

JUDGMENTS

ONLY one more Sunday before the baseball season for the big leagues opens. In many respects, without regard to the character of ball played, this will be a remarkable season. It will note the changes of some of the most eminent men in baseball. For instance, Cy Young and Lou Gehrig have left Boston. Greenbush has gone from New York. Fielder Jones probably will not be with the White Sox and Kling still insists on not rejoining the Cubs. All these men have been pillars to their respective teams. Boston without Young and Gehrig will not seem like Boston. New York without Jones and Kling is a team that is not to be feared. The Yankees will not know how to regard the situation. Kling's absence from the Cubs would certainly place that famous team of world beaters in the probable instead of surmounting class, and on every hand it is conceded that the Sox will have a dangerous gap to fill up if Jones fails to return. Then there are other changes that arouse interest—the return of George Stallings, the return of Clark Griffith and George Stallings. These veterans were great ball players and have made their marks as managers. It will be intensely interesting to see what they will do in Cincinnati and New York, respectively. The Reds made a spur at the first of last season that challenged attention for a while, and they appear to be much stronger this year. The Highlanders have been completely rejuvenated. After a season in the cellar they ought, with old men, determined and promising youngsters on fire with eagerness, to make a hard fight with the leaders. Both Griffith and Stallings are by the circumstances of the time on trial, and their cases will be watched from all parts of fandom with the utmost interest. The great game and a great year. Batter up!

People kick at the ball player who holds out for salary or other consideration. Why, just stop and think where the country would be in the winter time were it not for the hold-out? He is a public benefactor, this seemingly obnoxious fellow. He makes life worth living when it seems all but useless to exert the effort. Imagine the cold, dull, dreary days of December, with the despairing fan hugging his stove or radiator, as the case may be, in an uncertain attempt to keep warm; outside the wind is howling, the snow is falling, the sky is dark and sabbly night sits supreme on its somber throne. There is not the remotest sign to suggest the halcyon days of the good old summer time. Of base ball the dejected fan knows nothing. Then comes the paper. He gives a despairing glance at the sport-page. His eyes open, his face brightens, he smiles. "The stage for mine," says Mike Donlin; "I'm out of the game forever," asserts Fielder Jones. "Never will pitch again unless Commy comes across," declares Dougherty. The snow stops falling, the wind no longer blows—the sky—though it is night, appears bright. Mr. Fan rises as if by magic from this "ough of despond" on to the mountain top of ecstasy, transformed and transfused—a new person. And the hold-out, you say, must go? Not yet, no, not yet, not so long as he fills this mission. Rather than to the hold-out, the airy, feisty, fatly hold-out, whose song is ever new and happy always in tune. Vive la hold-out, the sine qua non of the base ball world in the winter time!

And now it is suggested that Comiskey made a mistake when he gave up his place as bench manager and deputed to another the field management of his team. Not stopping to question the fact that the Old Roman is a better manager than any he could employ, there is still argument against the wisdom of his maintaining his position on the bench of his team. In the first place, dignity has some claim on team owners, and these claims must be violated if a man of Comiskey's position in the base ball world is to occupy no higher place than bench manager of his own club. While Billy Sullivan was an experiment as successor to Fielder Jones for a while, it is quite probable that with the aid of Comiskey he will make as good a manager as Jones in time, and a very short time. Jones did not look beyond his own interest in deciding to quit the team at this time, and he certainly was not taking any altruistic view of Comiskey's interests when he proposed to be taken into partnership with Commy.

The Sporting News has combined several virtues in its Record Book for 1908, which is just out. In the first place, it sends the book free to any applicant who sends the postage. The book seeks to give all essential base ball records in the least possible space. If it succeeds in the former, it certainly triumphs in the latter. The little volume fairly bristles with points of information and is striking for its succinctness. And, just incidentally, it hits the bull's eye on alliteration. "Terns, Terns, Terns" and facts for all fans. It might have added to this introductory, "Brief and breezy base ball budget."

We may as well be frank enough to say that it is too early even yet to pass final judgment upon the Omaha team of 1909. There are so many new players who have not had the opportunity of showing their caliber that an opinion now would be ill-timed and premature. Some of the new ones look quite strong at times, others do not. The old men, of course, should be a better than last year. But three of the old men, it must be remembered, are gone and the very three whose places will be most difficult to fill. Still Omaha is not worrying. It expects to go in and make a fight from the start for the pennant.

