

DARING SECOND BASEMAN OF THE CHICAGO CUBS.



Johnny Evers has pulled off some sensational stunts since he has been a member of the former champions of the world, the Chicago National league team, but few of them were more stirring than his steal of home in the first of the city championship games between the Cubs and White Sox. "Big Ed" Walsh was pitching for the Sox and Evers politely told him in ad-

vance that he intended to steal home. When Walsh wound up, Evers started for the plate. Walsh saw the Cubs' second sacker dashing homeward and threw to Sullivan. The throw was wide and Evers is shown in the picture hitting the plate feet first. The final score was 4 to 0, and the Cubs didn't need such daring work on Evers' part, but the man from Troy wanted to show that he could do it, and did.

GREATEST SEASON IN HISTORY OF BASEBALL!

Total of 7,978,108 Persons Saw the Games—American League Again Outdraws Its Rival.

The 1909 season was the most successful the National and American leagues ever have known. A grand total of 7,978,108 persons witnessed the combined games of the two leagues. These figures are taken carefully from each individual city and after every game.

The American league again outdrew the National by 103,048, the grand total of the American being 3,740,570, while the National drew 3,537,538. In only three seasons since the American expanded east has the National outdrawn it, this being 1908, 1902 and 1901.

Both leagues increased their figures over last season, the American gaining 129,204, while the National showed an increase of 2,550. The close race up to the last few days had considerable to do with the large increase in the American, while Pittsburgh led by a comfortable margin the major part of the National's season.

The New York Nationals again carried off the individual honors, drawing a total of 783,700, although they fell off more than 100,000 from the season before. Their average per game was 12,432. The Athletics of Philadelphia, with their mammoth hot stands, finished second with a total of 674,915, drawing an average of 10,545 to a game. The Boston Americans were third with 668,965, and the Chicago Nationals fourth with 633,480.

The Athletics of Philadelphia had a banner year and broke all records for the Quaker City, drawing 219,853 more persons than in 1908 and 49,334 more than in 1907, their previous banner year. The Phillies, of whom much was expected, proved a great disappointment, which materially affected their attendance, and they fell off 117,482 from 1908. Four cities in the American, Philadelphia, Detroit, New York and Boston, and four in the National, Cincinnati, Pittsburgh, St. Louis and Brooklyn, showed an increase, while Chicago, St. Louis, Cleveland and Washington in the American and New York, Philadelphia, Chicago and Boston in the National showed a decrease.

As a road team manager Hughie Jennings' Detroit team had every other club beaten, drawing a grand total of 655,538, or an average of 9,993 to a game.

HILDRETH LEADS WINNERS

Westerner's Horses Have Taken More Than \$153,000 in Purse in the East.

S. C. Hildreth leads the list of winning horse owners in the east with more than \$153,000 to his credit.

Hildreth has won the largest amount of money with Joe Madden, who leads all earners with \$49,905 to his credit. Next in the Hildreth barn comes King James with \$38,235, standing third on the list. These colts were purchased by Hildreth from John E. Madden. Hildreth's next good winner is Fitz Herbert, believed by many to be the greatest racing tool of the year. He stands fifth on the list with \$29,582 won. Firestone and Fayette are the others which have added to Hildreth's earnings—materially. The former has a total of \$9,055 won, but all of it did not go to Hildreth, as he only purchased the son of Royal Flush a short time ago.

James R. Keene gives credit to Sweep and Hilarious for most of his year's earnings. The former picked up \$41,323, being the winner of the Futurity, which boosted his standing. He is a son of Ben Brush-Pink Domino. Hilarious is a son of Voter-Harpisford and has won \$36,585.

Can Not Escape Taxation.

Every day fresh instances are coming to light of how strenuous efforts are being made in Germany to evade various forms of the new and heavy taxation. The imperial postal authorities tried to escape the new taxes on gas mantles and electric globes by getting in a huge stock in advance of the day from which the altered legislation came into force. The brewers in their spite against the government have attempted to charge the public

IN THE BASEBALL WORLD

National League.....	Pittsburgh
American League.....	Detroit
Eastern league.....	Louisville
Central league.....	Rochester
Ohio State league.....	Wheeler
Ohio and Penn. league.....	Lima
Blue Grass league.....	Winchester
Penn.-W. Va. league.....	Uniontown
South Atlantic league.....	Chattanooga
Southern league.....	Atlanta
Minny league.....	Duluth
New England league.....	Worcester
Virginia State league.....	Roanoke
Texas league.....	Houston
Tri-State league.....	Lancaster
Carolina league.....	Greensboro
Eastern Carolina.....	Wilson
Connecticut league.....	Hartford
Western league.....	Des Moines
Western association.....	End
Southern Michigan.....	Saginaw
West. Canada league.....	Medicine Hat
West. Caro. league.....	Waynesville
Cent. N. Carolina league.....	Ellsworth
New York State.....	Wilkesbarre
Three I. league.....	Rock Island
Central association.....	Burlington
Lake Shore league.....	Kenosha
Arkansas league.....	Jonesboro
*Northwestern league.....	Seattle
*East. league.....	San Francisco
*California State league.....	Fresno

