

# Men "Higher Up" in Base Ball Provide Lively Ball to Add Thrills to National Pastime

By FRANK G. MENKE.

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Heavy Hitting Has Enabled Mediocre Batsmen to Cling Easily Above .300, While a Horde of Good Swatsmiths are Banging Out .350 or More.

HE expected has happened. The glamor and the soul-stirring thrill has gone from the circuit club. For homers have become the rule in this base ball era rather than the "hip-hip-hoo-oray" exception. The lively ball has done it. The unusual and the extraordinary excite the populace; sends it into raptures; makes them sportively fanatical; creates a wild hysteria of enthusiasm. But the usual—the commonplace—provokes no thrill, no thunder of applause, no rapturous happiness.

And home-run hitting in this A. D., 1921, has become ordinary, commonplace. Back in the olden days—before the base ball powers "hopped up," the ball—the athlete who banged out a dozen homers in a full season was a hero; a demon slinger; a seasonal champion; an offensive star to be gazed upon with awe!

Many Long Hitters. But now, with the season only about one-third over, 10 or more players have banged out around 12 home runs each.

A club that averaged three homers a week was a wonder aggregation—one that could have been nicknamed "Demon Clouters." Nowadays the team that can't bang out four baggers far beyond that average is regarded as a terrible aggregation.

In the last series between the Tigers and the Athletics a total of 16 home runs was made in four games. The Athletics—ranking as "the worst club in base ball"—amassed 10 of the 16. When a cellar club can harpoon 10 four-basers in four games, how can home-running still be reckoned as an amazing achievement?

No better evidence of the "lively ball" can be cited than Ty Cobb's record. The mighty Georgian is not averaging more hits now than in his best years, yet in the first two months of play he has made almost as many homers as he did in any complete season of his spectacular career. The answer is obvious:

The men behind the national game decided two seasons ago to harken to fandom's cry of "more hitting." They made the ball livelier by the simple process of using materials known to ballfod. Their aim was to give the players a ball that could be whanged out of the lot with reckless abandon but remarkable precision.

Achieve Aim. The aim was achieved—but now there is evidence of its boomerang effect. Even the four basing of Ruth isn't provoking any excessive delirium this year. Everybody's doing it—this home run stuff—so why get excited about it? The fans have become smarted up this season and they know that Ruth's terrific clouting and the great four-bagger work of a dozen other players is, in the final analysis, an artificial performance, as compared with the era before the "hop" ball.

The new ball hasn't merely increased circuit drives. It has enabled mediocre batsmen to cling easily above .300 while a horde of good swatsmiths are finding no difficulty banging .350 or better. The year undoubtedly will end with more .300 hitters than the game ever has known before.

Once upon a time a team that averaged six or seven safeties per game was an aggregation of lu-lu hitters—and did the old home town proud. But a six or seven hit gang now would be fired bodily by the irate magnate. No club is a hitting one now unless it can pound out 10 to 15 safeties per diem.

Banging Out Hits. That Tiger-Athletics series can be cited. In the four games the Tigers made 33 runs and 61 hits—an average better than eight and 15—while the men of Connie Mack made 32 runs and 45 hits an average of eight runs and more than 11 hits per combat.

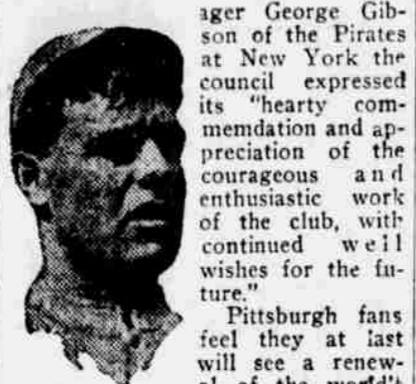
Philadelphia fandom saw each day on the average, a total of 16 runs and nearly 27 hits—probably a record performance in offensive play. But it won't remain for long if the lively ball continues in play. For almost anything seems possible with its use. Players, realizing that the ball will sail tremendous distances when lustily whaled, are spurning the bunt, balking at scientific batting orders—and slugging, slugging, slugging.

The fans wanted more hitting—a little more. And the reaction is hurting them. They no longer go into ecstasies about batting rallies and long distance driving. It's become too common.

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## City Council Passes A Ballot of Esteem For Proud Pirates

The city council of Pittsburgh has taken note of the victorious sweep of the Pittsburgh National league base ball club so far this season. In a resolution adopted by the "city fathers" and forwarded to Manager George Gibson of the Pirates at New York the council expressed its "heartly commendation and appreciation of the courageous and enthusiastic work of the club, with continued wishes for the future."



