

WORLD of SPORT

SENATORS ARE HOME AGAIN

OPEN SERIES WITH REED'S DUKES TODAY

Starting All Over Again. Local and Far Northern Ball Clubs Will Endeavor to Contribute a Little Merit Here.

STORES MAY CLOSE ON THURSDAY AFTERNOON

Tom Shaughnessy stated last night that an attempt would be made to get the merchants to give a half holiday Thursday so that the clerks may attend the ball game.

Most of the merchants are agreeable to this swelling the "cross," but they want to make it unanimous.

Just as though all that has preceded has been mere practice, the Rio Grande Association of four baseball clubs will open its season again with Albuquerque playing Phoenix at Riverside park, and El Paso playing Tucson at the Ellysia groves this afternoon.

McCreery is Hester's probable pitching selection for today, and as Zambloch worked against Tucson Sunday afternoon, either Trekkel or Irion will probably go on the slab for the Dukes.

Interest in no series has ever been so high as in this coming clash between the two most promising teams of the league. The Phoenix public was secretly, perhaps, dissatisfied with the showing of Tucson, the only club it has seen go against the Senators. But there is nothing to lead to the belief that the games starting today will be one-sided.

Never before has an Albuquerque team of any sort played in Phoenix. And when Umpire Sterling tosses Fred Weber's American League-opening game-Walter Johnson spheres to McCreery today, there will probably be a record weekday crowd on hand to see it. Ray Brown last night avowed that it would be entirely meet and proper for the Albuquerque lead off man to crack said sphere into the far and distant depths of the Phoenix ocean, just to prove that there is baseball down in these regions.

Friday for Ladies. Women will be admitted free at Riverside ball park every Friday according to the announcement of Secretary George Lang of the Phoenix club yesterday. Phoenix is not lacking in women fans. So George is desirous of recognizing their support with a complimentary ticket once a week.

Wise old George! He has probably figured it all out how many air fan-ettes will cause their husbands to don palm beach suits and take them to the ball games that Friday afternoon.

Mr. Joe Ellis and Mr. "Tib" Tibbitts have not had anything to do the last week except tinker around the ball park, and now that piece of suburban property is in fine shape for the series. The diamond will be harder and more conducive to speed than it was during the Tucson series.

Albuquerque has shown a shocking lack of sympathy for El Paso. One of the chief troubles has been that the officials of the league, all El Paso men, have insisted on the Dukes dropping their expensive players. Albuquerque is convinced that this cutting down to the salary limit caused their team to drop the lead. And this all leads to the natural comment that in baseball, it is not always the umpire who gets himself unpopular.

About the "Ducal" Retainers. Howard Murphy of, started in Memphis in 1898, Coast League 1909, sold to St. Louis Nationals.

Frank Huelsman started with Quincy, Ill. 1897, with Washington 1904-1905.

F. Carman, Ill., San Francisco Coast League three years.

Carl E. Zambloch, pitcher, started with



AMERICA'S GREATEST CIGARETTE. BREAKS DISCUS RECORD. SEATTLE, May 24.—Robert Edmonds, of the University of Washington, broke the American inter-collegiate record for the discus throw in a track and field meet between the university of the Washington State College. The distance was 140 feet, 10 inches.

WOLTERS, PERRY, GREVY AND OTHER STARS WILL BE IN MOOSE M. C. RACE

Little Joseph Shows Up and Entertains Distinguished Group of Rail Birds with an Hour of Fast Work on Track.

PERRY BRINGING TWO EXCELSIORS

Chicago Rider Here Saturday—Boido's Eight-valve Indian Expected Thursday—Things Beginning to Happen Now.

The war-nations paused and watched Italy mobilizing, and they talked over among themselves how about it. They all agreed that when the spigot-esters turned loose, things would begin happening with lightning-like rapidity.

Similarly, the war-horses of the Moose 200-mile motorcycle marathon huddled around and watched the factories. All agreed that when these factories concluded to hand passports and declare war, things would happen with lightning-like rapidity—sometimes even faster—say about 52 seconds to the mile.

