

SPORTING GOSSIP OF WEEK

Omaha Comes Back from West with Record of Victories.

COLORADO SPRINGS GOES TO CEMETERY

"Down Among the Dead Ones" is the Song for Little Lannon While Pueblo Takes Up the Burden.

Best in years.

It has been exactly five years since Omaha went to Denver and won three games out of four. That was in 1900, when the league was a young thing and Tommy Hughes was puzzling the batters. Last week Jack Pfeister, Eddie Quick and War Sanders turned the trick again and put Omaha off to the good once more in Colorado. The double-header on Sunday, won by Omaha and Quick, created more real enthusiasm here than we have enjoyed this season. Misfortune overtook the bunch at Colorado Springs, where one game was won, one was tied and one was lost. Judged by the reports that came trickling through from the scene of Tommy Burns' downfall as a manager, the champions evidently sympathized with the Orioles and were too kindly disposed to think of jumping on them in their hour of bereavement. Now, if that had been Des Moines, the bereaved Burns band would have been hammered into the ground and then some. But it pays to be lenient with the weak, and let it go at that. It is up to the fans to hold fast for a few days now and pray that Pueblo will make good and keep the six-circuit intact for the rest of the season.

Colorado Springs' second defeat was a distinct disappointment in a way, but it has proved beyond any doubt that the people there do not want baseball. For a few games after the team returned home some pretty fair crowds turned out, but since the Fourth the attendance has been back to guarantee figures and visiting teams have been more than discouraged. Team owners do not care to keep on calling at a town year after year where they are only going to get money for bills, with nothing for salaries, hotel expenses and incidentals. The people of Colorado Springs have seemingly forgotten that it costs Omaha or Des Moines or any of the other teams as much to maintain a team at Colorado Springs as it does at home, for the hotel bills abroad equal the expense of the grounds at home, and that the only way to meet this expense is by the gate receipts. For two years the Springs team has been making the eastern trip and drawing thousands to the grounds, the management receiving hundreds of dollars as its share of the admission fee, while at home only hundreds were out to see the Springs team play and the visiting manager has been handed again and again the stipulated guarantee which meets the bills, or the bill of the team at a medium priced hotel. No amount of appeal has changed the public attitude toward the game, and the only rational conclusion is that the people do not want it. And so the Western league magnates have determined that it will not be forced on them any longer than is absolutely necessary.

A sort of poetic justice or retribution, or something like that, times the return of the franchise to Pueblo. Five years ago Pueblo had a franchise in the Western league and was putting up a very fair article of baseball, and doing fairly well. Billy Hulén, a protégé of George Tebeau, was then manager and owner of the team. Colorado Springs, at that time, was thought so at least; or maybe Hulén and Tebeau saw an easy spot; at any rate the team was transferred to Colorado Springs and the big show was on, with the eight-club league, Sioux City and Pueblo dropped, and St. Paul, Minneapolis, Kansas City and Colorado Springs added to the circuit. Hulén only made a little over a million dollars that summer at the Springs, which was hardly necktie money for him, so when the end of the season came and Tom Hickey and Tebeau were ready to spring the new American circuit, which was to give Tebeau control of two great leagues, Hulén sold his Colorado Springs franchise to Tommy Burns for \$1,500. Burns didn't know as much about baseball then as he does now, and was somewhat perturbed a few days after he had made the deal to find that he didn't even have a bag or a fielder's mit to show for the money he handed over to Hulén, and which was promptly split between him and some foxxy Whiteheads. Then came the war, the "Me and Vanbrunt" campaign, and the deluge. And now Pueblo has the franchise again. Several thousand fans will be glad to know this.

