

MOBILES

THE OMAHA SUNDAY BEE
OMAHA, SUNDAY, MAY 2, 1909.

JUDGMENTS

SCARCELY the two Kansas cities, Topeka and Wichita, made an auspicious beginning of their Western league or class A career. The mayor of Wichita officially proclaimed it a holiday and the business men of Topeka, by common consent, observed it as such. Private and public enterprises in both cities suspended operations while the advent of their respective cities into a larger field of base ball was being inaugurated. In Wichita the mayor headed a large street parade and in Topeka the governor of the state, as well as the mayor, participated in the demonstrations. The governor pitched the first ball in the game and the mayor caught it. Thousands turned out in both cities, though the weather was very bad. Splendid! Just tribute to a great cause! Where, now, is that carping critic in Boston who dared say two years ago, "Base ball is stupid and unpopular." Does he still debate the question? Here is his answer. "What's the matter with Kansas?" you ask. Indeed, Kansas is all right. The Western league certainly is to be congratulated upon receiving into its fold two such cities. It matters not whether these two cities wind up at the top or bottom of the column. Their influence will be potent, positive, and it will result in the final strengthening of the league. Towns and states whose chief executives make holidays of the first day of the season and themselves turn out to lead the demonstrations must be powers for good in any league, and the Western is fortunate, indeed, to have embraced these. But from the scores of the first day in these two Kansas cities, it does not appear to be any ground for consoling them upon the fact that they at least had a civic pride of which to boast. They seemed quite equal to the task of defending their titles on the diamond. Not alone the Western league, all leagues, base ball fans everywhere, will view with pride and admiration the events of the day in these two Kansas cities. It is one of those recurring signs of the times that shows base ball to be greater and have a firmer grip each year on the big, passionate American heart.

The state game wardens, aided by local sportsmen and organizations, have done splendid service in endeavoring to stock Cut-off lake with good fish. Real sportsmen appreciate their efforts. Tin-horn sports, or vainglorious sports, or no sports at all, have shown themselves unable to appreciate them. Of course it is not desirable that anybody be injured in the course of protecting the state's rights at this lake, but the officials have already shown a commendable determination to punish those who violate the law by violating the law by fishing in the lake. There is one man at least who perhaps will go slow in seeing his friends. The state game wardens assure us that he and his deputies propose to enforce the law down there gently if they may, forcibly if they must. There is no reason why any person should seine in Cut-off lake. The law against it has been as thoroughly advertised that no one can plead ignorance, and certainly there is no justification for deliberate violation of law. Thus far the seiners have been extremely and mysteriously fortunate in ascertaining just when the game wardens were going to visit the lake. The game wardens think they have the source of these tip-offs located.

President Murphy has voluntarily granted Johnny Kling an "indefinite" leave of absence. This will enable Kling to run his billiard hall and play semi-pro ball for a year and return to the Cubs in 1910, if he wants, without the bane of a penalty. Kling's friends construe the action as a snipe to local sports, and make Kling's unwilling to return to the Cubs later on this season, should they need him. If that's the case it shows Mr. Murphy to be a good diplomat. Under any circumstances, Murphy, with all his follies, shows to better advantage in this controversy than Kling. Kling wrote his name to a contract. He broke that contract. Had Kling begun to argue his case with Murphy before he signed up for three years, the chances are everything would have been in his favor, but for some reason or other he failed to make his kick until he had formally agreed to work for Mr. Murphy for another three years. A contract jumper is a contract jumper and a bad boy for base ball to fool with.

Jimmy Austin has certainly made a grand start in his work for New York. In the first two games he got two hits each. He was at bat four times in the first and five times in the second game. In the first game one of his hits was a double. He stole a base in the second game and did great work at third in both. If Kid Elberfeld sticks to that third corner he'll have to keep his foot off the base rail. Austin, too, made a good showing in the first game he played for Cincinnati. While he didn't do much batting, his work at first was glib-edged.

The death of Dr. Powers, the great catcher for the Athletics, is a blow to that team and base ball. He was one of the men who elevated the game. A great catcher, he was clean and influential with the other men. He was devoted to duty, but for which fact he might have survived. He was attacked with the sickness that led to his death in the seventh inning, but refused to give up, catching out the same. Such men in any sphere of life are worthy ones whose deaths are afflictions.

