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## A Matter of Expense

**T**HE EXPENSE IS ALWAYS A CONSIDERATION WITH THE WAGE EARNER, but if you imagine the use of Gas for Fuel is more expensive than coal, you've another think coming.

### The Cost of Gas

Fuel Gas is cheaper than coal—and it is always at hand, no matter how cold or hot the day; no matter how stormy the weather, we deliver the fuel into the kitchen. And you can save just one-half the fuel bills by using gas. We are able to prove this assertion. You will save health, time and temper, too.

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OPEN EVENINGS

## SPORTING Gossip

Bobby Wallace, the star shortstop of the St. Louis American league team, loves to recall an incident that happened back in the '90's just after Tebeau had assigned him to third base for the Cleveland team.

Up to that time Bobby's only usefulness to the Cleveland club had been his well-known ability to pitch against the Brooklyn and hold them scoreless.

The Trolley Dodgers were as helpless before him as the Naps have generally been against Barney Peltz. Cleveland opened at Cincinnati that year that Wallace blossomed out into a third baseman, and Bobby's playing in that initial series was probably the most remarkable exhibition that up to that time had ever been seen, with the possible exception of Jerry Denny's great work.

Wallace and Tebeau occupied connecting rooms at the Gibson house, and about two a. m. a delegation of Cincinnati and Cleveland newspaper men borrowed a pass key and invaded the suite. Tebeau was roused from his slumbers by the late Harry Welden and shown a "phony" telegram from Cleveland, reading:

"President Robison wired Manager Tebeau to-night ordering immediate release of Wallace." Tebeau read the message over two or three times in a sleepy fashion.

"Is this true?" finally asked Welden, while all the other newspaper men turned their backs to hide their smiles.

"True?" snarled Tebeau, tearing the message into bits and making a spring at the newspaper boys. "I don't care what Robison says, I wouldn't trade Bobby Wallace for your whole darned Cincinnati team with John T. Brush thrown in."

Robert Spade, the star pitcher of the Cincinnati club, who up to the present writing, has been unable to come to an understanding on the



ROBERT SPADE

salary question, was born in Akron, O., January 4, 1879. He first attracted attention as a hard-hitting infielder and pitcher with the independent team of Kent, O. He started his professional career with the Youngstown club in 1896. After that year he played independent ball season after season throughout northern Ohio until 1905, when he joined the Jacksonville club, of the South Atlantic league. Before that season was over he was traded to the Macon club. In the fall of 1905 he was drafted by the St. Louis National league club. Later he was released to the Atlanta club of the Southern league. With that team he did such splendid work all season that the Cincinnati club drafted him in 1908. In this season he was used as a substitute pitcher for half the season, and in mid-season would have been turned over to the New York club but for a waiver technicality. The failure of the deal proved a lucky thing for the Cincinnati club, as thereafter Spade found himself, and in the second half of the season proved the Cincinnati team's winning pitcher and mainstay.

A great many tales are told about the effect of the wind on the ball when it is in the air, but these two stories are told by veracious players. Charley Babb says he was playing in Portland, Ore., on a very windy day and he popped up a foul fly. He turned around and saw that the ball was going over the grandstand high in the air. Then a strange thing happened. It was caught by a gust of wind, started back, and the catcher caught it without moving from his position. Equally remarkable is this experience of Fred Clarke, who says he never credited the stories about the high winds on the Pacific coast until he saw the effect on a baseball with his own eyes. He was playing in a game in San Francisco and clouted the ball hard enough to, he thought, drive it to the center-field fence. It went in that direction, and the center fielder started to run back of his regular position for it. But the wind caught the ball and carried it back. The center fielder doubled in his tracks, but the ball beat him, and dropped ten feet back of the pitcher.

Mike Donlin did one curious thing last season. He had exactly the same fielding percentage in both left and right fields—977.

## SHOWED STRONG ON THE DEFENSE

BOSTON AND WASHINGTON LED AMERICAN LEAGUE IN HOLDING DOWN OPPONENTS.