The work that is now being done by the Omaha pitchers is surely entitled to rank with the highest. The splendid ability shown by the whole corps is such as to almost prohibit individual comment. While the records show that Pfeister has won more games and that McCloskey is the best, those who have watched the work of the men and the work of the team behind them make little choice between the two. McCloskey is still a youngster, and can not as yet patently hide the slight of a base runner, nor has he reached that point where he can look on a wilder fielding blunder with equanimity. When he gets so he can stand to have one or two hits made off him, or can set his teeth and never mind a fizzle by a fielder, he will be a wonder. He has speed and control even to a greater degree than Pfeister, but he lacks experience. Pfeister is in many ways one of the most provoking of pitchers. He has the most deceptive lot of curves in the Western league, and has fairly good control of them, with ample speed to make them effective. He

also holds the strike-out record, but he keeps the spectators up in the air all the time by what seems to be carelessness. He usually looks from the grandstand as if he wasn't trying at all, and up till two or three balls are called on him he doesn't. Then he will buckle down and add another to his steadily growing list of strike-out victims. If he were as careful as Sanders he would be a lot more popular with the fans who are subject to heart disease. Sanders is the headiest pitcher of them all. He has hardly speed enough to dent butter and his curves do not fool anybody, but he has a tantalizing way about him and succeeds in inducing good batters to hit at bad balls oftener than any other pitcher in the West. He isn't trying for the strike-out record, nor does he take unnecessary chances on walking a man. A batter who gets a base on balls off Sanders either earns it or has a pull with the umpire. War keeps consistent the matter, but there are eight other men in the game besides himself, and he usually teases the batter into hitting the ball to some designated fielder. Quick goes about his work in a very businesslike way. He has all that is required of a good pitcher, and doesn't lose his courage when the opposition starts to hit a few. His control, both of the ball and himself, is exceedingly good, and his record at the end of this year will be one he can be proud of.

One feature of the Western league race should not escape notice and that is the umpiring. While the teams have been fighting every inch of the way, and continue to do so, only once has the season been marred by unseemly conduct on the part of the players toward the umpire. True, many of the players have been lifted from the game and fined the regulation amount for objecting too strenuously to what the umpire thought was right, but these are incidents rather than events. In all the other leagues a great deal of difficulty and disorder has arisen through the attitude of the players toward the umpire, but the Western has been very free from that sort of ball playing. For one reason, President O'Neil has been fortunate in securing some of the best of indicator-handlers. Mace and Burns have proven themselves first-class men, prompt and firm and generally accurate, while Caruthers has a name that is known from one end of the field to the other as a first class umpire. The umpire has been offered very little opportunity for the kicking player or manager and has pleased the public greatly as well. Then the players of the Western very soon find that the atmosphere of the league is not at all congenial for the kicking player or manager, and the older players discourage it in the younger. Nothing of aggressiveness is thus lost, for the record of the men who have graduated from the Western league to the big circuit proves that they can hold their own with the best of them and still not be rowdies. It is a pleasure to watch a hotly fought game of ball, where every man is doing his level best to win and yet has himself so thoroughly under control that he can submit to an apparent injustice without losing his temper and marring his record by unseemly conduct. The pennant race is getting warmer every day now, but the players are getting along better with the umpire as the season grows older, and the games are all the better for it.

Golfers have been watching the morning papers all week with considerable interest and justifiable pride to read each morning of some new achievement made by the delegation which was sent from this city to St. Louis. The first news came on Wednesday morning and told of Mrs. Sprague and Mrs. Burns finishing ahead of all of the St. Louis women, who were acquainted with the course. Then came the news that Mrs. Sprague had made a run-off in the medal play in the Transmississippi handicap. Abbott has been attracting considerable attention locally by his fast work this spring, easily beating Guy Thomas in the match played between the Field club and the Country club and in which these two cracks were paired.

