

HORSE RACING AND FOOTBALL: TECH TEAM TOO GOOD TO GET OPPONENT

Fighters in the Trenches Have Gay Sport Carnivals

The lull in sports is only temporary, as any sane person might conclude from the intense concern taken in all kinds of athletic activities among soldiers. This war has galvanized millions who would never have had the energy to take an hour's exercise per day. The result will be a general partaking in every kind of sport from croquet to heavyweight boxing.

A sharp observer now on the other side, Thomas J. Kelly, prominent athlete of New York and former member of the Irish-American A. C. and Paulist A. C. track teams, who is now a Y. M. C. A. athletic director with General Pershing's Army, writes an interesting letter concerning his experiences. Kelly has been in France for the past six months and has visited all of the various training camps, as well as the various training camps back of the lines.

"Athletics play a very important part in France," said Kelly. "Every known sport in America is being played in the camps here, particularly sports that are easily won with military efficiency. For instance, take bayonet fighting; it is practically 'box' with the bayonet. In fact, the Army leaders have come to recognize it as such, and boxing is now included as a regular part of the military routine.

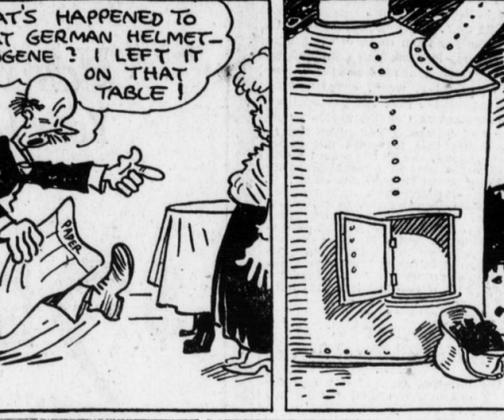
"This athletics is making much better soldiers. It is developing their spirit of aggressiveness, and is making a real contribution toward the development of the American soldier. It is, in fact, serving a two-fold purpose. The primary one, of course, is to educate our soldier to be a better fighting organism; the second to provide him with clean and invigorating recreation. In my opinion, however, the sport has perhaps more spontaneous followers than any other activity that I know of."

"One hears a great deal regarding the morality of our troops over here," writes Kelly. "The protection of our

Snoodles :-: By Hungerford



Tech Team So Infernal Rough and Ready; All Foes Scared Off



DOWN IN THE CELLAR :-: GOT A MATCH-POP? I'M A'GONNA MAKE IT HOT FOR TH' KAISER!



Pitchers Were Long Time Developing the Curve Ball

Three-fourths of all the male Americans under 40 years of age who have played baseball have been able at one time or another to throw a curve ball. Probably the estimate is unnecessarily conservative. Nearly everybody who can chuck the horsehide at all can perpetrate a roundhouse outabout. There are any number of young pitchers who cannot put a zip on the ball without twisting it, and must allow for that twist coming when firing at the first base. The commonest asset of a young pitcher nowadays is a curve that swings out with a broad, heavy lead. It is so common that it is worthless against even those persons who are only ordinary batters. The curve that insures a sharp and small break, as well as a curve that comes in as apparent as the gyrations of a spiral kick in football or the English on a billiard ball, is an achievement for grammar school kids.

Blamed on Wind

Yet it happens to be a fact that for forty years after baseball was invented there were many thousands of intelligent men who did not believe that a ball might be thrown with a curve. They admitted that the ball might disport itself strangely in the wind or weather or something like that. They scoffed at the suggestion that a human hand could change the course of a baseball after it once had left the hand of the pitcher.

Professional baseball was born in Cincinnati in 1870. The first Reds were undefeated for more than a full season, and they toured the country from one end to the other, making the acquaintance of the skillful players then rampant. Ten years

West Shore News

later the famous Boston club, managed by George Wright, was to be the champion of the National League was in its third season. If any such thing as a curve ball would have been familiar with it. Yet on this afternoon in 1873—thirty-nine years ago—George Wright, who had a certain amount of knowledge of the game, was in a town hall in a certain town, and he was making a speech regarding rumors that there lived a certain pitcher who could throw a ball with a curve. The debate became heated. It grew so torrid that carpenter benches were overturned, two ten-foot fences, about twenty feet apart, and in the same place. Midway between them a post was planted.