CHARLEY TAFT TO BE BOXER

President's Son Will Take Lessons from Jimmy Walsh, a Boston Pugilist.

Charley Taft, the youngest son of the president, will, in all probability, take lessons in boxing the coming winter from Jimmy Walsh, a Boston boxer.

Just when and where Jimmy will impart his knowledge of boxing to his pupil could not be ascertained, but it is thought that this will not be decided upon till after the president returns from his swing around the country. Charley now is attending school in a town in Connecticut.

Jimmy Walsh declined to be interviewed on the matter. From a reliable source, however, it was learned that the matter of obtaining Walsh's services first was taken up by the president in Washington a few days before the last congress adjourned, the Boston boy having been highly recommended as one who could amply fill the bill.

MAROONS' LEFT TACKLE



Herman Ehrhorn has been doing good work for the University of Chicago team this season. The second touchdown in the Maroons' game with Indiana resulted from a 45-yard sprint to the goal line which he made.

Enormous Amount of Money Spent on American Railroads

Dwarfs Huge Sum World's Powers Pour Out on Armament

THE news traveled fast—from railroad board rooms to Wall street banks, and the floor of the stock exchange, and then across the ocean to the money markets of Europe. It ran on to rolling mills and blast furnaces on the Monongahela and the Allegheny, to car shops and locomotive works, to coal mines and coke ovens, to the iron ranges of Minnesota, and the forests of the Sierras.

There were lighted the fires of the idle blast furnaces, from the Alleghenies to Lake Michigan—beacon fires signaling the return of prosperity. The purse of the railroads, closed since the panic, had been opened again, and the country was glad.

No intricate complications of dry statistics are needed to understand the big part the railroads play in the American industrial drama. Their wealth—in lands, roadways, buildings, equipment, and securities—is as great as that of all the wealth of the southern states, or the combined wealth of Belgium, Holland and Switzerland. One dollar in every eight of the wealth of this country is railroad property. The railroads' outlay next year for labor and materials and the payment of taxes, interest and dividends will be a sum as great as all the money in the country. The bills for labor and materials alone will far exceed all the money raised by taxation—national, state, county and town.

Europe is groaning under her terrific burden preparing for war. But the enormous cost of the armed peace of Europe is dwarfed by our railroad expenditures. What traveler thinks of the cost of the wooden ties? But, in the "fat" year before the panic, our railroads spent more on ties than England and Germany together spent in building fighting ships. Our steel rail mill next year will equal the combined naval budgets of Russia and France. The smoke trailing from the stacks of our locomotives will evidence the burning up of more wealth than all the naval powers—England, Germany, France, Russia, Japan and the United States—will spend on warships.

The German war lord's expenditures on an army that threatens the peace of Europe will be exceeded next year by the money our railroads will spend buying new freight cars and keeping the old ones in repair. Our locomotives will cost more than the British army. The military establishment of France will cost less than our track repairs. On bridges and culverts we will spend as much as will Italy on her army. All the money spent on the army of the czar would not pay for the steel the Steel corporation will make for the railroads. The huge outlay the railroads will make this coming year for new materials will equal the combined cost of the military and naval establishments of all Europe.

In the "fat year" before the panic one combination of eastern lines bought \$30,000,000 worth of cars and locomotives, \$12,000,000 worth of ties and rails, and spent \$30,000,000 in track improvements. They have spent \$300,000,000 in improvements—in the past ten years—a sum greater than the entire capital stock of any single railroad in America, two only excepted.

In the west the big spenders for the past ten years have been the Harriman lines. "Mad Harriman" they called him because he spent \$30,000,000 improving properties that his predecessors had let go to ruin. Harriman gave more orders—big orders—to rail mills, bridge works, car shops, locomotive works and lumber mills than any other man who ever crossed the Mississippi to run railroads.

Here, then, are three American railroads whose expenditures for improvements in the past ten years foot up \$1,000,000,000. A billion dollars—how much is that? With that money you could build a railroad girdling the earth.

