

OWNERS AMOS KILLED BASEBALL

Nick Young Says Magnates Encouraged Rowdism on Field.

UMPIRES WERE BAITED

Under Clean Tactics of the Present Management, Great American Game Has Flourished as Never Before.

Nick Young, of Washington, who was for many years president of the National League and one of the best and most widely known men ever connected with baseball, in a recent interview made the flat statement that baseball was all but killed a few years ago by the tactics of several club owners, who not only countenanced, but encouraged, the rowdism of their players on the field.

Young is in a position to know more about this subject than any man who has ever been in the game. While he was president of the league all the trouble made by "equalizers" between club owners and umpires and the players and the indicator handlers, fell on his shoulders. When it came to giving the public any information in those days Young was a sphinx. Still it was well known that the suggestions, requests, complaints and threats that came to him from the magnates in regard to umpires added many a gray hair to Nick's head.

Umpire battlers was always a feature of baseball almost since the inception of the game. As early as 1850 a critic of the game wrote, "We hope to see the boys' play of disgusting over the heads of the umpires entirely done away with."

Nearly 50 years have passed and still this "boys' play" goes on.

In 1888 the following article appeared in a New York paper. It was headed "Fletcher Severe": "Kelly says that Peck's dummy has created quite an excitement on Main street. Dressed in a full baseball rig he looks quite natty. Scofield, of the Haymakers, did think about bringing the figure over to the Union Grounds to act as umpire in the Haymaker-Kokford game yesterday, but a young man named Monell was found who answered nearly as well."

Nick Young's Story.

Following is Nick Young's story of the umpire problem while he was president of the National League:

"Rowdism has been almost entirely eliminated from baseball within the last 10 years. Umpiring is a pleasure now to what it was a few years back, and it is all because the club owners came to the realization just in time that they were killing the game which laid the golden egg by allowing the abuse to do as they pleased on the ball field.

"During my regime the club owners were always willing to talk of legislation against the rowdism, but when it came to enforcing them against their players it was a different proposition. I have had many good men on my umpire staff who simply could not stand the abuse which was used to be heaped on them, and it required all sorts of persuasion to keep them from resigning. Nowadays umpires are plentiful, but in those days there were but few men who cared to tackle the job.

"Frank O'Day, now one of the best umpires in the business, resigned twice in two days once Sumner, but I persuaded him to stick to me. He was working in Baltimore, and one night he came to Washington and notified me that he was through. I urged him to resign, but to go back and drive the players who were trying to get him out of baseball out of it. He went back, but the next night he was gone again, and this time he was determined to resign. I persuaded him to stick to me, and I pleaded with him and he went back, and from that time on he was a star. Lynch, one of the very best men in the business, resigned because of the abuse which the players heaped on him, and there was a man on the staff who did not live more than two or three times a year and wanted to quit."

Baiting the Umpire.

"Strange to say, the club owners at that time believed that to stop the players from baiting the umpire would be a detriment to the game. They thought it amused the spectators to see an official hauled and pushed about by a lot of rascals, and when it was suggested that this sort of practice be eliminated, it was argued that it would kill the sport, which would be game unless the wrangling between players and umpires was tolerated. Now, mistaken this impression was, has since been proven, for the game has never flourished as it has in the last eight or ten years, and it is still only in its infancy.

"Had no action been taken to protect the umpire and to eliminate the rowdy tactics which were in vogue in my time, the game would have been a dead letter long ago. The better class of people and true sportsmen were kept away from the ball parks because one or two players thought it the proper thing to do to conduct themselves in a rowdy manner. Just as soon as it became known that only clean baseball would be tolerated, they all came back and brought thousands with them. The ball players nowadays who resort to rowdy tactics, are a rarity, and he soon learns that it does not help his popularity in the least. Clean baseball is the greatest of all outdoor sports, and the time will never come when it won't be the greatest American game. There is nothing to take its place, and yet its future was threatened a few years back because those who were in their hands could not see where the fault was."—New York World.

ATHLETES ELECT OFFICERS

East Side High School Association Ready for Work.