"Tommy" Bond's Triumph

Wright called "Tommy" Bond, a great Boston pitcher, the champion of the world, and ordered him to perform. Standing slightly to the left of the pitcher was a man who had a certain amount of knowledge of the game, and he was making a speech regarding rumors that there lived a certain pitcher who could throw a ball with a curve. The debate became heated. It grew so torrid that carpenter benches were overturned, two ten-foot fences, about twenty feet apart, and in the same place. Midway between them a post was planted.

Then it was that curve-ball pitching was accepted as a scientific fact. The day, and the feat of Bond and Mitchell were telegraphed to all parts of the country. The thing could be done, experiments in every hamlet afflicted with baseball inclination proved that it was a fact. Shortly thereafter all clubs had ray deceivers on the slab.

Shot in Head by Companion

Adam Thorley, of New Cumberland, took an extended trip west. Miss Elizabeth Smaling, of New Cumberland, spent the weekend with friends at York.

Mrs. Walter Sipe, son Arthur, of Lorain, Ohio, and David Sipe, of New Cumberland, spent the weekend with friends at York.

Mrs. David Keagy dies. Mrs. David Keagy, wife of David Keagy, died Sunday morning. She was 52 years of age and is survived by her husband and three children: Arthur Keagy, in France; Frank Keagy, of Washington; George, of York; and Elsie Keagy, of York.

Red Cross nurse dies. Mrs. Elizabeth Smaling, of New Cumberland, died Sunday morning. She was 52 years of age and is survived by her husband and three children: Arthur Keagy, in France; Frank Keagy, of Washington; George, of York; and Elsie Keagy, of York.

Paying For Equipment Big Railroad Problem

Who will take over and pay for \$450,000,000 of new railroad equipment? This question, concerning 3,100 locomotives and 100,000 freight cars, is now urgently before the railroad corporations of the United States through action of the railroad administration. It involves a very big present proposition and a problem reaching forward twenty years.

Last spring the railroad administration will arrange to lease against such equipment to the earliest time possible. The equipment concerns have done remarkable work and already have delivered a large number of both cars and locomotives, with the others coming along fast. Some time ago the railroad administration made an allotment of the government-ordered equipment to various companies. They also have been receiving cars and locomotives ordered for 1918 delivery, while the railroads were under private management.

Within a few days rather peremptory telegrams came to the railroad corporations from John Skelton Williams, director of finances and purchases, asking whether they are prepared to take the cars and locomotives allotted to them and upon what basis they can arrange to pay for them. Some companies have answered, others have not, but have committed to lend against such bankers in a good deal of mental turmoil.

Railroad Managers Balk

With the railroad properties now in the hands of the government, both as to operation and control, the railroad managers are strongly balking at what the railroad administration is now pressing upon them.

On the general proposition, the company managers are strongly averse to buying or committing themselves to any more equipment than is required now—traffic is moving freely at this time—and more than they think may be required in a war. Particularly, they object to the types of locomotives and cars now pressed upon them for purchase at top prices—two or three times normal cost as measured by pre-war prices—which they do not think well to feed on control lasts it makes not so much difference to the company as the control contracts

AROUND THE BASES

Good buy, Wilson! Treat 'em rough; Kill 'em Hobbesellern; that's your stuff! Thought you'd weakened; lost your snuff! See now that you're with the bunch. Call that Herlin Beast's cheap bluff! After him, Woodrow; treat 'em rough.

"Many Rent Hogs, Mayor Instats" says the Patriot this morning. How did it get this way? Must be advertising. Broke down, the only place you can rent a hog in Harrisburg.

Cleveland, Ohio, Oct. 14. — James C. Dunn, president of the Cleveland ball club, was in Cleveland yesterday. He came here from Chicago to close up the business of the Indians for the year and to attend a party given by P. C. O'Brien Saturday evening.