The racing matinees of the Omaha Driving club have been great successes so far this summer and will continue to be such as long as they are in the hands of such competent men as present. The only objection that can possibly be raised is that the horses are a little slow in getting on the track, but this can always be expected in amateurs, no matter in what line. Some of the horses have been showing remarkably well. Barn, the beautiful pacer that belongs to Frank Moriarty, the South Omaha banker, was the surprise of two weeks ago. No prettier horse ever faced a starter than Sam when he came down the stretch to score. Although without much track experience, he was able to show his heels in the race. The other one of the city and justified the pride which his owner has in him. Floyd Campbell surprised them all by stepping in and taking a race that the wise ones did not give to him in advance. He did it by superior driving of his big gray.

Autolators are rejoicing over the start made by the municipal asphalt plant, which has commenced to repair streets so as to make them passable to all. Some of the streets have been most wretched and a stranger would have trouble in wending his way around town in search of good streets in which there would not be danger of being pitched from the machine. But this will soon be ancient history, for the contractors are going right to work in four different places, and these, in conjunction with the city's plant, will soon work wonders.

Since the law of the road is being enforced and the auto drivers have been lined up before Judge Berka, pedestrians do not see the auto drive down Farnam street as if the town was on fire and all depended upon that particular automobile arriving ahead of all the rest. Most of the owners of automobiles are not in sympathy with this speeding on the part of a

few and the proposed auto club would have a large influence in regulating the speed of flyers by imposing fines upon members when caught speeding. It seems from the reports that the proposed auto club will be the "fast" speedy ones have grown until nearly a score were caught, besides those who were not caught.

Money still continues to pour into the treasury for the construction of the Omaha Rod and Gun club house and the contract will be let soon, so that it may be occupied yet this season. The high waters seemed to give an impetus to the work of selling stock in the construction association which will build the house and the directors are pleased with the way that the money has come in. Although Courtland Beach had to close last week while the water was up the directors of the club have no fear for their new house since the high waters do not stay long with us. No one will be so foolish as to build a club house in the lake during the recent rise and all are pleased with the success of their work. Deputy Pierson is authority for the statement that the fishing in the lake will be better than ever because of the fresh water which has run in with the fish that accompanied it.

Residents of northern Nebraska are to be treated to a race meet circuit of more than usual merit during September by the North Nebraska Short Shipments race circuit. The dates of the five meets, with their secretaries, are: Battle Creek, Neb., August 30 to September 1, T. M. Norris secretary; Stanton, Neb., September 5 to 8, W. H. Hyland secretary; Neligh, Neb., September 12 to 15, secretary, W. H. Creighton; Neligh, Neb., September 21 to 23, T. J. Buckmaster secretary; Madison, Neb., September 27 to 29, J. L. Rynerson secretary. J. L. Rynerson of Madison is circuit secretary and all communications in regard to entry blanks and other particulars should be addressed to him or to the local secretaries.

The conditions in all of the towns are practically the same, so that these conditions, which are prepared for Stanton, will practically govern in all the other cities. Entry fee, 5 per cent and 5 per cent additional from money winners. Five to enter, three to finish. Races to be governed by American racing rules, catchweights. Purses in harness races, 50, 20 and 10 per cent. In running races, 20, 10 and 5 per cent. A horse distancing the field or any part thereof will be considered a winner. After five heats have been trotted or paced the race shall terminate and the money will be divided equally between the winner and the runner-up. The society reserves the right to change the rules at any time and has no right to account of weather or other sufficient cause. Entries in harness races should be made at the track and the races held after July 15, 1905, will not constitute a bar.

The raging waters of the Missouri have subsided and the waters of Manawa and Cut-Off lakes have received their annual freshening. Although there was considerable apprehension at first because of the probability of the game fish leaving the waters through the channels by which the water was pouring into the lakes, this fear was removed after the movement of the fish had been watched for some time. Deputy Warden Pierson decided, after watching the fish for some time, that the bass did not intend to leave the clearer water of the lake, where there was plenty of food, for the dirtier and rushing water of the Big Muddy. The fish were purchased to be used in case of an emergency to retain the fish within the lake, but it was decided that these would not be needed. Some of the smaller bass have run into the sloughs around Cut-Off, and Game Warden Carter, who was in the area, has had authority from the local authorities, at the expense of the state, to seal the sloughs and to return the fish to the bigger lake before the water disappears and kills the fish.