"I don't care if you never come back," since Chace to Kling. The Cub manager has annexed Needham to his coaching staff, and thinks with him and Moran Chicago supremacy will be fairly secure, even if Long John doesn't return.

George Stone has served notice at the outset that he intends to be the best batter of the American league this year.

Brush has not yet told the name of that man who tried to bribe Umpire Klein. Why?

How would Popsy Grandpa do for a name for Mississippi?

WITH THE COLLEGE ATHLETES

Doings in the Field of Sport in East and West.

CREWS NOW IN THE LIMELIGHT

Other Colleges to Take Up Columbia's Houseboat Idea for Crew Training—Yale Likely to Be Strong.

The houseboat or barge which the Columbia crew is using for its training appeals to other colleges as an improvement worth while trying at Poughkeepsie. It is understood that Pennsylvania now is at work on designs for such a barge as will be able to go through the Raritan canal and thus can be towed from Philadelphia to Poughkeepsie. When Columbia took the houseboat up there last year one of the coaches remarked cheerfully: "Well, it's all right for them as likes it," but apparently they have begun to see what a saving it is and how many advantages such training quarters present.

The Navy crew had a houseboat at Poughkeepsie in 1907. This was the Everglades, owned by Colonel Robert M. Thompson, a very luxurious boat, which he used for the convenience of his friends on fishing trips in Florida and on other occasions. The Navy, with this houseboat moored at Krum Elbow, had a very fine and delightful place in which to train. It was always cool at night and there was never any difficulty about getting onto the water, nor was it necessary to make any long climb up into the hills to get to the training quarters.

The Navy, however, did not have as advantageous a layout as does Columbia because the Columbia houseboat is so arranged that the shells are stacked on the main deck and the living quarters and commissary are on the floor above. It may be as well here to point out a variance in usual nomenclature. No one appears to have established any standard for houseboats as to whether the successive floors above the water shall be called decks or lots.

Having this houseboat at Poughkeepsie last year saved the Columbia crew many annoyances, but chiefly was it a matter of reducing expense. The initial cost of the boat and outfitting it had to be charged against the exorbitant sums asked by the real estate owners in and around Poughkeepsie for the use of their property for the limited time the crews are training near the scene of the regatta. It has been remarked often before that the real estate folks seize upon the opportunity once a year to get all they can out of the crews which visit Poughkeepsie.

Talk of moving to Milton. At one time this rapaciousness gave rise to reports that the regatta might be moved down the river to Milton, where the colleges were assured of as good a course and of reduced rates for living accommodations. However, this never came to pass because each year, after considerable expense, the colleges yielded to the people who are trying to make money on the one occasion that presents itself. Cornell recently had some difficulties about Oakes, the place at Highland, where the Ithaca crews are wintered, a very large house which is rented at considerable expense.

Pennsylvania also has been in difficulties regarding a proper place to train, and it is probably for this reason that the Quakers are most eager to get a houseboat such as Columbia has. The saving by the use of the houseboat is really remarkable, and in a training period of thirty days it is safe to say it makes a difference of nearly \$1,500. The crewmen have all they need right on the houseboat. There is a galley and dining room, the food is prepared and eaten right on board the boat. Down below are the racks on which the shells are placed, and there is nothing but a walk down a few steps to get to the shells. They can launch them from the float in front of the boathouse, and there they are all right.

As the Columbia houseboat last year was moored at the one-mile mark of the course and was a very good point also for observation, and it is very likely that little went on along the river that was not noticed by those who were in charge of the Columbia crews. This also is a very valuable thing, but it is not included in the financial saving on the houseboat. There is, furthermore, the very great advantage that there seems always to be a breeze stirring down by the water and it is recorded that the Columbia crews slept under blankets every evening throughout their training period at Poughkeepsie last year.

Yale Coming Strong. Furthermore, whether this be Coach Rice's good judgment of the geographical surroundings, the crewmen all gained weight in their training. This, considering the fact that they are working rather hard in the warm season of the year, speaks very well for the system employed. At any event, if more and more of the colleges can make use of houseboats it will be found to save a great deal of money and will gradually make the regatta an independent of Poughkeepsie as Poughkeepsie has become independent of it. Interest in the city of Poughkeepsie itself has been flagging and decreasing proportionately each year, so that really regatta day up there is the only one that means anything at all to the city, and not very much at that. It means a little increase in trade in the restaurants and a temporary excitement, probably among the younger and more susceptible persons of the city, but otherwise the regatta means very little as far as Poughkeepsie is concerned. If the crews generally could adopt this houseboat system they would make the regatta as independent of Poughkeepsie as Poughkeepsie is independent of it.