There is an excellent chance for the Indians to resume the National League next spring. He looks for the big fuss in Europe to be over within a few months at least and thinks that there is a pretty fair prospect for the ban on baseball to be lifted before April 1.

Informal football will get under way at Yale this week when the Army and Navy students' units will play a bowl gridiron Saturday afternoon. Another game will be played the following Saturday, and then it is likely that the Blue will branch out into the college athletics on a small scale. Professor Broke, who is in charge of athletics at Yale, stated that the students are down on the military program was settled. The students now are down on the work in war duties, and time has been allotted for daily athletics.

Jerry Sullivan, who was famous as an orator in Buffalo thirty-five years ago, died in Buffalo yesterday. He was the sole survivor of the Celtic Rowing Club, which was destroyed by a fire in 1883. He was born in Ireland and came to Buffalo in 1853. He was a member of the Buffalo Athletic Club and was a member of the Buffalo Athletic Club. He was a member of the Buffalo Athletic Club and was a member of the Buffalo Athletic Club.

Penn State lost a couple more athletes yesterday when Halbrook "Babe" Gehring and Quarterback Charlie Weir were called to machine gun service. Center Bechtel made a sensational play in the game, driving in a touchdown on the afternoon of Memorial Day. A few days later he made a sensational play in the game, driving in a touchdown on the afternoon of Memorial Day. A few days later he made a sensational play in the game, driving in a touchdown on the afternoon of Memorial Day.

While there is no doubt that baseball is taking a firm hold in England and France and will become an established sport feature in those countries.

Edgar Wallace Dies of Pneumonia at Philadelphia

Williamstown, Pa., Oct. 15. — Edgar Wallace, a former resident of York, died at 1510 Green street, Philadelphia, on Saturday, from pneumonia, following influenza. Mr. Wallace was born in Lyons and was 54 years old. He was a son of the late Mr. and Mrs. William Wallace of York. He was married to Mrs. H. A. Shaffer of Williamstown, was at his bedside when he died. He is survived by three sons, Mrs. James Bailey, of Tower City; Mrs. Harry Vane, of Marysville, and Mrs. H. A. Shaffer, of Williamstown, and five brothers, Arthur and Howard of Harrisburg; William, of Lionicon; Ray, of Philadelphia; and Lester, of Mount Alto. The body will be brought to Lyons for burial.

GEDDES ONCE WAS U.S. RAIL MAN

Britisher Learned Much of the Human Side of Life on Pennsylvania

Sir Eric Geddes, civilian head of the British Admiralty, was once a railway man in the United States. "Sir Eric," he was asked, "it has been variously reported at one time or another that you were a brakeman, a flagman, and a conductor when you worked in the United States. Would you mind saying just which it was?"

"All three," replied the civilian head of the greatest railway in the world, with a broad grin showing the lines of a face as strong and resolute as many an artist might create in typification of the hard-fisted, stouter nature of the man.

It was as a young man that he had his most interesting experiences in this country. He came to the United States a very determined and earnest young man, who had to make his own way in the world and who felt that America was a land of broader opportunities than any other.

In the lumber camps of West Virginia, on the Baltimore and Ohio, and afterward for a time on the Pennsylvania, he learned much that has made him what he is to-day. He learned much of the human side of life as well as the practical, and he gained a railway experience which, when he returned to England, soon took him to the post of directing head of the Great Eastern Railway, one of the big trunk lines in the United Kingdom.

In a statement at Washington, Sir Eric disclosed another great lesson he had learned in America. He disclosed that plans of the enemy in the United States may be intensified U-boat campaign of ruthlessness are known and that the Allies are prepared to meet it.

No details were given by Sir Eric, nor was further information obtained from the Navy Department regarding what the American and Allied naval chiefs have learned. There were suggestions that Germany, in the midst of a peace of offensive and with her soldiers being driven back to their borders, hopes to strengthen her diplomatic drive for a peace by negotiation by sending her submarines on a desperate campaign of destruction, regardless of measures of caution heretofore taken for the safety of U-boats and their crews.

Personal and Social Items of Towns on West Shore

Lieutenant Alton W. Lick, of Camp Meade, spent the weekend at his home at York.