### FIGURES FROM LAST SEASON

**Fewer Runs Scored Against Tail-End Teams Than Against Detroit—Latter Club Scored Most Runs Against New York—Interesting Statistics for Baseball "Fans."**

Both Boston and Washington surpassed the pennant-winning Tigers in defensive work last season in the American league, only 516 runs being scored against the Boston Red Sox and 537 against Washington, as against 554 against Detroit. Philadelphia was almost on a par with the Tigers in defensive work, holding its opponents to 582 runs, or eight more than Detroit. Against New York opposing teams scored 713 runs, an average of almost 102 for each team, and more than five to each game.

Detroit scored most runs against New York, 119. It fell 20 below this total with Philadelphia, Chicago held the Tigers to 92 runs, Boston to 89, Washington to 88 and St. Louis to 87, while the Tigers found the Naps a big stumbling block, scoring only 73 runs against Lajole's crowd.

Like Detroit, Cleveland found New York easy when it came to scoring runs. It ran up a total of 110 against the Highlanders, and almost equaled the number against Detroit, scoring 101. It counted 92 times against Philadelphia, 84 against Boston, 73 against Chicago, 62 against St. Louis, while Cantillon's Washington crowd lived up to its reputation as Nap hoodoos by holding Larry's boys to 57 runs.

Boston counted 91 times against Philadelphia, 89 against Detroit, 80 against St. Louis, 79 against New York, 75 against Chicago, 73 against Washington and Cleveland.

St. Louis also found New York easy, scoring 109 runs, following with 84 against Washington, 77 against Philadelphia and Detroit, 69 against Cleveland, 67 against Chicago, and 61 against Boston, the latter club being almost as big a hoodoo to the Browns as was Washington to the Naps.

Chicago scored 90 runs against New York, 89 against Boston, 79 against Detroit and St. Louis, 72 against Washington and only 49 against Cleveland, this latter being the smallest total runs scored by any one team against another in which two teams played 23 games instead of 22, the scheduled number. Philadelphia, sixth in the list, scored 92 runs against New York, 76 against Detroit and Washington, 68 against Cleveland, 60 against Chicago, and 54 against St. Louis.

Washington's 481 runs were scored as follows: New York, 114; Boston, 78; Cleveland, 77; St. Louis, 62; Philadelphia, 55; Chicago, 53, and Detroit, 42. Washington, however, played only 21 games against Detroit, compared to the 23 played by Chicago against Cleveland.

Strangely enough, the tail-end Highlanders scored more runs against Detroit than against any other team, 90 in number. They scored 87 against Washington, 69 against Philadelphia, 59 against Chicago, and 47 against Boston. All the teams except Boston scored most runs against New York, the Red Sox scoring its highest number against Philadelphia.

In runs scored against or on offensive play Washington set the pace against Cleveland, leaders in this department, with 79 runs, followed by Detroit and Boston, 73; St. Louis, 69; Philadelphia, 63; New York, 58, and Chicago, 49.

Chicago, next in line, had Detroit mark up 92 runs against her, followed by Boston, 75; Cleveland, 73; St. Louis, 67; Philadelphia, 60; Washington, 53, and New York, 50.

Detroit led against St. Louis with 87, followed by Boston, 80; Chicago, 79; Cleveland and Washington, 62; New York, 59, and Philadelphia, 54.

Detroit led against Boston with 89, against Washington with 88, Philadelphia, 99, and New York, 119. Chicago tied Detroit against Boston. Cleveland counted 84 times against the Red Sox, Washington, 78; Philadelphia, 68; St. Louis, 61; New York, 47. New York was only one run behind Detroit against Washington. St. Louis scored 84 runs, Philadelphia 76, Boston 73, Chicago 72 and Cleveland 57.

Against Detroit Cleveland led with 101, followed by New York, 90; Boston, 89; Chicago, 79; St. Louis, 77; Philadelphia, 76, and Washington, 42. Cleveland followed Detroit against the Athletics with 82, Boston scored 91, Chicago 79, St. Louis 77, New York 69 and Washington 55.

**Couldn't Stand the Pace.** Jack O'Connor, the former St. Louis catcher, who purchased a half interest in the Fort Smith, Ark., league club franchise, has abandoned the venture, forfeiting all rights, and announcing that the life of a mogul in a minor league was too expensive for him. He will continue as field manager and captain of the Little Rock Southern league team. He was a mogul ten days.

