

Automobiles

THE OMAHA SUNDAY BEE
OMAHA, SUNDAY, JULY 11, 1909.

JUDGMENTS

WHETHER Fred Clarke or Frank Chance is right or wrong in calling the members of the National Commission grafters, the idea seems to be getting popular that it is time the players had some direct representation on the commission. They have interests to be safeguarded which do not always run parallel with those of the managers and in such cases it is but natural that the managers should give first heed to their own interests as opposed to those of the players. It is possible some injustices have been done the players in instances of this sort. Wouldn't it be better for the managers as well as the players if the latter had a man on the commission they could hold responsible for their interests? Certainly it would be profitable for the game if such an arrangement would have the very logical effect of fostering harmony and good feeling between player and manager. The commission has been prompt to resent any charge or insinuation against its integrity. It halted Mr. Clarke before it and secured an apology from him and has notified Mr. Chance that he will be expected to appear on the charges. The commission might easily forestall all such trouble and disprove such insinuations of its honor by taking the first step to share its great power and authority with the players by inviting one of their number to join it. If the commission is really working for the mutual interests of player and owner and the larger interests of the game, how better could it convince people of the fact than by pursuing the course suggested? It is quite within the range of possibilities that serious trouble may arise unless it does something of the kind. It's course in the past certainly has not been entirely above reproach or criticism and there are many observers outside the pale of its penal authority who are not ready to give the lie to Fred Clarke of Pittsburg or Frank Chance of Chicago.

The American association race keeps up its thrill. Between first and eighth teams there is a difference of 100 points. The leaders have a percentage of about .50 and the tailenders .40. The tailenders in the Western league and the two majors are far below the 500-mark. There have been few such races in the history of base ball. This is the kind of race that gives strength and vitality to the game and incidentally it is the kind of race that will not injure the chances of success of that threatened invasion by the magnates of this very association. These men are coming very near the demonstration that they are able to cope with the fastest company and that there is ample room for another major league in the west or middle west country as there is in the east. The region never did appear quite plain why sixteen cities should hold a monopoly on so-called major league base ball. In the American association are several cities that have supported major league ball and are capable of doing it again. Why should they be circumscribed in their rights or wishes? Of course, placing two more major organizations in the field may limit the chances of the two older ones to grab up all the best material in the country by creating more competition, but why not some chance at the best base ball which sixteen cities are now enjoying? It was once thought revolutionary to countenance the movement that led to the American league, but is there a National league magnate today foolish enough to say his own interests have not been improved by the creation of this competitor? And that is probably the ultimate effect this invasion will have. It will have the natural tendency of creating a larger demand for base ball and the increased patronage will fall with equal proportions to the various teams.

Base ball lost one of its greatest men in the death of Frank G. Selee. Mr. Selee constructed the superb Boston team that won the National league pennant in 1893, 1895, 1897 and 1898, and he laid the foundation of the Imperial Cubs, who have won three successive National league pennants and two world's championships. As a judge of a player he had no peer and as a handler of men he was superior. At the bedside of Selee when he died was poor old Herman Long, the veteran who was the star shortstop of the great Boston team that Selee built up and of the country. He, too, is going the way Selee went. Herman wound up his playing days in the Western league. He was playing manager for Omaha a few years ago. Both of these men are men whose influence has done a great deal for base ball.

The revival of the Bourkes brings great joy to the fans. After losing twelve out of seventeen games abroad, Omaha started in with Popka as if it never intended losing another game. If it can wind up this long home stretch with a snug majority to its credit, it will still have a good chance for the pennant, but it must not expect to lose many of these twenty-four games and beat out Sioux City, which refuses to let down in its onward rush. With the exception of the box, Omaha is unquestionably stronger than any team in the league, and there are indications that its pitchers are steady.

Thirty-five thousand fans went to Polo grounds to see the double-header between the Giants and Pirates as deciding somewhat the former's pennant chances. Can you imagine the thoughts of those thirty-five thousand at the end of the second game?

If the Tigers make it three straight they will have to get in different form. The Athletics are after them.

