EVERY FIELD OF SPORT COVERED

SPORTING SECTION

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VICTORY OF LOIS CAVANAUGH IN OAKS IS POPULAR EVENT

JOHNNY BULLMAN RIDES IN OLD-TIME FORM

Celebrated Jockey Pilots Sir Edward in Handicap and Bests Schilling. Five Favorites Score for Talent

BY J. G. GRIFFIN

LOIS CAVANAUGH'S victory in the Los Angeles Oaks and Johnny Bullman's return to his best form—as shown in his ride on Sir Edward—served as valuable additions to a good day's sport at Santa Anita yesterday. Five favorites tossed the slush into their fields to cop the change for the form brigade, and the horses that scored in the other two numbers were more like good things than anything seen this season.

The Oaks was spectacular in the extreme. Shortly after the start Ruscimo, with Bill Knapp aboard, stumbled in the middle of a jam and the jockey was thrown right in the path of several horses behind him. Just how Knapp escaped serious injury is nothing short of remarkable, for from the stand it appeared that Ruscimo had rolled on the boy. There was nothing wrong, however, for after being carted to the paddock Knapp recovered his wits and was none the worse for his shake.

The field of nine went on without Ruscimo, and Lois Cavanaugh, after running out at the head of the stretch and hugging the outside rail until after passing the judges' stand, was discovered by the occupants of the pagoda nearly five lengths in front of Ida Lytle, with the favorite, Marian Casey, third.

It was one of the most popular victories of the season and came in at an opportune time for Tommy Fullum and Mike Sheedy. Before the race Mike made the rounds of the park and slipped the good thing to his friends in this fashion:

"Where'll you be after the fourth race?"

"I don't know, Mike. Why?"

"Well, meet me down by the judges' stand, for I want to give you a flower out of the Oaks' wreath."

Lois Nearly Overlooked

So when Lois Cavanaugh, so far on the outside of the track that the judges nearly overlooked her, finished in front of the other 3-year-old fillies there was a large sized demonstration of Mike Sheedy's popularity. The wreath was generously padded with carnations, but before he reached the paddock Sheedy had but little more than the wire frame left to turn over to Owner Fullum.

The time of the race, 1:45 2-5 for the mile, was slow, even considering the awful condition of the track. Marion Casey, sent from Oakland with an idea of copping the event, was always favorite at 3½ to 1, but the best she could get was the show end of the purse. Valley Stream received a generous play, as did Jane Swift and Anoura. The purse was worth $2070 to Tommy Fullum, and there were large doings in Monrovia last night as a result.

With Johnny Bullman on Sir Edward there was nothing to the race, a seven-furlong handicap, but the Walsh entry, Sir Edward and Marster. The usual sucker play kept Orilene down below 2 to 1, and an awful post time scurry knocked large holes in Lisaro's price. Timothy Wen was also fancied, and the betting previous to the race was about as lively as anything during the day. Sir Edward won by a head, with Lisaro second and Timothy Wen third.

Bullman wasted no time with Sir Edward, but took him right out in front and maintained a lead of two lengths over Lisaro until turning for home. Here "Bull" carried the Eddie Jones horse a little wide and let Schilling through on the rail. Bullman bore back toward the heavy going and gave Schilling no chance to pull out to the better footing in the center, and at the end, with the horses hooked up at the paddock, Hand rode Sir Edward to score in a brilliant finish. Timothy Wen was an easy third, the overrated Orilene stopping to be last.

Chalfonte, played from even money to one to two, took the first race from Work and Play by six lengths, the place horse having a hard time keeping his face in front of Virginia Lorraine. Musgrave knew the checks were down on Chalfonte and after breaking in front went right on about his business, never giving anything a chance to get near him. Work and Play was third turning for home, and in the drive outgamed Virginia Lorraine.

Rose Queen Scores

Rose Queen's known liking for the going made her a one to two shot over the eight babies opposed to her, and just to show that he meant business Preston brought the favorite home six lengths ahead of Frank Clancy and Royal Stone. Clancy was overlead, twenty-five to one being his price, and he easily passed Marion Delorme and Royal Stone to get the middle portion of the purse.