It begins to look as if it might not be so bad a year for Yale after all, in spite of a series of defeats in other sports since last June. The Yale crew, which is preparing to race against Pennsylvania at the Schuylkill on April 18, has been picked and judged from expert testimony. It is a very fine crew. This is not Coach Kennedy's opinion—at least it is not his opinion given for publication—but an experienced man who has watched the Yale crews at work says this year's variety is a very fine combination. Inasmuch as Pennsylvania has not anything very good, there is a fine chance that Yale will win predictions about water sports are as this race rather easily, although, of course, unsafe as predictions about land sports.

Quick Action for Your Money—You get that by using The Bee advertising columns.

Along Auto Row

New Garages in Omaha and Council Bluffs Will Soon Be in Readiness for the Automobile Dealers.

Contractors are pushing work on the new Dietz garage at a rapid rate and the Colt Automobile company and Guy Smith will soon be housed in their new quarters.

Vance Lane, president of the Rocky Mountain Telephone company was an Omaha visitor last week. Mr. Lane now has two automobiles and will tour 6,000 miles inspecting the lines of his company in Utah, Wyoming, Montana and Idaho.

George W. Drummond of the Drummond Carriage Co. has been indisposed several days.

W. E. Brownlee of the Fredrickson Auto Co. is in western Nebraska.

R. R. Kimball is attending the races at Dayton, Wis.

The Atlantic Auto Co.'s new garage in Council Bluffs is nearing completion. It will be the new home in that city for the Reo and Ford cars.

The John Deere Plow Co. has added automobiles to its branch in Sioux Falls.

The International Harvester Co., handling the International automobile will move into its new home within a few weeks.

Henry H. Van Brunt will move into his new garage in Council Bluffs, on the Overland and Pope Hartford within a few days.

HOME RULE THE CRY IN EAST

Joins West in Plan to Run the Local Auto Events.

NEW YORK, April 3.—There is an increasing tendency toward home rule in automobile events among clubs in both the east and west, and on the part of individual promoters. While it is admitted that a strong national organization, controlling and advancing motor car interests, is most desirable, yet individuals and associations who invest their time and money in making certain tours, races, hill climbs or other events feel that they conform to local conditions and should not be hampered by too general a policy. The tendency was shown by the Florida East Coast Automobile association, under whose patronage the races were recently held on the beach at Daytona.

The Harrisburg club also resolved to carry out its endurance run under its own rules, which fitted exactly local conditions, rather than under those which were imposed upon them at the American Athletic association. The latest insurgent is the Chicago Automobile club, which has decided to run its road race as a western affair instead of a national one. The members of this club believe that the west with its present extraordinary demand for motor cars has become a very prominent influence, and is in a position to be independent and demand justice. They believe that a western stock car race will attract fully as much attention and as many entries, as such as if the race were conducted as a national event.

For such a race a trophy has been donated by Ira M. Cobe, president of the Chicago Automobile club, and it appears that this initial effort on the part of the Chicago club will receive unanimous support from all the motor car makers of the middle west and in addition many entries from the east.

No entries, however, will be solicited until a sanction is granted by the American Automobile association, application for which has been made to Chairman Hower, the permission will be received to use the Indiana highways and also assurance that the course will be properly guarded. As to the policing of the course, the militia is regarded as a necessity, and steps have been taken to have the governor make the necessary detail of troops.

A matter which is puzzling the club is that of rules as the American Automobile association and the Manufacturers' Club (test) association have not yet completed the drafting of them. However, a tentative set of rules has been sent for inspection. Both price and piston displacement are provided for in the classes, which are divided into five sections—it being in the discretion of the promoters to choose between them.

Changing the dates from May 2 and 31 to June 15 and 18 is wise, for the reason that the roads then will be in prime condition.

ACTIVITY IN OMAHA GARAGES

Cars Being Prepared for the Arrival of Fine Weather.