Over in the J. H. Lane shop yesterday morning, there showed up a short stubby little man, with a man's uncut day old beard on his map, and the vertical, quizzical lines between the eyes that made the face of Joe Wolters famous wherever published. As a matter of fact, Wolters, former Excelsior and now Harley-Davidson rider, owned the two small wrinkles, the day old beard and the other features that were visible at the J. H. Lane shop yesterday morning.

Near one o'clock Joe Wolters took the fat tanked racer he had uncrated during the morning, and went out to and around the mile track. With him went Harry Crandall, who is daily becoming more liable to straddle the new Harley racer that Dr. Boido bought, and which Bud Houser will unload this morning.

Congregated at the track were those who have made racing history in Phoenix. All wanted to see what this new chap would do. There were Boido, Charlie Gardner, Bill Gerig, all Indian or formerly Indian stars; Ellie Wilson, star in anything he can get and at present unattached; Frank Seller, rider of Merckels; State Referee John Hohl, and a whole lot more besides.

The track had been well stopped during the immediate pre-emptive, and Wolters and Crandall were compelled to keep outside the hardening ring that bands the track next to the pole. They raised considerable dust, Wolters did a large number of miles in 55 and a trifle better, and they decided that more fence ought to come out at the west side of the north turn.

Likewise, more fence ought to be torn down along the quarter stretch of the half mile track where the pits are to be constructed.

Wolters liked the track, hoped it would be a little less dusty, and predicted an average of 72 miles an hour for the race—which said average will be an average to excite more than the average amount of enthusiasm among motorcyclists.

Sacramento Coast League 1911, Detroit 1912, Western League 1914.

Chas. French, 2b, Boston Americans 1909-1910.

Red Herriott, lb, Western Canada League.

J. Humphreys, ss, Western Association.

Henry Trekkel, pitcher, started in 1912 with Missouri in the Western Association, sold to St. Louis Nationals where he remained one year.

W. Jardon, pitcher, high school youngster, first year since hatched.

Bob Irion, pitcher, Nebraska State League.

Earle Fiehart, Cincinnati Reds, 1907, Oakland in Coast League 1914. May be related to "an" player who was in Goldberg's famous umpire killing series here five years ago.

Lee Raeddel, catcher, with Wichita in Western League and later in Union Association.

Billy Davis, cf, Los Angeles Coast League, Union Association.

Roger Stevens, pitcher, called "Lefty" from well known habit of throwing with left arm instead of right. Coast and Southern Leagues and St. Louis Browns.

Manager George Reed has been in baseball 25 years. Is a little more than that old. Twenty-three years as manager of different clubs in different leagues in different classes ranging from "A-A" to "D."

BREAKS DISCUS RECORD. SEATTLE, May 24.—Robert Edmonds, of the University of Washington, broke the American inter-collegiate record for the discus throw in a track and field meet between the university of the Washington State College. The distance was 140 feet, 10 inches.

Perry's New Ex And Stock Mote Here Saturday

According to a laconic telegram received from the Excelsior Manufacturing Company yesterday morning, Bob Perry, one of the greatest little motorcycle riders in the game, is to be the Excelsior factory entrant in the Moose 200-mile motorcycle race here next Monday.

Perry is to arrive with two machines, one a port or eight valve and the other a stock model, which the racer will use in case the track appears to him too dangerous or hard on tires for the faster machine.

Manager John Brown of the Pioneer Cycle Company, agents for the Excelsior, said yesterday on receipt of the telegram announcing Perry's coming, that he would co-operate to the best of his ability in the coming race. The factory asked him, he said, but it was a useless request, for once he knew, an Ex would be in the race, with an event break with the other factory entries, he would work for all he was worth.

Perry and his two machines will be here Saturday according to the wire. Lately the trade journals have been full of Perry's plans to build an Excelsior that will be faster than anything yet constructed. It is positively known that he has been at the factory in Chicago ever since the Venice race. So the probabilities are that the Heap Big Paleface will show some class in this long race.