Ben Stone was another bird thought well enough of to make an odds-on favorite, although there was some hesitation on the part of the public to get on the trick because of owner Curis often evidenced dislike to win with short priced horses. The race showed that Ben Stone was seven lengths better than Diamonito, which was played as a good thing, and which was forced to his best to nose Barney Oldfield out of the place. Diamonito ran a grand race, getting away in the rear, but gradually working through the field to second place at the wire. Port Mahone displayed all kinds of early speed and followed Ben Stone's pace until turned for home, where he stopped.

A lot of De Armon bull about his having no chance to win the sixth with Ingham in the race caused the sharpshooters to overlook Early Tide and go to Ingham with the bankroll. After it was discovered that Kansas Price owned Ingham many of the gamboliers hedged, for three to five is not to the Cyclone's liking. The result of the race proved that Ingham was not meant, for Early Tide, at four to one, was a nose winner over Vesme, as good as 100 to 1 in some of the more liberal stores. Ingham found it impossible to be worse than third. The winner made the pace all the way, with Ingham trailing, but giving way to Vesme at the end.

Even with Shriner in the saddle the bettors, who remembered a similar race at Ascot, went to Bellchamber in the final number and rapped the two to one opening price down to six to five at post time. Shriner rode a good race and after following Wogglebug's pace for half a mile came on when ready and won from Lord Rossington by half a length. The later was well up all the way and took place honors from Wogglebug by seven lengths. Fly Back met with a good play, but after showing a little early speed retreated and finished last.

POMONA TRACK SCHEDULE FULL

CONGREGATIONAL DATE BOOK HAS EIGHT ENGAGEMENTS

Collegians at Claremont Practicing Hard for Meet on Cinders with Northern Athletes—Preliminaries This Week

Special to The Herald.

CLAREMONT, Jan. 25.—Eight track meets are included in the complete Pomona schedule for the coming season, and will start with a meet between the college sophomores and Pomona high school on the collegian's cinder path. The schedule follows:

Sophomores vs. Pomona high school, January 29, at Claremont.

Interclass meet, February 1, at Claremont.

Whittier vs. Pomona, February 29, at Claremont.

Occidental vs. Pomona, March 7, at Los Angeles.

Conference meet, March 21, at Los Angeles.

Stanford vs. Pomona, March 27, at Palo Alto.

California vs. Pomona, April 3, at Berkeley.

Interscholastic meet, April 18, at Claremont.

The Pomona date book is unusually full this season, and games will last much later in the season than in years past.

The meets with the northern universities will be the zenith of the season, and in hopes of making a good showing in the north the Pomona men are putting in daily practice on the track.

In the coming week two preliminary meets will be held. The annual interclass meet, in which the seniors are picked as easy winners, and the Pomona high school and the college sophomores, in which the collegians should outpoint their academic opponents.

SYRACUSE STADIUM LIKE ONE AT STATE UNIVERSITY

SYRACUSE, N. Y., Jan. 25.—A full description of the new stadium at Syracuse university, the third to be built in this country, has been issued by the Consolidated Engineering and Construction company. It has just been completed and will be used from now on for athletic contests of all kinds. The following figures will give an idea of its size:

Length of long axis, 670 feet; length of short axis, 475 feet; area covered, 6 1-3 acres; normal seating capacity, 20,000; possible seating capacity, 40,000; excavation, 250,000 cubic yards; reinforced concrete, 20,000 cubic yards; reinforcing steel, 500 tons; Clinton wire cloth, 70,000 square feet, and galvanized metal lath, 20,000 square feet.

The stadium was built with the old Greek and Roman structures as models. The first concrete stadium in the United States was constructed for the University of California in 1903. This building, though termed a stadium, is more in the style of a theater. It is, in fact, a reproduction of the old Greek theater of Dionysius. More important and more like the old stadia in its construction is the one in Soldiers' field at Harvard, which was built the same year.

OCCIDENTAL AND POMONA FRESHMEN TO MEET

Special to The Herald.

CLAREMONT, Jan. 25.—A third intercollegiate freshmen contest between Occidental and Pomona colleges will be pulled off February 15 at Claremont, when the freshmen track teams of the Presbyterian and Congregational schools will contest in a dual meet.

At present the nursery honors are divided between the freshmen of both colleges. The 1911 Pomonans have won in basketball, while the O. C. babies triumphed in football

CAPTAIN OF RANGERS INSTRUCTING HIS TEAM PREVIOUS TO MATCH

MONTGOMERY IS FIRST IN BIG STAKES

EASILY LEADS CLAMOR HOME BY FIVE LENGTHS

Rifleman Gathers Show Honors and Has No Excuses—Hildreth's Horse Favorite at 5 to 2

By Associated Press.

