

AD IS FOLLOWING THE PLOW

Fighter Gets His Training on Farm with Two-Fold Results. WOULD LIKE TO MEET RITCHIE

Wolgaat Writes that He Would Somewhere and Some Day Like to Meet the Famous and Victorious Boxer.

There's a utilitarian proposition if ever there was one. It must have occurred to any man of thinking turn that every time a pugilist trains for a battle there is an enormous waste of power.

Turning him into profits. For instance, suppose that if instead of hitting up the road and sprinkling a little perspiration along the pike, the boxer taking off weight guided the handle of a plow for miles, as Wolgaat did, or covered a distance similar to what he traversed along the highway, sewing grain.

Supposing, instead of that he'd practice of skipping the rope, he had a treadmill fixed so that he could, by virtue of his footwork, grind coffee or pump water.

Supposing that instead of tossing the medicine ball he loaded grain onto trucks or flat cars, and supposing instead of striking his arms around playing hand ball he swung an ax and chopped wood.

Then, instead of the stale old information peddled to the public daily about the miles of road work and the bag-punching, we would learn that champion boxing and engaged in a variety of occupations of a highly useful character and rounded out a fine afternoon's work by chopping several cords of wood.

All Haven't Got Farms. But, where would the new order of things be inaugurated, some one may ask. It isn't every boxer that owns a farm of his own, like Wolgaat.

That's just where it is and that's just why a proposal of this kind, under existing conditions, appears as unstable as a boat's dream.

But, supposing the boxing game were properly organized and legalized, and supposing every burg had its boxing commission with every branch governing body duly qualified to collect percentages of gate receipts and apply the same to such purposes as would produce the best benefits to the community.

Suppose in such case the commission in this locality or that, bargained for the purchase of what might be called a municipal farm and made it one of the conditions of permit granting that the fighters should do their training there under the system suggested.

And when I say a farm, I mean a farm with plenty of good broad acres and straight-away runs for the plow furrows. In such cases there would be little danger of the lines of rival boxers crossing while they engaged in their practical training, for farm chores are varied enough to keep a brace of bruisers apart while they pursue their daily vocation.

For whatever it is worth, I offer this idea for what it's worth, and I freely admit that, in my opinion, the time is not yet ripe for its adoption.

I am all the more of that way of thinking after unfolding my pet scheme to a yoke-fellow in whose wisdom in matters of this kind, I have the greatest confidence.

"Put it on ice," he advised, "and spring it again at some future date."

"But when?" I persisted.

"When?" he murmured. "Why, as Rudyard Kipling might say: 'When the oldest champion has retired' and the youngest critic has died."

As the foregoing is penned, in a spirit of levity, I may as well be consistent to the close of the letter and tell of a humorous incident which occurred at a recent afternoon of gloves here.

POLO MATCH NOW ASSURED

Brand New Team of Britons Will Invade Next Year. GIVE YOUNGSTERS A CHANCE

Whitney, and Larry and Monte Waterbury Retire from Speedy Sport to Give Others an Opportunity.

By FRANK G. MENKE. NEW YORK, Dec. 13.—(Special.)—Now that an international polo match in 1914 practically is assured, the American sport loving public may look forward with keen anticipation to witnessing again this most thrilling, most wonderful sport in the world.

Pony polo, in our opinion, takes front rank as a generator of thrills, as a creator of wild, frenzied enthusiasm. We have seen legions of base ball and football games, looked in on a few championship boxing bouts, watched scenes of dare-devil persons flitting with death on motorcycles and in racing automobiles, but none ever has sent the blood coursing half so fast, or furnished as glorious a spectacle as pony polo.

The American "Big Four" won over the English invaders last June, but only after playing the grandest, most death-defying game ever staged on any field. But only after they were forced to the limit their powerful ponies, riding with the speed of a white-tail, unflinching of life or limb, were they able to triumph over the wonderful Britons.

New Men to Invade. What are the Americans' chances of repeating the victory in 1914? That is the big question polo enthusiasts are asking today, and it is one that will be difficult to answer. The team that represented the British last year has been scattered to the four points of the compass; an entirely new quartet of invaders will meet their appearance.

