

Bringing Up Father



Judgments

WITH the fate of Topels more or less undetermined, and some one or two other minor matters of administration designed to be settled, the affairs of the Western league are still further complicated by a threatened revision of the playing circuit of the American Association. It may be that no change in the composition of the recently elevated "major" league will take place during the current season, but it is equally certain that when the change is made, if ever, they will have a very direct effect on the map of the Western league. For seven years this matter has been ever present as one of the probabilities of base ball, and three years ago it was all but a fact accomplished, only the obstinacy of Byron Bancroft Johnson then preventing the move, which would have obliterated the formation of the Federal league and would have given Omaha its longed-for "seat in the sun." And now, that the National and American leagues have given their consent, and the American Association is recognized as a "major" league, with privileges appertaining to that exalted state, it isn't unreasonable to expect that some territorial changes will take place. Just what they may be doesn't appear on the surface, but any readjustment of the map will have a direct bearing on Omaha's future, and you may depend upon it that Ex. Board is ready for the change. He has been for four years, in fact, for he rebuilt his grandstand and did other expensive things out at Rourke park, with the understanding that Omaha was to be made a member of a bigger and better circuit.

It doesn't get us anything to keep gnawing the file, but the temptation can't be resisted to again refer to the lack of foresight that marked the course of Ex. Board Johnson, when he balked the move to allow the American Association to enter Chicago and one or two other big league towns. Only disaster has followed on the trail of that unfortunate exhibition of pigheadedness, and the end is not yet. The full extent of the blow may be told by the big team owners at the close of the coming season, for by that time the Landis decision, whatever it is, will have been entirely resolved, and club owners will know a little nearer where they stand. Such things have happened before, and probably will again, so long as man is put in position of authority and gets puffed up thereby. But the fact that history is repeating itself doesn't help the man who has his money tied up in a base ball plant, and sees it slipping because some fellow has allowed his ingrowing ego to nuzzle up the whole game.

The International League took a very straightforward way of preparing its players for the inevitable: from the president's office a circular was mailed to each and every player under reserve to that league, setting forth that the league would not be able to pay in 1915 the salaries that prevailed in 1914, and warning the young men to be prepared for a cut. No intimation of the size of the cut was given, but it is quite likely that it will be a fairly deep one. The International has enjoyed the privilege of "AAA" distinction, which means it has been permitted to pay some rather fancy prices to ball tossers. Along with the circular was a notice that the league would avail itself of the permission from the commission extending the time for signing to March 1. Which means that salaries in the minors are coming down this summer.

Ingenious and persistent efforts are being made by the press agents to blow the breath of life into the coming news between Jack Johnson and Jess Willard, but so far the excitement is hardly to be compared with that which greeted the declaration of war in Europe. As a matter of fact, no one can really convince himself that the affair has any essential quality of honesty about it. From first to last, it savors very strongly of a commercial enterprise, pure and simple, and as such it will be looked upon. The fact that Jack Curley has the Willard end of it gives a doubtful tinge to the sincerity of the proceeding.

It may be recalled that Curley managed the Gutch-Haackenschmidt wrestling affair at the Chicago base ball park on Labor day, not so many years ago, concealing for four or five days the fact that Haack had injured one knee so badly that he would not be in any condition to make a contest, and only letting the fact be known after the crowd had paid its money and had no chance of getting it back.

Getting Tippie and Schelbner back from the draft net is about the best thing that has happened to Pa. House since Marty Krug put his name on a contract to be manager. Things are looking brighter.

Calling the children "Whites" may change their luck, but it won't help them any unless it does.

NATIONAL LEAGUE TO MEET

Holds Final Conference with Several Questions of Importance Before House.

PLAYER LIMIT IS A THORN

NEW YORK, Feb. 6.—With the holding of the National league schedule meeting here today the base ball magnates of organized base ball will begin to edge out of the spotlight in favor of the player. The winter months mark the season of the magnates greatest prominence, and this has been particularly true of the league executives and club owners since the world series. The struggle between Organized and Independent base ball interests has forced the player, in his active role, well into the background. With the call for spring training and the announcement of schedules for base ball enthusiasts will begin to revive and the possibilities of the 1915 season outlined.

