

PROVES HIS GAMENESS

Courage of Georges Carpentier Shown in Great War.

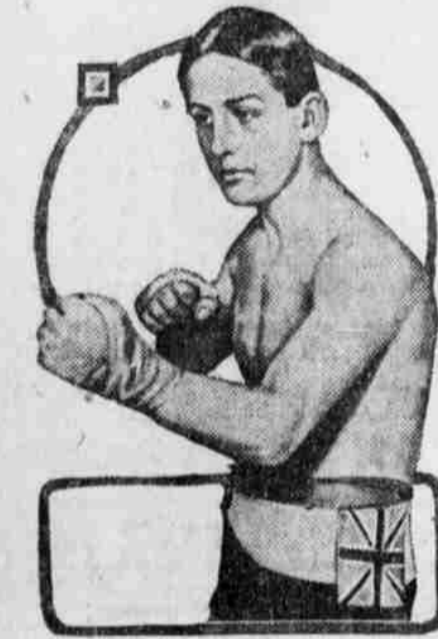
American Fight Fans Thought He Had Streak of Yellow on Account of Actions in Fight Years Ago With Billy Papke.

Most American followers of boxing have always had an idea that Georges Carpentier, heavyweight champion of Europe and greatest idol in the history of French sports, has every qualification of a boxing champion with the exception of gameness. This was particularly impressed on their minds when he quit to Bill Papke, former world's middleweight champion, in 17 rounds in Paris a few years ago. However, this idea has been proved false since the greatest European war started. Carpentier's European record in the big struggle has shown him to be a man of unusual courage.

Within Gun Range. During the early months of the war Carpentier was used as a messenger. It was his duty to carry messages on a motorcycle from one general to another. Often he was obliged to come mighty close to the enemy's guns—in fact, near enough to forfeit his life if he came in the path of stray bullets—as he was frequently within range.

What do you think he is doing now? And it is the supreme test of courage. He is piloting one of those airships that have to go up many thousands of feet in the air and get a line on where the Germans and Austrians are situated. At any time he is in danger of being shot—and then it is a case of "farwell, proud earth."

The work of being a "chauffeur in the sky" is the most hazardous of all duties that a soldier can perform. Even in times of peace an air pilot



Georges Carpentier.

is always in danger of death, but in war times the dangers of losing his life are multiplied.

To Be Honored.

If Carpentier's life is spared, and the warring nations lay down their arms, he will probably become one of the most prominent figures in Europe, and it would be no surprise if the French government conferred some high official honors upon him—maybe some big job in the employ of the nation.

Carpentier is one of the most picturesque figures in the history of sport. He took up boxing when it was inaugurated in France, and won championship after championship until he captured the heavyweight championship from Bombardier Wells. He has the honor of holding every ring title from flyweight to the topweight class.

He won on a foul from Gunboat Smith in London early last summer and earned a fortune for this victory. The result caused all kinds of discussion, it being a question in the minds of the American public whether Smith quit or whether Georges was really hit low.

It would not be surprising to hear that when his country no longer needs him, Carpentier will come to this country and challenge for a fight for the heavyweight championship of the world.

Big Change in Basket Ball.

A committee appointed by the Amateur Athletic union to confer with the college athletic authorities regarding basket ball has just announced that for the first time in the history of that game the amateur and collegiate rules this year will be alike. This result was attained through a number of open meetings held during the winter and by a mail vote. The principal point of disagreement was the dribble rule. The new uniform rule now adopted is in substance as follows: Dribbling will be permitted, and at the end of the dribble a player will be allowed to throw for goal. If he makes the goal it will count.

Evers Proud of His Mouth.

"I am no rowdy and I won't shut up. If it wasn't for my mouth I would be in the minor leagues. There are a lot of other players better than I am, but they can't get their stuff over. In a game I shout, rasp, shriek at anybody. My words cut and they disconnect a player—and they help win ball games." All this from Johnny Evers, player of second base for the Boston Braves, and owner of the sharpest tongue in baseball.

McGoorty Defeats Reeves.

