

PAYETTE Y NOT COMING

GAME CANCELED AT THE LAST MOMENT.

Amateurs Expect to Drum Up Banner Crowd for Last Games.

Payette "Y" will not come to La Grande (having called off the game they scheduled last week. Consequently the Amateur Basketball league will close its season on the regular date, Wednesday evening, which had been previously agreed upon as the date of the Payette game.

Arrangements to round up the amateur season with a banner crowd is going on. Some talk of each team taking out a bunch of tickets to sell the day of the game has been to be a battle royal to find out the cellar championship, and also because the high school five is itching to defeat the M. I. A., this last game, the interest will be doubly keen.

It wasn't for Freddie Welsh, the British holder of the lightweight gon-falon, there wouldn't be any international sporting events at all in 1915. Bill, Nick, George and Prexy Pon-care, who wields the baton over sunny France, seem to have a corner on the international sporting events which they refuse to relinquish.

Getting bromidic, if it hadn't been for the war, 1915 stood an excellent chance at going down in history as one of the greatest 365 days in the annals of sport. Its predecessor, 1914, was undeniably the greatest one until the struggle started, and 1915 bid fair to eclipse it.

Prospects for 1916 don't look especially alluring, either. Certain it is that even should the war close before the next New Year's Day, Europe will be in no position to stage sporting events of any great moment. Berlin, according to reports from the German capital, has not yet relinquished all hope of staging the 1916 Olympic games, but from this safe and sane angle it doesn't look probable.

Then, too, many of the old world's athletes have been killed in the war. They flocked to the colors early in the fray. Even should they emerge with two arms and two legs their days of physical prowess will probably have been left in the trenches and a new crop will have to be developed.

So until somebody knocks off Freddie Welsh—and judging from the way he is side-stepping bouts where he stands to lose his crown it doesn't seem likely—Americans are going to have to be satisfied with contests among themselves. It looks, at that, as though Earl Kitchener and Winston Churchill overlooked a good bet when they allowed Freddie to embark for these United States. He has shown a remarkable aptitude for getting out of tight places where a decisive outcome was imminent. What a wonderful strategist the Welshman would have made! If he could circumvent the Germans and Austrians as he has American contenders for his title the war would soon be over. What?

"Jitney Bus" Wave is sweeping Eastward

San Francisco, Feb. 27.—City passenger traffic in every city and town of importance on the Pacific coast is being revolutionized by the advent of even the officials of the big street

THIS MAN EXPECTS TO MAKE 1915 GREATEST IN AMATEUR BASEBALL.

E. C. Patterson, president of the National Association of Amateur Baseball Leagues, who is directing a season schedule for 4,000 clubs, with the idea of staging a big national championship series at the San Francisco exposition this fall.



railway corporations admit it has come to stay.

When the first Jitney Bus operator appeared on the streets of San Francisco and prepared to carry passengers for five cents from the Ferry Building to Market and Castor streets a distance of three miles, local traction magnates smiled.

"He won't last a week," they said. "He'll starve to death if he sticks to the game of bucking the street railway company."

Today there are 600 jitney buses operating in San Francisco alone, and they are taking thousands of dollars daily from the street car company.

Traction officials in every city of the state admit that the jitney bus is making deep inroads on their receipts.

"Our company," said Paul Shoup, President of the Pacific Electric Railway of Los Angeles, at a recent gathering of traction magnates in Sacramento, "has lost \$500,000 in receipt in the last four months on account of the jitneys. We have millions of dollars invested where the owners of the jitney busses have but thousands. We want the jitney bus operators to come under the regulations of the State Railway commission. The street railway companies have opened up scores of suburbs by extending their lines and we think we should be afforded some protection."

More than 1,000 jitneys are operating in Los Angeles. Everywhere the street car goes the jitney is found, too. In San Francisco, Portland, Seattle and Los Angeles, the street car companies are laying off employees and these men are buying automobiles on the installment plan and operating them as jitney busses.

In discussing the jitney bus situation in Seattle recently, Mayor Hiram Gill said "It will surprise me greatly if another foot of street car track is ever laid in Seattle. In my opinion

motor-propelled vehicles are as logically the successor to the electric car as the electric car was the logical successor to the horse-drawn vehicles."

Autobus owners and drivers in San Francisco have organized the Jitney Bus Association, have engaged a legal staff, and are prepared to fight any attempt to legislate them out of business.

Pueblo, Colo., Feb. 27.—Jitney busses are now operating full blast in Pueblo. They are in open competition with the street cars and doing a big business. In fact so serious has the jitney become, from the standpoint of street car men, that a delegation of employees of the Tramway Company appealed to the city commissioners to put the jitneys out of business. The Commissioners have looked the ground over, however, and are of the opinion that it can't be done.

The concern of motormen and conductors employed by the street car company is due to the fact that they declare the company officials have reduced the number of cars being run on many lines and their chances of having steady employment are ruined. The reduction in the car service has resulted in many men being thrown out of work.

Kansas City, Mo., Feb. 27.—Its a long face the taxi cab chauffeur here wears these days. Fares are few and long between and it's all the fault of the jitney busses which go most any where in Kansas City now within a two mile radius for a nickel fare.

The taxi's have been hit the hardest at their stand at the Union Station. The "nickel chasers" get most of the business, making a loup from the station to all the hotels and charging only five cent fare. One traveling man was arrested recently because he refused to pay a taxi cab charge of \$1.10 from one of the ho-

tels to the depot on the charge that it was exorbitant. The company proved that a \$1.10 was the regular rate, and he was fined.

He made the next trip in an auto for a nickel and declared he would preach "jitney busses" clear across the country.

Jitneys grew in Kansas City despite the most adverse weather conditions and the hills.

So far no regulations have been applied to the jitneys other than the traffic rules.



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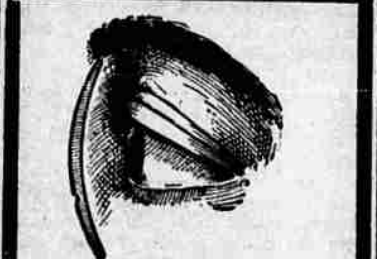


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