Fifteen innings in a snowstorm on the first day of the year. Nearly as bad as the last hind foot of a rabbit caught in the southeast corner of a graveyard in the dark of the moon.

The week has seen the passing of another pioneer. Old Jack Taylor, released by the Cubs to Columbus, was let go by the latter.

Between Austin and the cold weather, Kid Elberfeld passes from one drill into another.

If April had lasted much longer, Brother Dave was going to order more cobs.

Let's see how if Ducky can hold the pennant that was given to him.

Let us hope Catcher Good will turn out well.

FARM SECTIONS WANT CARS

Sales Manager Says Business Conditions Are Good in the West.

STEADY DEVELOPMENT NOTED

Farmers Have Plenty of Money in the Banks with Which to Buy Automobiles and They Are Buying.

Returning from a five weeks' trip through the farther western states and across the border of western Canada, taken for the purpose of looking into automobile trade conditions and prospects, F. R. Bump, sales manager of the H. H. Franklin Manufacturing company of Syracuse, is confident of steady development of the motor car field throughout the territory visited.

Among the cities he covered in his trip are Los Angeles, San Diego, San Francisco, Seattle, Portland, Vancouver, Victoria, Spokane, Walla Walla, Pendleton, Boise, Salt Lake City, Colorado Springs and Denver, with stops on the way at Chicago, St. Louis, Kansas City and Omaha. Speaking of the conditions he found, Mr. Bump said:

"Generally speaking, business conditions are very good, particularly in those sections supported by farming districts. Throughout the territory merchandise lines are complained of as being a little slow, but on the whole business shows signs of steady improvement. The panic of 1908 was not so keenly felt as in the east except by the coast cities, and so long as good crops continue the conditions in the west will be favorable.

"As present every indication of this, as the immense amount of rain and snow during the past winter and spring will fill the reservoirs and insure ample water supply for one year and possibly two. We may therefore reasonably look for continued favorable business conditions in the west.

"Naturally the west is a good automobile market, being a growing country. In fact, it is being demonstrated more and more every day that the automobile is almost a necessity as a means of transportation because of the great distances.

"The country west of the Mississippi naturally divides itself into three sections, that east of the Rocky mountains, the Rocky mountain region itself and the Pacific coast states. The first of these is purely agricultural, and small towns are the rule. The farmers are well-to-do, but have made their money slowly. They have their farms paid for and a few thousand dollars in the bank. To some extent they are buyers of cheap cars, although motor cars of higher grade are making headway.

"The second section is a wonderful combination of mining and agricultural districts. Small farms are not the rule. Zeal to 'get rich quick' through mining ventures, large grain and cattle ranches or the rapid advance of real estate is evidenced time and again. Men in these conditions are free buyers, and they are in the habit of waiting until they are satisfied that the price is not a first consideration. There is less of an opportunity for cheap cars.

"The third section includes the coast cities, backed up by agricultural, mining and lumber regions. In the cities evidence of wealth is everywhere. The automobile is in the country districts there is a big field waiting for the car that can do its work over sand, bad roads and hills. Altogether, the automobile prospects in the farther western states are most promising.

"The product we send out from Syracuse is handled by a force of dealers giving us representation at a greater number of points by far than any other makers of high grade cars, and the prospects for increased Franklin business from this time on are great in view of the peculiar adaptability of Franklin light-weight motor car for the rough conditions encountered in that section."

ALONG AUTO ROW

Omaha Police Will Pursue the Motorist Who Has a Big New White Steamer Patrol Wagon.

The new police patrol purchased by the city of Drummond in February arrived yesterday.

It is a white steamer, forty-horse-power, which is equivalent to 100 gasoline horsepower, a stock chassis and engine. It is provided with straps for ambulance emergency and has a seating capacity of twelve. It is painted dark blue and the interior is finished in leather. Mr. Drummond, before delivering the car to the authorities invited members of the Fire and Police board, city officials and newspaper men to a tour of the city. Several of the steepest hills were made with a struggle, and the behavior of the new car was beautiful.