Eddie McGoorty, the Oshkosh boy, knocked out Harry Reeves, champion heavyweight of England, in the sixth round of what was to have been a 20-round bout, in Sydney, Australia. McGoorty's victory practically clinches a return engagement with Les Darcy.

Ganzel Strengthening Team.

Manager John Ganzel of the Brookings is a leader to be feared next year. The wily John has several strings cut that will strengthen his club greatly. One of them is in the coaching department, where it is thought will be weakest.

FOOTBALL PROSPECTS ARE BRIGHT AT YALE



Guernsey, Yale's Speedy Left Halfback.

(By FRANK G. MENKE.)

Yale's football prospects are brighter just now than for many, many years, and the Eli enthusiasts are sure that the Bulldog will come back into his own this year.

Yale was hit by graduation last June—and hit in quite a number of places. But Yale isn't groggy as a result. With the exception of Captain Talbot, Yale doesn't seem to have lost any man that she will miss or mourn. The absentees were among the best Yale had last year—but Yale's best in 1914 was not up to the Yale standard.

Lack of real footballers handicapped Coach Frank Hinkley last year—and it was that that enabled Harvard to give Yale the worst beating it has suffered in all its football history. But this year things are different.

Yale Has Great Backfield.

The Yale backfield for 1915 seems sure to gain fame as one of the greatest in the country. Alex Wilson, captain, is a certainty for quarterback; Guernsey will be at left half, Scovill, a terrific line smasher, will play the other half, and the wonderful Harry LeGore will be at full.

Wilson and LeGore were regulars last year; Scovill and Guernsey were first-string substitutes. Yet the four played together often enough to perfect team work, and with Hinkley to school them further in the trickeries of the open game, and with the quartet ranking as one of the speediest in the game, there's a promise that some brilliant and dazzling plays will feature the operations of the Yale backfield.

LeGore will do the punting and the drop-kicking, as he did last year, unless Hinkley finds a "rookie" who is better, which seems almost outside of the range of possibilities. Wilson and Guernsey boot with exact, power and accuracy, and can do the relief work whenever called upon.

Brann and Hillman, ends, and Conroy and White, linesmen, are among the men that Yale lost in June. But none of them ranked as stars. Knowles and Ainsworth also were graduated. Both were good halfbacks, but Scovill and Guernsey look good enough to hold down their jobs.

Hinkley has left from the 1914 team enough linesmen to form the nucleus of a stonewall line this year. The sophomore class of 1915 will send to him as candidates at least ten candidates who are sure of being in the battle for line jobs.

Hinkley Aims for Speed.

"The backfield always has been my greatest worry," said Hinkley. "I always feel that when I have a powerful backfield that I can build a strong



Capt. Alex Wilson.

line in front of it. And that is how I feel now.

"It is too early just now for me to predict what men will make up the line, because I haven't had a chance to see all the candidates in action. But I am confident of the future, because the material that is offered to me looks so good naturally that I am sure it won't take much work to develop it.

"I want weight in the line, of course, but more than anything else I want speed. The new football rules place a premium upon speed—and Yale will have speed this year above all else."

RED SOX MAKE NO CHANGES

Boston Team Made No Bid for Players in Recent Draft—President Lannin is Satisfied.

The Red Sox, the pennant winners in the American league this year, will go into next season virtually unchanged. President J. J. Lannin said that he did not bid for a single player in the draft recently held at Cincinnati.

"The team," he added, "is a perfect playing proposition as now constituted."

Boston, however, has five players not considered regular members of the team who will be candidates for places next year. These are Pennock, formerly of the Athletics, and Cooper, one of the New Yorks, both pitchers; Haley, a catcher; McNally, an infielder, and Shorten, an outfielder. They were sent to the Providence Internationals during the season and recalled. They are now with the Boston club and mostly are being used to lighten the task of the men who expect to be called upon to face the Philadelphia Nationals in the world's title tests.

YOUNG PLAYER IS SIGNED BY MACK

Jack Doyle, who scouted for the White Sox last year, tells a good story how Connie Mack got Davies, now one of the Athletics' young outfielders.

"I got a tip about Davies last year," says Doyle, "and I watched him in several games up in New England. Then I followed him to his home in New Hampshire and decided to sign him for Comiskey."