Before this situation in the national sport can be reached, however, there are a number of important rulings, legal and executive, which must be clarified. The schedule meeting of the American league has already been held and the National league will hold its final conference in this city next Tuesday. At this gathering the magnates of the senior league will pass officially upon the playing dates for the coming season, and also upon several resolutions and suggestions passed or considered at the meeting held early in December.

Mitchell Sealed Bonnet Car to Be Here for Display

The Mitchell Motor company received word from the factory at Racine, yesterday, when they were advised that they would have the famous Reliability car here to show to visitors during the Automobile show. Omaha people will remember this sturdy little car which made a visit to this city on October 14 in a downpour of rain and mud up to the hubs.

The machine is a regular stock model, as was officially announced by the American Automobile association, to quiet some rumors that went the rounds that the car was "nickel" for the test.

FAMOUS YACHTS OLD METAL

Columbia, Popular as American Defender, and Defiance, a Failure from Start, Broken Up.

BOTH WERE EVENLY MATCHED

NEW YORK, Feb. 6.—The passing of the year 1914 also saw the end of two yachts built for America's cup honors. One made a remarkable record; the other, built for a possible defender, was a failure. The best known of the two is the Columbia, which successfully defended the cup in 1899 against Shamrock I, and again in 1901. In the latter year it defeated the Constitution in the trial and preliminary races, and defended the cup, by defeating the Shamrock II. This was after the closest series of races ever sailed for the cup. The other yacht to be broken up is the Defiance, built last spring by the Bath Iron works for a syndicate of yachtsmen representing New York, Boston and Philadelphia, and for that reason generally called the Tri-City yacht.

These two yachts have been sold for old metal. The Columbia, which has been at City Island since the trial races of 1901, has ninety tons of lead on its keel, and is plated with bronze on steel work frames, so that it is worth a fair price for old metal. Lead sells for \$80 a ton when in a lump as on the keel of a yacht. The late J. Pierpont Morgan was one of the syndicate to build the Columbia, and after it had defeated the Shamrock I, Mr. Morgan became its sole owner. C. O. Oliver, Esq. had charge of the Columbia in its first year, and W. Butler Duncan had charge of the defender, which was the trial boat. In 1901 when the Shamrock II came here, former Commodore E. D. Morgan had charge of the Columbia and Charles Barr was its sailing master. W. Butler Duncan had charge of the new yacht, the Constitution, built for a syndicate headed by August Belmont, and Uria Rhodes was its skipper. These two yachts were evenly matched and, as the Columbia made a more consistent record, it was selected to defend the cup.

Columbia Wins First Race.—The first race for the cup was won by the Columbia by 1 min., 20 sec.; the second race, over a triangular course, by Columbia by 3 min., 35 sec., and the third race, in which Shamrock II finished first, was won by Columbia by 4 sec., an Shamrock had to allow 4 sec. in thirty miles. The Columbia was used as a trial yacht when the Alliance was built, and in the races that year it showed again that it was a better yacht than the Constitution.

The Defiance was a failure from the start. It had the easiest form of the three defenders built last year, the smallest lateral plane, and yet its designer tried to make it carry the largest sail spread. It was so much over-canvased that before it had taken part in a race its sail plan had to be cut down. Later this was still further reduced. It was tender and weak so that those in charge were afraid of it. Finally, it was announced that its mast step had so weakened that it might lose its mast at any time, and it was withdrawn from the racing. E. Walter Clark of Philadelphia was the largest subscriber to the syndicate, which was capitalized at \$100,000, and at the end of the season he purchased the other interests in the yacht. After a thorough examination it was decided that nothing could be done to the vessel, which was structurally weak, and it was sold for junk. Some of the spars and fittings are to be used on the Itasca, which is now being changed into a schooner, and the lead will be cut up and sold. The hull is worthless, except for the little pieces of the steel frames and the thin mahogany veneers used as planking. It had seventy tons of lead.