One of the most interesting races of the season was sailed on Lake Manawa last Sunday, when the Manawa, second prize winner at Oshkosh in 1904, took first prize. Owing to the high water, the surface of the lake was raised nearly six feet, spreading over bars and islands to its abashed shores, until the so-called "mud pond" had quietly assumed the dignity of a pretty inland lake. The judges accordingly took advantage of the unusual conditions and laid out a novel course, changing the regular course to a series of buoy and return around the island, finishing in front of the club house. Entered for the race were the Argo, Andover, Priscilla and Manawa. The Priscilla crossed on the gun at 2:15 p. m., followed closely by the Manawa, which was followed by Andover both started badly fifteen seconds later. The wind was fresh and the sight of the four boats with spinnakers set, skimming to the south mark, was greatly enjoyed by the crowds at the resort. Half way down the lake Priscilla drew away from the Argo, and likewise the Manawa left Andover slightly astern. They rounded the buoy in this order for a thrash home against the wind. Not giving much attention to the Manawa, the Argo and Priscilla were close together, splitting tacks, until Clarke of the Priscilla went far over toward the Kurasaal, coming back to find the Manawa had passed the Argo and could all but cross his own bow. From then on it was a fight between these two boats, but the Manawa, by a better pointing, and it drew away as they entered the narrow channel. Soon after passing the flags for the second time around the Priscilla with light sails quickly set passed the leader. Here the Argo and Andover both gained slightly, but the Priscilla had taken such a lead that they were small hope of catching it. In beating home Priscilla got the worst of it, for when they converged to make the channel the Manawa was in the same berth it held on the first round, and the Argo and Andover were behind it. By keeping close to the shore these boats had been favored with some slants of the wind which did not reach the others. It was again a struggle in the strip along the west shore of the island and the Manawa, by the best windward work, passing the Priscilla, could barely hold its own lead over the Argo. The mark was crossed first by the Manawa at 4:23:30, Priscilla second, 4:23:38; Argo third, 4:23:39; Andover fourth, 4:24:32. The Manawa was sailed by Paul Cooley, with Moorhead, Weston and F. Cooley as crew. On the other boats the regular men held their positions.

There will be no race today on account of the absence of local yachtsmen who are spending the week-end in St. Joseph. On Lake Contrary there is planned a race for today which will be watched with interest by the Missourians. Togo, the recently defeated challenger of the Manawa, will be sailed by his regular crew, the Contrary, handled by Captain Charles of the Priscilla, and his crew of Cooley, Tukey and Brinker. The Contrary is the fast Amundson boat from White Bear lake, Minnesota, which was defeated by the Manawa in the race for the honor of the Lotus Yacht club's challenge. Should the Omaha men succeed in beating the Togo on its own lake with the rival whose inferiority is still questioned by its admirers, they would win a reputation as sailors which might embarrass them to sustain in later days. Paul Cooley, Robinson and his crew this probably will not happen, as every advantage of sailing on home waters will be theirs, and it is likely he will make the visitors feel the sting of defeat in some degree, as they made him feel it on Manawa for the past few years.

Some time ago the Metropolitan Association of the Amateur Athletic Union of the United States appointed a committee, of

which F. W. Ruben of the St. George Athletic club is chairman, to co-operate with the New York City authorities in relation to the organization of permanent athletic grounds near the Harlem river, and after several conferences they decided to sit out what is known as the McCoombs Dam Public Athletic track, which is situated on the Harlem river near the viaduct. The committee has the positive assurance of Mayor McClellan that the work will be pushed on this particular track and that he will co-operate in every way toward the erection of playgrounds, athletic tracks and public gymnasia for the residents of Greater New York. Chairman Ruben has just had a conference with Commissioner H. C. Schrader, the park commissioner of the Bronx. Mr. Schrader has been busy engaged in filling in and leveling off the grounds on which the track is to be erected, and it is expected that before the first of August the track will be ready for the clubs and athletes of the city of New York.

