

ATHLETICS OUT FOR 1925 PENNANT

Connie Mack Has Landed Two Stars From Minor Leagues.

Although the baseball season was brought to a close last October when Bucky Harris led his Senators to a world's championship by vanquishing the New York Giants the millions of fans throughout America are ever reminded of their favorite pastime by flashes of news. Even during the cold, bleak winter months interest in the game is not allowed to die down. At the present time Connie Mack is responsible for maintaining the role of chief advertiser. First came an announcement that he had purchased "Lefty" Groves, the sensational "port side" of Jack Dunn's Baltimore team for a sum said to be approximately \$100,000, and next he has put over a deal with the Portland Club of the Pacific Coast League whereby he acquires Gordon S. Cochrane, their star catcher. In the latter case he is said to have parted with \$50,000 and five players, Denny Burns and Bob Hasty, pitchers; Harry Riconda, infielder; Ollie Shirling, outfielder; and Charles Rowland, catcher.

Many Major League magnates were seeking both Groves and Cochrane, but it was "Silent" Connie, who landed the two highly touted players. He is evidently determined to go after another pennant and is building up a formidable team, which is expected to make a great bid next season for premier honors. For years the Athletics were the foundation of the American League landing in the cellar early in the season and staying there until the schedule of games ended. Last year Connie banded together a group of youngsters who refused to allow every club to use them as a stepping stone in the drive pennantward and as a result the Athletics were one of the most feared teams during the closing stages. The acquisition of Groves and Cochrane may go a long way towards making the Athletics a real pennant contender. Last season Groves won 25 and lost six games for Baltimore. If he can win at least 20 for Connie Mack he will be considered well worth the large amount of money which Connie was forced to pay for him.

JIMMY COX TO MEET CAMPBELL Have Been Matched to Box Twelve Rounds in New York.

Jimmy Cox, of New York, and Johnny Campbell, Joe Woodman's newest welterweight sensation, have been signed to meet in the feature bout of twelve rounds for the Queensboro A. C. of New York city. Cox has wins over Bob Lowery, Jackie Williams, Marty Donohoe, Paddy Ryan, Joe Riccardo and other veterans. While Campbell, according to Woodman, makes 145 pounds ringside under Cox's management Johnny showed symptoms of championship material, besting among others Ray Mitchell, Johnny Clinton, Mel Coogan and Jimmy Hanlon from Denver at Detroit last week. Campbell boxed Scaeroni at the Queensboro club recently in what was, according to all accounts, one of the best battles witnessed since the Walker law has been on the books.

"Newsy" Lalonde's Team Wins Game

Grimsby, Ont., Nov. 19.—"Newsy" Lalonde's Saskatoon "Shicks" defeated the Montreal Canadiens in the opening game of the hockey season here by a score of 4 to 2. The score stood 1-1 at the end of the first period and the Shicks added three in the next period to one scored by the Canadiens. The last period was scoreless.

You'll Get Rid of Blackheads Sure

There is one simple, safe, and sure way that never fails to get rid of blackheads, that is to dissolve them. To do this, get two ounces of peroxide from any drug store—sprinkle a little on a hot, wet cloth—rub over the blackheads briefly—wash the parts and you will be surprised how the blackheads have disappeared. Big blackheads, little blackheads, no matter where they are, simply dissolve and disappear. Blackheads are a mixture of dust and secretions that form in the pores of the skin. The peroxide powder and the water dissolve the blackheads so they wash right out, leaving the pores free and clean and in their natural condition.

WRESTLING IN MONTREAL

Wrestling fans on Tuesday night gathered at the Monument National, Montreal, to welcome back Wladis Zyzsko, Frank Judson and Nazareno Poggi, and also to obtain a first view of Jim London, a wrestler heralded as the champion of Greece and a potential challenger to the world's champion, "Strangler" Lewis. The Gazette says that Zyzsko was awarded the decision over Judson, a result which was as perplexing as was the reason why Poggi should have been chosen as a worthy opponent for London. London won his first fall after 55 minutes of mere squinting, and his second after ten minutes. His obvious superiority in strength and weight could have performed in two minutes what was accomplished in over an hour. The other bout, described as the feature, was a disappointment by reason of one's doubts as to its sincerity.

The Y. M. C. A. are planning on holding a Senior House Basketball League for its members, starting some time in the near future. A meeting of all those interested is being called for Wednesday evening, November 26. Any member or members desirous of entering this house league are requested to attend the meeting.

