Any car, one, two, four or six cylinders, will run better and longer if its power is not taxed to the utmost. Robbed of their business by the inroads of motorcars, drivers of horse-drawn vehicles at Cleveland have formed a union to drive plans to avoid starvation. Of the orders for ninety-one imported cars which were booked at the recent Importers' Salon, at New York, fifty-five were for town cars of about fifteen horse power. Several of the American cars which will compete in the Briarcliff trophy stock car road race near New York April 3 will have had experience in such events in Europe. British Board of Trade reports for November show that 48 cars were imported into Great Britain, as compared with 22 in the same month of 1918 and 32 in 1919. Concrete pavements, reinforced by steel forms so closely constructed that a wheel cannot get under them, are being tried out at Paris. To settle the merits of their respective favorite cars Emmanuel Codrino, of New York, and L. F. N. Baldwin, of Providence, R. I., have arranged a match race at 2:00 p. m. The Indiana supreme court in a recent decision upheld the provision of the state motor vehicle law requiring a driver to stop his car when signaled by the driver of a horse. A St. Louis bank has placed in service an electric delivery wagon, fitted with a safe for transporting money between the bank and subscribers, express offices and other banks. A London physician has designed a landau motor car the back of which opens and allows a sick person to be lifted out on a movable seat, which forms part of the car's equipment, surrounded by a paper mache form to represent a full-sized locomotive, the smoke being produced by cover lubrication, recently took part in some parade at New York. The New York Automobile Trade association will hold its next party on the week of April 6, a feature of which will

PARADE HONORED BY MANY OLD-TIME CARS

In his inaugural address Governor Guild of Massachusetts declared that the use of heavy touring cars than upon light runabouts, contending that they were the more destructive to the roads.

UNITED STATES SUPREME COURT DECISION

The United States supreme court has decided whether the owner of an important automobile can be required to pay duty on the machine a second time when it has been imported for a year and extensively repaired.

INSURANCE COMPANIES HAVING AUTHORITY

The insurance companies having authority to issue policies in this state have been authorized to issue policies in this state.

MEMBERSHIP LIMITED TO OWNERS OF TOURING CARS

The Automobile club of Buffalo, N. Y., has decided to limit its membership to owners of touring cars who use them for the purpose of pleasure.

GENERAL THOMAS COMMANDING THE DEPARTMENT OF COLORADO

General Thomas, commanding the Department of Colorado, U. S. A., has ordered the 25th Infantry to be transferred to the Department of Colorado.

THE RAILROAD THAT CROSSES THE ISLAND OF NANTUCKET

The railroad that crosses the island of Nantucket, R. I., on which are located the resorts of Steamboat and Nantucket, has placed in service a gasoline automobile with a capacity of nine passengers.

FIVE AUTOMOBILES NOW MAKE REGULAR TRIPS

Five automobiles now make regular trips between Nantucket and Nantuxet, R. I., in the Panhandle of Texas. A private view of the localities in the vicinity of the city six years ago. Then steam cars and one gasoline were exhibiting the country's early standard makes of cars will be on view.

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Even in its early stages Catarrh is a most distressing ailment, caused by the stuffy feeling in the head, ringing noises in the ears, watery eyes, difficult breathing, continual "hawking and spitting," etc., but when the blood becomes thoroughly saturated with the impurities which produce the disease it becomes a serious and often dangerous disorder. Then the bronchial tubes are attacked, the bladder and kidneys diseased, and often the lungs become affected by the constant passage of impure blood through them and Catarrh terminates in Consumption. The impurities and poisons in the blood which produce Catarrh can never be removed through the use of sprays, inhalations, washes, etc. Such treatment cannot reach the source, and their use alone should never be depended on to cure the disease. S. S. S. cures Catarrh by cleansing the blood of all impure catarrhal matter. It goes down and attacks the disease at its head, in the circulation, and removes every trace of the impurity that is causing the trouble. Then as rich, purified blood is carried to all parts of the system the symptoms gradually leave, the health is improved, and S. S. S. makes a permanent cure of the trouble. Special book on Catarrh and any medical advice desired sent free to all who write. THE SWIFT SPECIFIC CO., ATLANTA, GA.

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