The list of trophies for the advertising men's golf tournament to be held at Cleveland July 19, 20 and 21 is the biggest ever seen at a tournament. Sixteen will compete for chief cups, while three other cups are provided for losers in each sixteen. The cups are as follows:

- Sir Thomas Dewar challenge cup; lowest gross score in qualifying round; to be won by the lowest gross score.
- Studebaker challenge cup; winner of tournament; to be won three times.
- Clarence C. Sherman trophy; runner-up, first sixteen. W. N. LeCate trophy; winner of consolation, first sixteen. Leonard trophy; runner-up, consolation, first sixteen. In addition to above those prizes are provided for the winners of the following:
- Town and Country trophy; winner second sixteen. Arthur B. Higgins trophy; runner-up, second sixteen. North American brush trophy; winner of consolation, second sixteen. Lord & Thomas trophy; runner-up of consolation, second sixteen.
- George Harvey trophy; winner, third sixteen. Country Club trophy; runner-up, third sixteen. Country Club trophy; winner of consolation, third sixteen. Recreation trophy; runner-up of consolation, fourth sixteen. Frank H. Money trophy; winner, fifth sixteen. Outing trophy; runner-up, fifth sixteen. Recreation trophy; winner of consolation, sixth sixteen. Golfers' Magazine trophy; runner-up of consolation, sixth sixteen.

The program for the amateur championship of the United States has been announced to take place August 5 to 12, inclusive, on the Chicago Golf links at Wheaton, Ill. The event is open to all golfers belonging to clubs which are members of the United States Golf association, and to those foreigners visiting this country who may be invited by the executive committee of the association. The Havermyer cup and four medals will be competed for under the rules of the United States Golf association.

Through the filing of an application for the use of certain roads in Nassau county by Robert Lee Morrell, chairman of the American Automobile association racing board, it has been learned that the 1905 contest for the William K. Vanderbilt trophy has been definitely arranged for October 14. Two applications have been filed at Mineola, L. I., with Halstead Boudier, counsel for the Board of Supervisors of Nassau county, requesting permission to hold the contest on the Vanderbilt race track on September 28, and the contest for the cup on October 14. In one application Mr. Morrell asks for the use of certain roads in North Hempstead from 5 a. m. until noon on September 23 for an automobile race in which five prizes are to be awarded to drivers of American cars, the winners to represent this country in the contest for the Vanderbilt cup. The other application asks for permission to use the same roads on October 14, between the hours of 5 a. m. and 3 p. m. for a speed contest between automobiles of American make. The contest will be held on the Vanderbilt race track, which is located on the road which it is desired to use for the contests are the Jericho turnpike from Mineola to East Norwich, then to the North Hempstead turnpike to Greenvale, then south to Bull's Head road to the village of starting. The course selected is a little more than twenty-nine miles long and will be covered ten times, as the race distance is to be 200 miles. The Board of Supervisors will act upon both applications at its meeting next Monday.

Charley Hickey, once pitcher for the New York Giants and subsequently with the Boston, Cleveland and Detroit American league clubs, has quarreled with Manager Armour of the Detroit club and has quit the team. He says he will not accept any of the offers from the Tri-State league, but he is likely to change his mind at any time. He is known from one end of the country to the other as one of the longest hitters in any league. He played under Armour for two years at Cleveland before joining the Detroit. He claims that he has been nagged by Armour past the point of endurance.