**Killian Goes Back to Minors.** Pitcher Ed Killian of Detroit will go back to the minors. Detroit has received waivers, but the disposal of the player has not been definitely decided. Killian probably will be permitted to select his own club, as did Coughlin. Killian's arm went bad last season.

## CLOSER TO PATRONS

IDEA OF RAILROAD OFFICIAL IN HIGH POSITION.

Walter L. Ross, Who Began as Office Boy, Gives His Views of Policy Which He Believes Will Win Success.

"I believe that high officials in the railroad world should come into closer touch with their patrons. A railroad, like any other large business, should aim to give the people what they want. If the policy were generally carried out it would do away with about half of the legislation against railroads." These statements with others of a similar nature were made by Walter L. Ross, who, having entered the railroad business 22 years ago as an office boy, was elected vice-president of the Chicago & Alton-Clover Leaf system at the age of 42 years.

Mr. Ross outlined his policy regarding the attitude of the railroad officials toward the public, and incidentally described the mental attitude which he believed most helpful in attaining success in business.

"The purpose of a railroad, as I see it," said Mr. Ross, who for the last two years has been traffic manager of the system of which he is now vice-president, "is to sell transportation to the people. It is not intended to make a position for you or for me or for anybody else. It is a commercial enterprise with something to sell, and it should act accordingly. It has been my constant endeavor to keep in touch with the people—the patrons of the railroads. If more officials would adopt the plan I think we should have better railroad laws and fewer of them."

"I make it a rule never to refuse to see anybody. The man who has a complaint to make can always come into my office and tell me about it. I will pass a whole day with him, if necessary, in order to convince him he has no real grievance or to do him justice."

"It is the railroad officials who sit behind closed doors and refuse to see any one who have done much toward getting the roads into bad repute. The man whose card is sent back to him with the words 'Nothing doing,' says to himself: 'Crookedness somewhere, all right, or why wouldn't they talk to me?' If this man were made to understand that the railroads are really trying to do the right thing, all would be different."

"I have always instructed all employees subject to my direction never to refuse to hear complaints and to treat complainants kindly. The result is that I have had little trouble."

"Perhaps my success in using this policy comes from my having been in close touch with the people all my life. I was born in Bloomington, Ill. When I was about 20 years old I got a job as office boy on the Wabash road. I always tried to perform my duties in that position as if it were the most important position the road could offer me. The consequence was that I soon became an operator, then a chief clerk, then a cashier."

"The next step upward was clerk in the trainmaster's office. Then I became general agent for the Indiana, Illinois & Iowa, and on June 1, 1904, division freight and passenger agent. Before the year was out I was appointed general passenger agent for the Clover Leaf system, and a year later general freight agent. Two years ago I came to Chicago as traffic manager for the road I am at present associated with."

"If I were to name any one thing as being most instrumental in helping young men to success, it would be perseverance in the attitude that the position you hold, however small, is as important as the highest. Never despise your work. Always put into it all the energy there is in you. The man who follows these rules can never fall far behind."

**Safe on the Railroad.** A well-known humorist entered a railway carriage in which was one of those ladies who travel in constant fear of collisions. At every jolt or sudden stop she cried out: "Have we left the rails? Is it an accident? Are we going to be killed?" Her fellow-passenger paid no attention, but remained wrapped in silence. Presently the lady said to him: "Are you not afraid of railway accidents?" "Not, I madam," answered he, reassuringly. "It has been predicted that I shall die on the scaffold."

She changed carriages at the next station.

**Train Waited While Engineer Shaved.** A train stopped abruptly a few miles outside the little station of Hergatz, in Bohemia, recently, and the passengers alighted to ascertain what had happened. They found the guard engaged in shaving the engine driver, who apologized for the delay, and explained that he was about to propose to the young woman in the refreshment room at the next station, and he had no time to complete his toilet before starting.

**Against Saloon-Cashed Checks.** "Any employe of the Missouri, Kansas & Texas Railway company who in the future has his pay check cashed in a saloon will be discharged." The foregoing is the substance of a general circular issued by Superintendent N. J. Finney.

