



Automobiles



RULE HAMPERS BIG TEAMS

Owners of Major League Teams Worry Over Restrictions.

THIRTY-FIVE MEN IS LIMIT

No Team May Have More Than Thirty-Five Men, and Some Find This a Handicap, When Material is Poor.

NEW YORK, Aug. 20.—Many a major league owner with a second division ball club on his hands is awakening to the fine points of the rule adopted last winter to the effect that only thirty-five men can belong to a big league club at one time. It is hard on those who have a bunch of old-timers all going down hill at once, for out of every ten class A and farther down players drafted or bought, one probably gets one or two fit for last winter's use. Heretofore it has been the custom to go out and lay hands on everything one wanted, provided the owner could come to terms on purchase price or was lucky enough to get men in the drafting period. This cannot be done any more. Now when a man seeks players he has finished when the thirty-fifth man has been added to the list.

Every major league club has between twenty and twenty-five on the pay roll during the season. Twenty-two is probably a fair average. Each club has possibly six men out on optional agreements subject to recall by August 25. The men out on optional agreements do not have to report until the season of the league in which they are playing is finished. However, every option exercised eats up one of that permitted thirty-five.

Take Detroit, for instance. It has twenty-two men on hand now and six out optionally. If these six are recalled, it makes a total of twenty-eight, leaving seven men to be drafted and purchased. Out of this seven, recruited from the highways and byways of base ball, the Tigers will be lucky if they land one capable player. In other words, with the thirty-five-man rule in effect, Detroit can expect to add two or three men, at the most, beneficial to the team.

Howl Causes Rule.

This thirty-five-man rule was adopted by the National Association of Professional Base Ball Leagues as a means of pacifying the Class A leagues. They howled because the minors were all gobbled up by purchase or draft, and men who might have labored in Class A leagues with credit to themselves were sent back to some friendly team in Class B or Class C leagues in return for which the major leagues that sent them had to pay the cost of those clubs free of charge next season. In this way the new rule is a good thing, but it is bad for the second division major teams. They need more than two or three good men; all the clubs having made money are willing to spend big sums chasing that ever-recurring hope, "the first division."

The rule works against the minor leagues of less than class A and will cost them thousands of dollars they might have had from the sale of players. It will work against a lot of young men who might otherwise have advanced to the major league more rapidly. Big team owners will not waste money on players almost ready, but who need a little seasoning, because the number of men they can carry is limited.

In consequence a lot of men who might have at least received a big league trial will be drafted by the class A leagues, and when they get there they will stick unless they display enough ability so that their sales look worth from \$5,000 to \$10,000. An owner can draft but one man per season from class A league teams. Maybe three or four other clubs try to draft the man he wants, while some more clubs have designs on other players from the same team. Lot decided which player shall go and Lot decided which club he passes to. This contention was brought about through off-repeated declarations of "outlaw" ball on the part of some class A leagues.

Where the limitation rule hits the class B, C and D owners is that it takes from them a good source of profit through sales. Base ball in leagues less than class A is largely a matter of dyed-in-the-wool teams being owned by stock companies, which think base ball a good advertisement. Selling players has pulled more than one club out of bankruptcy, and has added more money to the treasury along in August so that further assessments on stockholders were not required.

Big league clubs like St. Louis, Cleveland, Washington and Chicago, which need new men, are buying here and there, until a few weeks they will suddenly find out that they have all the players they are allowed. Then they will either have to release men outright or stop adding.

When drafting season starts there will be a lively mix-up. Suppose one has thirty men on his club, and drafts ten more, and is allowed seven of the ten. He will be two over the legal limit, and then what will happen? Mix-ups are sure, and the national commissions is going to have a lively time.

The thirty-five-man rule is a fine thing for the Athletics and Boston, teams of young fellows, but it is hard on the manager or owner who has not the same chance to replace his veterans that the owners whose teams declined two or three years ago had.

FARMERS AS AUTOMOBILE BUYERS

Remarks of a Manufacturer on the "Scare" Among Western Bankers.

Are too many of the inhabitants of the United States buying automobiles? Has the popularity of the automobile reached a stage where it can be said to threaten the financial stability of the nation? Is it true that men have been mortgaging their homes and farms to purchase cars?

These are questions of particular interest in automobile circles. Also, they are questions of vital importance to the manufacturing industry. Walter E. Flinders, president of the E-M-F. company, in Detroit, has been exceedingly fortunate in predicting market conditions since his connection with the industry. He points to the fact that his company is now building an addition to its main plant as an evidence of his belief in the stability of the industry on the whole.