Did Cleveland mean to show up Lajoie by winning seven straight when he dropped out of the game?

One thing Mr. Murphy has done, he has clinched the argument on the wisdom of making bonuses.

Hot weather must be depressing on Jeff and Johnson. Neither has spoken for a week.

Fisher is still going like a scared Indian with scouts hot on his trail.

The Pirates refuse to blow up with any degree of satisfaction.

This is a season of big scores.

Along Auto Row

Franklin to the Rescue When Two Scout Cars Meet Trouble on a Road in South Carolina.

It was a case of the Franklin to the rescue when the two scout cars engaged in marking the trail for the prospective New York-Atlanta automobile run under the auspices of the Herald and Journal, respectively, of those two cities, encountered trouble on their trip through South Carolina.

It was between Greenville and Anderson that the Journal car, which had set out from Atlanta and met the Herald car on its way from New York, skidded across a rain-washed road and into a ditch. The owner and driver of the car had to leave a substitute in charge because of sickness, C. M. Wing of Greenville, who has a reputation through the state for skill in handling motor cars, was acting as escort in his Franklin, and he left his own car and took the ditched car, worked it into the roadway and then led it into Anderson.

There it was found that the other scout car had been so racked by bad roads as to require the services of mechanics all night, and in the morning the substitute driver of the Atlanta car informed Mr. Wing that he would not attempt to drive over the roads as they appeared to be from Anderson on and that an expert chauffeur was required. Mr. Wing telephoned to Greenville for Frank Kniebe, a driver in whose ability he had confidence and who had just returned wearied from a trip to Greenwood. With an associate at the wheel, the latter, despite his fatigue, climbed into the rear seat of another Franklin and slept while going to Anderson. Thence without serious difficulty he took the Atlanta car on the next stage of its journey.

Mr. Wing, after helping the car out of the ditch the day before, had resumed his place at the wheel of the Franklin and was hastening to Anderson, when he saw a woman in a carriage driving toward him around a curve. The road was so narrow that for an instant an accident seemed inevitable, but without hesitating he ditched his car and thus avoided hitting the horse and carriage. He went off the roadway, without regard to damage likely to come to the car, but as a matter of fact, it was unharmed and was soon back upon the road and speeding toward Anderson.

The Western Automobile company, with offices in the Brandeis building, is putting on the Omaha market this week the Great Western, the car that made a record in the international races at Savannah in November. The Great Western is one of the most popular cars in the west, but is a new car in Omaha. The Western Automobile company expects to give the car every possible test and demonstrate that it is even more than is claimed for it.

"The Okdale Sentinel has the following to say of the marriage of E. E. Bierer, 'pro' of the Council Bluffs Automobile club:

On Thursday, at the home of the bride's sister, Mrs. L. M. Beeler, in Norfolk, occurred the marriage of E. E. Bierer, Dr. D. K. Tyndall officiating. The bride is a talented young woman, respected and loved by a wide circle of acquaintances. Mr. Bierer is a son of Mrs. L. M. Ray of this city. From early boyhood until a few months ago he has lived in Oklahe. He is a young man of excellent character, of not a single bad habit, and has the eyes of a driver who knows his work. Mr. and Mrs. Bierer will spend a couple of weeks in Chicago, Kansas and Racine, returning to Council Bluffs, where they will be at home after August 1. May life's choicest blessings be theirs.

W. L. Huffman & Co. have received detailed plans for the 400-mile road race at Santa Monica, Cal. Miss Elsie Fisher will drive an Inter-State. On a trial trip last week, with a full quota of passengers, she completed the circuit of eight and three-tenths miles in fifteen minutes and ten seconds.

Drummond said that the forty-horsepower White Steamer which has been entered for the Glidden tour will make the 2,600-mile trip using kerosene as fuel instead of gasoline. He said that this will be the first extensive public performance either in this country or abroad by a car using any fuel other than gasoline. The fact that this will be the only car entered by the White company makes it evident that the company has the most complete confidence in the new kerosene burner, and does not anticipate that any penalization will result through the use of this new fuel. The car will be driven by H. H. Searles, who for two years was enrolled in the United States secret service.

