

JUDGMENTS

RESIDENT ROURKE has given to Omaha a team that will fight it out for a pennant this year in the Western league. He has assembled a set of players that look just a little better today than anything else in the league. His acquisition of Schipke and Keeley from Washington, Americans is a tenacity; it is taken in all, the most popular stroke this old fox ever made. It is more than a popular stroke—it is a wise one, one that will go a long way toward bringing the flag back to Omaha. Schipke got his training for fast company in Omaha and was one of the most popular players ever on the team. He has been up in the majors two seasons and come back ripe with experience which will be an extremely valuable asset to Omaha. He comes back not because of failure in faster company, but because Mr. Rourke set himself to get him and made an offer which Joe Cantillon could not see his way clear to reject. Other teams were after him, but Rourke had been after him for five weeks and paid the price for him and Keeley, the pitcher Schipke, better than all, is happy to get back to Omaha. That will make a great difference. He is faster and better than he ever was and by all odds will be the king third baseman of the league. Keeley is a right-handed, spit-ball pitcher with a good bent on him. He will add strength to the team and with his major league experience, like Schipke, will add balance. Swain, the new pitcher from Wichita, probably the best Wichita had, is another potent factor in the new team. He, too, is right handed and has a wonderful splitter. He is a heady man, as was shown in his first game Friday. The pitching staff, including the former, Keeley, Swain, Sanders, Hollenbeck, Lower, Johnson. There are three southpaws and three splitters, which, of course, makes it extremely hard for the catchers, but at the same time hard for the batters. It appears to be, at this distance, by all odds, the strongest staff of pitchers Omaha has had since 1924. Keeley, Sanders and Swain are seasoned pros and the other three very near it. As much as he has done this year, with Cadman, the slugger, and old standby Gending, the catcher, are expert. King will stay on second and it will be a tossup between Pendry and Belden for center field. Pendry is the better batter and may make a fast outfielder. The fact that the team as a whole is made up of seasoned pros, is what is bound to make it a tough proposition for the rest of the league. This is a factor also in Sioux City's case. There need be no evading the fact, when it is said that the friendly Sioux is done with, that Holmes has a real ball team and it would not surprise many of us if he and Rourke fought it out for first place. All the other teams are good; the league, in fact, is much better than it was last year, or than it was expected to be this year, but such teams as Des Moines and Wichita, with so much unseasoned timber, are sure to meet with difficulty in the end. Omaha fans should be reminded of this: President Rourke has been rather severely criticized this year for not going out and getting water men to begin the season. It may be just barely possible that Rourke, who has been in baseball all his life, was waiting to see how fast the league would get before setting his water with it and that when he saw it was running ahead of expectations he did go out and get the players and he did pay the money for them. Swain, Schipke and Keeley cost \$25,000 sum of real coin. The week-end process he has done this year is remarkable. He let go of four players and took three within the last two weeks, which is some business for a minor league team owner. We have it from Pa that he is going to maintain a team that is a team this year, cost what it may. Bigger days are ahead for Omaha base ball interests.

According to the story that Jiggs Donohue's ultimate disposal by Comiskey was traceable to his encounter last year with Manager Jones, the exchanges recently made by the White Sox and Washington are interesting if not significant. Jiggs Donohue is sold to Washington because he fought with the manager; in exchange for him the pitcher Burns fought with the Captain of the Senators last year. And Bob Ganley, who with Burns fought, is also disposed of. He went to the Athletics. This is the one reason to be learned—the one thing fatal to a ball team is internal dissension and there isn't a team owner or manager who doesn't know and act on this. Jiggs Donohue was touted by Comiskey, Jones and all the White Sox fraternity, as the greatest first baseman in the business, then all of a sudden he was missed from the line-up. "What's the matter, I don't see Donohue in the line-up any more?" fans inquired. "He's sick," was the general answer. He wasn't sick. Chances are Jiggs, who never was the greatest first baseman, is still a cracking good man, but when he fell out with the manager of the Sox his usefulness to that team ceased. It does not matter that Jones did not return to the team, or that his refusal to return may have been related to his trouble with Jiggs; the rest of the team, most of them, took Jones' end of the argument and Jiggs became an out-cast. Ganley's value to Washington depreciated to almost nothing when he engaged in the fight with Burns. It's a good thing for base ball that things are this way and it's a good thing also that managers are the first to recognize it.