GEORGE GIBSON, Pittsburgh manager.

## Lafayette Is Car Of Achievements

Engineers Analyzed Essentials of Good Car and Then Built It.

During the period in which the Lafayette car was being developed the engineers analyzed the essentials of a fine motor car. It must do the following things, asserts R. W. Hayward of the Lafayette-Hayward company:

The motor will start when you put your foot on the starter pedal after the car has stood all night in a cold garage.

It will go out of the garage quietly and will reach a satisfactory running temperature in a short time.

The clutch action will be easy; the transmission gears quiet in all speeds; and the controls handy.

It will steer easily and steadily, without fatigue on a long drive.

The rear wheels will not bounce and it will take abrupt curves safely without pitch or roll.

It will accelerate rapidly and take high per cent grades in third gear without a take-off.

It may be quickly and safely braked without any drumming of the rear wheels, or without side-skidding on slippery streets.

It may be driven long distances at either high or low speeds without overheating.

It will retain these qualities over a period of years and its appearance will be such that it will remain in good taste indefinitely.

## Reduction Made In Price of Nash Passenger Cars

Cuts Range From \$150 to \$250 on Both Four and Six-Cylinder Models.

The Nash Motors company announces a reduction in the prices of Nash passenger cars, both six and four-cylinder models, ranging from \$150 to \$250. These prices, effective July 2, are as follows:

Nash Six—Five-passenger touring car, \$1,545; seven-passenger sedan, \$2,695; four-passenger coupe, \$2,395; two-passenger roadster, \$1,525; four-passenger sport model, \$1,695.

Nash Four—Five-passenger touring car, \$1,195; two-passenger roadster, \$1,175; three-passenger coupe, \$1,735; four-passenger sedan, \$1,935.

In a statement given out by C. W. Nash, president of the Nash Motors company, he reported that these reductions represent lowered production costs in the big Nash plants at Kenosha and Milwaukee. They are handed on to the public because it has always been the policy of the Nash Motors company to give buyers the benefits of savings accomplished through operating economy.

Believes in Square Deal. "We have always believed," said Mr. Nash, "that no man or institution which did not always deal fairly and squarely with the public could long survive."

"I take no small pride in the cars that bear my name, and yet I honestly believe that our frank and open way of taking the public into our confidence has played as important a part in our success as has the goodness of our product."

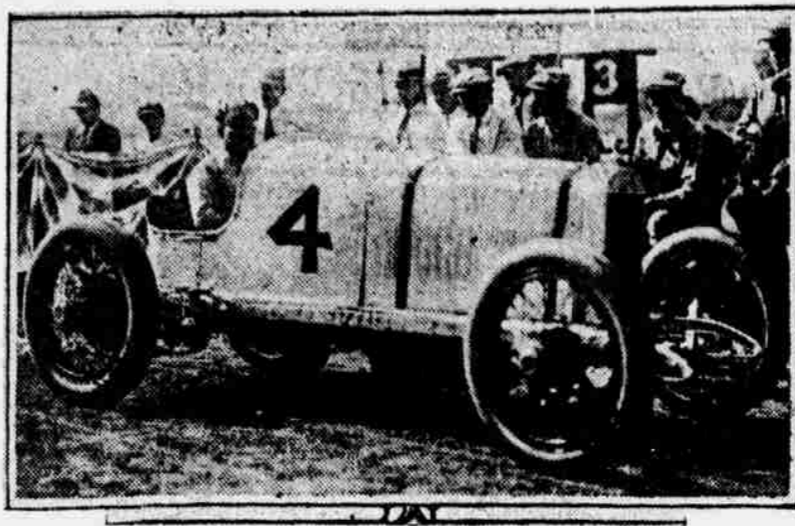
"For instance, last fall when there was a concerted and country-wide feeling that prices along all lines should be reduced we were in absolute sympathy with the movement. And yet there was simply no practical method by which to accomplish it so far as Nash cars were concerned, because we would not sacrifice quality. So we immediately came out frankly and told why we could not reduce prices until at least July 1.

31 Per Cent Increase. "I am very certain that our course at this time convinced those who read the statement that the Nash Motors company was doing the commendable thing. Our prices during the four years prior to last October had risen only 31 per cent and the average price increase for all cars was 76 per cent."