Local garages show that automobiles are being overhauled preparatory to the opening of the touring season, now almost at hand. With the first days of spring owners begin to think of the Saturday or Sunday runs through the country adjacent to the metropolis, to be followed later on by long tours taking in the established routes or new ones to suit the pleasure of the travelers.

Of all the uses to which the automobile has been turned, touring, the object which the men who developed it had primarily in view, remains the most attractive field for its utilization. The general development of the car has served to make touring more pleasant than ever, and the owner of any modern make of machine can start out nowadays with the assurance of little or no trouble of a mechanical nature.

The ability to start anywhere and to get there with the modern touring car has made it supreme among methods of transportation for the pleasure seeker. The fortunate owner can cut loose from the thrum of the railway train; the beaten path means nothing to him. His time is his own; the scenery that appeals can be enjoyed to the full, and when monotony is encountered the swift car will whirl him quickly to more charming surroundings.

The Keen Delight

of motoring is found at its best in the clean, noiseless, dependable Baker Electric Roadster—car that has marked the opening of a new era in electric vehicle construction.

Baker Electric Vehicles

"The Aristocrats of Motordom" are distinctive, elegant and luxurious in all their appointments and are recognized everywhere as "The Standard of the World."

The Baker Electric Roadster is a smart, racy model, with unusual speed when required, yet in no sense a "stunt" car, but a roadster for the gentleman—a car easily controlled, absolutely clean and distinctively attractive.

Our Demonstrators Are At Your Service

and we shall be pleased to make an appointment for a demonstration, either by "show" or mail.

ELECTRIC GARAGE CO., 1926 Farnam St., Omaha, Neb., Telephone Douglas 384.

A Motor Run for Boston.

BOSTON, April 3.—Plans have been completed for the motorcycle run of April 19, from Boston to Worcester and back Franklin Hall, which will start over 300 has been engaged for the dinner to the riders. The Worcester Motorcycle club, with a membership of forty, has pledged its assistance and will be a big factor in the success of the run.

It is figured that about 150 riders will start from Boston by machine without an efficient muffler will be allowed to start.

Twenty-four medals will be awarded to the twenty-four best appearing motorcycles who finish with a perfect score.

GASOLINE WHIRLS MOTORS

May Now Be Procured in All Parts of the World.

FIFTY MILLION FOR GASOLINE

This Would Pay for Fifteen Battleships of the Indiana Type, and the Consumption Increases Yearly.

Gasoline makes the world go round. It takes 100,000,000 gallons a year to move the wheels of the automobiles in use in the United States alone, and 100,000,000 more to spin the tires of motor cars on the continent. These figures mean, in round numbers, that automobile spend \$50,000,000 a year for gasoline.

Fifty million dollars would pay for the building and equipment of fifteen battleships of the Indiana type or six Dreadnoughts.

Fifty million dollars would pay the combined electric light and gas bills of New York for one year.

It can be said with moderation that gasoline as a generator of motive power has been the chief factor in the development of the modern automobile. Time was when gasoline was sunk in ignominious desuetude as the cleaner of the family's one pair of white gloves or prominent as the agent which assisted heavenward small boys who investigated it with litened matches. These were the days when the possibilities of the by-product were dormant, much less looking forward to the time when hair and hide, teeth and nails should become, in some form or other, articles of commerce.

In the early days of the petroleum industry, when there were no "pipes" or pipe lines, no attention was paid to naphtha, the refining of which produces gasoline. There was a big and immediate market for illuminating oil, and immense quantities of naphtha were wasted, being allowed to evaporate or being burned in pits. A small amount was used for fuel under boilers, but for the most part the chief anxiety was to get rid of it.

Gasoline today is procurable all over the world, and in colossal quantities. The supply tank of the machine will hold, as the various manufacturers and dealers have the supply so arranged that it is always obtainable.

TWENTY-FOUR RACES SOON OPEN

Regular schedules show 3,978 games This Season.

