

### Walter Johnson Is Threatened by Red Sox, But Is Winner

NEW YORK, Sept. 11.—(United News)—The Boston Red Sox, having no apparent sense of propriety dared challenge the superiority of the American league champions, the Washington Senators, Friday and were duly chastised as a result, though not until after a stiff struggle.

The last place Bostonians drove Washington's great veteran, Walter Johnson, to the wall in a savage ninth inning attack which tied the score, but Johnson survived and Washington won out with a run in the last half of the last inning, score, 5 to 4.

The win kept the Senators still seven games ahead of the Athletics who by beating New York, 3 to 2, have now won four out of their last five games.

### COAST LEAGUE

Score—	R.	H.	E.
Sacramento	1	6	2
Oakland	4	6	1
Batteries—Shellenbach and Wachenfild; Kunz and Read.			

Score—	R.	H.	E.
Salt Lake	3	8	0
Vernon	1	3	0
Batteries—Piercy and Cook; Ludolph and Danning, Whitney.			

Score—	R.	H.	E.
San Francisco	5	12	2
Seattle	3	9	2
Batteries—Williams and Yelle; Chekaluk and Baldwin.			

First game—	R.	H.	E.
Los Angeles	0	6	2
Portland	6	11	2
Batteries—Payne, Phillips and Sandberg; Raehac and Tolin.			

Second game—	R.	H.	E.
Los Angeles	9	9	0
Portland	6	10	5
Batteries—Wright, Crandall and Ennis; Burns and Hannah.			

### AMERICAN LEAGUE

Score—	R.	H.	E.
Boston	4	11	1
Washington	5	13	0
Batteries—Ehmke, Fuhr and Picinic; Johnson and Ruel.			

Score—	R.	H.	E.
Cleveland	4	12	8
Detroit	5	11	1
Batteries—Smith, Myatt and L. Sewell; Holloway, Whitehill and Bassler.			

Score—	R.	H.	E.
New York	2	11	0
Philadelphia	3	10	0
Batteries—Shocker and Bengough; Groves and Cochrane. St. Louis at Chicago, wet grounds.			

### NATIONAL LEAGUE

Score—	R.	H.	E.
Brooklyn	2	10	0
New York	4	7	1
Batteries—Osborne and Taylor; Barnes, Nehf and Snyder.			

First game—	R.	H.	E.
Philadelphia	4	8	1
Boston	6	12	1
Batteries—Decatur, Betts and Wilson; Genewich and O'Neil.			

Second game—	R.	H.	E.
Philadelphia	4	8	1
Boston	2	7	2
Batteries—Knight and Wendell; Graham, Ryan and Gibson.			