The committee appointed several weeks ago to make a constitution and bylaws for the Automobile association of Omaha has reported, and some dealers who are interested in the work of the association this season are wondering when that body will deliberate.

Henry H. Van Brunt of Council Bluffs is chairman of the committee. John Davis of Council Bluffs, W. D. Hosford, J. S. Stewart and Thomas Kimball of Omaha are the other members.

The season for automobilizing is about to open, and there will be considerable work for the committee within the next week.

Chairman Van Brunt has been east some time, but returned yesterday and will no doubt call the committee together this week.

The taxicabs have not arrived, but the taximeters are here. These handy devices will be fastened in each car to record the mileage of those who call the cab. Fredrickson Automobile company expects the taxicabs this month.

The locomobile which won the Vanderbilt cup in October, and which J. J. Deright will show in his garage during May, has not reached Omaha yet. He had advised a short time ago that the car would be in Omaha about May 1 and would be on exhibition in this city a week. The locomobile will come from Chicago. Leaving Omaha it will proceed to Denver, St. Lake City and Los Angeles.

"The increased and unexpected demand for automobiles this year," said Mr. John Davis of the Pioneer Implement company Saturday, "is to be accounted for, so far as we are concerned, in the prosperity of the farmers. The people are engaged in doing ten years ago are rich today. They are wide-awake farmers. They have been cautious. They have not gone in for automobiles until the cars have proven their practicability. These men make the best buyers. They know what machinery should do. They are not surprised at the wonderful endurance, and disappointed in an unexpected breakdown."

W. R. Drummond has sold to Paul Witashek a new 30-horse power White steamer of the runabout type. Mr. Witashek, who owns the New England bakery, is having the carriage company make a make a wagon for bread delivery, which will be most novel. It will be thirteen feet long and will hold 2,000 loaves of bread.

W. R. Drummond, head of the Drummond Carriage company, told the members of the Board of Fire and Police Commissioners for a ride Saturday morning in the new White steamer police patrol which he has sold to the city. It attracted considerable favorable comment wherever it went, as it is built along substantial lines and looks as though it would be a great aid in responding to a hurry call.

The Pathfinder car of the Glidden tour is having hard sledding between Minneapolis and Omaha. The car left Minneapolis Thursday morning headed for Omaha and is expected along here any time. Dick Lewis knew the roads were bad between Minneapolis and Omaha and at one time considered shipping the car to Omaha and then continuing west from here, but at the last minute he decided to drive the car to Omaha. His plan was to run to Mankato the first day and try to make Fort Dodge the second day out.

H. S. Firestone, president, and R. J. Puester, sales manager of the Firestone Tire and Rubber company of Akron, O., were in Omaha Saturday.

If the roads improve a delegation of motorists will journey a short distance west from Omaha with the Pathfinder car of the Glidden tour.

The city repair gang is winning a home in the hearts of auto drivers for the rapidly increasing number of the worst holes in the city's streets are being repaired this spring after the winter's wear.

RACING STAKES ARE LARGE

Nearly Million Dollars for Breeders of Trotters and Pacers.

ANTI-BETTING LAW IS NO BAR

Grand Circuit Alone Offers Seven Hundred Thousand and Other Circuits Help to Swell the Grand Total.

NEW YORK, May 1.—Nearly \$1,000,000 will be distributed this year among the breeders of trotters and pacers. In the grand circuit alone there will be \$700,000 when all the contingent races are counted up, for already the stakes, handicaps and purses figure up to \$165,000, as the following table shows:

Handicaps, Stakes, Purse	Total
Peoria	\$2,000
Terre Haute	15,000
Springfield	5,000
Detroit	21,000
Kalamazoo	25,000
Cleveland	11,000
Buffalo	20,000
Rockville	30,000
Hartford	15,000
Syracuse	20,000
Columbus	21,000
Lexington	15,000
Total	\$155,500
Grand total	\$1,650,500

There was a time in harness racing that the grand circuit was known as the "300,000 line," yet the general annual average for stakes and purses was not quite \$400,000, consequently this will be the largest amount of purse money ever hung up by a dozen racing associations, and a prospective one in the history of harness turf.