"We may hear from Girton and Hoffer, the coast agents for the Excelsior," said Brown. "They have some fast mechanism over there, and also some brainy young riders."

Eight-Valve Indians. Boido's special Indian expected Thursday is an eight-valve, according to the rumor that leaked out yesterday. With Creviston and two other eight-valve riders, O'Connell and Gerig, the local Indian shop's riders will make five red devils that will be certain to make places in the starting line for the 200-mile.

WHEREUPON PHILLIES WON. CLEVELAND, May 24.—Philadelphia bunched three hits, two walks, and Liebold's muff in the second inning for four runs; Jackson's error gave Philadelphia another in the third. Score: R. H. E. Philadelphia 5 0 2 Cleveland 4 10 2 Batteries—Shawkey and Schanz; Jones and O'Neill.

AMERICAN LEAGUE. BROOKLYN-PITTSBURG. RAIN. BUFFALO 3; CHICAGO 4. BALTIMORE 1; ST. LOUIS 2. NEWARK 1; KANSAS CITY 2.

FEDERAL LEAGUE. NO GAMES SCHEDULED.

COAST LEAGUE. NO GAMES SCHEDULED.

SPORT COMMENT. Now for a week in which the ordinarily more or less neglected sport, scribble, becomes "IT." No. The passes are all given out.

OOH—Look! Over there in that column, no, a little lower down and to the right,—There. See? What do you see? The very first press agent stuff from the combined brain and typewriter of Malcolm A. Fraser and Asst. Sec. C. Sparkes of the Prescott chamber of commerce.

There is a revival of the time honored argument concerning the difference that weight makes in the track riding ability of various motorcycle racers. Some claim that a light man has a better show than a heavy one, and other say that the heavy man controls his machine better on the turns, and doesn't let it slide so much. If lightweights are better, then a lot of coin ought to go on Joseph Wolters, for Jody is a little cuss, though not so slim and fragile like an Ray Creviston. Along-side of Baker, Parkhurst, Otto, Walker, and other noted demons, Perry, Grevy, O'Connell and Wolters are mere slivers. But so long as they are chips off the old speed block, it's all right.

It is reported that there is going to be a race at the fair grounds a week from yesterday. Heard anything about it?

Oh, Hester's eye is sad, And Hester's step is slow, For the lead that he has won In the league, has got to go!

We are starting out even again in the events of the season, and it is long way to the place we want to go. In front of the ball club that the first month of play in the Rio Grande Association proved to be the best in the circuit, there is a tough route—one that is full of pitfalls constructed by scheming managers who want the same pennant we want, and barriers built by the provoking lack of funds. Certainly no manager in the

Real Wild West Show To Be Frontier Day Feature

Prescott Will Stand for No Salaried "Gashers"—Only the Honest-to-Gosh Punchers May Compete There This July 4.

(Special to The Republican) PRESCOTT, Ariz., May 24.—For three years, Prescott has been developing an annual entertainment which bids fair to prove the summer classic of the southwest. From a very humble start in 1912, Prescott "Frontier Day" has grown until it is today the watchword for square dealing and real range performance in every section where sports of the western range are reviewed.

This year, no deviation will be allowed from the resolve first made in 1912, that all comers, both contestants and visitors, shall be treated with the same regard and that prices for accommodation will remain at the reasonable rates prevailing at all seasons in the Mile High City.

Cheyenne Frontier days, for several years the best word in clean programs, harked by honest management, has been generated into a mere "show" in which "graduated" cow punchers in silk and buckskin do fancy stunts on a wage basis or with a guarantee for their performance.

Profiting by the history of other western celebrations, the management of Prescott Frontier Days, of which E. A. Knaster is chairman and F. L. Harworth arena director, has ruled that there will be no "gashers" or "grandstand" players in the 1915 Frontier Day 1915.