The chance here that the old "Big Four" combination which has brought so much glory to the Americans from the polo battlefields never will play together again. A new team will be chosen, and Devereaux Milburn, regarded as the greatest poloist that ever swung a mallet, will be the only member left of the famous "Big Four."

The new American combination probably will be: 1, Rene La Montagne; 2, Devereaux Milburn; 3, Louis E. Stoddard; back, Malcolm Stevenson.

The polo association, which names the team, figures that with Milburn playing forward and Stevenson as goal guardian the American team would be noticeably stronger. Milburn is a wonderful player at any position, while Stevenson's greatest value is in the backfield.

Make Room for Youngsters. Harry Payne Whitney, captain of last year's American team, and Larry and Monte Waterbury, the other two members of the "Big Four," announced at the conclusion of the match last June that they never would play again. The same, they declared, was too strenuous for their added years and added weight, and they announced they gladly would step aside and give the younger element a chance for the glory.

Since England's challenge for the 1914 match has been received, however, it has been brought to bear on this trip to reconsider their determination, but they have reiterated that they never again will take part in a match, either as regulars or substitutes.

The new American combination, however, ought to put up a mighty battle. With Milburn to teach his three teammates the tricks that helped the Americans to victory in other years, with Milburn's dashing tactics as their model, the new trio soon should take rank almost equal with the old "Big Four."

Montague is Game. Montague is one of the gamest men that ever played polo. Scores of times he has been injured in the club games in which he has participated, but he never winceth upon being lifted back onto his mount and resumed play with the same dash and vigor that characterized his game when in perfect physical condition.

Stoddard figures in the 1913 international match as a substitute and broke into the second game. He was inclined to nervousness which affected his play, but somewhat, but did not obscure the fact that he is a brilliant rider, a sure hitter from almost any angle, and a great man on defensive play.

Stevenson seems absolutely without fear while on horseback. He takes chances that no other man dares. More than half the time he is out of the saddle, getting his body on to greater speed, getting terrific forces in his mallet drives, and showing rare judgment in following the ball, and picking it out of scrimmage.

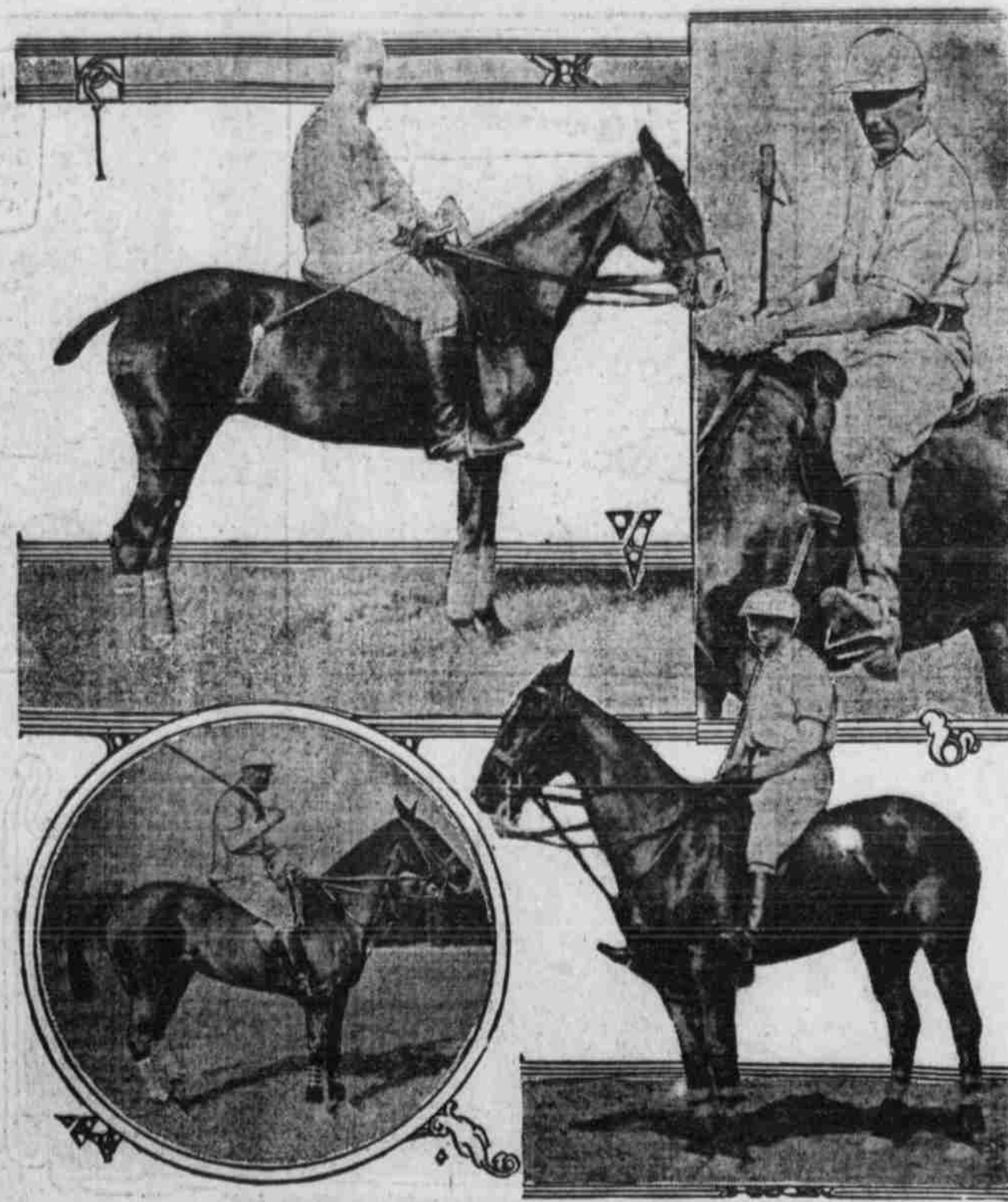
Milburn nothing need be said outside the fact that he is the greatest all-around polo player in America, if not in the world.