SAN FRANCISCO, Jan. 25.—In a veritable sea of mud Sam Hildreth's crack 4-year-old horse Montgomery, by Pessara-Montgomery Cooper, the favorite, splashed home an easy winner in the rich Burns handicap today, five lengths in advance of the fast coming Clamor of the Keene stable, second choice in the betting, the latter clattering in three lengths ahead of R. F. Carman's Rifleman, the third choice.

The balance of the classy field was strung out for an eighth of a mile.

The winner was ridden by E. Dugan, the place horse by W. Miller and the third horse by G. Burns. The time was 2:10 4-5.

The race was witnessed by over 10,000 persons, and the forty bookmakers were fairly deluged with wagers on the handicap. Montgomery always ruled favorite, the odds varying from 11 to 5 to 2½ to 1.

He was backed by both stable connections and by the public for thousands of dollars. Clamor and Gromoboi, coupled as the Keene entry, were backed from 5 to 1 to 3, while Rifleman was liberally supported at 6 to 1, the odds on the other ten starters ranging from 10 to 1 to 40 to 1. The weather was cloudy, but the sun broke through the clouds before the horses went to the post for the big stake.

The story of the race is easily told. Holtman caught them in alignment after a short delay, and when the barrier was sprung Hildreth's colors were the first to be seen.

Montgomery in Front

Dugan shot Montgomery to the front and made every post a winning one. The son of Pessara fairly reveled in the going and carried his impost of 128 pounds as if it were a feather.

Clamor had a most tempestuous journey, and with an even break would have been a keen contender. The Keene candidate was shut off almost as the horses left the barrier, dropping back to eleventh position in a badly strung-out field. Clamor trailed his field until the three-quarters post had been passed, when Miller began to pick up the leaders, and in an incredibly short time the game colt had shot into second place and challenged Montgomery in the stretch. The effort, however, was too much for him, and the Hildreth entry had but to gallop under the wire, winning from a field which for class eclipsed by far any previous Burns handicap.

Rifleman had no excuses. He was judiciously rated by G. Burns, but was unable to do better than third.

Favorites were successful in five out of the six events. Results:

First race, six furlongs, selling—Mansard, 119 (Scoville), 4 to 5, won; Tawasentha, 196 (Hayes), 5 to 1, second; Curriculum, 108 (Sandy), 20 to 1, third. Time, 1:17. Sir Russell, Captain Burnett, Zelina, Reene W and Cuernevaca finished as named.

Second race, three and a half furlongs, purse—Hazlet, 103 (Hildebrand), 13 to 1, won; Bill Eaton, 111 (Davis), 8 to 1, second; Arveright Leonard, 103 (Miller), 11 to 5, third. Time :44. Ocean Maid, Opulant and Toll Box finished as named.

Third race, five and a half furlongs, Civington handicap—Green Goods, 88 (Burns), 7 to 1, won; St. Francis, 104 (Mentry), 9 to 10, second; Sanfara, 108 (Davis), 13 to 5, third. Time 1:18 4-5. Mortiboy, Boas and Eudora finished as named.

Fourth race, one and a fourth miles, Burns handicap—Montgomery, 128 (Dugan), 12 to 5, won; Clamor, 105 (Miller), 4 to 1, second; Rifleman, 125 (Burns), 6 to 1, third. Time, 2:10.4-5. Wing Ting, Johnny Lyons, Massa, Miss Officious, oJe Coyne, Sidney F, Down Patrick, A. Muskoday, Royal Maxim and Gromoboi finished as named.

Fifth race, mile and seventy yards, selling—Baron Esher, 113 (Burns), even, won; Dorado, 113 (Miller), 7 to 2, second; Harry Scott, 107 (Lycurgus), 10 to 1, third. Time, 1:49 4-5. Funnyside, Sam Barber, Beechwood and Phil Igoe finished as named.

Sixth race, mile, purse—Deutschland, 106 (Keogh), 13 to 20, won; Billy Pullman, 90 (Dugan), 13 to 1, second; Marc Anthony II, 103 (Burns), 2 to 1, third. Time, 1:45. Treasure Seeker, Blanche C, Tavora and Ruth W finished as named.