## TEACH USE OF THE SIGNALS.

Schools of Instruction in This Branch Recently Instituted by Eastern Road.

The demand for greater safety and facility in operation of railroad trains having resulted in an extraordinary growth in the number of block signal institutions by reason of the increasingly intricate nature of modern signal work, the Pennsylvania railroad, in order to better equip its men for the operation of block signals, has instituted schools of instruction in this branch of work.

These schools are located at different division points, where experienced signal men give instructions to the new men, explaining by means of miniature signal apparatus the proper operation and maintenance of the various kinds of signal and interlocking appliances in service on the road.

The principal reason for the formation of these schools was the constantly increasing number of signals being placed in service. In 1902 on the Pennsylvania railroad there were but 7,891 interlocking functions in operation on the lines east of Pittsburg, while in 1908 there were 20,725.

To operate these 20,725 interlocking functions, 8,792 levers are required. The total number of signals in service is more than 12,000, covering 3,235 miles of road, or slightly more than 70 per cent. of the entire mileage. This signal system cost \$5,000,000.

To train expert engineers, capable of eventually assuming charge of signal work direction and installation, six apprentices have been appointed to the engineer department of the road. These young men are all graduates of technical schools. The plan is to have the apprentice serve a three-year course. The first year the apprentice will study the mechanical end of the work on the road with the repair and construction gangs, the second year they will be detailed in the office of the superintendent of signaling and the third year they will be engaged in outside work on electric and electro-pneumatic appliances.

After graduation the men will be eligible to the post of assistant signal inspector in the signal engineer's office. The mastery of these duties will place the apprentice in line for promotion in the engineer department of the road, with no restrictions on the office to which he may attain.

**Old-Time Argument Against Railroads.**

The stage fare from Huntsville to Glasgow—25 miles—was \$1.50. This stage carried the mail, and it had to go. When the roads were so muddy horses could not pull the stage a double yoke of oxen took their places. It was slow traveling, but they got through. The steamboat fare from Glasgow to St. Louis in the early '50s was \$7. That included stateroom and meals, and if the boat was held up a week or two on a sandbar the accommodations went on without extra charge. The steamboat owners never believed the railroads could successfully compete with them. The way they looked at it people wouldn't be willing to travel 100 or 200 miles tied down to one seat in a small car when they might be enjoying the freedom of a big and handsomely furnished boat. "Then how are they going to find room for an orchestra and a dance?" an old river captain wanted to know. "No place to eat or drink, no room to move about; just sit still all day long on a lithe wooden bench—why, it's downright foolishness."—Macon Republic.

**For Sunday as Day of Rest.** There is a general desire at present among the railway companies of England to reinstate Sunday as a day of rest, says the Railway Magazine of London, and as at most country stations the usual Sunday service is an up and down morning and evening train stopping at all stations, the magazine asks why the station duties of these trains should not be performed by a traveling staff. Passengers could be booked, tickets collected and the other station duties performed by a wait that need not exceed an average of three minutes at each station on Sundays when traffic is normal. A train carrying a traveling booking clerk, traveling ticket collector and traveling porter could perform the various duties at the small stations at which the trains call.

**Rewarded for Saving Train.**

For saving a passenger train from a wreck on the Bessemer & Lake Erie railroad near Euclid, Pa., Leo McCall, aged 14, son of James McCall, was presented with a gold watch as a reward. Superintendent J. S. Mattson and other officials went to the home of the lad in the country and made the presentation.

Young McCall was walking home from Euclid along the Bessemer tracks, and in the darkness stumbled against a mass of earth and rock in a deep cut. The lad knew the south-bound train was almost due. He ran to his home a half mile away and got a red lantern.

**Cost of Trains.** Many trains are worth \$30,000, while the recently constructed "Southern Belle," which runs between Victoria and Brighton, is said to have cost over \$40,000 to build. But take an ordinary train. The engine and tender are valued at \$2,100; the luggage van, \$200; the mail van, \$400; two ordinary passenger coaches \$2,900 each; three first-class coaches, \$3,000 each; total, \$15,700.—London Tit-Bits.

**Sadly Behind the Times.** There are less than 500 miles of railway in Colombia, and nearly all traveling must be done on horse or mule back.