In this year's celebration, over \$1,000 in gold will be awarded, including prizes amounting to \$1,500 in one event alone, the world's second champion broncho busting contest. For this great event, the program committee is scouring northern Arizona for wicked horses and with the ten noted outlaws from Juarez, which were seen at last year's show, it is expected that at least fifty bad buckers will be in the corral ready to "cut up" when the first announcement is made by Doc Pardee, at 2 o'clock July 3. The celebration will last for three days, terminating July 5, and the reception committee guarantees comfortable accommodation for all who will come. Prescott accommodated several thousand extra people in 1914 without a hitch. Very low excursion rates have been published in connection with Prescott Frontier Days 1915.

A. A. A. Makes Some Rules Drivers Must Qualify Own Machines

INDIANAPOLIS, May 24.—Rulings of vital importance to the automobile racing game have been handed down by the American Automobile Association with reference to cars entered for the next Indianapolis 500-mile race.

The first is that wherever elimination trials for a race are held, the driver or relief driver of a car must qualify his own machine, no man being allowed to qualify more than one car. Previously, as in the case of Burman at Indianapolis last year, one man could qualify as many machines as he wished.

The second rule does away for all time with the practice of entering a car under any name than its own, for the purpose of squeezing in a fourth car when three of the same make are already entered. Under this ruling the Harroon special entered in the Indianapolis race must compete as a Maxwell, and the Burman-Peugeot as a Peugeot. This automatically eliminates one Maxwell and one Peugeot from the running.

Other important rulings, and these are, perhaps, the most vital, inasmuch as, if carried through, they establish the right of the American Automobile Association to change the entry blanks of promoters at will, are an amendment to the speedway's rule requiring front axles of all cars to be new two days before the race.

The last rule has been modified to refer only to steering arms, spindles and connecting rods.

The speedway has as yet not stated an opinion about the matter Carl G. Fisher, president of the institution, being out of town, and no one else being empowered to make a statement in his absence. It is thought, however, that serious friction may result, as Mr. Fisher usually insists on conducting his business in his own way, without the uninvited interference of outsiders.

Mechanical Hobe. W. W. Brown, of Kansas City, caused a sensation by appearing at the Indianapolis motor speedway for the elimination trials to the next 500-mile race with a car the hood of which was tied on with binder twine. Despite the machine's rough exterior, it is declared by experts to embody several revolutionary principles in automobile building, so that, with its queer driver, it is the sensation of the track. Brown seems a sort of mechanical genius.

LONG RANGE WORK. CHICAGO, May 24.—Extra base hits, including home runs by Proctor and Brief, won for Chicago. Score: R. H. E. New York 4 6 1 Chicago 5 7 6 Batteries—Pleh, Brown and Nuann-maker; Russell, Giotte and Schalk.

NATIONALS' DEFENSE BROKEN. DETROIT, May 24.—After Covaleskie and Boehling had battled for six scoreless innings, Detroit broke through Washington's defense. Score: R. H. E. Washington 0 4 2 Detroit 4 5 1 Batteries—Boehling and Alinmith; Covaleskie and Stanga.

BROWNS 4-SOX 3. ST. LOUIS, May 24.—The home team hit and beat Boston 4 to 3. Boston was able to hit Loudermilk effectively only in the fourth inning.

league deserves better support than the event. Certainly no manager in the league deserves better support than does Hester, for hasn't he done what he promised—put Phoenix at the top? And then he has to do it all over again, and with added handicaps.

Trying to be cheerful last night, Manager Jim Brown of the Tucson club called up The Republican and predicted better financial going for the four club circuit. He said the deadwood had been heaved overboard, and that from now on every club will have to hustle only for its own sake. Jim Brown is a hard headed cuss with a lot of baseball savvy, and while he was bitterly disappointed that the league could not go through intact, he showed some of the same optimism that has made him (and all of the baseball managers who possessed it), successful.

The fact that there are now but four clubs in the league may be taken as a good omen, for the Phoenix will have two less to lick before nailing the 1915 pennant to the mast. Our brother scribes in El Paso, Tucson and Albuquerque, look the other way. We are merely kidding. But the Albuquerque-Phoenix series will be just as good baseball as though the submarine "Money" had not hurled two torpedoes into the bulks of two league teams.

We are glad to see Old Smiley and Old Castle back in harness. They operated nicely at Acie City Sunday and trimmed the villagers for the Maroons.