E. J. Bennett says he will not have the agency for any one automobile in the future, as he intends to devote his time and attention to the brokerage business and to handle any or all kinds where there is a trade or sale in sight.

Coil repairing, 105 W. Pico st.

'THREE STARS OF THE RANGERS'—FROM LEFT TO RIGHT THEY ARE: WILL TODD, JIM TODD, TOM LOW

MUD STOPS SOCCERITES

GAME AT FIESTA TODAY IS CALLED OFF ACCOUNT RAIN

Schedule of Contests Will Be Continued Next Sunday—Santa Barbara May Come into League

On account of the condition of the field after the heavy dews of the past few days the soccer football programs scheduled at Fiesta park for today cannot be carried out, but if the weather will permit the games will be resumed next Sunday in a contest between the Los Angeles and the Rangers.

Both teams have undergone radical changes in their lineups lately and each will make a hard fight to win the next game. The rangers held the regular meeting of their organization at Mammoth hall last Wednesday and important plans were made which make the members of the club confident that they are in line to capture the pennant for the championship of the local league.

The proposed entrance of Santa Barbara into the association is being considered favorably, and after the league is in good running order the northerners are reasonably sure of at least coming in contact with the players from this city whether Santa Barbara is taken in as a regular club of the league or not.

Los Angeles players are anxious to meet foreign teams if for nothing more than practice, as they expect in the near future to arrange contests with clubs along the entire coast. San Francisco has caught soccer fever almost as bad as eastern and northern localities and the teams here have received several communications from the football organizations in the Bay city inquiring about the prospects for intercity games.

Nothing has been decided, however, among the soccerites here to engage in any but games at home and in the near vicinity, but if the financial assistance is given to the sport by local fans the players will enlarge the attraction as soon as possible.

The Rangers are leading the new league with one game won against a clean card slated for the other teams. The Rangers have recently procured the lease of Fiesta park for the season and have purchased full paraphernalia and uniforms, although having been organized but a few weeks.

The Los Angeles, Thistle and Celtic teams have been together the entire season and many of the players are well known and have won fame at the goals in foreign countries where the game is the national sport.

SOX TO PROLONG SPRING VISIT HERE

COMISKEY SAYS HIS PLAYERS WILL STAY THREE WEEKS

Berry Will Get Angels on the Carpet March 1 and Intends to Show Well Against Fast Company

Los Angeles baseball fans can keep up courage during this dreary season of wetness with a promise coming hot from Hen Berry himself that the Chicago White Sox are almost sure to prolong their visit to these parts for three weeks instead of two as was formerly intended.

His chubby majesty received a letter only yesterday from Manager Comiskey of the Windy City team saying that on account of bashful hesitancy on the part of the railroad officials to extend satisfactory return accommodations for his players Comiskey will tarry here instead of spending the third week of training in the south.

This news has caused Henri's pulse to jump to the high speed and has also necessitated some changes in his plans which will only increase the worth of the local outlook for the coming season.

Berry will get his prides together on March 1 for the first bulletin of instructions, and the Angels will have a full week of rehearsal before the fast company arrives. Hen says he can hang up white stockings galore with the aggregation he will have when diamond action commences, not to say anything about taking the pennant of 1908 of the Coast league into the curio closet.

This conversation sounds good and looks almost as trustworthy as it sounds, for all of the champion Angels will be on the same old patch together with a couple of new discoveries that have been dug up out of the cactus.

The bleached hosiery will get here rather shopworn from a hard winter on the shelves and they should be gartered for at least the beginning exhibitions.

A. W. Gump reports the approach of a few more carloads of the popular Jackson, for the arrival of which he will offer up due thanks. He says that it is not nearly so hard to sell the cars as it is to make the deliveries.

John T. Bell continues to find more customers for the new Reading Standard motorcycles for which they have the coast agency this year, and also reports a most encouraging condition in their sporting goods department.

SAYS AUTO MEN SHOULD USE CARE

APPERSON ADVISES MAKERS TO BE CONSERVATIVE

IS OPTIMISTIC FOR FUTURE OF ALL HIGH GRADE CARS

Sees No Slump Ahead for Machines of Standard Quality—Declares Not One Manufacturer Has Yet Made a Fortune

Edgar Apperson, a member of the firm of Apperson Brothers, pioneer automobile manufacturers, and a member of the technical committee of the A. A. A., who recently arrived in Los Angeles to look after the marketing of a part of the product of their factory in the west, gave the accompanying interview to The Herald on the future of the automobile manufacturing business.