Lee Huff Declares Business is Bound To Be on the Boom

Lee Huff of the Nebraska-Buick Auto company states that the outlook for the present season is exceptionally good, and that his company have delivered over 1,500 of the 1915 Buick models in the territory which they control up to January 1, 1915, and their deliveries for January and February amount to 1,075 cars, which will make a total of 2,575 1915 Buick cars delivered into their territory by March 1. These January and February deliveries have and will all be moved in train loads, which amounts to ten train loads of Buick automobiles into their territory which includes the western half of Iowa, the southern part of South Dakota and all of Nebraska.

Corbie Mack is going to give his players the benefit of Larry Lorie's experience. Lorie will take the reins of the Debas team and coach them. Larry Lorie is the idea.

Kansas City Manager May Be Supplanted



KANSAS CITY, Feb. 6.—Fans here are wondering whether "Bill" Brady, transferred here by the Brookfields, is to take the place of George Stovall, manager and first baseman of the Kansas City Feds.

NO CHANGE IN HUNTING LAW

Congressman Lobeck Declares No Chance for Modification Spring Shooting Regulation.

WILL PROSECUTE VIOLATORS.—In reply to several constituents who have written inquiries on the matter, Congressman C. O. Lobeck has announced that the government will make no changes in the regulations covering the hunting of migratory birds in the spring. In addition the Department of Agriculture has issued a statement to the effect that the law will be rigidly enforced as heretofore and spring shooting of migratory birds will be absolutely prohibited.

The federal law declares that no water fowl can be shot in the northern or breeding zone after January 15, except in New Jersey, where the season extends to February 1. In most of the southern or wintering zone the season closes February 1, but extends to February 15 in Florida, Georgia and North Carolina. No change has been made in the law, and as the law provides that all changes in the regulations must be considered for a period of sixty days and then must be approved and signed by the president before they become effective, it is evident that there is no possibility that the prohibition of spring shooting will be in any way modified this year.

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CHANCE FOR WESTERN GOLF

Both Championships, for Men and for Women, to Be Held in the West.

WILL EVANS COME INTO OWN?

NEW YORK, Feb. 6.—The west will have a golden opportunity to sweep to the crest in the golfing world this year. With the amateur championship staged over the links of the Detroit Country club the first week of September, and the women's championship played at Opwentsla club, near Chicago, a week later, the sunset golfers have their best opportunity since 1910 to wrest a national title from the eastern contenders.

Francis Ouimet, Jerry Travers, Walter Travis, Oswald Kirkby, Fred Horseshoff and Findlay Douglas will lead the eastern attack, and the task of the western contingent, headed by Chick Evans, will be far from an easy one. However, with the advantage of playing close to "home" in their favor, the west may prevail.

This should be Evans' year to win. Chick is today the best all-around golfer in the country—but the unluckiest. Playing the greatest golf of his career last year in the national open championship, one that left all the best known professionals and all the slimon pros behind him, he was nosed out for the title by a single stroke by a young and practically unknown "bro," Walter Hagen of Rochester. Playing in his own territory, Evans faces the chance of his young life-time to overcome the hoodoo that has pursued him for years and become the national champion. To come into his heritage, as it were.

BRITISH GOLF PROS ENTER

Will Play in American Open Championship if English Event is Called Off.

NEW YORK, Feb. 6.—Contrary to early reports, there appears to be a possibility that the coming golf season will be featured by at least one international tournament.

The entry of several of the more prominent of the English professionals in the American open championship at Baltusrol, June 15 to 18, is almost certain in case the English open, set for about the same period, is declared off on account of the war.

WILL PROSECUTE VIOLATORS

The English golfing authorities have not as yet made a definite announcement regarding their tournament, but close observers of the trend of the sport abroad are of the opinion that the open golf championship will be dropped for the season of 1915, as has been done with the Henley regatta, the Oxford-Cambridge crew race and other English sports classics.