No use talking, it really looks as if Jack Holland led go of his premier pitcher when he sold Swain to Omaha. But money will get 'em.

That reception slugger Bill got when he stepped to the plate Friday was enough to make any man happy.

If Moran keeps up his catching record and slugging, the Cubs may forget about King.

Just think, if Graham were second and King in center.

With Skipper Bill there how can we lose? We can't.

And Cadman will soon be back. Joy, oh, Joy.

Omaha is getting the crowds.

Poor Jack Johnson!

BIG AUTO PICNIC TUESDAY

Owners Will Watch Endurance Race and Lunch in the Country.

AUTO CLUB IS NOW ACTIVE

Omaha Owners Are Beginning to Take an Active Interest in the Laws of the Road and Repairs of Streets.

Members of the Omaha Automobile Club have arranged to spend Tuesday watching the endurance contest which will be run from Omaha to Blair to Scribner to Fremont and return to Omaha. The club will leave Omaha at 7 a. m. and return about 6 in the evening. Private picnic parties have been organized which will leave Omaha early in the morning and run to various attractive locations to watch the contestants pass.

The Automobile club has about 125 or 130 members and the membership is being largely increased. The club has been incorporated during the last year and is thoroughly organized. It has adopted an emblem in the shape of an automobile horn. A very neat letter also has been printed. Special Automobile club buttons are being manufactured and presented. A map giving all the important towns and roads for fifty miles around Omaha is being finished, which will be ready for distribution to club members within the next ten days. This map was especially gotten up for automobilists, giving landmarks, bridges, distances from Omaha, danger spots, conditions of local roads in and around Omaha, etc.

The club was working with the old city council in connection with an ordinance requiring licensing of all amateur and professional automobile drivers. It being the opinion of the Omaha Automobile club that a just and equitable law governing automobiles enacted and enforced would be pleasing to the general public, that they would be better satisfied and at the same time there will be no hardships worked on automobile drivers. In other words, the club believes if the reckless drivers were brought before the justice of the law it would be better for all concerned.

W. H. McKee, president of the Omaha Automobile club, advocates the establishment of an automobile bureau with a salaried inspector who would issue the licenses, the fees for which would make the office self-supporting.

All drivers whether amateur or professional would be required to not only take out licenses, but pass a satisfactory mechanical examination of the construction and management of automobiles, showing a reasonable amount of familiarity with all road rules, city ordinances, etc., pertaining to highways. Also every car operated in and around Omaha would be inspected once a year to see that they are equipped with brakes and safety devices.

One of the chief pleasures of a large number of Omaha people is riding in automobiles over the delightful roads in and around Omaha. There are over 500 machines in Omaha, and the time for laws regulating same for the protection of both automobilists and the public in general is at hand.

An unjust law with possible enforcement is of little benefit; a just law properly enforced would be a benefit to all concerned. A law regulating the speed of automobiles to six miles per hour is almost or practically impossible to live up to.

Under the auspices of the Omaha Automobile club other automobile clubs are being organized for various purposes with the idea to form the Nebraska Automobile association and then join the American Automobile association, which is the largest automobile association in America and the second largest in the world.

Along Auto Row

Locomotive that Won the Vanderbilt Cup Goes to St. Joe to Show the Missourians a Real Machine's Lines.

NEBRASKA CIRCUIT SETTLED

Program Out for Summer's Speed Contests.

Other Towns Are Fremont, Columbus, Grand Island, Hastings, Beatrice, Wymore and Nebraska City.

Resides State Fair Meet.

The program for the Nebraska Speed circuit is out and shows that the circuit will include eight of the leading Nebraska towns, with a grand finish at the state fair. The races open at Tekamah July 12 and are divided into three divisions, with different races in each division. The entrance fee for state races is 5 per cent, 2 per cent with entry, and parties declaring out will be held only for the money paid in.

The circuit is advertised as the best circuit in the west, with two months of good racing and the most promoted under the American Trotting association.

The program:

FIRST DIVISION.
Tekamah, July 12-14; J. R. Sutherland, Fremont, July 20-22; N. J. Romm, Columbus, July 27-29; D. A. Schroder, Beatrice, August 3-5.