Miss Grace Pevterbaugh, a student at Albright College, is visiting her parents, the Rev. and Mrs. C. L. Pevterbaugh, Valley street, Marysville.

Allen Davidson, of New York, who has been visiting at the Bell home at Marysville, has returned to his home at New York.

Mrs. Frances Lambert, of Shiremanstown, was called to Baltimore by the serious illness of her son's wife, Mrs. Noell D. Dean.

The Rev. and Mrs. J. W. Gabel, of York, and Mrs. J. W. Gabel, of York, visited friends at Shiremanstown on Saturday.

Mrs. A. W. Bistline and Mrs. Charles Weigel, of Shiremanstown, spent Sunday with Mr. and Mrs. Frank Kauffman, near Lisburn.

Mrs. Harry Blouhour, of Mechanicstown, visited Mrs. John M. Rupp, at Shiremanstown on Sunday.

Miss Jean Dodge and Miss Mary Bowman, of Camp Hill, were weekend visitors at the home of the Shiremanstown.

Mrs. Charles E. Laverty at Enola, Mrs. Frances Lambert at Shiremanstown, Mrs. S. S. Frazier at Shiremanstown, Mrs. Romaine Rupp, Miss Blanch Danner and Miss Hazel Danner, of Shiremanstown, hiked to Lisburn on Saturday where they visited the Misses Romaine, Myrtle and Ada Kauffman.

Mrs. James White, son Paul, of Marysville, Miss Nettie Hippie, of Washington, D. C. motored to Shiremanstown on Saturday, where they visited Mrs. John F. Snyder, and Mrs. W. A. Clouser at Shiremanstown.

Mrs. Frances Lambert has returned to her home at Shiremanstown, after spending sometime with her daughter, Mrs. Charles E. Laverty at Enola.

Mrs. Frank W. Wallace and Mrs. Clyde Smith, of Shiremanstown, visited their cousin, Mrs. Daniel Bankes, who is seriously ill with influenza at her home at New Cumberland.

Mrs. Romaine Rupp, of Shiremanstown, and Mr. and Mrs. Jessie Keller, of Highspire after visiting Mrs. Anna Mowry at Shiremanstown.

Mrs. Charles Simpson, son Albert Simpson, of Harrisburg, and Mrs. Daisy Moser, of Lemoyne, spent Sunday with the latter brother, S. K. Morgret and family at Shiremanstown.

Mrs. Shelly, of New Cumberland, has returned from a visit to relatives in York and Hanover.

Mrs. Charles R. Ruhl, of Baltimore, are guests of Charles Leaf's family at New Cumberland.

Dr. and Mrs. H. B. Mitchell, of Pittsburgh, guests of Mrs. J. B. Coover and family at New Cumberland.

Mrs. John Hoyer, of New Cumberland, is visiting friends at Gettysburg.

Miss Mae Yinger, of Washington, D. C., is visiting her parents, in Fourth street, New Cumberland.

W. W. Higgins, of New York City, spent the weekend with Mr. and Mrs. G. H. Reiff at New Cumberland.

Standing of the Crews HARRISBURG SIDE

Philadelphia Division — The 219 crew first to go after 3 o'clock: 112. Fireman for 112. Brakeman for 112 (2). Brakemen on Silks, Arndt.

Middle Division — The 21 crew first to go after 12:45 o'clock: 24, 25, 227, 231, 25, 252, 256, 17, 204, 233, 238. Engineer for 23. Firemen for 34, 25, 38, 231. Plagmen for 109, 106, 106, 106. Conductors up: Hoffnagle, Ross.

Yard Board — Engineers for 1C, 4-7C, 5-7C, 2-14C, 5-15C, 6-15C. Firemen for 3-7C, 1-14C, 6-15C, 6-15C, 18C, 18C, 28C. Engineers up: Eyde, Keever, Ford, Hamilton, Miller, J. R. Miller. Firemen up: Ettinger, Manning. Plagmen up: Myers, Swartz. Conductors up: Hoffnagle, Ross.