English Team Uncertain. The makeup of the English team is still uncertain. However, it will be chosen from the best players in the entire empire. Among those who will go to Madrid in February to practice for the international match will be Baron Ashley St. Lepore, R. Grenfell, Captain Lloyd Barrett, Lockett, Tompkinson, Ralston and Paine. From these the British team and its two substitutes will be chosen.

In the meantime, the English and American polo associations are scouring their respective countries for suitable mounts. Much of the success of a polo team depends on its ponies. The English team will have the hardest job of making its selection, as it is practically all of its 300 ponies before returning to England last June.

Most of the ponies used by the Americans in the last match were young and especially wiry, and practically every one can be used again in 1914, unless the Americans find new ponies who seem better able to stand the terrible strain.

Four Relied Upon to Keep the Polo Cup



Above—Louis E. Stoddard and Malcolm Stevenson. Below—Rene La Montagne and Devereaux Milburn. These four great polo players will probably make up the team to meet the English army officers next summer. They are all brilliant players. The old "big four," consisting of Whitney, the two Waterbury brothers and Devereux, probably never will play together again in an international match. Foxhall Keene also is not expected to figure. The changes are partly brought about by the age of some of the players, who are taking on weight, and find the necessary training and practice increasingly difficult.

MORE HONORS FOR BAKER

Famous Pitchers Among .300 Hitters for Last Three Years.

FALL DOWN OCCASIONALLY

Observation Proves that Star Batsmen Do Not Keep Up Their Feats During Games for the World's Title.

NEW YORK, Dec. 13.—More honors have been discovered for J. Franklin Baker, who has made himself so extremely obnoxious to major league pitchers since he moved from Reading, Pa., to Philadelphia early in September, 1913. It develops that J. Franklin is the only athlete who has been for three seasons a member of the "World's Series Society of .300 Hitters." The man who put Trappe, Md., on the base ball map also is the only player who has annually hit harder in the base ball classic than he has in the regular season.

"Chief" Meyers of the Giants had a chance to secure the same honor as Baker possesses, of being a .300 hitter in three world's series, until his hand was damaged prior to the start of the second game for the championship of the world last month. McGraw's Indian batted .300 in the contests with the Athletics in 1911 and .337 in the games with the Red Sox in 1912. His percentage in the one game he played this year was underneath the charmed figure.

