

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 now 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 Bobbly Hasty, pitchers; Harry Rionda, infielder; Ollie Shilling, outfielder; and Charles Rowland, catcher.

Many Major League managers were seeking both Groves and Cochrane, but it was "Silent" Connie, who had 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 have been the foundation of the American League 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 toward a pennant 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 Recardo and other welterweights. Campbell, according to Woodman, makes 145 pounds ring-side. Under Joe's management Johnny showed symptoms of championship material, besting among others Ray Mitchell, Sam Clinton, Mel Coogan and Jimmy Hanlon from Denver at Detroit last week. Campbell boxed Scaconit 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

Grimby, 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 pores 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 sebum 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 Walter Zyzsko, Frank Judson and Nazareno Poggi, and also to obtain a view of Jim London, a wrestler heralded as the champion of Greece and a potent 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 squirming, 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 outcome, 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 Will- ing 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.

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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 Clarendon 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 "dirigible" 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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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 much 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.

Anton Flettner, the man responsible for this, says that his "sailless and crewless ship" will withstand the seas in any kind of weather. He says he will soon make a voyage to America. Meanwhile he claims to have mastered the Baltic and developed a speed that would revolutionize the present-day ocean commerce. He maintains so much the cable has told, and little more.

The question of the moment in shipping circles is: How do the cylinders work?

Herr Flettner has sagaciously kept that point to himself and to the group of men surrounding him. This includes the Krupp, 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 around 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 Flettner 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.

A naval architect of national reputation spent an hour and used several pencils in endeavoring to calculate the sum of power resulting from a three-foot cylinder sixty-five feet in length, turning at a speed of 100 revolutions a minute. Flettner's cylinders are said to reach a speed of 120 revolutions. But all of the available pencils would not show how the resulting power could drive a ship.

The shape of these cylinders is another matter and one that has both shipping and scientific men dismasted 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 mast might 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 cylinders 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 despatches have intimated that Flettner 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 Flettner's ship a moving storage battery, with the cylinders creating new energy whenever the wind blows. The probability has many satisfying points, bringing the plan wholly within the bounds of science. Under this plan Flettner's device 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

from their courses in order to create electrical power. But Flettner 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. Flettner 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 Krupp 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 Flettner 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 Flettner may have found a method raised 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 Flettner'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 Flettner.

New York may get a glimpse of Flettner 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 up the historic Hudson under a motive power that was almost made obsolete by the experiments of Fulton in that same river.

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

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