ENOLA SIDDE

Philadelphia Division — The 219 crew first to go after 2:45 o'clock: 231, 229, 244, 226. Firemen for 229, 244, 226. Brakemen for 231, 229 (2), 244, 226 (2). Brakemen up: Rutershull.

Middle Division — The 124 crew first to go after 1:15 o'clock: 102, 125, 109, 208, 222, 222. Engineers for 124, 102, 109, 106. Fireman for 102, 109. Conductor for 109. Plagmen for 109, 106, 106, 106. Brakemen for 124, 125, 109, 106. Yard Board — Engineers for 3D 126, 111, 129, 2d 129, 3d 129, 4th 129, 1st 102, 2d 102, 1st 102, 09.

Firemen up: Hanlon, Bickhart, Smith, Ege, Ladd, and Gray. Plagmen up: Bruce, Wendt, Shafter, Shover, Jenkins, Ready, Lutz, Lightner.

Anthracite Miners to Get Raise in Pay Double 1916 Scale

Wilkes-Barre, Pa., Oct. 15. — Anthracite Mine Workers of America are to receive an increase in wages double the terms fixed in the 1916 agreement of operators and employees, according to the statement of union officials on their return from the conferences in Washington.

It is expected that official breaker boy it will mean about \$1.25 more a day. The average increase will amount to \$1.47 a day.

ALDINGER SELLS HOTEL INTEREST

Fred B. Aldinger has sold his one-half interest in the Hotel Hotel to Samuel Katzman. Louis Silbert still holds the other half though managed by Mengler Brothers.

CAPTAIN SMITH COMING HOME

Harrisburg, Pa., Oct. 15. — Word has been received here stating that Captain Frederick W. Smith, a local physician who is in the Medical Corps of the United States Army, who was severely wounded while on duty on July 4, will arrive home shortly on a furlough. Captain Smith has been in France for more than a year.

RAILROAD EMPLOYE HURT

Marietta, Oct. 15. — R. Fryberger, of Center Square, employed at the Marietta storage yards, West of Harrisburg, was severely injured while at work. A large truck was being loaded by one of the cranes when it slipped and caught Fryberger's right hand and left leg. He was brought to his home.

MRS. H. COLLINS DIES

Blain, Pa., Oct. 15. — Mrs. H. Collins, aged 80 years, died at her home at New Germantown on Saturday of influenza after a week's illness. She was buried in the funeral services took place yesterday afternoon.

ROY TSCHOFF DIES

Millersburg, Pa., Oct. 15. — Roy Tschoff, of Moon street, died Sunday of influenza after a week's illness. He was buried in the funeral services took place yesterday afternoon.

SAMUEL SHOCKEY DIES

Waynesboro, Pa., Oct. 15. — Samuel W. Shockey, of Wayne Heights, died at Chambersburg yesterday, as the result of a paralytic stroke. He was 38 years of age and is survived by his father, a brother and several sisters.

FATHER AND SON ILL

John P. Morgan, 116 Calder street, is ill at his home with influenza. His son in the service of the United States is also ill with the dreaded disease. The elder Mr. Morgan is connected with the firm of Miller Brothers & Co.

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Good work shoes are scarce, and they'll be scarcer still. And naturally, they'll cost more. FORTUNATELY we have on hand a big selection bought before the recent sharp advances and priced very much in your favor. Better get an extra pair NOW. You'll save money.

Army and Navy Shoe Store
38 North Court Street

DONATION TO BELGIANS

Williamstown, Pa., Oct. 15. — This borough's quota of clothing for the Belgians was 1,800 pounds, but it went over by 2,715 pounds of serviceable garments.

LOOKS FOR HUSBAND

J. Edward Wetzel, chief of police has received a letter from Mrs. Earl Fay, 336 Hulst street, Schenectady, N. Y., requesting him to look for her husband. She said she was selling an automobile mender in Pennsylvania. Mrs. Fay says she and her husband were married in 1914 for some months. His description follows: Aged 25, weight 154 pounds, medium height, dark brown soft hair, salt and pepper suit, tan shoes and dark overcoat.

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