Other players who have batted .300 or better in two world's series are, besides Meyers, Frank Chance, Frank Schulte, Johnny Evers, Artie Hoffman, Danny Murphy, Jack Barry and Eddie Collins. Collins and Baker are the only two men who have hit over .400 twice. The Columbia graduate had a percentage of .429 in 1910 and of .421 this year. Baker's 1910 figure was .400 and his stick out in the world's.

Star batsmen have a habit of falling down when games for the world's title are played. "Tip" O'Neill of the St. Louis Browns of 1903 ran up an average of almost .500 during the regular championship season of the American Association and during the games with the Detroiters for base ball's highest honors he hit just .194.

Honus Wagner batted .335 during the championship season of 1908 and in the world's series with the Red Sox his average was shaved down to .314. Baker has lived up to his regular standard in the world's series, as these figures show: 1910, batting average during regular season, .341; batting average during world's series, .349; gain, .075. 1911, batting average during regular season, .347; batting average during world's series, .375; gain, .028. 1912, batting average during regular season, .333; batting average during world's series, .405; gain, .072.

FORD CAR CLIMBS PEAK UNDER DIFFICULTIES

A Ford Model T has established a new record for the ascent of Pike's peak. On September 2 the car driven by Oliver W. Hall of Denver started from the Cascade postoffice at the foot of the famous mountain. The start was made at 8:15 a. m. and the Summit house was reached at 12:58, or rather the telegraph office for it was the official checking point.

MOVING PICTURE TRIP OF HIGHWAY NEAR COMPLETION

Having driven over 4,300 miles since October 25, J. Neil Patterson, the young Detroitier who is securing a motion picture record of the Lincoln highway route, left Detroit early Thursday morning for New York City. Accompanying Patterson are Ben Holladay of Los Angeles and J. Mitchell, a moving picture photographer, both of whom made the long trip across the continent in the Logier Six which Patterson is driving.

Comes Six Thousand Miles to Learn Fine Points About the Mat

PRICE DOESN'T MAKE A STAR

High Cost Merely Safeguards League Owing Good Men.

BEST HAVE BEEN THE CHEAPEST

Brightest Appellations in the Base Ball Firmament Were Secured at Figures Which Were Certainly Reasonable.

NEW YORK, Dec. 13.—"Did it ever occur to you?" asked Billy Murray, former manager of the Phillies and at present scout for the Pirates, "that we have never had a ball player who costs a lot of money to be one of the great stars of the game?"

"Of course," Murray continued, "there are one or two cases where the clubs got their money's worth—Marquard, for instance—but I think you can safely say that all the really great stars of the game didn't cost \$100,000 put together."

"Then what's the use of paying the big prices?" Murray was asked.

"Just because we are afraid we might lose a star if we didn't, that's all," he said.

Murray's question brought out the very interesting fact that Eddie Collins, now considered the greatest ball player living, cost Connie Mack exactly \$2—the price of a return ticket for a man to come from Philadelphia, sign him and go back.

Ty Cobb cost the Detroit club \$75 and his expenses from Georgia to Detroit.

Tris Speaker cost Boston in the neighborhood of \$2,000, but could have been had for less, as the Red Sox had him before that and let him go.

Just what Walter Johnson cost is not exactly known, but it was certainly not more than \$1,500.

Would Match Native Golfers Against All Who Come to Country

Issuing Entry Blanks For Coming Futurity

NEW YORK, Dec. 13.—Entry blanks for the futurity race of 1914 have been issued by Secretary V. E. Schamburg of the Coney Island Jockey club. The conditions for the race, which will be at six furlongs, will be by subscription of \$20 each, or only \$10, if the money is sent with the entries for mares covered in 1913, and a further subscription of \$50 unless struck out by November 1, 1914, or \$100 unless struck out by July 1, 1915. Each starter to pay \$500 additional, all of which to go to the second and third horses. The Coney Island Jockey club to add \$5,000; the second horse to receive \$750 and two-thirds of the starting fees, and the third \$500 and one-third of the starting fees. The nomination of the first, second and third horses to receive \$1,000, \$500 and \$250, respectively. The estimated value of the race is \$30,000, and entries close January 2, 1914.