Railroad buying follows the tide of prosperity. Every great boom in this country has been marked by enormous railroad expenditures, and the great industrial and financial crises have been the aftermaths of these booms. The first big waves of prosperity were marked by the building of new railroads; the latter ones by railroad reconstruction.

The ebb and flow of prosperity in this country is like the tide in the Bay of Fundy—greater than anywhere else

GIANT INDUSTRY



The wealth of American railroads equals the total wealth of all the southern states, or Belgium, Holland and Switzerland combined. More money will be spent in 1910 in this country on cross-ties than England and Germany will spend on warships. More wealth in coal will be consumed in locomotives than the world's naval powers will spend on warships—England, France, Germany, Russia, Japan and the United States. The locomotives will cost more than the maintenance of the English army. The cars will cost more than the maintenance of the German army. New materials—mostly from the steel mills—will cost the railroads more than all Europe will spend on armies and navies. The railroads will take one-third the product of the steel mills. The coal bill nearly equals all the dividends. Car and locomotive repairs equal the bondholders' returns.

in the world. The country never runs along on even keel. The railroads, the arteries of commerce are highly sensitive to the ups and downs of trade, because they carry nearly everything that the country produces, from produce to consumer. In boom times the production of the country rapidly increases, and the demand for transportation increases accordingly. Railroad gross earnings mount to record figures, and with them profits. To carry the growing tonnage big outlays must be made for new tracks, cars and locomotives, and for enlarging the capacity of the tracks and equipment already in use.

The greater part of the hundreds of millions of dollars spent in recent years has been devoted, not to new mileage, but to increasing the tonnage capacity of the lines built years ago. Hundred-pound rails, hundred-ton locomotives, and 50-ton cars have replaced 60-pound rails, 50-ton locomotives, and 25-ton cars. It is in the west that most of the mileage has been built.

This extension and improvement of the railroads in boom times are paid for partly from surplus profits and the rest from new capital. Heavy outlays are accelerated in boom times by the ease with which new capital may be raised in the world's money markets. The big profits make railroad investments attractive, and, as everything else in the country is making money and searching for a place to put it at work, new railroad securities find a ready sale. The railroad purse, therefore, in boom times, is doubly stuffed—by receipts from big earnings and new capital from investors. Money is spent lavishly.

But the tables are turned in periods of panic and depression. The country produces less, trade slackens, and the demand for the product the railroads have to sell—transportation—declines. "Car famines" are quickly followed by miles of "idle cars" on the sidings. Earnings fall away, surplus profits disappear. The railroads, having more transportation for sale than the market demands, have no need for big outlays to produce more transportation. They could not spend much money, anyway, because of their declining profits and the disappearance of the investment demand for their securities. So, as the railroad purse in boom times is doubly stuffed, in periods of depression it is doubly depleted—by the cutting down of profits and the withdrawal of new capital. Hence the rigid economy of "lean" years.

When economy is forced on the railroads, money is saved along the line of least resistance. Taxes must be paid; the failure to meet interest charges means bankruptcy; the continuance of dividends at the regular rate is the salvation of credit.

The first saving is made by stopping improvement work out of surplus earnings; then the current expenditures for materials for the maintenance of way and equipment are cut down, and along with this economy goes the pruning of the cost of labor—the biggest item of railroad expense.

It is interesting to note, in attempting one of those if I had use for it, and I suppose I might make sure of one now by buying it while I have got the money and having it stored for me; I have heard of men who did that, or who at least in their lifetime indicated the sort of casket in which they desired to be buried, and to that I never could see any objection. I should do that myself if I could.

"Still, though I've got the money now, I don't think I'll lock it up in that way, for I don't really expect to be buried for a long time to come, and while it is a satisfaction to me to think that I could afford it now, yet I am in no hurry about this, for I find life very pleasant, even though my means are but modest."

Agnes of Celebrated Actresses. Lillian Russell is near 48 and Annie Russell close to 45. Eleanor Robson, who may soon be Mrs. August Belmont, was graduated from St. Peter's academy, Staten Island, in 1897. Nast-mova is 30.

Portuguese Proverb. He that would have the fruit must climb the tree.

Cars Alone Cost More Than the Huge German Army

One-Third of the Product of Our Steel Mills Used

additional equipment and new rail mileage is now costing around \$300,000,000 a year—that is, we have now reached the point of putting \$700,000,000 a year—as much as the whole cost of running the government—into rails, cars and locomotives. These are the big items of railroad steel consumption. Steel bridges, structural steel for buildings and block signals and other structures, steel tools and machinery, and all the countless minor products of iron and steel used on the railroads add, perhaps, \$200,000,000 more.