"Nash prices were not inflated, because in addition to holding our price increase during this time to 31 per cent, we found ways and means of building the cars even better. We committed ourselves publicly to continue to pursue our policy of steadily building a better value and holding to our prices until a reduction could be effected through new economies in production which we were even then originating."

"Now we come forward with these reduced prices and at the same time offer an even more valuable car. We have kept our word."

## Zip! Some Speed Wagon



This is the fast-traveling Bricoo that clipped off the miles in quick time at the auto races held at Ak-Sar-Ben track the first of the month. Fred Horey was at the wheel. His car is a dirt track demon, Horey says. He demonstrated it on the Ak-Sar-Ben track when he successfully took on all comers.

## Reo Speed Wagons First Into Pueblo

Selected by Army Official to Carry Food, Tents and Bedding to Unfortunates.

Reo speed wagons were the first vehicles of any description to enter Pueblo after the recent flood. These speed wagons, loaded with food, tents and bedding for the stricken city, were forced to travel over roads considered impassable, but they successfully plowed through the mud with their full supplies.

Adjutant General Hamrock of the United States army, who took charge of the relief work, selected the Reo speed wagon in preference to all other motor vehicles of any description for this work. His experience with the speed wagons in France led him to make this selection.

In addition to the first Reos, which entered Pueblo under their own power, General Hamrock requisitioned all that he could obtain in Colorado Springs, sending them by train to a point as close to the city as the train would take them. Twenty-seven were furnished by O. G. Sellers, Reo dealer at Colorado Springs.

These speed wagons were immediately set to work at assisting in the clearing of debris caused by the flood. With relief drivers alternating they were kept busy 24 hours a day. Speed wagons with power pumps were used to drain cellars where the water had settled.

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## Patterson Lenz Passes Law Tests

Secretary of Department of Public Works Puts Stamp of Approval on Device.

Nebraska automobile drivers are anxious to make night driving safe on the highways of the state. That is indicated by the spirit of general co-operation evidenced since the passage by the state legislature of the motor car head-lighting law approved by Governor McKelvie late in April and now being enforced. Under this law, only lenses ap-

proved by the secretary of the department of public works may be used on motor cars in the state. Penalties for violation range up to \$100 for each offense. In the passage of the law the state has endeavored to give automobiles sufficient light for their own safety and yet eliminate glaring headlights which have been the cause of so many automobile accidents and tragedies. One of the first lenses to receive the approval of the secretary of the public works was the Patterson lens. The Patterson does not cut down the amount of light. It simply controls it. For 500 feet in front of the car it throws a bright, even beam of light but at no time do the rays rise above the required 42 inches specified in the Nebraska law.

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## Vincent Richards Making Progress on East Tennis Courts

New York, June 25.—Speculation over the form of Vincent Richards appeared to be diminishing as the brilliant young tennis player moves from competition to competition. He is as busy as the proverbial bee, and, to carry the simile further, Richards is sipping of the nectar of victory. There was an impressive over his winning of the eastern New York state championship singles, a couple weeks ago, at the Amackassin club, Yonkers. Now he has added another title to his list by winning the Brooklyn championship, previously held by Charles Chambers, Frank T. Anderson and Ichiya Kumagae.

There was something more than mild interest over the clash of Frederick C. Anderson and Richards in the Brooklyn titular battle. The close followers of the courts vividly remembered the sensational manner in which Anderson had disposed of his rival in the semi-final round of the national indoor championship at the Seventh Regiment armory.

Whatever may be their recollections, the present is wonderfully different. Richards is playing far above the form that was his in the days when he stood as partner to William T. Tilden, 2d, in the campaign for national and minor championships. Richards is playing his shots with a surety and pace that is hitting him to the class from which defenders of the Davis cup are selected.

## Landis' Decision To Declare Halt to Hold-Out Players

New York, June 25.—The decision by Judge Landis in the Groh case has put an end to one of the objectionable practices in base ball. When a player was disgruntled with his club and wanted to be sold or traded to another club, he became a hold-out and refused to play. He forced his employers to dispose of him.

## Too Old for Judge, Muldoon Now Is Boss

New York, June 25.—Some time ago the New York Boxing commission decided that a man 70 years or older was too blind to judge a boxing match, and ruled that no kid who had reached 70 could judge. The boxing commission allowed some of the judges, not only blind, but incompetent, to pick winners.

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94B Touring (4 Passenger)	2400	1985
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