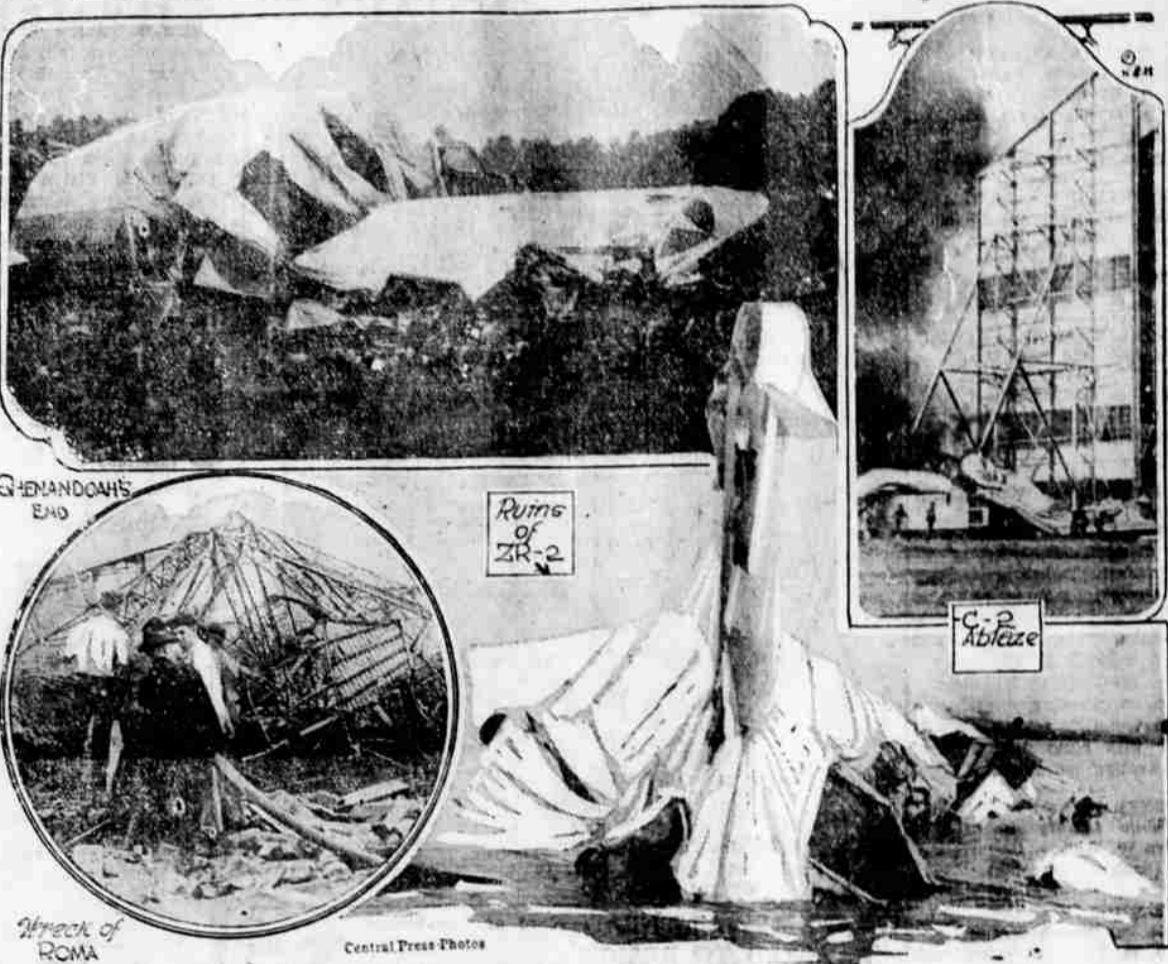
Score—	R.	H.	E.
Pittsburgh	3	8	2
St. Louis	5	7	2
Batteries—Oldham and Gooch; Haines and Warwick.			

### Woman Police Judge Took Up Law Late in Life



Georgia Phillips Bullock, first woman police judge in the west, sits in a Los Angeles court.

## Shenandoah Disaster Darkens U. S. War Aviation Development Outlook



United States' tragic experience with lighter-than-air craft, emphasized now by the Shenandoah disaster, darkens the outlook for new war aviation ventures in this country. Congress is expected to be reluctant to provide money for further experiments. Fatal terminations of the careers of the Roma, ZR-2 and Shenandoah are seen above. Also shown is the end of the C-2, largest army blimp.

By JOHN T. LEWING, Jr. (Central Press Correspondent) WASHINGTON, Sept. 11.—Proponents of a bigger air force are going to have a hard time convincing congress there is any use spending any more money experimenting with rigid airships.

The Shenandoah disaster, coming as just another addition to the tragic record of lighter-than-air craft, is a blow to the ambitious air program mapped out by those who see aircraft as the most formidable of all modern war weapons. The loss of the only U. S. military dirigible, coupled with MacMillan's forced abandonment of his aerial polar expedition, has made the entire aviation program of the government uncertain.

It is certain that the next congress will be disinclined to authorize resumption of experiments. And apprehension as to how much further public opinion itself would sanction experiments so costly in lives and in money, was indicated last November when Rear Admiral William A. Moffett, chief of the navy bureau of aeronautics, appeared before the house appropriations committee. Explaining adoption of the costly helium gas instead of hydrogen for inflating the dirigibles, Rear Admiral Moffett said:

"We feel that if we had another disaster, or if another ship were lost, congress and the public would pressure for retrenchment, pursu-

ant to an administration policy which already had hinted at the laying away of the Shenandoah and the leasing of the Los Angeles, in the interests of economy.

### Ill Luck Attends All Types

Aviation authorities had earlier feared the effect of any further catastrophe on the development of lighter-than-air craft. However, experimentation survived the wrecking of the ZR-2, bought in England for the United States, which buckled over the Humber river, August 24, 1921, and the crash of the Roma, bought in Italy, when the latter ship caught fire near Hampton roads, February 21, 1922.

The army and navy have been no more fortunate with other types of airships. They have lost many of them in all sorts of accidents. The C-2, largest army "blimp," was burned outside its hangar in San Antonio. Fortunately, the crew escaped death.