At a meeting of the East Side High School Athletic Association, held Tuesday, the following officers were elected: President, Hillary Cason; vice-president, Ray Kellogg; secretary, Herbert Cook; treasurer, Delbert Stiles; baseball manager, Theodore Hillman; board of directors, (students) Philip Wiggins, R. Landfare, D. Stewart, C. Morrow, Milton Fields, and (faculty), F. E. Harrigan, W. A. Feinermacher, Miss E. Armitage, Miss Leta Neilson and E. E. Jackson.

Next week the baseball team will turn out for practice at East Twelfth and Davis streets, under the direction of E. E. Jackson. The association is composed of young people who made an excellent record last year in athletics, and who are determined to do better this year.

SPORTING EVENTS OF THE WEEK AND A FEW IN PROSPECT



FAVORS NEW RULES

College Football Pronounced Better Than Rugby.

TRIED FOR TWO YEARS

Ex-Head Coach at Harvard Compares Former Rough Game With Present and Draws Conclusions on Side of American.

William T. Reid, Jr., former head football coach at Harvard, and prominent in the legislation of two years ago that resulted in the new football, has written in the current number of the Occident Magazine, the sports publication of the University of California, a plea for the American college game of football, as compared with the Rugby game, which now takes the place of American football on the Coast.

Reid, in the article, strongly favors the American game and declares that recent legislation proved its salvation.

"The game of American football has been played now for two years under the revised rules. Rugby has been played for two years also. It would seem, therefore, that each game has been tried long enough to furnish a basis for comparison.

"The old American game was discarded, temporarily at least, at the University of California and at Stanford, because the game was not open enough, because there was too much mass play, because injuries were too many and too serious, because football was too much of a business, and because it was thought that Rugby was adopted because it seemed to be comparatively free from these undesirable attributes.

Football and Rugby.

"Let me now make some comparisons of the new American game with Rugby. The first place both teams seem to require about the same type of player and the same degree of physical fitness, although it is a matter of debate as to whether Rugby is not the more exacting in the latter respect.

"The game seems to me to be about on a par, as far as an opportunity for roughness and the likelihood of injury are concerned. This statement is likely to be questioned, I know, but I believe that it is borne out by the facts in the season just ended. Certain it is, at any rate, that the reports of injuries at both colleges were numerous.

"Neither game is one which can be played with much pleasure or satisfaction by those who are not at least in partial training; therefore, neither will ever satisfy the demand which it was thought Rugby would satisfy—for a fall game which everyone could play, and which would bring on to the field every day a large percentage of the student body.

"Neither game, if properly coached, should send a boy to his room after his first practice, incapacitated through fatigue for a good night's work. Indeed, a player should ordinarily sit down to his books with a clear head, and, if he be a fellow of purpose, with a real zest for study.

"Both games offer opportunities for foul play, though I think that Rugby has a little the advantage in this respect, being a more open and visible game. This is not a very serious matter, however, since any man who makes up his mind to do a dirty thing can find a chance in either game.

"Foul play cannot be stopped by rule.

"Next—and here we come to the parting of the ways—Rugby permits victories to be won on penalties. This, it seems to me, is un-American, as is the English custom of not allowing substitutes, and is a distinct weakness in the game.

"Rugby is unquestionably more open

CHOSE HARDY MEN

Autoists on Trip Around World Tried Out.

IN CHARGE OF RECORD MAN

Some of New York-Paris Race Had Experience in Long Runs and Others Belong to Engineering Service.

The foreign drivers and mechanics in the New York-to-Paris automobile race have had considerable experience in endurance contests, and several took part in the Pekin-to-Paris race last year, says the Chicago Record-Herald. Each man was selected with a view to his special qualifications for the long and arduous journey across the two hemispheres. The men were in excellent physical condition and thoroughly prepared for the rigors of the hazardous undertaking.

G. Berrier St. Clair, the driver-in-chief of the De Dion car, was the winner of the much-hated-of Pekin-

ELEMENT OF CHANCE

College Football Pronounced Better Than Rugby.