Here, then, we find the railroads now on a prosperity consumption basis of \$900,000,000 worth of steel products a year. Small wonder that the news, "The railroads are buying," vitalized the steel industry this summer and lifted the cloud of gloom from Pittsburgh. Steel is a prince again; six months ago it was a pauper—or thought it was.

What the closing of the railroad purse meant to the steel industry in the year following the panic of 1907 is strikingly shown in the slump in the output of rails and equipment. The rail mills in 1906 rolled 4,000,000 tons, sold for \$112,000,000; the car shops in 1907 turned out 290,000 cars, worth up of \$300,000,000; the locomotive works output was 7,500 locomotives, bringing in something like \$90,000,000—all told, \$500,000,000. Last year the output fell away to 1,900,000 tons of rails, \$53,000,000; 76,000 cars, \$80,000,000, and 2,300 locomotives, \$27,000,000—in all, \$160,000,000, showing a loss in business to these three branches of the steel industry of \$340,000,000.

One need go no further than the reports of the big works to see the havoc that was wrought in the steel trade by the closing of the railroad purse. The Steel Corporation's sales were \$765,000,000 in 1907 and \$482,000,000 in 1908, a loss of \$283,000,000. The American Locomotive Company's gross fell from \$50,000,000 to \$19,000,000. One of the car works reported a decline in income from \$36,000,000 to \$8,000,000. The car builders were the worst sufferers, for the railroads always stop buying cars when traffic declines. In the dull times after the bank panic the idle cars on American railroad sidings would have made ten solid strings across the country.

Railroad buying to-day is enormous, but men like Hill of the Great Northern, and Brown of the New York Central, predict that the railroad purse is small compared with what it will be. Hill says that the railroads haven't grown as fast as the country, and that we ought to build them twice as fast as we are now. Five billions of new capital ought to be put into railroads in five years, he thinks. Brown believes that seven and a half billions in 15 years is a conservative estimate. But this is too low a figure. We are now on a half billion a year basis for new railroad capital. Four billions of new capital has been put into American railroads since the panic of '93, and half these years have been "lean" years.

One great industry that is just beginning to feel the stimulus of railroad buying, and that is likely soon to be revolutionized by an era of new construction, is the copper industry. Copper to-day is waiting for the railroads to open their purses in electrical reconstruction like that now in progress on the New York Central and the New Haven. Copper will boom as never before in its spectacular career when the news comes that "The railroads are buying."

The Goodly Pumpkin Pie. The annual display of pumpkins in front of a downtown restaurant is larger than usual this year, and the inscriptions which puzzle the uninitiated, because they are part of the rind, are unusually clever. In answer to inquiry as to the yellow monsters it was said that the pumpkins came from a farm on the Hudson adjoining that of Alton B. Parker, and that they ranged in weight from 100 to 200 pounds. "About two weeks before they are harvested," said a waiter, "the inscriptions are scratched on the rind, and in the ripening process the letters become raised. Are they edible? Well, rather! Every giant is converted into pies and there are no bad pumpkin pies."—New York Tribune.

Alaskan Waterways. Alaska has 4,000 miles of waterways navigable for steamers, of which about 3,000 miles are included in the Yukon river and its tributaries.

HER CLAIM TO GREATNESS. Woman as Preparer of Food She Never Enjoys is Revealed as True Hero.

It is to me an appalling thought that practically all the women one encounters know precisely what they are going to eat to-night and most of to-morrow. The burden of that knowledge would suffocate me or any man. Women are only able to support it because food in itself does not appeal to them. A meal to them is not a surprise or a delight or an occasion for self-gratification. It is a domestic crisis foreseen and prepared for, a coup deliberately planned, and all the satisfaction they get out of it is purely managerial. Until a woman is able to afford a housekeeper her palate stands no chance, and she is never able to sit down to table in the proper spirit of anticipation. Food has no surprises for her any more than it has for the professional caterer. Full justice has never been done to feminine heroism—it is nothing less—in this matter. Housekeeping is by far the

most difficult of all the professions, and a woman who is a good housekeeper would, if she were a man, be a Kitchener or a Carnegie. The distinctive tragedy of her situation is that while one may assume Lord Kitchener to be interested in war and Mr. Carnegie in steel, women have no interest in food, which is the pivot of their household work, and only apply themselves to its problems because they are obliged to. The really efficient mistress of a home has thus a moral claim to greatness above and beyond that of any masculine achievement.—Harper's Bazar.

