

JUDGMENTS

OMAHA, SUNDAY, AUGUST 29, 1909.

THE transfer of Autrey and Ragan to Cincinnati, p... presents an aspect not wholly pleasant to Omaha.

Holmes has not yet succeeded in panning his man Furchner off on any big league.

It does no good to the game that one of its most prominent leagues will sidetrack principle and profit for expediency.

Owner Farrell of the New York Americans has commissioned Arthur Irwin to go out and get him a team for 1909.

If young James H. O'Rourke, Jr., son of "Handsome" for "Orator" James, is a chip off the old block.

It is a question if the present Omaha team, all things considered, is not the best the city has ever had.

"W. H. Watkins has asked the question, 'If it was not right for me to own two teams in one league, why is it not wrong for Castillon to own two teams in one league?'"

Somehow or other the magnates in making their plans for next season don't seem to be qualifying their statements with the clause, 'If Ducky doesn't break up the league.'"

So far as could be learned young Mr. Furchner didn't sit around his hotel Thursday evening reviewing the details of the game.

Ducky suggests that Pa try a yellow pennant for next year. No, thank you, we've got all the Holmes we want.

A subscriber wants to know if Sioux City really is in earnest in thinking it has a chance for the flag. "Course not."

Why, yes, the flag pole is in about the right place.

Four old Joe Vidal

WORK FOR KING COLE TO DO

Cornhuskers Must Receive Training on Important Points.

PUNTING AND FORWARD PASS

Captain Weller Goes and Man Capable of Filling His Place is Not in Sight as Yet.

LINCOLN, Aug. 29.—(Special).—Coach "King" Cole when he takes up his work with the University of Nebraska foot ball squad next month he will be confronted with a serious problem, which must be solved by him early in the season in order to put the Cornhuskers in championship form.

When Captain John Weller concluded his university course last spring he left a big hole in the Cornhusker eleven to be filled this fall. He was the sole dependence of the 1907 team in the kicking department, and his toe work was the sensation of the Cornhusker season.

Prospective Punters.

There are several prospective candidates for the place of the former Nebraska captain, and during the summer they have been practicing in an endeavor to get into shape to grab some of the alluring honors.

The great problem of the kicking department will be to develop a man who can score points on drop or place kicks. As yet only one man stands out as likely to succeed in that position left vacant by the departure of Captain Weller.

The Forward Pass.

The task in the kicking department is probably the easier of the two big ones with which Coach Cole will have to deal. It is likely to work out on its own solution. The one that will probably require the most time and attention is the work with the forward pass. Two or more on the Cornhusker eleven will have to be drilled until they are able to execute the pass with accuracy.

Practices after those games found the Nebraska players at work with the pass, but they never during the remainder of the season became so skilled in its use as to have any great confidence in their work with the play. They did not use it often and seldom made any gains with it.

Jayhawkers were extremely weak on the offensive and had not been drilled sufficiently to break up a pass.

Fumbling and Slowness.

There were no players on the 1907 Nebraska eleven who passed the ball accurately enough and as far as necessary to assure that it would not be captured by the opposing team.

The forward pass, as was satisfactorily demonstrated last year, when used by skilled players can be worked effectively, but when handled by an inaccurate and fumbling eleven, often be employed with the result to the offense.

Rule Altered This Year.

The forward pass rule has been altered this season. Under its provisions last season any player of either side could secure the ball after it had been legally touched. The revision allows only the player of the passer's side who first legally touched the ball to recover it until it has been touched by an opponent.

Coaches Will Not Start Training Until Late in September.

IITHACA, N. Y., Aug. 28.—The practice of the Cornell foot ball squad will start later than usual this season. According to the present plans of the coaches the work will not start until September 2, which is about a week later than has been the custom in recent years.

SQUAD IS LATE AT CORNELL

Coaches Will Not Start Training Until Late in September. IITHACA, N. Y., Aug. 28.—The practice of the Cornell foot ball squad will start later than usual this season.

