

ALL THE LATEST NEWS FROM THE ATHLETIC WORLD

ONE OF THE BIG REASONS WHY CONNIE MACK SUCCEEDS

He Believes in Taking His Men into His Confidence, and Advocates Harmony among His Players, and Realizes that a word of Encouragement does Twice as Much Good as Biting Criticism

Eddie Collins the famous second baseman of the Philadelphia Athletics in speaking of the World's Champions manager Connie Mack gives an excellent idea of how Connie successfully handles his players as follows:



EDDIE COLLINS

during the World's series last fall which goes to show that there is something more than the mere titles of manager and player or boss and employe between "Connie" and his team.

Not until we had agreed with him to a man that we had no man available who we felt would have done better against Mack on that day than Plank who is no slouch of a batter himself did "Connie" see fit to dismiss the subject and take up more important things.

My point in bringing up this trivial episode is only to show one of "Connie" Mack's fundamental principles of unity of purpose, just as you see fit to call it.

There will be little difference in the appearance of the hulls of the Cochran sloop from designs of William Gardner and the Pynchon-Clark Syndicate yacht building at Bath from the board of George Owen.

Both are long ended, with clean sharp entrances forward and rather flat overhangs aft. While there is a marked reversed curve in the bow of the Gardner boat that can be seen even with the craft only in frame, this appears to be lacking in the Owen boat.

The length of the forward overhang of the Defiance, according to the spacing of the frames should be close to 18 or 20 feet just about the same as that of the boat building at Lawley's. Likewise the overhang aft is not far from the same length, which would give the sloop an overall length of close to 118 feet.

Great Care With Planking The overall length of the Cochran sloop is also close to 118 feet, which makes the two yachts practically the same. It would not surprise many yachtsmen if all three sloops built on this side of the Atlantic, when meas-

you wonder his players admire and respect him? "I want to see all of you smile like that from now on," was one of "Connie's" handouts before the big series. I have often heard him remark, "I like to see my players in good humor; they always play better ball." More harmony.

When Plank Dropped That Fly

Billy Orr, our utility infielder, who suffered a broken hand just previous to the close of our American League season and was thereby robbed of any chance he may have had of getting in against the Giants, sat right next to "Connie" throughout all the series games and told me what "Connie" said and did when Plank dropped that pop fly of Murray's in the fifth inning of the last deciding game.

"I thought 'Connie' was going to faint when Baker and Plank came together," Billy told me. "Why, he almost fell off the bench as it was. But that double play was like a dash of cold water in his face," Bill went on to say.

"Not a word now about that slip-up," "Connie" yelled to all on the bench.

"So when we came in the first thing we heard was, 'That's the way, Bunnie' bridged over a ticklish situation. Think what it meant for every one to be right in that game of all games, the one that made us champions of 1913.

In that very game young Eddie Murphy and Baker pulled off a play on Merkle that virtually turned the tide in our favor. At any rate it netted us two runs making our total three which was plenty enough to win. In the write up the following day the papers, the New York sheets in particular panned poor Merkle as a "bonehead" etc. but a few gave Murphy or "Bake" credit for any gray matter. It only goes to confirm the old adage, "It all depends upon whose ox is being gored."

But with "Connie"—do you imagine for a minute that he overlooked such a situation? Far be it from him. That tall individual even bumped his head on the concrete roof of our bench as he straightened up from his much famed scorecard to say a word of encouragement to those two players as they entered our dugout.

GIVES HIS BATTERS FREEDOM

In one of the games—I think it was the second one in Philadelphia—Barry was on first, with nobody out, and Schang ready to go to bat. "Wally" bent over to "Connie" and said, "What shall I do—put him over or hit?" It is really a baseball question what would have been the proper play. Schang, a good hitter—should he sacrifice with a pitcher to follow?

Can you imagine "Connie" Mack's answer to this query of Schang's? I'll wager the big majority can not. "You suit yourself," "Wally" use your own judgment," were the very words "Connie" used.

Just another of "Connie's" ways. Other managers may not approve, but "Connie" has had pretty fair success with this method of procedure. Of course in every single instance a player has said to him, "What shall I do?" he has not replied, "Suit yourself."