The Western league season opens this year, April 29, with Omaha as west Moines and the other northern teams in the south and the season will close September 28, each team to play 154 games. In twenty-four of the principal professional base ball leagues this season will be played 3,978 games of ball, according to schedule. This number of games is but a small fraction of the thousands made to be played in smaller, less important, but nevertheless, regularly organized, more or less protected organizations, to say nothing of the numberless amateur and semi-professional battles. Following are opening and closing dates of the twenty-four foremost leagues and the number of games played. It will be noticed that the Pacific Coast league plays 309

League	Opening	Closing	Games
Connecticut	April 22	Sept. 11	132
Wis. Minn.	April 23	Sept. 1	119
National	April 12	Oct. 7	154
American	April 12	Oct. 7	154
Eastern	April 23	Sept. 25	134
Amer. Ass'n.	April 11	Sept. 27	148
Southern	April 15	Sept. 18	140
Pacific Coast	April 29	Oct. 28	309
Western	April 29	Sept. 28	154
New England	April 23	Sept. 11	132
Northeastern	April 17	Oct. 2	139
Tri-State	April 28	Sept. 6	120
Virginia	May 29	Sept. 6	120
Three "I's"	May 6	Sept. 26	130
Central Ass'n.	May 4	Sept. 19	140
South Atlantic	April 18	Sept. 7	125
Cotton States	April 22	Sept. 4	120
South Michigan	May 11	Sept. 12	126
Wisconsin-Illinois	May 7	Sept. 12	126
Carolina association	April 23	Aug. 28	112
Central Kansas	June 11	Sept. 12	70
Eastern	May 22	Sept. 4	100
Illinois-Missouri	May 11	Sept. 19	132

DOUBLE CHECKING SYSTEM USED

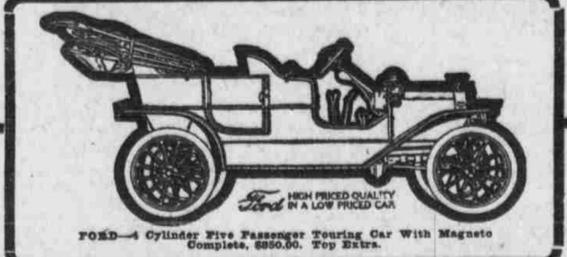
Simple Plan Adopted for New York-Seattle Auto Race.

The system for checking the contesting cars in the transcontinental New York to Seattle automobile race is a novel one and promises to meet any contingency which may arise. The idea is simplicity itself, and a double check is obtained on every contestant. Instead of groups of checkers being stationed at different points to mark down the car's arrival, the contestants practically do their own checking, an ingenious scheme affording the referee at Seattle with a double tab on each entrant. The plan is indeed as comprehensive as it is simple and promises to do all that is expected of it.

Prior to each contesting machine's leaving New York on June 1 it will go to the Automobile club of America. There the head man of the crew will sign an identification card, which will be mailed immediately to the referee at Seattle. A passport will then be made out, upon which will appear the competitor's number, the maker's name and other minor details. Every man of the crew will sign this passport in ink. The car will then depart, fully equipped as to checking facilities. There will be approximately forty so-called checking stations on the route, and at each point this passport must be used by a person designated for the purpose by the committee in charge of the race. The double check is afforded by the fact that the driver must fill notice of his arrival at each of the forty points to the referee at Seattle prior to leaving the city or town where the checking station may be located.

Rain Water Recommended.

There will be something saved if, whenever possible, as it often is when running through the rural districts, the radiator is replenished with rain water instead of hard water. A constant deposit is being made in the water jackets and radiators by the mineral elements in spring water, from which the water of the rain barl and cistern have been freed in Nature's distillery.



FORD—4 Cylinder Five Passenger Touring Car With Magneto Complete, \$950.00. Top Extra.

Why the Ford Car Is Superior to Other Cars

HORSE POWER HAS NO SIGNIFICANCE except as related to the load it carries. A mule hauling a light delivery is stronger than a dozen teams trying to pull a freight train. Just so a 30 h. p. engine in a 2,500 lb. car has less actual power than a 20 h. p. in the Model "T" Ford. There is more horsepower per unit of weight in the Model "T" than in any 30 h. p. car on the market, 1-2-3 h. p. per 100 pounds.

TIRES ARE RELATIVELY LARGE only as one considers the load they must carry. Put a ten-inch pneumatic tire on a steam roller and it would be small. It's the same with an automobile. 32-inch wheels with 3 1/2-inch and 4-inch tires are actually less effectively tired than Model "T". With 2.33 cubic inches of tire for every pound of car weight, the Model "T" has the largest tires of any car manufactured.