"There are, and always will be, a lot of

signs who will be interested in the affairs of their neighbors," said Mr. Flinders. "An accomplished gossip will accumulate and spread a lot of misinformation, particularly regarding persons of whom he is jealous. That is the common source of rumor regarding individual cases of alleged installment plan purchase of automobiles. It is safe to say that 90 per cent of the season's retail sales have been made on a cash basis. Adherence to this rule has been one of the greatest advantages of the industry.

"Never in my experience have I known of a man mortgaging his home to purchase an automobile. Such cases may exist, but if they do they are merely testimony to the existence of a class devoid of business sense or frugality, and the members of which would have expended their entire resources in some other way but for their ambition to own a car.

"The time is long since past in which existed a common belief that the automobile was a pleasure vehicle, available only to the rich. As a matter of fact, the prosperous western farmer is now by all odds the largest buyer in the market. Nearly 80 per cent of the E-M-F. company's 1910 output has gone into the hands of owners living on farms or in small villages where street car lines do not exist.

"The American farmer is a hard headed person. If he buys a car he does it only after investigation among neighbors and friends and figuring how many driving horses he can dispense with and how much added business he can do. The pleasure of riding which his new possession makes possible is a purely additional premium he gets in the package.

"One of the largest—perhaps the next largest—class of automobile purchasers is the medical profession, which has absorbed a remarkable number of light cars, of the runabout order. In particular, every doctor's automobile retires to other employment from one to four horses and buggies. The automobile needs supplies only when in actual use on the road. The experience of the doctors is similar to that of the contractors and a large class of other men whose business requires rapid locomotion for comparatively short distances.

"Undoubtedly the large majority of automobiles sold have replaced horses, this being true as well of the cars purchased merely for pleasure. In nearly all cases an automobile will pay its upkeep expenses, even when used merely in a pleasure way. It is more pleasant and less expensive to take an evening ride than to spend the recreation hour of the family in a theater. Short trips by automobile have very largely replaced summer pleasure travel by rail and boat. All over the resort regions of the country there is a growing complaint that the summer season is absent from their summer haunts, remaining at home and using their cars as a less expensive method of enjoying a vacation."—New York Herald.

Golf Forges to Front as Sport

Although the Game is Young in This Country, it is Making Giant Strides.

Although golf in America is still in its swaddling clothes as compared with the game on the other side of the Atlantic, it has much to be proud of, for unquestionably the royal sport has worked wonders in a comparatively short time. It is doubtful if even the most optimistic devotees of driver and iron ten years ago would have dared to predict that in 1910 golf would give employment to thousands and add to the attractions of hundreds of towns and villages. Had he ventured such a prediction he probably would have been placed in the same category as the man who prophesied that a heavier-than-air machine could fly from New York to Philadelphia.

Time has shown that golf is not a pastime to be taken lightly, but, rather, seriously. Practically every other game has its limitations as to time. It is doubtful if the golfer from making his rounds of the links and weather is never too hot to prevent it, either.

No longer does the man in the street gaze at the golfer with his set of clubs as a curiosity. In the "hockey player" remark so frequently heard, one might hear a man of the navy type inform his friend that golf is a "rotten game," but even this is a sign of progress, for he knows it is golf and not hockey.

The huge strides golf is making and has made, is some proof of its fascination. Ten years ago the golfer had to travel much longer to reach a golf course than he does at present. Every town of any size at all has its golf course. No seaside resort is a complete success unless it has its own links, and it is the knowledge that golf is to be had that frequently brings the visitor and his family. This is also true of many inland resorts.

With regard to the employment that the game provides, it is difficult to estimate it. Professionals and their assistants, ground keepers, caretakers, iron head makers, golf ball makers, etc., are dependent upon the game, while there are thousands of boys and even men, who make their living as caddies. The list could be considerably increased, even to those who earn their livelihood by making mixtures for the extermination of worms and other ground pests.

It seems a pity that the expenses of golf are such as to debar those who have scarcely more than a comfortable income from participating in the pleasures of the game, but even this, may soon be relieved, for at present there are public links which are very well patronized by persons in ordinary walks of life. It is quite possible, however, that in a few years various municipalities will take more of an interest in the sport than at present, for, rapid as the growth of the game has been it still is in its infancy.

From the health point of view golf is a well known preserver of youth, not only being prescribed by physicians as a health restorer, but being played by physicians themselves who practice what they preach.

A Successful Guest.

"Well, Bill, how did you come out with the trust company?"
"Fine."
"Then, accepted your offer, did they?"
"Yes."
"What kind of a job did they give you?"
"Didn't give me any."
"Then how did they accept your proposition?"
"I offered them the refusal of my services, and they accepted it—refused my right off the handle."—Harper's Weekly.

The "Maxwells" 1911

New Models Ready For Delivery—Now!

The Maxwell models for 1911 are here! And again these famous cars have established a new standard of value for a car of moderate price. They have always been big and roomy. They have always been known for their unfailing reliability—wonderful durability and mechanical simplicity. But this year their strikingly attractive designs and many added refinements of equipment are certain to create for them a still greater fame and popularity.