CATLIN READY FOR ACTIVE WORK

IOWA CITY, Aug. 29.—(Special).—Having returned three weeks earlier than expected from the northern part of Wisconsin where he had been spending the summer on his ranch, Mark Catlin, director of athletics at the State university, is on hand to take charge of what is expected to be one of the most successful years in foot ball experienced by the institution.

CATLIN READY FOR ACTIVE WORK

IOWA CITY, Aug. 29.—(Special).—Having returned three weeks earlier than expected from the northern part of Wisconsin where he had been spending the summer on his ranch, Mark Catlin, director of athletics at the State university, is on hand to take charge of what is expected to be one of the most successful years in foot ball experienced by the institution.

CATLIN READY FOR ACTIVE WORK

IOWA CITY, Aug. 29.—(Special).—Having returned three weeks earlier than expected from the northern part of Wisconsin where he had been spending the summer on his ranch, Mark Catlin, director of athletics at the State university, is on hand to take charge of what is expected to be one of the most successful years in foot ball experienced by the institution.

in the skillful use of the forward pass and at the same time minimize their fumbling that stands out as "King" Cole's big work for this fall.

He will probably select one of two forward passes that were used successfully in the east and west last fall, and drill the Nebraska eleven in its use. Last season he had the Cornhuskers use the end-over-end pass, which is hurled with a side throw and stays in the air a long time, going a great distance.

CATLIN READY FOR ACTIVE WORK

IOWA CITY, Aug. 29.—(Special).—Having returned three weeks earlier than expected from the northern part of Wisconsin where he had been spending the summer on his ranch, Mark Catlin, director of athletics at the State university, is on hand to take charge of what is expected to be one of the most successful years in foot ball experienced by the institution.

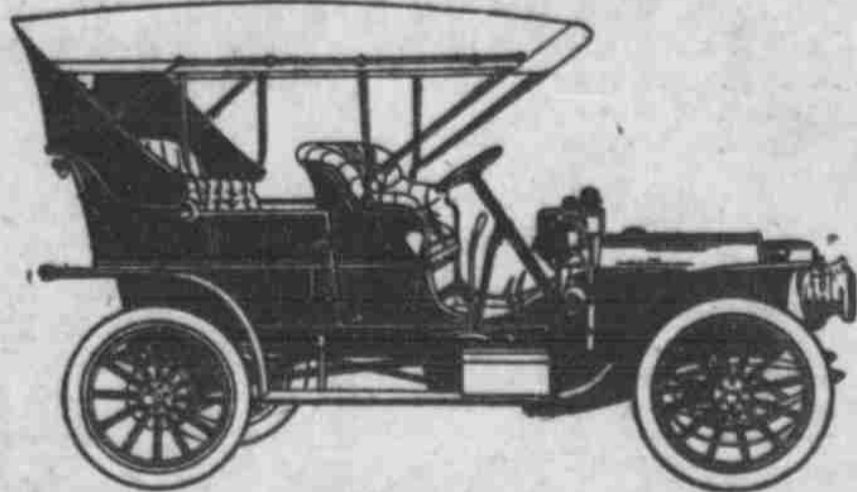
CATLIN READY FOR ACTIVE WORK

IOWA CITY, Aug. 29.—(Special).—Having returned three weeks earlier than expected from the northern part of Wisconsin where he had been spending the summer on his ranch, Mark Catlin, director of athletics at the State university, is on hand to take charge of what is expected to be one of the most successful years in foot ball experienced by the institution.

CATLIN READY FOR ACTIVE WORK

IOWA CITY, Aug. 29.—(Special).—Having returned three weeks earlier than expected from the northern part of Wisconsin where he had been spending the summer on his ranch, Mark Catlin, director of athletics at the State university, is on hand to take charge of what is expected to be one of the most successful years in foot ball experienced by the institution.

FRANKLIN AUTOMOBILES---1909



Sensible, Practical Automobiles for Every Use.