The Century Road-rub of America which has aroused so much enthusiasm among the cyclists this year by holding various runs, races, etc., has planned for two monster events during July. On Sunday, July 16, the tenth annual mid-summer century run will be held and on July 20 the fifty-first annual tri-state century run will return will take place. Last year the fifty-mile run was instituted and no less than 600 made the trip. It is expected that this number will be nearly doubled. The mid-summer century run will be run along the south shore of Long Island. The pace will be three miles per hour and the itinerary of the run will be as follows: Bedford Rest, Valley Stream, Freeport, Massapequa, Hicksville, Amityville, Massapequa, Freeport, Valley Stream and return to Bedford Rest. A handsome silver loving cup will be awarded to the club having the greatest number of survivors in the mid-summer century run and there will also be five prizes hung up for the first five men home in race of fast divisions.

At one time heralded as the greatest young shortstop in the big leagues, Charley Moran has fallen out with the powers that be in the St. Louis American league club and it is probable that he will wind up in the outland Tri-State league. Moran was defeated catcher Buckey's regular crew of the Browns for Catcher Frank Roth of the Indianapolis club. Weaver has joined the Indianapolis club and Moran has left St. Louis for parts unknown. Since he was traded to St. Louis for Third Baseman Hill and Outfielder Hussman, Moran has had a grudge against the club. Between them they held out \$1000 of his salary, representing the time after he left Washington club and before he joined the Browns. This money was promised him, but he says he has been whiskered out of it. That was the beginning of his trouble. Moran played good ball last fall, but he was slow in getting in shape this spring. Recently he has been doing well at second base and hitting fairly well. He resented criticism, however, and the rupture with McClellan was strained to the breaking point.

Much has been written about the automobile for sport or pleasure, but very little about the automobile for commercial or

utilitarian purposes. The Horseless Age, the pioneer automobile publication in the United States, accordingly devotes its issue of July 5 to a thorough treatment of its subject from the business standpoint purely. The edition comprises over 120 pages and the reader will be surprised at the array of trucks, buses and delivery wagons that are reproduced in its columns, convincing the most skeptical that the horseless age is at last dawning for the poor work horse, as well as for the roadster. Business men in all branches of trade will find in a perusal of its pages much food for thought. Experiences of those who have been using automobiles for trucking, delivery and carrying passengers are freely and truthfully given, together with practical points on the engineering problems involved, so that any prospective buyer of business automobiles may be carefully guided in the selection of the proper vehicle for his particular work.

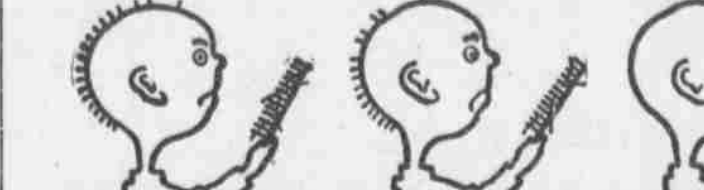
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Curse Dandruff. Stops falling hair. Relieves itching. NEWBRO'S HERPICIDE

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Is the crowning feature of any function. Nothing so good when the weather's hot, nothing so refreshing when you are tired, nothing gives such restful sleep.

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Treats all forms of Diseases of Men. NEARLY 30,000 CASES CURED. HIS HOME TREATMENT has permanently cured thousands of cases of chronic Nervous, Rectal, Kidney and Bladder and Skin diseases at small cost.

The World's Best Experts Pronounce It The Best.



Gold Medals Chicago 1893, New Orleans 1895, Paris 1900. Grand Prize Highest Award St. Louis World's Fair.

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SUMMER TOURS TO PACIFIC COAST

If you've been planning a western trip and held off for a favorable opportunity, this summer's the time to go. On frequent dates during June, July, August, September and October, special excursion tickets will be sold to important Pacific Coast points. Los Angeles, San Francisco, Portland, Tacoma, Seattle, Victoria and Vancouver.

Rock Island System F. P. RUTHERFORD, D. P. A. 1323 Farnam St., Omaha, Neb.

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