WEIGHT IS NOT A COMPARATIVE TERM indicative of strength except when the articles compared are of identical materials. Oak is stronger than pine, Vanadium steel is tougher than nickel steel and the 1,200 pound Vanadium Steel Ford Car is actually superior to its 3,000 pound rival entirely because of the superiority of the materials used.

LIGHTWEIGHT ISN'T GUESS WORK it's the result of brains. Every pound of weight that Henry Ford has subtracted from hitherto accepted weight standards has been the result of years of study and research. Not that he has a monopoly on brains, simply that the other fellows have not been directed towards weight reduction.

LIGHTWEIGHT IS NOT A COST REDUCER. Cars are not sold at so much per pound. Light weight costs money—the lighter, the more expensive to design and build. Commodore Vanderbilt once offered a wagon maker \$1,000,000 for each pound he could reduce the weight without affecting the quality of a spring wagon. It took brains and Vanderbilt always paid a high price for brain products. He paid \$10,000 for the buggy, and it started him on a plan for weight reduction in locomotives.

THE BUYING PUBLIC GETS THE BENEFIT. Every pound off the weight of the car cuts down the gasoline bill, cuts down the tire bill, cuts down the repair bill. That's why the Ford will travel more miles for less money than any other touring car ever built, 25 to 25 miles per gallon of gasoline, 10,000 miles and more on a set of tires—and the renewals then at a less price—less monthly maintenance. In no other car can you match this.

THE ARGUMENT IS ADVANCED that the light weight isn't heavy enough to stand up. That's competition groping after a life preserver. Any man buying a Ford is secure in challenging any car to travel as many miles with as large a load and as little trouble as will the Model "T".

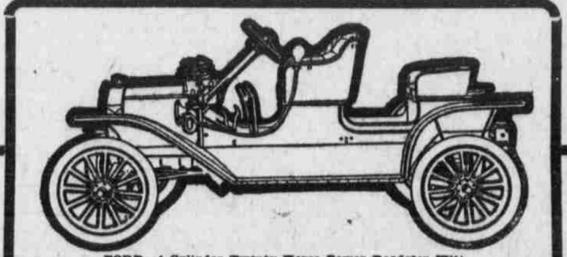
THE EASIEST RIDING CAR EVER MANUFACTURED—there isn't a car built that will equal its regular every day performance.

WHILE THE PRICE IS THE LOWEST ever named for a touring car, we do not rely on price to sell the car. The Model "T" will sell against any car offered, even though the price be made the same. The price is merely an incident made possible by enormous production with waste and extravagance eliminated, smaller commissions, smaller profits and a hundred and one other things that serve to raise the prices on other cars.

Touring Car \$850, Roadster \$925, Landaulet \$950, Town Car \$1,000, Physicians Coupe \$950. We will have a full line of these cars in our new building in Council Bluffs April 15th. Touring car and roadster demonstrators now in Council Bluffs. Phone our Mr. Anderson, Independent 831 M, or drop us a card.

Atlantic Automobile Company

FORD, REO AND PREMIER AUTOMOBILES. Fourth Street, Council Bluffs, Iowa.



FORD—4 Cylinder Four Horse Power Roadster With Magneto, \$625.00.

"Car Coming" A Revelation

—IN—

Service

Comfort

Style

THE VELIE 30—\$1,750

When you understand the real worth of the Velie Automobile—the high standard of its construction in materials, design and workmanship—

its extraordinary equipment—

And its one year guarantee (as compared with the ninety-day "warranty" on most cars)—

You will wonder how in the world we can give such value at such a price, \$1,750 complete.

But there is nothing mysterious about it. We have an organization, a plant, output and buying power which make it a simple problem, so long as we are content with a modest profit on each car.

After you see the Velie and drive it, you won't care how we sell so good a car for so low a price. Your interest will be centered in the fact that we do.

The actual, proven automobile value in the Velie 30 cannot be duplicated at this price.

The Velie 30 is built in many styles—touring car, all types of roadsters, and baby tonneau. EQUIPMENT includes magneto, storage battery, speedometer, odometer, foot accelerator, robe rail, two gas lamps, generator, three oil lamps, horn, muffler cut-out and complete tool kit.

Velie Motor Vehicle Co., Moline, Ill.

John Deere Plow Co.

Omaha, Neb., Distributors.

J. J. DERIGHT & CO., City Agents



Velie Roadster, Model B