C. F. Louk has added the Halladay car to his list. This machine is made in Streator, Ill., and has won a reputation in that section. It is made in touring car, roadster, limousine and landaulet, ranging in price from \$2,500 to \$5,000.

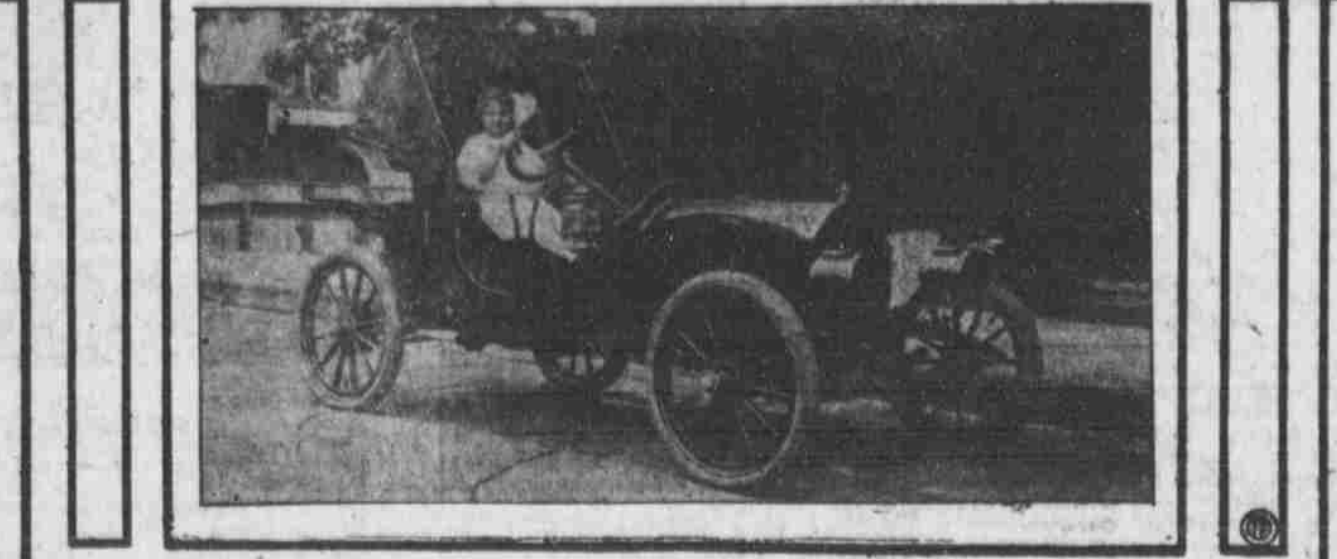
The Council Bluffs Automobile club will meet tomorrow afternoon to make final arrangements for entertaining the Glidden tourists. The officers of the club are: President, Donald McRae; secretary, C. F. Hannon; treasurer, J. G. Woodworth; directors, C. T. Stewart, H. Searles, Dr. H. P. Jennings, George Wright and George Van Brunt.

In a fireman tournament the other day in Goltsberg the Jackson automobile was attached to a hook and ladder apparatus and a hose was run upon which were mounted forty-five firemen, and it drew its burden at the rate of a mile a minute.

Mr. David Crumvina, formerly of Pittsburg, Pa., has taken charge of the Powell Supply company's tire repair plant.

Omaha will be one of the main supply stations for the Glidden tourists. Many of the cars use Panhard oils exclusively and will take on an additional quantity here. The Powell Supply company has made arrangements to meet their requirements in this line.

The Goodyear Tire and Rubber company will provide a Goodyear air bottle free of charge to entrants in this year's Glidden tour, as has been its custom formerly. In addition a roadster equipped with Goodyear hard rubber base tires and loaded with Goodyear air bottles will follow the tourists to exchange empty bottles for charged ones, also without cost to the entrants. A special supply of the air bottles has been forwarded to the local distributor, the Powell Supply company, to be picked up when the tourists reach Omaha.



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