With their principal home tournaments abandoned, these professionals would welcome the opportunity to play in America, for their sources of revenue have been greatly curtailed since the beginning of hostilities. There is another side to the situation, however, which leaves the question of ultimate entry in doubt.

matches out of the fire with his assembly impossible puffs. With the shift of the championship scene to the west comes the possibility that another Ouimet may arise to upset the grand old dope. Out around Detroit some unknown youth may sweep to the crest as the renowned Francis did at Brookline two years ago. Who knows?

Autos Making Good In Mail Service

Practically every large city in the country now has two or more Ford cars in the parcel post division of the mail service. The two cars used at the Omaha office have been in daily service since their purchase, November 1, and it is said that they have more than fulfilled all expectations of the local officials. In spite of the hard going caused by the snow-filled streets of the last few weeks, they have made their trips regularly and practically no time has been lost.

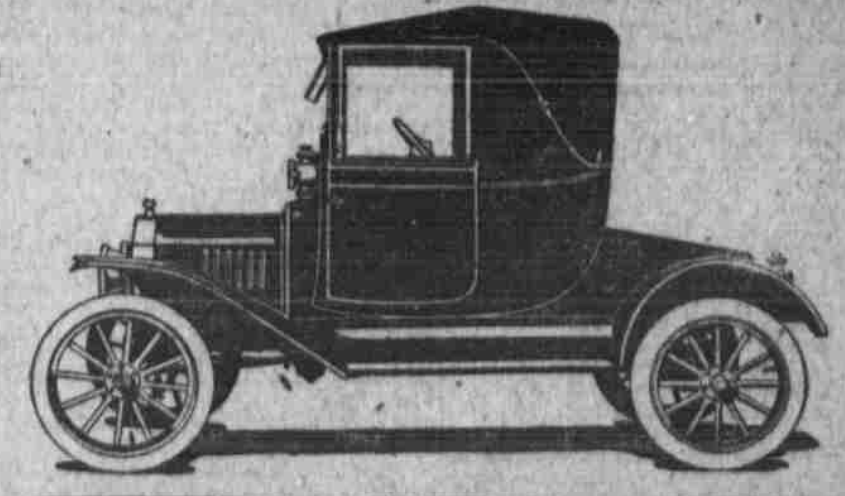
WILL BE MILLION FORDS ON THE ROAD BY AUGUST 1

With the completion of the 1,000,000-car schedule August 1, 1915, there will be 1,000,000 Ford cars in operation. A million Ford owners means Ford dealers in proportion. There are nearly 6,000 Ford dealers. And in the hands-always-of these Ford dealers is kept a stock of Ford parts aggregating about \$15,000,000.

The ratio of Ford owners as compared to owners of all motor cars is shown, for example, by California, Iowa and Florida, three extreme points in the union. More than 50 per cent of all the automobiles owned in these three states are Fords, and there are 115,000 cars in Iowa, too. There is a Ford dealer every ten miles in Iowa. In greater New York City and vicinity there are Ford dealers in Long Island City, Brooklyn, the Bronx and Newark.

All these stupendous figures—a million Ford owners, 6,000 Ford dealers and \$15,000,000 of Ford parts in the hands of Ford dealers—merely mean that it is impossible for a Ford driver, anywhere in this country, to get out of the zone of immediate Ford service. It is the basic principle of Ford service, not only to take care of every Ford owner immediately, but to take care of him immediately—wherever he is.

Bradley to K. C. Bill Bradley, manager of the Brookfields last season, has been turned over to the Kansas City club.



The all-kinde-of-weather car for every day in the year. Strong and tight and cozy when the top is up—a smart, stylish roadster when the top is folded—and it only takes a minute or two to raise or lower the top. The Ford Coupelet is by all odds a most practical two-passenger car with luxury built into durability.

All the speed and power and usefulness of the gas car with the convenience and exclusiveness of an electric—and Ford economy of operation and upkeep, less than 2 cents a mile.