In the great western circuit there will be ten other important meetings besides those already described, and these will contribute not much less than \$300,000 to the above total.

The western associations which are expected to add to this amount are, with amounts estimated: Libertyville, \$200,000; Galveston, \$150,000; Davenport, \$150,000; Joliet, \$150,000; Kalamazoo (second meeting), \$150,000; Hamline, Minn., \$200,000; Peoria (second meeting), \$25,000; Springfield, Ill. (second meeting), Dallas and El Paso, Tex., each \$20,000, or a total of nearly \$300,000.

Smaller associations and scattering independent meetings will add their share to the purse money. Take Des Moines, Sioux City and Milwaukee, which formerly were members of the western big line, but will hold separate meetings. This trio has already

ALL BOWLERS OF NOTE CONTEST

Entries Close Monday in National Championship.

NEW YORK, May 1.—Nearly all the bowlers of note in the United States are already entered, chief among the entrants being Jimmy Smith, three time champion of Greater New York; John J. Voorhis, whose fame as a bowler extends from coast to coast; Fred Schwarz, the present national champion; John Koster, national champion in 1902; Alex V. Dunbar, former champion of Philadelphia; Fred B. Egloff, former champion of Greater New York; Larry Sutton of Rochester, who recently won the American Bowling congress championship in Pittsburg, and only this week rolled the perfect score of 300; Al Seibach, the famous bowler and ball player of Columbus, O.; Frank Brill, Dave Woodbury, Gus Steele, W. V. Thompson, Glen Fisher, Phil Wolf and August Lipman and a host of other Chicago experts; John McQuirk and John Grady of Paterson, N. J., holders of the world's two-men record; Eddie Gebhard, the Buffalo champion; Bernie Maurer of Syracuse; Dan Koster of Erie, Alex Johnston of Toronto, Martin Kern of St. Louis, former national champion; Louis Franz of Cleveland; John Gannon, manager of the Cincinnati National League base ball team; Bob Menninger of Detroit and Charley Mountain of Milwaukee.

Even though the best of American pin-knights are entered, it does not by any means indicate that the expert bowler stands the better chance of winning the title, for past records and the fascinating peculiarity of the bowling game show that dark horses have always come to the front in national tournaments, nor do national events confine the instances where dark horses have come to the front even with world's records. This means that every man, whether an expert or not, has an excellent chance to get on a winning streak and perform in a wonderful manner, which streaks are peculiar to bowling, and make the game as fascinating as it is.

Besides the individual stars, quite a few crack teams, particularly from the west, have entered, such as the Bonds of Columbus, who took the national championship in Cincinnati last year; the Brunts of New York, present national champions; the Lipmans of Chicago; Thompson's Colts of Chicago; Colens Cutters of Cleveland and a host of other prominent

COMBINATIONS, PATERNON, BALTIMORE, PHILADELPHIA, BUFFALO, NEWARK, AND THE CITIES IN CONNETTICUT WILL HAVE SPECIAL NIGHTS OF THEIR OWN, WHILE OTHER LOCALITIES WILL BE ASSIGNED NIGHTS WHEN TEAMS ENOUGH ARE ENTERED.

Word has been received from Berlin, Germany, that a party of European bowlers will visit the New York tournament and will offer a trophy for competition. The champion team in the tournament for fraternal, commercial, social and other teams, which will be held in conjunction with the national tournament, will be given a handsome trophy, known as the Flexo cup.

Tennis Dates Are Fixed.

ITHACA, N. Y., May 1.—Pennsylvania, Williams, Columbia and Yale are already included on the tennis schedule which is being arranged for the Cornell university team and matches are pending with Lafayette, Lehigh and the navy. The dates thus far arranged follow: Columbia, on Friday, May 15; Princeton, May 6; Pennsylvania, May 7; Yale, May 8.

COAST RACERS GO TO MEXICO

Concession Received from Mexican Government for Lower California.