- 18 horse-power four-passenger touring-car. 18 horse-power runabout with rumble seat or hamper. 28 horse-power five-passenger touring-car and runabout. 42 horse-power six-cylinder seven-passenger touring-car and runabout. Brougham, Landaulets, Limousines, Town-car, Motorcabs. Only a sensible design can produce a sensible automobile.

All Franklins are light in weight, strong, easy to operate, easy to control and to care for, and economical. No Franklin is over heavy, over-powered for its use, nor over-expensive.

Type H touring-car, the most superb-riding automobile in the world, weighs under 3500 pounds. It has six cylinders. It seats seven people and leaves ample luggage room. Even as a five-passenger automobile it is better—cheaper, safer, more comfortable, than any five-passenger water-cooled automobile.

In using it you do not feel the weight. It has none of the burden and awkwardness of a heavy touring-car. It is roomy and luxurious, but not ponderous—not a road-locomotive. It has the feeling and flexibility of a small automobile, and the independence that goes with it.

The question of touring is a question of comfort. The more comfort the better average speed can be made. Every Franklin automobile has four full-elliptic springs and a laminated wood frame, the only combination that produces easy and perfect riding quality. If you have ever ridden in a Franklin you know this.

All Franklins are free from the bulk and complication of water-cooling and have been from the start (seven years ago). Therefore Franklins are lighter and simpler. And they are free from the extravagant using-cost that makes all heavy automobiles unreasonably expensive to own.

In styles and in high-grade construction Franklins lead all American makes. They cost the most to build and the least to own. They meet the requirements of family and business use as no others do. Of all automobiles they are the most practical and sensible.

PROVE THIS. Call up for demonstration, and try a Franklin.

Write Us for 1909 Catalogue.

GUY L. SMITH

310-12 South 19th Street Omaha

Open Letters--No. 1 to Automobile Buyers

THE OAKLAND MOTOR CAR CO. pledge themselves to continue their unique policy of respecting American intelligence by advertising without exaggeration or deception.

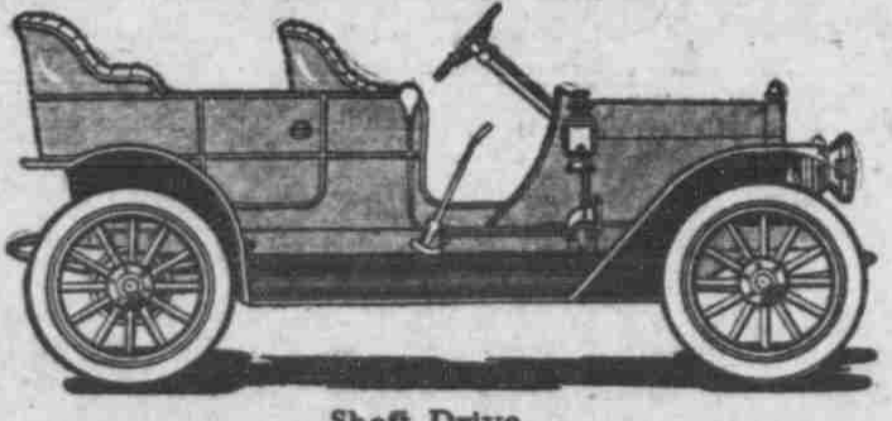
Their publicity campaign for 1909 will consist of a series of accurate, uncolored accounts of the performance of Oakland cars under exceptionally exacting conditions, alternating with plain untechnical explanations of the principals of construction and the mechanical features that make such performance possible.

This is the first announcement of the 1909 Overland Models. No such extraordinary automobile values have ever before been offered to the public.

The New Oakland 4-cylinder "Forty" at \$1,600, and the Oakland "Twenty", with its incomparable two-cylinder vertical motor, at \$1,250, usher in an era when highest grade of automobile construction goes hand in hand with prices in the reach of the average buyer.