YALE PUTS UP BIG STADIUM

Stand Will Accommodate Sixty-Two Thousand Persons. CROWDS ARE GROWING BIGGER

Every Year the Attendance at the Foot Ball Games Increases, and New Structure is for the Comfort of Fans.

NEW YORK, Dec. 13.—Yale university is building one of the greatest stadiums in the world. Directly opposite the present grounds an army of workmen are now engaged building the new Yale field that will cost nearly \$1,000,000 and accommodate 62,000 persons. The new Yale stadium will represent an immense bowl built over twenty-six feet underground. Nothing like it has ever been attempted in this country, and for that matter few in the entire world have been sunk so far under ground since the time of the ancient Romans, 2,000 years ago, when the Roman emperors constructed huge stadiums in the sand hollows of Rome in which to hold their games.

The new stadium is the realization of years of work on the part of the Yale athletic authorities. For some time past the present New Haven stands, although the largest wooden structures in the country, have been inadequate to handle the record-breaking crowds for the Blue's annual foot ball games. New quarters were anxiously sought. Mainly through the efforts of Chairman Thompson of the Yale Athletic association the college was induced to build a stadium on the grounds opposite the present field, the road to Derby, that would surpass even the great Harvard stadium. The new Ell field will do that by many thousands. When completed it will accommodate about 62,000 persons, and without a great deal of trouble and expense the seating capacity can be increased to 100,000.

Decided Plan Several Years Ago. The Yale athletic authorities first decided to erect a new and modern stadium several years ago. The increasing foot ball crowds made a change imperative. The first move was the sending of Chairman Thompson to Europe to study the plans of foreign architecture. After considerable labor the blue prints of the original Roman coliseum were obtained and it was finally decided to build along these specifications. Then came the big task of collecting a sufficient sum of money from the alumni to proceed with the undertaking. This accomplished, work was finally begun.

The present plans call for a seating capacity of 62,000, over 15,000 more than Harvard's stadium. Room will be provided for 10,000 and enough vacant space will remain so that the accommodations can be increased to 100,000 at any time. The stadium will be the last word in modern construction. Every desire of the spectator will be catered to. There will be about fifty-seven tiers of seats around the huge bowl, but every one will be so arranged that a perfect view of the gridiron may be had from every position.

Must Be Completed Soon. The contracts call for the finish of the new stadium in time for the game with Harvard next year. This means that the vast stands must be completed in less than a year, but it is believed that the work will not be nearly as arduous as the labors connected with the constructing of the Harvard stadium. It isn't generally known that the outlying districts of New Haven are filled ground. The ground was once the mouth of the Connecticut river, the filled in part is mostly sand. This will make the digging of the site for the Yale field fairly easy and comparatively cheap. It was estimated that it cost \$17 a seat to build the Harvard stadium, while Yale's home can be constructed for \$10 a seat—a big difference.

Notwithstanding the heavy expense of the new field, it is expected that the stadium will soon be a paying investment. The old wooden stands on Derby avenue have cost the New Haven Athletic association about \$12,000 a year for repairs alone, and they have been unable to accommodate the large crowds that have wanted to see the Bulldog's big games each year. And there has always been the worry and anxiety of a fire breaking out in the wooden stands which would certainly result in a severe loss.

Yale will open the 1914 season on the old grounds, but by the time of the battle with the Crimson, if everything goes right, it is planned to open the Blue's new home and there isn't a Yale supporter who doesn't wish that the Bulldog will produce a team that will do credit to the new \$600,000 stadium, which will be a monument of its kind for years to come.

Franklin Sedan Car Makes Record Trips

The use of enclosed cars for touring purposes has been growing steadily for the last two years. The enclosed car for this purpose must be light in weight and particularly strong.

Arthur Holmes, chief engineer of the H. H. Franklin Manufacturing company, has made several trips in a Franklin Sedan during the last week.

His drive to Boston in one day. Upon the return trip he came from Pittsfield, Mass., to Syracuse, N. Y., a distance of 192 miles, in five hours and fifty-seven minutes, an average of over thirty-two miles per hour. A few days later with the same car he went from Syracuse to Buffalo in the morning in four hours and forty-five minutes, and returned that afternoon in the same time. The distance from Buffalo to Syracuse is 154 miles and the average speed on this trip was 23.5 miles per hour.