"As Davies was under age, I had to call in his relatives to witness and approve the contract. His father, mother, sisters, brothers, cousins and aunts were all there when I fished out the document. Then, to my astonishment, I learned that Connie Mack had signed Davies when he was seven years old, and that the boy was only seventeen. Connie gets them when they are infants."

Ventura Wins Last Race.

The sloop yacht Ventura, one of the New York Yacht club "fifties," owned and sailed by Commodore George F. Baker, Jr., was the winner in her class in the annual fall regatta of the Larchmont Yacht club. Iroquois II, owned by Ralph N. Ellis, was second, and J. P. Morgan's Grayling, sailed by Mr. Morgan, third. The yachts covered a triangular course of 20 1/2 miles. Sixty-seven yachts crossed the starting line and it proved one of the best races of the season. It was the last of the year for this club.

Ex-Giants Still Collecting.

Last fall among those who absorbed their share of world series kazo were two ex-Giants—Hank Gowdy and Dick Rudolph.

Ex-Giants are still collecting, as Demaree, Stock, Chalmers and Adams are among those receiving the October dividends when the big award was made. This makes a total of six ex-Giants who have profited greatly by leaving the Big Town. There's nothing like being canned at the proper moment.

Trying to Coax Sullivan.

Billy Sullivan, the former star of the White Sox catching staff, may be the next coach of the baseball squad at the University of Indiana. He has been informed that he is wanted for the place, but has received no proposition as yet. The Minneapolis team will not let him go without using all of its persuasive powers, for they believe he is the most valuable man on their team.

Braves Train at Miami.

The Boston Nationals will make Miami, Fla., their spring training headquarters for the next five years. President Gaffney has signed a contract with the chamber of commerce of that town, which provides that a suitable playing field shall be provided, with stands capable of seating 4,000 persons.

Up Pike's Peak by Auto

KING MOTOR is conquering Pike's Peak. More than a century ago Lieut. Zebulon Montgomery Pike discovered the mountain which now bears his name, and, accompanied by his little band, made a determined effort to reach its summit. It cost him ten days of marching to reach its base, and after a laborious ascent which brought him only to the crest of one of the nearby mountains, he was forced to give up the attempt, predicting in his diary that no human would ever scale its rocky heights. Thirteen years later, however, Dr. Edwin James with a portion of the exploration party under Maj. S. H. Long, found an easier approach from the eastern side and after a hazardous climb reached the summit on July 14, 1819.

Then came the United States government engineers who constructed a winding trail from Manitou to the top of the great mountain and built there an experimental station that study might be made of weather conditions three miles above sea level. This led to the building of a carriage road from Cascade in Ute pass to the top of the mountain; and almost simultaneously there came the cog railroad. It was built in 1890, making the ascent in nine miles from its Manitou depot. This is one of the most famous of the world's mountain railroads.

And now in 1915 comes the supreme conquest of the mighty peak. The constructive ability of the American engineer has won another triumph, for since September 1, automobiles have been traveling on the "World's Highest Highway" to a point within five miles of the pinnacle of the mountain; and construction gangs are pushing rapidly the grade of this road through bowlder fields way above timber line to the summit. On the first day of September there was opened to travel the first twelve miles of the highway, which connects with the Pike's Peak Ocean-to-Ocean Highway in Ute pass at Cascade, ten miles west of Colorado Springs and five miles west of Manitou.

Built by Private Capital.
Before congress closed its sixty-

It is 27 miles from Colorado Springs to the top of Pike's Peak by the new road. The actual highway is 17 miles in length from the point where it runs into the Pike's Peak ocean-to-ocean highway in Ute pass, at an elevation of 7,415 feet, so that its total rise is 6,745 feet. The average grade is six degrees with a maximum of ten degrees, and there are only two places where the grade does not rise.

Safety and Convenience. The road bed is 20 feet wide and this is increased to 28 feet on curves, making it possible to be double tracked all the way, with frequent "turnout" or stopping places provided in case of tire or engine trouble. The bridges, with concrete parapets, are located on tangents, so they may be seen at a distance of 300 feet. They are built of steel and concrete. Signs conveying cautions have been erected along the route. Six water stations have been established at intervals of three miles for cooling and refilling purposes, and gasoline stations are located at the road's terminals. Expert repair men are always at hand for duty and telegraph and telephone services are installed, insuring communication along the entire trip.