LOS ANGELES, Cal., May 1.—It is evident, although the ban is on the sport in this state, that the followers of horse racing will not wait for their favorite pastime hereabouts. W. C. Crevelling, who promoted the Santa Anita race track, confirmed the report that he had obtained a concession from the Mexican government to establish a race track at Tia Juana, in Lower California, with the privilege of conducting horse racing and book making. This location is just beyond the reach of the anti-betting laws. It is said that the track will cost about \$30,000 and work will be started on it in a few days.



Model Forty-Four, 34 H. P. \$2250.
Spare Wheel, with inflated tire, brackets and tools, \$74. Magneto, \$150.

Flexibility of Power

The Offset Crank Shaft is what gives the Rambler engine its flexibility of power. The Rambler will run smoothly and quietly on high gear at 30 or 40 miles an hour. It allows the owner to conform easily to the limitations of congested city traffic, without constant gear changing.

Rambler
The Car with the Offset Crank Shaft

Touring in the country with a Rambler has an added charm, because it does its work so steadily and quietly when running slowly under load and on hills or in sand, where every ounce of power at low engine speeds is needed.

Let us demonstrate the silence and comfort of the Rambler, by calling for you at your home some morning and taking you to your place of business.

The Car of Steady Service

Coit Automobile Co.
2025 Farnam Street,
OMAHA, NEB.

YOUNG CORBETT GAINS SPEED

Better Than at Any Time During the Last Five Years.

NEW YORK, May 1.—Some say it's better known as Young Corbett, is a living denial of that old adage as applied to men of the ring. Corbett today is nearer to the weight and form of his championship days than he has been at any time in the last five years.

After a training course of rigorous training last winter the former lightweight champion weighed 162 pounds. He had made several previous efforts to regain his standing among the lightweights, but had fallen on account of weight, that made him slow in attack and on defense. One thing he did not lose, however, was his grit and determination.

After several futile attempts to "come back" Corbett finally became convinced that he was through as a fighter. Every time he went into the ring his aldermanic punch made him appear that he had been trained all when, as a matter of fact, he always worked hard to reduce this front. In all of his fights with second-rounders he was slow; and they played for his flabby front all the time and choked off his wind.

Friends of his prosperous days began to avoid Corbett, who had always been a liberal spender, and after he quit the ring he toured the country with Terry McGovern. Their boxing bouts on the stage were joke affairs. Then Corbett came back to New York and had a great fight. He lost, but he was not making any friends by remaining idle, so he slipped away without saying a word and took up his abode at Johnson's roadhouse.

Corbett remained at Johnson's for some time before he was discovered. When the news got out it was said that he had little to say. "I'm going to get in shape if it takes me six months," he declared, and the experts noticed that his weight was decreasing; ditto his waist line.

And so after two months of this rigorous training the former champion went to New Orleans. He could not detail terms for his matches, but in his recent fights he has scaled in years. In his recent fights he has defeated Phil Brock, Harry Fernk, Mull Bowser, Johnny Martin, Bobby Wilson and Bert Keys. His victory over Keys last week was a crowning argument, as every body knows what a hard customer Fernk is. And now Corbett is the popular boy again. They all call a winner.

CONFERENCE MEET DRAWS BIG

Invitations Have Been Sent to Over One Hundred Colleges.

CHICAGO, May 1.—There is every reason to believe that the Western College Conference meet, to be held on Marshall field, Chicago, June 8, will be the most successful yet held. Invitations have been sent out to 123 universities and colleges throughout the west and middle west, and it is believed by the committee in charge of the meet that practically all of the best athletes in the country will be entered in the various events on the program. It seems at this time that both Leland Stanford university and the University of California will be represented at the track and field meet. Both these California institutions have been invited, and if track meets can be arranged at some point or points about half way between the coast and the Windy City to help defray the expenses the trip will be made.

CORBETT WILL ADVISE JEFFRIES

Will Also Be in His Corner at the Johnson Match.

NEW YORK, May 1.—As the result of a conference between Jim Jeffries, Jim Corbett and Sam Berger, the following points have been decided:

First—Jim Corbett will be in Jeffries' corner as an adviser when he fights Johnson.

Second—Corbett says that Jeffries today looks to be in as good condition as when he fought and defeated him (Corbett) at Coney Island and again at San Francisco. He predicts certain victory for Jeffries.