Persistent Advertising is the Road to Big Returns.

HANS HAS THEM ALL BEATEN

For Seventeen Years Wagner Has Been Batting .300 and Better. LOOKED SHADY FOR HIM ONCE

For a While Last Season There Was Much Speculation as to His Record, but He Finished Gloriously.

NEW YORK, Dec. 13.—The greatest batter of all times is Hans Wagner. His record of seventeen consecutive years' service in the major leagues, batting .300 or better, has never been approached, let alone equalled, in the history of the national pastime.

Next to Wagner's record comes that of old Pop Anson, the old Chicago leader. Adrian went twelve consecutive years, hitting over the .300 mark. The next best mark is held by Lajoie, the great Cleveland second baseman. He has been in the big leagues eleven years and has batted .300 every one of those seasons.

The Demon Dutchman was given his first professional base ball engagement by George Morland, the well known Pittsburgh sportswriter, in 1895, at Steubenville, O. The next year Hans played with Paterson, so he really has batted over the .300 mark professionally for more than seventeen years in a row. When Wagner first signed with Steubenville he only got \$5 a month. They say that he gets twice as much a day now.

Keeps Up Record. There was much speculation as to whether Hans would keep up his good work during the past season. For a time he batted below the .300 notch, and some experts predicted that the wonderful veteran had gone back to such an extent that he wouldn't be able to end the season with a percentage of .300. However, Hans closed the year in a blaze of glory, and when the curtain fell he was hitting them out as of yore, but just managed to sneak in the hall of fame with a mark of .300.

Wagner is like Tenyson's brook, and he promises to go on playing in the big leagues and hitting .300 or better for many years to come. He has already announced that he will be back on the job for the Pirates again next season, and it looks as though like a cliche to bet that when the season of 1914 ends he will have batted eighteen straight years in the big league for .300.

Although Lajoie has gone along twelve years now whaling the pill for .300, still he has not been along in years to such an extent that he is not likely to reach Wagner's mark. In fact, it is expected that Wagner will remain in the game just as many more years as Lajoie.

Cobb a Close Second. Ty Cobb is the only present-day batter that is looked upon as possessing the ability to tie or even Wagner's record, but as he is of a very nervous temperament and of a none too rugged physique, it is hardly possible that he'll accomplish this feat. Here is the batting record of four wonders of the game:

Table with columns: Years, Games, A. B., R., H., Avg. WAGNER, PITTSBURGH.

Table with columns: Years, Games, A. B., R., H., Avg. LAJOIE, CLEVELAND.

Table with columns: Years, Games, A. B., R., H., Avg. COBB, DETROIT.

Table with columns: Years, Games, A. B., R., H., Avg. ANSON, CHICAGO.

Cobb Speaks Again. Ty Cobb states that a good rest will allow Lajoie Zelder to get back in condition. "Never overlook Zelder," says Ty. "He is a smart ball player, and will prove it if he comes back in good condition, and there is no doubt that the winter's rest will do him the world of good. He can play any places in the infield and he can play them all well. That is the reason he is a valuable ball player."

MICHIGAN SQUAD TO BE COACHED BY YOST AGAIN. ANN ARBOR, Mich., Dec. 12.—Fielding H. Yost will coach the Michigan football team again next season. The contract with the Wolverine mentor has expired, it contains a clause which provides that relations shall continue unless notice of other intentions thirty days before the end of the current playing season. Yost gave no such notice to the local athletic authorities, and they laughed at the possibility of depositing Yost, declaring he could coach at Michigan as long as he continued to active work.

Change the Name of Goodyear Tire. Hereafter a popular type of product of the Goodyear Tire and Rubber company, Akron, O., is to be known as the "All-Weather" tread tire. This name takes the place of "Non-Skid" as descriptive of the slipless type of Goodyear tire. The proportion of Goodyear "Non-Skids" sold to total Goodyear tires has been increasing rapidly. The sale is no longer a seasonal matter, but keeps up the year round. The tire users have come to realize that the Goodyear "Non-Skid" is a good tire for any kind of weather—hence the change of name. There is no change in the tread itself. It presents the same edges and angles, and offers the same proven resistance to skidding on any surface.

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