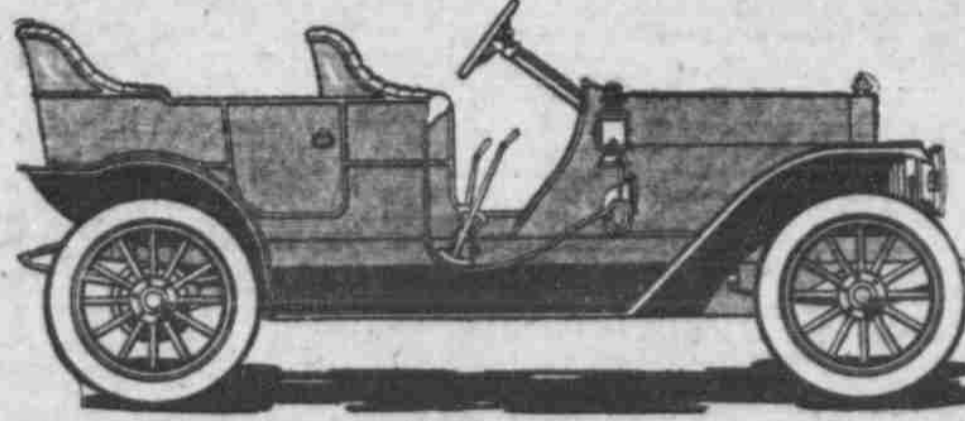
- 20 H. P. Touring Car or Touring Roadster \$1250 20 H. P. Runabout \$1200

- 40 H. P. Touring Car \$1600 40 H. P. Touring Roadster \$1600



Shaft Drive

This is the new OAKLAND Model B, refined in construction and design, and ready for 1909 demand. It is a two-cylinder 20 H. P. vibrationless motor. It is the lightest car of its power and capacity on the market. Weight 1,550 pounds. Price, \$1,250. Full equipment includes two gas lamps, two side oil lamps, one tail light, generator, horn, toad, jack, pump and batteries.



Shaft Drive

Our big surprise this year is a four cylinder car at an astonishingly low price. NOT A LITTLE TRAPPY FOUR, but a big FORTY H. P. MOTOR of the simplest most substantial design ever put into an automobile. The same OAKLAND virtues, great strength combined with light weight, (1900 lbs. straight line drive, long wheel base (110 in.) and quiet, smooth operation at a price of \$1,600; makes the OAKLAND "40" the materialized dream of the power-worshipping driver. Nothing but the scientific OAKLAND construction makes possible LESS THAN 50 lbs. weight to H. P.

Why the Oakland Costs Less to Run

OAKLAND prices are lower because every dollar of total cost in shaft-drive OAKLANDS buys more miles of satisfactory service than can be secured from any other motor car in the world. Strong, efficient, light weight and simplicity means less gasoline, less oil, less tire cost, less repairs and less attention for every mile traveled and every passenger carried.

Our Motors and Their Designer

Mr. Bush's record is unparalleled. Inventor of the only car that ever sold for six consecutive years and still sells without material change. His later designs of widely differing types promise to eclipse the record of his earlier work. The "experts" prophesied "That Oakland Motor" will be no good." Ask them now or investigate the OAKLAND "20."

The perfected OAKLAND control is only one case where the carrying of OAKLAND principles of construction farther has meant an undreamed-of approach to the ideal. To assert that the control of a gasoline car can be made SIMPLER—EASIER—SMOOTHER than the control of an Electric sounds too impossible to carry conviction. Watch for the OAKLAND open letter No. 2 or take a ride in a '09 OAKLAND "20."

Oakland Motor Car Company

Pontiac, Mich.

To prove our claims of reliability for the OAKLAND we entered the Glidden Tour, 1667 miles of the hardest going to be found. The OAKLAND made a perfect score—more than which no car at any price accomplished. In this tour, the OAKLAND carried a full load, four persons, as many as was carried by the largest cars in the run. This is a record never equalled by a car in its first year.

Lininger Implement Co., Omaha, Neb., Factory Representatives.