Second Division.
Grand Island, August 10-12; W. E. Rownd, Hastings, August 17-19; J. D. Mines, Beatrice, August 24-26; H. V. Riesen, Wymore, August 31-September 2; J. P. Jackson, Nebraska City, August 31, September 2.

Third Division.
Beatrice, August 17-20; H. V. Riesen, Wymore, August 24-27; J. T. Stevens, Nebraska City, August 31, September 2, 3, 4.

STAFF FAIR.
The Nebraska State fair, Lincoln, September 6-10; W. R. Mellor, secretary.

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at the wheels of the Stoddard-Dayton

In the Cobe cup race, while the guardians of the Indiana trophy entrants are unnamed, Englebeck has made considerable of a reputation in western motoring circles and his participation in the race is welcome news to Chicago's motor car population. He has won several hill climbs and reliability runs thereabout and is rated a reliable wheelman. Miller, his team mate, performed well in the Long Island Motor Parkway sweepstakes last autumn.

The Stoddards that are designed for the Cobe cup contest are of a new speedster model and higher powered than the regular types. The motor has a 54-inch bore and a stroke of 3 1/2 inches, which gives 60 horse-power. The Indiana cup machines have 24 horse-power engines with a bore and stroke of 3 1/2 and 4 1/2 inches respectively.

With the four Stoddard-Dayton nominations the entry list for the two days' racing carnival has been swelled to eleven. The entry list to date includes the following cars:

COBE CUP.
Car, driver and entrant:
Bulck, Lewis Strang, W. J. Mead.
Bulck, L. Chevrolet, Bulck Motor company.
Bulck, R. P. Burman, Bulck Motor company.
Stoddard-Dayton, C. A. Englebeck, McDuffee Automobile company.
Stoddard-Dayton, Bert Miller, McDuffee Automobile company.

INDIANA TROPHY.
Moon, Phil Wells, Moon Motor Car company.
Bulck, L. Strang, W. J. Mead.
Bulck, R. P. DeWitt, Bulck Motor company.
Bulck, R. P. Burman, Bulck Motor company.
Stoddard-Dayton (no driver named), McDuffee Automobile company.
Stoddard-Dayton (no driver named), McDuffee Automobile company.

OMAHA BEE'S DIRECTORY

OF ... AUTOMOBILES AND ACCESSORIES ...

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.
Co.uncil 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, Valie, Overland.
1814-16 Farnam

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

AUBURN 2 Cylinder, 24 Horsepower, 4 Cylinder, 30 Horsepower. Bosch Magneto
OMAHA AUTOMOBILE CO., 216 S. 19.

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 \$1750 Fully Equipped—4 Cyl., 40 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.

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.

Ford REG. FORD, PREMIER.
ATLANTIC AUTOMOBILE CO.,
Atlantic and Council Bluffs, Iowa.

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

Marion Flyer Full Equipped \$1850, Competes
with \$2,500 Cars. Magneto, Hoodlamps,
Office 653 Brandeis Bldg.

ATLANTIC AUTOMOBILE CO., REG. FORD, PREMIER.
Atlantic and Council Bluffs, Iowa.

Maxwell IN ITS CLASS, WITHOUT A PEER
C. F. LOUK, Distributor Waters Neb.
1806 Farnam St.

OMAHA SCHOOL of Automobile Engineering. Gives Practical Shopwork
and driving lessons.
Phones—Red 6338—A-1432. 2418 Leavenworth Street, Omaha, Neb.

Central Tire & Rubber Co. The Firestone Tire
2127 Farnam St.

Thor Motorcycle Nebraska Cycle Company
Cor. 15th and Harney

Merkel Motorcycle Built For Comfort and Durability
LOUIS FLESCHER
1822 Capitol Avenue.

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

Kemper, Hemphill & Buckingham Auto Lamps,
Hid. Lamps,
Repaired

THE PAXTON-MITCHELL CO. AUTOMOBILES
Doug. 7281— 2318 Harney Street. —A-2011

TAFT STARTS THE SEATTLE RACE

Same Push Will Open the Alaska-Yukon Exposition June 1.

NEW YORK, May 22.—Announcement was made by the promoters of the New York-Seattle transcontinental automobile race that all arrangements have been completed for the installation of the wires from the White House to City Hall. President Taft will open the Alaska-Yukon Pacific exposition on June 1 by pressing a button in the White House. Wires will be installed from Washington to this city, so that the button pressed by the nation's chief executive will also serve to generate a current which will signal Mayor McClellan at city hall to start the race. A direct wire leads from the White House to a table in the steps of the city hall.