TRIED FOR TWO YEARS

Ex-Head Coach at Harvard Compares Former Rough Game With Present and Draws Conclusions on Side of American.

"The element of chance figures to a far greater extent in Rugby than in the American game. This is especially true of the "blind" passes frequently made by the Rugby players in their endeavor to avoid being tackled with the ball in their possession.

"Rugby and the American game differ vitally with respect to the significance that may be attached to the location of the ball on the field at any given moment. That is to say in Rugby the ball may be now in one part of the field, now in another, a change in location due not to any planned and consistent attack through which credit might accrue to the team thus benefited, but to the many and often startling vicissitudes of the game. On the other hand, in the American game, such changes in position, while less haphazard, argue a strategic or a physical superiority of one team over the other.

"The general effect of all this is to make Rugby the more spectacular of the two games, but at the same time to rob it of that sense of ground won and held which is so characteristic of the American game.

"Without carrying this comparison further, I feel that I have gone far enough to warrant me in drawing some general conclusions as to the relative merits of the two games.

"Rugby is simple, more easily learned, more open, more spectacular,

FOREIGN PUGS LACK SKILL

George Dawson Says Emigration Is the Reason.

OBJECTS TO FOOLISH LAWS

AUTO MANUFACTURER REFUTES CRITICISM.

"Let them keep the automobiles indoors when it is wet and icy." Such is the statement reported to have been made by John Menwagen, chairman of the Board of Local Improvements of the great city of Chicago, remarked R. F. Everett, of the Wayne Automobile Company, says the New York American, as he laid down an article on the fight against automobile chains being made in Chicago.

"Our friend the enemy," sarcastically continued Mr. Everett, "then goes on to say that the chains on automobiles are ruining the pavements in the city; that the people who have to pay the taxes never use the streets, and that all the people using automobiles live on the outskirts so that they don't help to pay for the pavements they ruin.

"Another brilliant statement this learned chairman of Improvements makes is that the only time the wheels slip is when the chauffeurs are speeding the machines.

"It is just such ignoramus as this that are responsible for a whole lot of the fool legislation being enacted, to the detriment of the automobile industry—legislation which entirely unwarlike states legislate, which by virtue of its unfairness, is doing the industry a great injury by placing it before the public in a false light.

"When the old roads were not able to longer care for the advancement in commercial lines we laid pavements. Nobody in those days complained that the heavy wagons on the streets, and that all the people went to work and made the roads for the wagons. Such will be the eventual outcome of this age.

"Legislation will not be made prohibiting the automobiles from using the roads, but by the evolution of things the roads will be made to accommodate the automobiles, for only a few ignorant and uninformed people take the stupid attitude that an automobile is anything but a commercial necessity and becoming more so every day.

"The statement that the people should keep the automobiles indoors when it is wet and icy is just asinine as the same statement would be if applied to human beings.

"It is also untrue that the people who pay the taxes never use the streets, as everybody knows that in most communities throughout the land the owner of the automobile pays two and sometimes three taxes upon his car. He first pays his general tax upon it as personal property, then he has to pay a license to drive it on the street, and in some states an additional state license, and in other states an additional road license, so that when it comes to a question of taxation nobody can say that the automobile is not over-taxed instead of undertaxed.

"The anti-chain laws may flourish for a brief time, because legislators and public servants are always to be found who are ready to make a play to the galleries on most any pretext—and this is nothing more nor less than a play to the galleries.

"The day is coming, and coming fast, when the automobile will receive the recognition to which it is entitled, and when that day comes, such fool legislation and such fool remarks as those made by the eminent J. M. Larrabee, chairman of the Board of Local Improvements of Chicago, will be hooted into quietness."

THE TOP OF THE GREAT SMOKY MOUNTAIN HAS BEEN REACHED BY A HAYNES

Automobile, Which Was Lately Driven by a Haynes Owner from Kokomo Down through Kentucky and Tennessee without Trouble whatsoever, in the long and arduous trip.