We want you to come and look the 1911 Maxwells over. We want you to observe their style and strength in every line—to understand their superior construction and mechanism. Then you will know why we handle and so strongly endorse the Maxwell—why our enthusiasm knows no bounds.



Model G-11—\$1575
30 H. P. 4-passenger Touring Car. Including magneto, top, side curtains, wind shield and 5 lamps.

Rational Speed—Luxurious Comfort

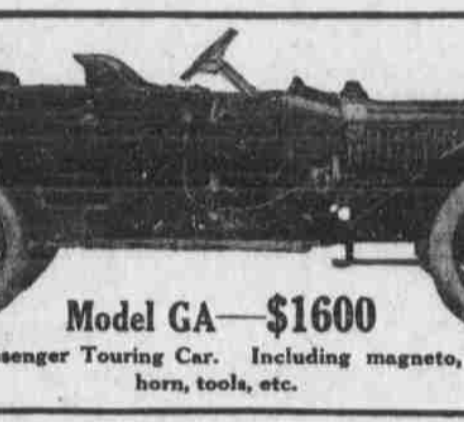
Maxwells are not built for speed to the exclusion of more vital motoring requirements. Their beautiful appearance has not alone been attained to the sacrifice of mechanical efficiency. They stand for uniform reliability and superiority throughout—for composite perfection. They give staunch, durable service—luxurious motoring comfort—have an abundance of power—offer all the speed any sane driver could ask for or use.



Model Q-11—\$900
22 H. P. 2-passenger Runabout. Including magneto, horn, oil lamps, tools, etc.

August And September Deliveries Are Absolutely Guaranteed On All Orders Placed Now—

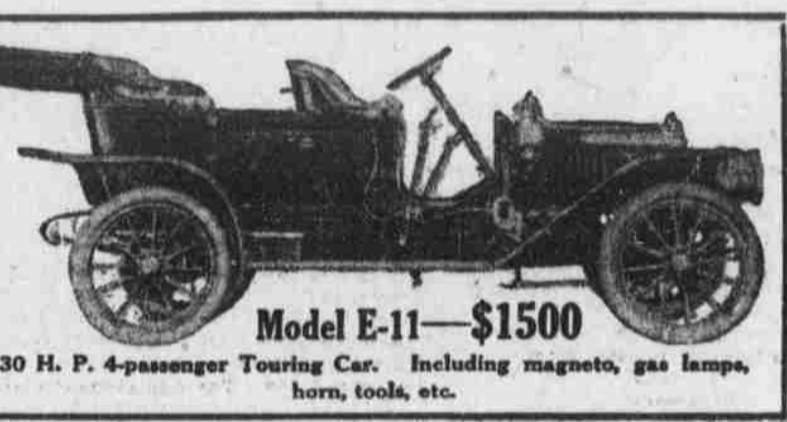
A Condition Never Before Known In The Motor Industry.



Model GA—\$1600
30 H. P. 4-passenger Touring Car. Including magneto, gas lamps, horn, tools, etc.

Well Known Facts

The Maxwell is the "Great Economy Car." Nearly everybody knows that. The very largest models can be driven 5,000 miles a year at an average total cost of \$3.98 a week. In grilling endurance contests they have repeatedly made perfect scores. The record of covering 10,000 miles without stopping the engine is held by the Maxwell. But these are only a few instances of the Maxwell famous performances.



Model E-11—\$1500
30 H. P. 4-passenger Touring Car. Including magneto, gas lamps, horn, tools, etc.

Models For Every Purse

You are not limited in your choice of a Maxwell. There's a special style, color and price of car to suit every taste and purse. And every model from the celebrated \$600 Runabout to the biggest Touring Car is typical of Maxwell car-building progressiveness. The same Maxwell reliability holds true of all. Each represents an absolutely unequalled value—made possible only through the tremendous, cost-reducing Maxwell facilities.



Model Q-3-11—\$1000
22 H. P. 4-passenger Touring Car. Including magneto, horn, oil lamps, tools, etc.

Don't Buy Before You See The New Maxwell

Don't miss this opportunity to see what the Maxwell factories are producing this year. We want to demonstrate the Maxwell to you and compare it with other cars. Among the many models we know you will find just the car you want for yourself and family. Remember you take no chances when you buy the Maxwell. Maxwells have proved their economy, reliability and tremendous value over and over again. 35,000 delighted owners will attest to this. Copies of the new Maxwell catalogue for 1911 have just been received by us. Have us send you one. Mail a postal today. Just say, "Mail books."

Maxwell-Briscoe Omaha Co.
LEWIS E. DOTY, Manager
2115-2117 FARNAM STREET