This meeting will be for organization also and it is earnestly hoped that we may have several teams to compete in this league. At the present time there is considerable material on hand, especially from the Dormitories, the Bankers, the Fire-Side Club and many others throughout the membership which might compete in this league. It is hoped that there will be a large attendance on Wednesday evening, the 26th of November, at 7:30 p. m. sharp.

CHAMPION Three-Cushion Leader Willing to Play Hoppe at Balk-Line.



BOB CANNEFAX.

What promises to be the outstanding event of the season in billiards is a proposed match between Willie Hoppe, best of the balk-line artists, and Bob Cannefax, champion three-cushion player of the world. The match is now in the making and the terms and conditions under which the rival cue experts are to battle will be made known shortly.

SAYS HIS SHIP NEEDS NEITHER SAIL NOR STEAM

German Inventor Operates a 2,000 Ton Vessel by Cylinders.

AROUSES COMMENT

Secret Guarded—Asserted Atlantic Ocean Soon will be Crossed.

It is just 117 years, since Robert Fulton's steamboat stirred up the Hudson and poked its nose into mid-stream while the jeers of the crowd on shore turned to cheers, writes James C. Young in the New York Times. The Claremont fire and smoke and churning paddles were a sight such as the world had never seen before. Today a new sort of ship is said to be causing amazement in Germany—a ship without sails or steam, operated by only one man if need be, with revolving cylinders for motive power, where masts used to stand. These cylinders are supposed to harness the wind in such manner that the ship's captain may literally drive his unseen steeds across the waves. One of the oldest things in use is the sailboat. Some 6,000 years of history lie between the earliest scraps of fabric that propelled boats along the Nile and the "ironbox" that Fulton built. A hundred years more brought the oil-driven ship and then the electric. If the reports of the achievements of the German are borne out, we may see a return to the first motive power. This ship, this strange sight of the eyes of Neptune, is a 2,000-ton freighter



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from their courses in order to create electrical power. But Plattner has apparently resorted again to that freest of all power, which seldom diminishes and is never exhausted, but goes blowing around the world in a liberty that has never yet been restrained. Plattner is not a newcomer in marine invention. He perfected a rudder some years ago that bears his name. He is now Director of Aerodynamics at the Institute of Amsterdam and is widely known to scientific men as an experimenter along original lines. His present affiliation with the Krupps and the leading steamship interests of Germany has been accepted here as evidence that his discovery is a matter of the first consequence. Electrical men are interested in the Plattner researches. A new method of producing power would mean cheaper electricity for every need of life. It has been believed that the next development in this field would be the construction of generating stations at coal mines, so as to minimize expense. But Plattner may have found a method beyond a source of energy can be captured at will. The progress at the proposed experiment station in Berlin will be watched with close attention.

Another Source of Power. But an attempt to sum up all the possibilities involved in Plattner's inquiries would be an effort to survey the whole field of motive power. It is declared that we have realized almost the full possibilities of power supplied by coal and oil. In electricity we have many things to learn. Apparently we may yet find the wind to be the latest driving source at our command.

Man has speculated for ages on a method to employ this force, just as he has tried to make the tides serve his ends, but so far the accomplishments in either direction have not proceeded beyond a sailing ship. This vast, unknown, unmeasured element has awaited its conqueror. Perhaps that lucky man is Anton Plattner. New York may get a glimpse of Plattner and his odd-looking craft, if all goes well. He has announced a trip across the Atlantic as one of his first moves. According to his estimates, the journey should not require more than eighteen days. One of these mornings we may see his ship the Bakau, sail in an aerial leviathan. Perhaps another of the race is about to win a new honor.

Fortune has favored the Germans in letting them be the first men to cross the Atlantic in an undersea vessel and in an aerial leviathan. Perhaps another of the race is about to win a new honor.

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made over, we are told, with masts removed. Instead of masts, two steel cylinders three feet in circumference rise from the keel, through the deck, and stand some sixty-five feet in the air. The cylinders are set in motion by a small electric motor, and the ship moves off.

Such is the brief description cabled from Berlin this last week, a description that has stirred wide comment among shipping men and the public generally. What seems incredible at first glance develops definite possibilities upon examination. Where scientists are inclined to scoff, the men of the sea recognize an opportunity that may result in world changes.

The question of the moment in shipping circles is: How do the cylinders work? Herr Plattner has sagaciously kept that point to himself and to the group of men surrounding him. The plan includes the Krupps, who equipped his ship, and Hamburg-American officials interested in his patents. No explanation has yet been made of the method of catching enough power from the wind to drive the ship. Scientific men point out that a sixty-five-foot cylinder three feet in diameter would offer little resistance to the wind, and therefore could not generate much power, according to all accepted principles.