The highway will be open to any motor car, and automobile men claim that any good driver will be able to make the trip.

Undoubtedly the Pike's Peak highway takes its place as the greatest and highest in the world. Stelvio pass, the highest carriage road in Europe, in the Alps between Italy and Austria, has never been opened to the automobile.

While there were many difficulties the construction of this highway was not a hard task for the modern engineer. For part of the way from Cascade it follows the general line of the old carriage road built in 1888.

Scenery is Unexcelled.

Every mile of the highway to the summit is crowded with scenic interest. From Colorado Springs the route goes through beautiful Manitou and then into Ute pass, a 30-mile cleft in the mountain down which the Ute Indians used to come to Manitou to drink of the mineral waters there.



THE HIGHWAY OF THE UTE PASS

third session, it granted the right-of-way for an automobile road that would traverse the Pike national forest and wind its way up the northern slopes to the top of the peak. When the government granted this right-of-way through a national forest for a toll road, it did an unprecedented thing. But there were good and sufficient reasons. It was shown that such a highway would be a big asset in developing the nation's scenic wonders and it is becoming Uncle Sam's hobby to advocate "See America First" and to keep within this country some of the millions of dollars that have been going to other corners of the world. The building of this highway was so stupendous an undertaking and involved so large a financial outlay that it was certain it could not be undertaken in many a year unless by private capital. And so the government gave its consent and its co-operation, reserving the right to purchase the road at any time at its actual cost, and imposing strict regulations with reference to the usage, tolls and management of the highway.

Amid a profusion of wild flowers, through groves of pines and aspens, the highway proceeds. Often, as the motor climbs, it will be enveloped in a fleecy cloud. Higher and higher the car climbs, but the grade is so easy that one does not realize that he is at the summit until he can see the world about him, east, west, north and south. Sixty thousand square miles of scenery—wild, massive, awe-inspiring—can be viewed from the seat of the motor car. There below is Colorado Springs, its broad avenues and boulevards gleaming in the sun. Far out into eastern Colorado are the farms, little green patches upon the drab prairie. Back in the chasms west of the peak are grotesque formations, and on the western horizon are the snow-capped Sangre de Cristo and the giant peaks of the great continental divide. At the summit one can snowball in August as well as in December. Pike's Peak just scrapes the snow out of the frosty clouds as they pass by.

In the Pike's Peak region the motorist will find a variety of trips so great that he can suit any day's mood.

FISHING SEASON A GOOD ONE

Icelanders Have Reason to Congratulate Themselves on the "Catches" They Have Made.

The Icelandic fishing season has been a very good one this year, according to the report of the acting British consul at Reykjavik. He says that the fishing smacks have probably never had such a good year, fine weather and the undisturbed state of the banks favoring them. Motor boats and rowing boats obtained average results off the Westmann islands, where fishing was very poor at the beginning of the season, but improved in April. At Landgard, which is said to be becoming one of the largest fishing stations in Iceland, the fishing was carried out by about thirty large motor boats, and the results were probably a record. The line and net fishing of the south and southwest coast was very fair and the fish of good quality. The fishing in the western fjords has been rather poor this year, but may improve. Only small quantities

are said to be available in that district this year, owing to exportation in wet condition. Practically no fishing has as yet taken place in the North owing to the prevalence of polar ice. Altogether it can be said that the catch has been a good one, but it is maintained that there is less fish at present in Iceland than has been the case at this time in normal years, owing to the unusually large report of wet fish. From a local point of view the year is probably a record one. There does not appear to have been very much business done in dry fish as yet, but prices have ruled high, and appear likely to continue so.

Turpentine and Vaseline.

Equally effective and probably more convenient to apply than the familiar mustard plaster is a mixture of equal quantities of vaseline and turpentine, the vaseline melted in a saucpan over the fire and mixed well with the turpentine. It should be applied warm and rubbed well into the skin, the clothing being protected, as the tincture leaves an oily stain.

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