BASEBALL BOOKKEEPING

Table showing National League standings: Club, Won, Lost, Pct. Chicago 20 12 625, Philadelphia 17 11 607, Pittsburgh 15 15 500, Boston 14 16 467, Brooklyn 14 15 483, St. Louis 15 17 469, Cincinnati 12 16 429, New York 11 16 407.

Table showing American League standings: Club, Won, Lost, Pct. Chicago 23 12 657, Detroit 22 12 647, New York 22 13 627, Boston 13 14 481, Cleveland 13 18 419, St. Louis 14 20 412, Philadelphia 11 21 344.

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Table showing Coast League standings: Club, Won, Lost, Pct. Los Angeles 31 22 585, San Francisco 27 21 563, Salt Lake 24 20 545, Oakland 23 27 460, Portland 20 26 435, Venice 18 28 391.

WHERE THEY PLAY TODAY. Rio Grande Association. ALBUQUERQUE AT PHOENIX. EL PASO AT TUCSON.

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NATIONAL LEAGUE

CUBS HAMMER THE BALL. BOSTON, May 24.—Terrific hitting gave Chicago the victory. Scuttee knocked a homer into the right field bleachers in the first inning. Three singles and three doubles in the fifth caused James' retirement. Score: R. H. E. Chicago 5 17 1, Boston 12 21 2. Batteries—Pierce and Archer; James, Crutcher and Gowdy. Cincinnati - Philadelphia. *Wet grounds. New York-Pittsburg. Rain. Brooklyn-St. Louis. Rain.

Practice Laps

By Jack Abbott. Wolters' fastest mile yesterday was made in 53 seconds. He says 55 seconds is fast enough for practice. It is a fine track, but it ought to be as hard half way out as it is at the pole.

Dr. Boido wants the opinion of all the riders about the track and the fences and will have it fixed to suit the men who are going to risk

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their lives to entertain the crowds Monday. The manager wants all the riders who can to get out to the track just after sprinkling and ride around a lot of times to get the surface packed down.

When Wolters learned that Perry was coming with a port, he said, "That is the only machine I am afraid of."

Ellie Wilson said when Wolters was coming down the straightaway that he never saw a motorcycle go so fast. The Harley is rated at 95 miles an hour on the stretches.

Only 5% PLUS for the Best "Non-Skid"

PRACTICALLY ALL Non-Skid Tires that make serious claim to non-skid efficiency cost you 10% to 30% more than Plain Tread Tires of same brand and material.

Goodrich Safety Tread Tires cost you only 5% more than our plain tread tires.

Here's how and Why! FORTY-FIVE years of Rubber working (in what is now the World's largest Rubber Factory) has taught us a few Kinks and Short-cuts that are not common to the Trade.

One of these now comes to the help of your Pocket-book. Through the simple process of Thinking Hard (and being candid with ourselves) we have found a Short-cut to make the best Safety Tread ever put on a Tire cost us only about 5% more than it costs to make the Plain Tread of similar quality.

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Goodrich Safety Tread Tires cost you only 5% more than our own or any other plain tread tires.

Note the following table of comparative prices on non-skid tires. Columns headed "A," "B," "C" and "D" represent four highly advertised tires.

Table comparing Goodrich Safety Tread tires with other brands. Columns include Size, Goodrich Safety Tread, and other makes.

By testing out these Goodrich Safety-Tread Tires on a large number of Taxicabs (where they could be competitively observed and carefully checked up at the end of each day's use) and by comparing their actual performance with that of our own, and other Plain-Treads, of much higher price, we have had this fact forced upon us—

That there is SURPRISINGLY more Mileage, in Goodrich Safety Tread Tires, than in our own, or any other, make of Plain-Tread Tires.

So MUCH more Mileage, for only 5% more Cost, looked so good to us that we decided to give Car Owners the benefit. Here's what we now offer you!

The best Non-Skid Safety Tread ever put on the market, and it costs you only 5% more than our best plain tread tire.

The B. F. Goodrich Company AKRON, OHIO

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