Another Mystery Gone. Sir Oliver Lodge suggests how house-bells may be set ringing without any obvious cause. "The bell wires collect atmospheric electricity, by induction or otherwise, which the walls are insufficiently conducting to carry off freely; consequently the bells get charged, are attracted to a neighboring wall or pipe, and released suddenly by a spark. This little lateral jerk rings the bell." This, he says, may explain a phenomenon often attributed to less familiar causes.

Better Than Guessing. To find the weight of a pig without weighing it, this is how to proceed: Take a tape or piece of string, and take the chest measurement, then the length of the animal from the shoulder to the tail. Multiply the chest measurement by itself, then by the length of the body and finally by 87.5. The result will give approximately the weight of the animal in kilograms. Try it on a live pig.

EFFECT OF COLORS

Red Makes You Angry, Blue is Soothing.

Paris Medical Experts Claim to Have Found a Cure for Divorce as Result of Experiments with Colors.

Paris.—Medical experts of the French capital have found the latest cure for divorce. It is a result of experiments in colors made by eminent medical men, who declare that red wall paper, red clothes and red glass windows make persons angry. Blue, on the other hand, is soothing to the nerves of excited and "touchy" husbands and wives.

A Paris husband who had been having trouble with his wife consulted one of these experts as a last chance before seeing a lawyer. The doctor visited the man's office and saw a brilliant crimson carpet on the floor. A large oil painting, the prevailing tone of which was red, hung on the wall.

At the home he found red wall paper, red curtains and red furniture. "Red," said the doctor, "excites your temper and your wife's too. Try some other color. Put blue wall paper in the house and throw away every red piece of furniture you have."

The husband obeyed the doctor's orders and since then there has been no trouble in that family.

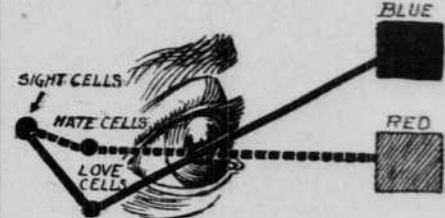
You remember the old crusade over blue spectacles? Everybody wore them once. They were thought to hold a wonderful power to ease pain, toothache and other troubles.

The principle was the same that is being used in Paris now, but the doctors of 30 years ago had not quite solved the secret of the effect of blue light on the human brain.

They were going it blindly—just like the farmer who put green goggles on his cow and fed her shavings. But now science has found the real reason for the effect of red and blue on people's overworked minds.

There's a quality in the red and blue rays that doctors call an actinic quality.

When you look at anything bright red, the red rays of light quicker than the mind can conceive, travel to the



How Colors Affect the Eye.

sight cells of your brain, tingling the hairlike nerves on their way there.

When you look at anything blue the same thing happens, only the nerve wire to your brain is a different nerve wire, for different colors tingle different telephone signal "central" over different wires.

The red nerve lines pass through a part of the brain that contains what doctors call the cells of hate! The blue nerve lines go a certain distance on the red party nerve line, and then switch onto the sight cells through a part of the brain that contains the cells of love!

So with this in mind you can see the point made by the French doctor who says he can stop divorces, cure family jars, and make happy homes by changing red furniture and wall paper to blue.

For nearly 50 years the men of science have known something about the colors' effect on the brain of man.

The love cells are just below the hate cells, and as far back as 30 years ago Prof. Fowler, the eminent reader of men's heads, called the place on the head where the love cells are the bump of Amativeness.

Above this bump of amativeness is the bump of Hate, which ought to be less prominent on your head than the other bump.

Prof. Frederick Starr, a present-day student of the heads of Indians and other strange peoples, found that the bump of hate was larger on an Indian's skull than on a white man's.

He believes that is why an Indian never forgets a grudge.

The possibilities of treatment of family jars with colored rays are almost without limit, they say. Wives, especially, will be interested in the new discovery. Lots of even-ings a man will come home and scold his wife, scold the nice supper she has cooked for him and find fault with everything.

Perhaps it's a red carpet in the man's office, or a red curtain at home, or red wall paper, or a red-headed maid in the kitchen!

Hereafter, instead of "painting the town red," a man will win honor if he paints it blue. The way to a man's heart after all may be through a blue glass window, or a blue silk dress, rather than through his stom-ach.

In this marvelous discovery science has again shown one of her most wonderful truths—that it is the little things that cause trouble in the world.

Monarch Liked Champagne.

Sparkling champagne was discovered in the seventeenth century by a monk named Perignon, chemist to the abbey of St. Pierre, Hautvillers. The monks kept the secret to themselves till it was decided to send a present of a case to Louis XIV. This monarch insisted on popularizing the beverage, thereby, we believe, justly earning the title of Louis le Grand.—Exchange.