But it is the principle he advocates—confidence in your own ability. Better confidence is a big half of success in baseball.

To let "Connie" Mack tell it, his players deserve all the credit for the success of the Athletics in the recent campaign. But where did those same players get their start? Who brought them out developed their ability taught them, trained and educated them. Where did you ever hear of Schang, Bush, Bieder, Plank, Lapp, Barry, Baker, McInnes, Strunk, Oldring, E. Murphy or Collins, every single Athletic player who participated in the 1913 championship series, before "Connie" Mack took them in hand.

There may have been many great and successful leaders in baseball, but there is only one "Connie" Mack.

WORK ON YACHT DEFIANCE BEING RAPIDLY PERFORMED

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ured, differed in over-all length only by matter of inches.

While the Gardner and Owen boats are sure to have fine lines and to be beautiful in appearance, the Herreshoff from good authority is everything but beautiful. Many believe that Herreshoff has followed along the lines of the New York Yacht Club's 50-footer of last season with chopped-off sterns. No yachtsmen would call these boats pretty but they could travel.

It is in the dimension of width—beam—that the three sloops will probably differ most. After seeing both the Defiance and the Cochran sloop building at Lawley's but not actually knowing the dimensions of either, the Defiance appears to have the greater beam.

At Bath Iron Works the Hodgdon Bros. of East Boothbay have been at work on the planking of the Defiance for nearly two weeks. They are going ahead with great care and thus naturally have progressed quite slowly.

Over the steel frame the first skin is of Douglas fir planking; this is immediately covered with by the thinner outer planking of mahogany for the sailing surface.

Both kinds of planking are from selected stock, the fir being exceedingly fine, as it has been cut for more than four years and is in lengths from 57 to 60 feet. Yesterday the planking finished comprised about the four upper streaks on both sides, the covering board and the filling in of the deadwood.

The steel frame of the Defiance is of a semiweb construction spaced about 18 inches on centers. This is strengthened by single I or small rail road iron beam stringers; except for

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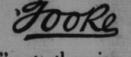
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the extreme ends. The frame is further strengthened by triangular struts about every 10 feet.

The deck beams are also strengthened by rigidly by like struts which are between each beam have flanged edges which straps although of very thin steel do not give at all when stopped.

There is four pairs of these struts. The deck beams are also strengthened by longitudinal I-beam which pass through the beams, but unlike the Cochran and Columbia, built by Herreshoff which likewise had these struts passing through the deck beams, each beam is fastened to the stringers by brackets. In this way with the help of the struts it is hoped to hold the deck very rigid.

Defiance's Wooden Rudder Hung The rudder of the Defiance, of wood long, and not very deep, has been hung and practically all the steering gear is assembled ready to be fitted as soon as the yacht progresses that far.

In general the Defiance has not the fat appearance amidship of all earlier rating boats, as her beam seems to be carried farther forward and aft, while her ends have the look of being drawn in quite easily.

Although the weight of lead on the Defiance and the Cochran boat probably differs little, the junk of the former appears much larger. This is probably due to the shape of the molded keel of the Defiance. Aft, the lead depth of good thickness has not much depth, rising gradually until at the forward end there is practically no deadwood and at the extreme forward part the lead is close to the garboards.

Like all the other possible cup defenders and also the challenger, the Defiance will be equipped with a centre board. The slot in the lead keel for the centreboard is about eight feet in length so that on the wind with board lowered the sloop's draft will be close to 22 feet. Also, like all the others the forward part will be knife-edged. There is considerable difference be-

tween the two boats in the matter of bilge, as the Gardner sloop is hard bilged, while the Defiance will be much easier in the bilge. The Defiance also, as the new looks, appears to have very little sheer.

The Defiance will have a bowsprit for the stem was cast with a gammon iron, but this bowsprit will only be a short stick as the mast is to be stepped well forward which means that the sloop is to have a large and high after driving sail. The deck of the yacht will not be of metal but rather of soft pine giving a white deck and the best of footings.



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