STANFORD AND CALIFORNIA UNABLE TO AGREE

REGATTA DAY IS NOT SET

UNIVERSITY OF CALIFORNIA MANAGER DECLARES ANNUAL RACE WILL BE HELD ON APRIL 11 OR NOT AT ALL.

STANFORD UNIVERSITY, Cal., March 7.—(Special.)—The question of a date for the intercollegiate regatta has been thrashed out for the last two weeks between the executive committee who have charge of the athletic affairs of the University of California and Stanford, and the yet no agreement has been reached. There is considerable difference between the dates that are favored by the two universities. California wishes to have the regatta on either April 11 or 18, and prefers April 11. Stanford favors a later date, and suggests April 25, which is about the date on which the contest was held last year. The reason assigned by the California representatives for asking the early date is that the final examinations at the University of California begin on April 22, and it is not desirable to keep the athletes in training during examination week.

Stanford's position in the matter is indicated in a letter written on February 24 by Coach Turner, of Stanford, to Coach Tysowski, of California. Turner states that the Stanford boating interests do not approve of making rowing subservient to any other intercollegiate sport, and that the regatta should have a day of its own, coming after the intercollegiate track and baseball events in order that the men engaged in the latter sports may have an opportunity to witness the race, and that the statement that it will be impossible for his crew to row before April 25, but is willing that California should set the date at any time thereafter.

Graduate Manager Suedgar, of California, was present at a meeting of the Stanford executive committee held on February 27, in which the question of a date for the regatta was thoroughly discussed. Manager Suedgar seemed impressed by the reasons on which Stanford has taken its stand, and promised to take the matter up again with the members of the University of California. At the same time Stanford offered to compromise to the extent of allowing the regatta to come off any time after April 18, the date for intercollegiate track meet.

Last Saturday, however, Captain Dean Witter of the California crew made a visit to Stanford and informed Manager Knapp of the latter university that the California men will row on April 11 or not at all. No final action has yet been taken, and until further developments come to light, the date which will be held is a question that technically lies with the graduate managers of the two universities to settle. Both universities are becoming anxious, however, to terminate the dispute, for it is necessary to arrange for a date of meeting very shortly in order that Washington may be notified and have suitable time for making all necessary arrangements for the regatta. Probably the date finally fixed will be either Monday, April 20 or Tuesday, April 21. The date upon which the tides will be most advantageous will be chosen.

CREWS ARE AT ODDS

Stanford and California Unable to Agree.

REGATTA DAY IS NOT SET

University of California Manager Declares Annual Race Will Be Held on April 11 or Not at All.

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MISS IZETTA JEWEL IN HER NEW TWENTY-HORSE-POWER MAXWELL TOURING CAR, PURCHASED IN THIS CITY FROM THE PORTLAND MOTOR CAR COMPANY.

SEND SCENIC PHOTOS EAST

See Kiser's display, 248 Alder st.

TO-PARIS CONTEST LAST YEAR

His wide experience in this event and other endurance tests has made him a specially valuable man, and the originators of the New York-to-Paris race engaged him to take charge of the present run. Captain Hans Hendrick Hansen is Chaffray's assistant driver. Before leaving Russia to take part in the race he made a bet of 10,000 rubles (\$1700) that the race would be successfully completed before June 15.

Lieutenant Hans Kuppen of the German Protos car is a member of the general staff of the German army. He has been in the service of the Kaiser for 14 years. He is not an automobilist, but a sportsman, and is entering the

SON HOLD WATER

Emigration, and the consequent lack of proper instructors, says Dawson, is the reason for the luxuriance of the lemon crop in the Antipodes.

"By that," says George, "I do not mean that all the physical perfection of Australia left the country, but that the passing of all the good fighters left no one to train the younger generation.

"Fifteen years ago the Australian stamp was enough to insure the quality of a fighter. The American and English boxing fans took kindly to the Australians; they all migrated; they didn't go home, and they left none of the live ones behind them. And there, in my opinion, is the reason for the present inferiority of the Australian fighters."