Third—The battle between the undefeated heavyweight champion and Johnson will take place in the United States.

Omaha Bee's Directory

Locomobile Mattheson J. J. DERIGHT CO. 1818 Farnam St.

Overland Pope Hartford Henry H. Van Brunt Council Bluffs, Iowa.

White Steamer Wood's Electric DRUMMOND 2024 Farnam St.

INTER-STATE 51750 Fully Equipped—4 Cyl., 48 H. P. W. L. HUFFMAN & CO., 1824 Farnam St. Distributors

Chalmers-Detroit THOMAS, PIERCE, RAPID H. E. FREDRICKSON AUTO CO. 2044-46-48 Farnam St.

Jackson Detroit Electric PIONEER IMPLEMENT COMPANY, Council Bluffs, Iowa.

Ford REO, FORD. ATLANTIC AUTO CO., Atlantic and Council Bluffs, Iowa

Maxwell IN ITS CLASS, WITHOUT A PEER C. F. LOUK, Distributor Western Neb. 1808 Farnam St.

AUBURN 40 CYLINDER, 30 RUTENBER MOTOR 2 CYLINDER, 24 BOSH MAGNETO. OMAHA AUTOMOBILE CO., 216 S. 19th

Mason MIDLAND MASON FREELAND BROS. & ASHLEY, 1102 Farnam St.

FRANKLIN PEERLESS GUY L. SMITH, 310-12 S. 19th St.

Coit Automobile Co. Rambler, Mitchell. 2025 Farnam St.

R. R. KIMBALL Stevens-Duryea, Cadillac, Stanley Steamer. BABCOCK ELECTRIC 2026 Farnam Street.

OLDSMOBILE OLDSMOBILE CO., 1018 Farnam St.

BAKER ELECTRIC Electric Garage DENISE BARKALOW, Prop. 1920 Farnam St.

Marion Flyer Full Equipped \$1850. Competes with \$2,500 Cars. Magneto, Headlight, Heavyweight Champion and Windy City. Office 653 Brandeis Bldg.

International Car of High Clearance International Harvester Co. 801 Capitol Avenue

Oakland Brush's Masterpiece McINTYRE & WALLACE 24th—Near Farnam.

BRUSH RUNABOUT A MARVEL OF WORKMANSHIP T. G. NORTHWALL CO. 914 Jones St.

Schacht CENTRAL IMPLEMENT COMPANY 1115-17 Farnam St.

Detroit-Electric JACKSON Pioneer Implement Co. Council Bluffs, Iowa.

Wood's Electric WHITE STEAMER DRUMMOND 2024 Farnam St.

W. L. Huffman & Co. Headquarters 4 Cylinder Cars Inter-State \$1750; Regal \$1250 Hupmobile \$750 1824 Farnam St.

H. E. Fredrickson Automobile Co. Thomas, Pierce, Rapid, Chalmers-Detroit 2044-46-48 Farnam St.

Deright Automobile Co. Stoddard-Dayton, Volio, Overland, 1814-16 Farnam

Henry H. Van Brunt Overland, Pope Hartford Council Bluffs, Iowa.

ATLANTIC AUTO CO. Reo Ford Atlantic and Council Bluffs, Iowa.

Northwestern Automobile School Best in the West. Theory, principles, shop practice and road driving on up-to-date cars. Write us. Omaha Commercial College Bldg., Omaha, Neb.

OMAHA SCHOOL of Automobile Engineering. Gives Practical Shopwork and driving lessons. Phones—Red 5338—A-1432. 2418 Leavenworth Street, Omaha, Neb.

Central Tire & Rubber Co. The Firestone Tire 2127 Farnam St. OMAHA'S EXCLUSIVE TIRE HOUSE

Thor Motorcycle Nebraska Cycle Company Cor. 15th and Harney

Merkel Motorcycle Built For Comfort and Durability L. C. FLESCHER 1622 Capitol Avenue.

Wm. H. Pfeiffer & Son All Vehicles Overhauled 25th Avenue and Leavenworth Street.

Kemper, Hemphill & Buckingham Auto Lamps, Radiators Repaired 514 South 19th St. Telephone Doug. 78