Apperson's long experience in the automobile field and his close association with the leading men in the business makes an expression of his views on the subject a matter of interest at the present time, when the future of the industry is, to the mind of many, in a critical state:

"An automobile maker who has for nearly fifteen years been engaged in the manufacture of cars as I have been, may possibly view the outlook for the industry during 1908 from a different standpoint than that taken by one who has had less experience in this line of business. I mean that my own deductions concerning the outlook for the year's business would be based on a comparison with the business done for a number of years past, and in comparison with the outlook as I remember having previously seen it at this time of the year during the last fourteen years, rather than in comparison to the way things looked or materialized in 1906, for example, which has sometimes been called the banner year for the industry in America.

"In previous years both the majority of the dealers and of the buying public have waited for the national shows to be held, in January, February and March, before placing their orders. This year the earlier show dates removed that excuse for delay. Although the recent money flurry undoubtedly affected the total volume of business I believe that up to this date as many good cars have been sold as were sold in any previous year up to the same date. We have received more bona fide orders, with cash deposits thereon, than in any other year at the same time.

Well to Be Conservative

"While I believe it is well for all makers to pursue a conservative policy until after the presidential election, when business can settle itself for the long pull, I also believe that the public will be ready to take as fast as completed all the really high grade automobiles of proven quality made by manufacturers with established reputations for reliability. While I am not a pessimist, I feel it is probable that some of the newer and less known, and by comparison with the pioneers in the trade weaker, manufacturers will find the coming year unprofitable and possibly disastrous for them.

"The making of automobiles is without doubt the most hazardous legitimate manufacturing business in America. I have been constantly engaged in it since the first 'horseless vehicle' made its appearance on American roads, and today I would not invest one dollar in an automobile factory as a new or as a comparatively new venture, regardless of the amount of additional money, brains, mechanical ability and experience in the making of automobiles that might be back of the undertaking.

"The automobile business has been my sole consideration for years and I have devoted years of time and careful study to it in all of its various phases. I challenge any one to name a single successful maker of American automobiles who has made a fortune in that business, and I further challenge any one to name any other line of business in which so vast an amount of capital has been invested in so short a time with so small a return on the capital invested and with so large a percentage of failures as contrasted with the comparatively few real successes.

No Place for Inexperience

"I am convinced that he who embarks today in the automobile business cannot exist without loss or make a profit on his investment. I think the automobile business has come to stay and will gradually increase, but I know that the old established makers are in a position, with their present plants and equipment, or by adding slightly to same, not only to supply the present demand for honestly built cars, but also to meet and fill any increase in the demand that is liable to occur.

"From a careful and personal investigation I have come to the conclusion that practically all of the cars being sold at the present time are those manufactured by the old established makers. And the reason is that the buying public now looks to the reputation and stability of the maker as well as to the mechanical features and style of the car. The high class trade in the east does not seem to be depreciating in volume and the same class of trade in the west is undoubtedly increasing.

"The fact that foreign makers have felt the pinch of American competition on high priced cars, due to the general and unexcelled qualities of the American cars of today, is evidenced by some of them having largely reduced their American list prices. But today to get the best car in the world no one need purchase a foreign made machine that carries a 45 per cent duty added to its selling price.

"The American automobile industry is rapidly settling down to a long desired commercial basis. Better cars are now produced, the cost of formerly necessary experimenting reduced and 'leaks' in the manufacturing and selling departments of the business decreased. To summarize, I look for a good year for good cars and automobile makers.

"From what I have learned of this section since my arrival here, I am inclined to the belief that the largest field for the sale of automobiles for the western dealers is among the ranchers and orchardists.

"They are fast coming to the realization that they can do most of their traveling, for which they now utilize a horse and rig, in an automobile, and while they save money on the expense of maintenance they get more mileage at the same time.

"There is a decided need of better roads than you have here at present, and they will do more to increase the sale of autos than any other one thing. The farmer, when he becomes a motorists, becomes at the same time a 'good roads' enthusiast and will soon realize that there is no other one thing that will so far increase the valuation of his property for so small an outlay as good roads.

"You have the climate and the weather here to make this the best selling field for automobiles in the world, and it will become such when you have a system of boulevards that will make motoring more of a pleasure.