However, it is not to be supposed that the navy should permanently abandon the development of any line of activity because of a single accident, tragic as it is. The navy department regards the shattering of the Shenandoah as one of the accidents which have to be anticipated, and which the navy expects and hopes to avoid.

"Accidents Will Happen" Of this congress must be convinced. And at the same time congress will be under extraordinary

pressure for retrenchment, pursuit to an administration policy which already had hinted at the laying away of the Shenandoah and the leasing of the Los Angeles, in the interests of economy.

The Los Angeles remains the only dirigible the government has. Whether the government will give any further thought to leasing its one remaining airship for commercial use, or will decide to retain it, is not disclosed. Under the terms of the treaty which covered the building of the R-3 (the Los Angeles) by Germany, this airship could not be used in time of war.

### Commercial Ventures May Be Hit

In connection with the possible leasing of the Los Angeles, there is the question as to what effect the crash of the Shenandoah may have on commercial projects for airship lines. In any event, for the present the prospect is that the Los Angeles will be held in her hangar for some time. Inflation of that ship for the time being is impossible, as the escape of 2,000,000 cubic feet of helium from the smashed Shenandoah meant the loss of the immediate supply of gas for the Los Angeles. The gas volume of the Los Angeles is 2,600,000 cubic feet, but at present she is short about 1,000,000 cubic feet, and it had been planned to use part of the helium in the Shenandoah when the latter ship returned.

## SPORTS DONE FIRST

There can no longer be any doubt as to the greatness of Miss Helen Wills as a tennis player. She has not only captured the national title the third consecutive time and against the most formidable opponent champion ever faced, but she stands as the youngest woman ever to perform that feat.

Those who have followed tennis for a quarter of a century say that she is without an equal in the history of the feminine end of the game.

Only three other women in the 38 years of championship play for their sex have won the championship for three years in succession, Mrs. Molla Bjurstedt Mallory, the Norwegian star Miss Wills dethroned as champion, Miss Mary K. Browne, queen before Mrs. Mallory, and Mrs. Hazel Hotchkiss Wightman. The latter won the title from 1909 to 1911. But two other women in the history of the sport have won a total of three titles, Miss Juliette Atkinson, winner of the first cup offered, won the cup with her victory in 1898. She held it the year before and won it in 1905. Miss Elizabeth Moore by winning the title in 1901-03-05, took permanent possession of the second cup. Mrs. Wightman won the third cup with victories in 1909-10-11. Incidentally, she came back to win the crown a fourth time in 1919. Miss Browne followed Mrs. Wightman's three-year reign with three successive victories, and then Mrs. Mallory, (then Miss Bjurstedt), won the national title four times in a row, lost it one year to Mrs. Wightman (the latter's fourth title) and then regained it and held it three years, winning a second trophy permanently.

Only three other players in the game's history have won the national title twice. Miss B. L. Townsend in 1888-89, and Miss Mabel E. Cahill in 1891-92, and Miss Marion Jones in 1899-1902. Those who have been in close touch with the history of the game and its stars say that Miss Wills is the youngest woman ever to win a cup permanently. Need further evidence to prove Miss Wills as a player? She stands as queen of a long line of champions.

The year of 1925 has been one for tennis. The previous year's best women star, Miss Wightman, and the present champion, Miss Wills, met in the Spanish, French, Japanese, and Italian teams in the Davis cup matches, and the comeback of little Bill Johnston, our own notable, has given us his bug plenty of thrills.

But the history of the game lacks one interesting chapter, one that might have been a battle between Miss Wills and Miss. Suzanne Lenglen, tennis player of the moment. What a match the queens might stage.

Miss Wills has retired from the game, but she may have played abroad by her own desire, against Britain's greatest, the United States national champion, Miss Elizabeth Ryan, in 1924. Her victory over Miss Ryan, following the coming young star in defeating Miss Elizabeth Ryan, is probably the California girl's best in the closing days of national tennis—a better experienced player than when she went down to Wimbledon in 1924.

Miss Suzanne must have been "it" while her British opponent, Miss Wills, were drawing the spotlight in this country. A tourney that national women have been with Suzanne in there seems to be no chance the French miss will meet the French miss next year.

Which is more unfortunate? Miss Lenglen than for Miss Wills?

### FAMOUS FANS



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### BILLY'S UNCLE