Out of the Magnus Law.

But Plattner seems to have a new principle, or a new method based on an old one. He says that his plan is a development of the Magnus law, discovered in the middle of the last century by another German. This law, briefly stated—maintains that a cylinder revolving in a current of air will exert pressure at the right angles to the current. So far the law has not been applied for any outstanding purpose. How it could be employed in driving a ship is a matter that a large share of the public would like to have explained.

The shape of these cylinders is another matter under discussion. Both shipping and scientific men disapproved the idea that they could be true cylinders, but held that they must have a special design in order to capture the energy of the winds. The majority view inclined to a series of curved fins. Another group believed that a flange running the whole length of the cylinder might serve. But none of these men would try to explain in what way the cylinder could take the place of an engine.

Much Mystery.

Assuming that this new kind of most night catch the wind in sufficient force to propel a ship, it becomes an absorbing question as to how the force could be applied. With a strong breeze blowing in the right direction and the cylinder doing their best, some of the interested were ready to grant that the ship might move. This would mean a direct connection between the cylinders and the propeller. But dispatches have intimated that Plattner has a method of storing up the wind's power against the time when it blows in the wrong direction.

There is a new line of inquiry develops. It is evident that electrical energy might be created by a rapidly revolving cylinder, and stored in batteries for future use. That would make Plattner's ship a moving storage battery, with the cylinders creating new energy whenever the wind would deal with a new means of producing electrical current; at least, with a means not commonly used. Then it becomes easy to believe that his ship would move consistently.

All this is merely by way of speculation, the kind of speculation that has puzzled shipping circles and inventive

minds in the last few days. But Plattner's achievement is not so easily explained. The Magnus law, under which he is working, has nothing to do with electricity; certainly the theory has not been applied in that field. It has been suggested that he may have hit upon a new means to store the energy derived from the wind. If that suggestion is borne out, the influence of his discovery will extend much further than among shipping men and the public.

In fact, it is said that plans are under way to erect a 300-foot cylinder in Berlin to generate electrical power for other uses. Various experiments have been carried on to drive ships by compressed air. An Australian in London recently proved that a ship might be propelled in that manner when he sent a small craft up the Thames with compressed air jets discharged under water. It was pointed out that Plattner might have discovered a way to store the energy of the wind by some other method than the generation of electrical energy. Should the possibility be realized, it would open a chapter in science equal to that which Franklin introduced with his magical kite.

If Plattner's new statements are to be believed in their simplest form and evident intent, he has applied the Magnus law to drive a ship and nothing more. Laymen always have difficulty in understanding how a ship can be bowled along by wind blowing the other way. A direct head wind, of course, will hold up a sailing ship or even blow it backward; but a ship seldom has to struggle against a wind directly on its bow. Usually the skipper can work around until at least a quarter of his canvas catches the power at a favorable angle. On his skill in so doing depends his progress.

Comes at Moment Needed.

These principles being understood by seafarers, the question arises whether Plattner's cylinders will work on the same plan as a ship's sails. Cabled descriptions affirm that the motor that starts the cylinders can also be used to alter the direction of the revolutions and the speed as well. When the two cylinders are turning at the same speed and the helm is not put "on," the Plattner ship normally sails at right angles to the wind, which is fully in accordance with the Magnus law. But it is declared that changing the speed of one cylinder will have the same effect upon the ship's course as changing the helm. Plattner says that his plan will reduce the cost of operating a ship by 80 per cent, if so, he may be able to solve a problem that has seriously affected the commerce of the world. Ship operating costs never were higher than today, save at the peak of the war, and there is no early prospect of a reduction.

This applies especially to American shipping, which is controlled by laws regard to American crews, the eight-hour day and such matters. If a method has been found to reduce crews by something like two-thirds at the same moment doing away with the cost of coal and the loss of space needed for storage, then ocean communication will indeed have entered upon a new period of its long evolution.

Engineers are wondering if Plattner will turn the world back to one of its earliest sources of energy. At present we are burrowing beneath the earth's crust to bring up the coal stored there by a process of ages. And we have tapped almost every known source of oil. Some authorities hold that the available sources of oil will be dried up in a comparatively few years, when the world's motor cars and motor ships, and a hundred kinds of engines must stop unless a new fuel is found.

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