"The problem of manufacturing automobiles here is is a rather difficult one as the market for the new raw material is centered so far away that the matter of speedy transportation becomes a serious handicap.

"I think that eventually we will see the manufacturing business in the automobile line more centralized and consolidated. There will doubtless be some five or six standard makes that will incorporate in their makeup the best features of the many machines now on the market, and the man who has not had experience and is equipped with only a small plant will of necessity be forced out of the race, as competition will become keener and the larger plants with their more perfect organization will naturally take the lead."

BIMINI SWIMFEST NEARLY CALLED OFF

LES HENRY FAILED TO SOLVE IMPORTANT PROBLEM

How the Tournament Originated and Afterward Was Almost Abolished by Perplexing Complications

Besides being an authority on all branches of sport, from shooting fish to selling croquet mallets, Les Henry is a fiend for statistics.

To tell the truth, Les is fearfully pernickety about the absolute facts of the case, and before he will let any bursts of information originate with him it must be all to the cherry tree for reliability.

No one can say that this George Washington business is anything but good, and the little hatchet kind of a story is worth a bet every time you hear it.

Les is also constantly scheming about projects in the pleasure line to while away the weary hours when business makes no call for attention, and that was how the coming swimming tournament at Bimini Baths happened to be hatched.

Well, after all the paddlers for miles around had given their approval and promised to be there, and while Les has been sitting around waiting for the day of the big splash to come, he got to wondering.

How many times would a swimmer have to paddle around a ninety-foot tank to go a half mile if he went by the yard, according to the regulations of all races.

This looked like an example in chart class arithmetic, and Les thought he was qualified to get it done away before recess, because he trained a long time at Berkeley getting ready to tackle just this kind of a life problem. It was also very important that the example should be worked, as every finster who enters the tournament Friday night will have to do the feat in question.

As any one would, the puzzled promoter of tiddledy winks started out by getting his yards into feet, but just as he had finished the first step and found that there are three feet in a yard the appalling thought dawned upon him that a swimmer can use but two feet and two hands, no matter how many yards he goes.

Even in measuring the ponies two hands don't make a foot, so Les found that the fundamental requirement of his rebus had gone to the too late to classify column. The swimmer could go two feet and two hands at a time, but he could never get around the laps in yard jumps.

As has been mentioned, Henry will not stand for any of the spurious play, and he almost called the paddle fest off after discovering that one of the tournament rules would be violated before the first ripple.

However he decided, after much consultation with less scrupulous officers of the meet, that possibly the one that had made them and not the figures were at fault, so the tournament will be held per schedule and promises to be the biggest thing of its kind that ever happened here.

VETERAN DIAMOND STAR SAYS, 'THROW AWAY GLOVES'

Lawyer W. A. Gardner, Former Chicago Player, Wants to See Fielders Work Without Mitts

St. Louis hasn't a keener sporting enthusiast particularly when it comes to baseball and football, than W. A. Gardner, the lawyer. He is an old Chicago university man, a member of the class of '78.

He missed but few games at League park and Sportsman's park last summer. Gardner, like a lot of other "fans," wants to see more hitting. He thinks that if the gloves were removed from the fielders the bingling would be better and the fielding, too, more spectacular.

"I have seen just as hot balls caught with the bare hands without inconvenience as come from the bats of modern players and are caught with the gloved hand," states Mr. Gardner. "The big glove now used is a product of commercialism and robs the batter of many a base hit, as it saves many an infielder from an error.

"In my opinion much interest would be added to the game if the big glove was taken from every player but the catcher, first baseman and pitcher. Honore, our first baseman, for several years played most of his games without an error, getting from 16 to 17 putouts in nearly every game, and without wearing a glove. Charles Dean played left field for four years and during that time did not drop a single fly ball; his only errors were ground hits allowed to get by and these were few.

"Look back at the score of professional games during the '70s, and see how well the players did without gloves. No one complained of sore hands who went into training regularly in the spring. The glove is a disgrace to good sportsmanship, for it gives an unnatural advantage.

"Of course, we would leave out the catcher. The 'big mitt' for the catcher was a great help to the game, as well as a deliverance from pain and suffering such as no one knows the extent of who has not had the experience of the days when the 'big mitt' had not gotten into the game."

THIS FILM WAS PRODUCED FROM THE