The starting time of the race will be governed by the opening of the exposition. It has not yet been decided whether the far coast fair will open at 10 or 12 o'clock on the morning of June 1. In this event the start of the race will be at 1 or 2 o'clock in the afternoon, owing to the difference in time. Many enthusiastic motorists who will be unable to participate in the contest for various reasons will escort the contesting cars out of the city limits. The first control will be established at Poughkeepsie. The plan of twelve-hour control periods is a novel one as adopted by the promoters and has met with the approval of the entrants. According to the plan a car arriving late at a control will not be able to leave with the others in the morning, but will have to wait for the twelve hours to elapse. Owing to this fact contesting cars will be spaced according to their actual road performances and the leading machines will not be allowed to run ahead of schedule.

Protest Langford-Hague Match.
NEW YORK, May 22.—Late mails from England show that the matching of "Iron" Hague, heavyweight champion of England, with Sam Langford, the Boston negro, has called forth a storm of protest from many sporting men of the island kingdom. The men meet for twenty rounds at the National Sporting club of London on May 24 and already the contest is compelling undivided attention from Britannia's fistie world. Many close followers of the ring game are inclined to regard the matching of Hague's comparative inexperience with a tried man of Langford's character as a miserable fiasco.

Nelson is Noncommittal.
SAN FRANCISCO, Cal., May 22.—Battling Nelson will not talk fight with Packer McFarland until after his fight with Dick Hyland, scheduled to take place on May 25. Coffroth, who is promoting the Nelson-Hyland bout, does not want to be mixed up in two championship matches at the same time, and it is thought that it was at his suggestion that Nelson declared he would not make any terms with McFarland until after he has disposed of Hyland.

CHALMERS DETROIT "30"

30 H. P. \$1,500 (Without Top)

One of these cars which had previously been run 32,000 miles, is now blazing the trail for the "Flag to Flag" race from Denver to Mexico City—one of the most strenuous trips ever undertaken. The service that this car had already rendered is equal to six or eight years of use in the hands of a private owner.

Are you interested in a machine that, at the end of eight years' service, will be capable of such a performance?

We are prepared to make immediate delivery on the above model, or the Chalmers "forty," \$2,750, to a few early purchasers.

H. E. Fredrickson Automobile Co.,
2044-46-48, Farnam St., Omaha, Neb.

PARISIENS HAVE A HABIT WHICH WOULD NOT TAKE WELL HERE.

NEW YORK, May 22.—There's no accounting for tastes, as the old woman said when she kissed the cow. Which may be classed as old stuff by the critic with the penetrating lime-juice gaze, but fits very snugly into the French idea of fistie enthusiasm. After Joe Jeanneret's spectacular triumph over Sam McVey over the defeat of Sam McVey over the triumph of a swell Frenchman jumped through the ropes and imprinted passionate kisses upon the slate-colored cheeks of Dan McKeetrick's champion. Considering the varied assortment of dinners and luncheons that the Parisians love into themselves, it is difficult to say who got the worst of the operation, the fighter or his admirers.

Just swell a few short moments upon the idea of kissing Kid Broad or Sam Langford of Young Oyama. Wouldn't it muss up the cigars in your old grandfather's humidor?

But when you consider that the French kiss is equivalent to the American handshake you will not think ill of the fighting-loving Parisians. If given proper warning you can always deaden the pain with gas.

Benson Has New Boston Terrier.
Charles J. Benson, owner of the Gilman-Benson kennels and manager of the Gilman-Fruit company at Eleventh and Howard streets, was the center of a noisy attraction on the market Saturday morning because of a new Boston terrier 4-month-old dog that had just arrived from Boston. Mr. Benson is always trying to improve his dogs and he paid \$100 for this new beauty.

TASTES DIFFER IN OLD WORLD

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TO OFFER A NEW

Top Delivery Wagon
For \$79.00

It's worth \$135, but we are going to throw out of our stock about 20 wagons, and this one at \$79.00; has full wood panel sides, finely painted, 1 1/4-in. axle and patent wheels.

DON'T CONSIDER But Come at Once
DRUMMOND
18th and Harney.



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