

**SUBSTITUTE FIRST BASEMAN OF THE CHICAGO CUBS.**



Fred Luderus, who has been signed by the former champions, will take "Big Bear" Chance's place at the initial sack whenever the manager doesn't want to play. Luderus has shown well in practice.

**PHILADELPHIA AND CUBS 1910 CHAMPS?**

**WISACRES SELECT MACK AND CHANCE'S TEAMS TO WIN THE PENNANTS.**

**DROP TIGERS AND PIRATES**

"Knowing Ones" Think Last Season's Winners Will Not Finish Above Second Place—Baseball Dope Uncertain—McGraw Lauds Marquard.

NATIONAL.	AMERICAN.
Chicago,	Philadelphia,
Pittsburg,	Detroit,
Cincinnati,	Cleveland,
New York,	Boston,
Philadelphia,	Chicago,
Brooklyn,	St. Louis,
St. Louis,	New York,
Boston,	Washington.

This is the season when the fan begins to pick the probable winners of the races in the big baseball leagues and the foregoing is a consensus of opinion as expressed by "experts" in cities where there are major league teams.

It may be noted that Pittsburg is placed in second position this year, most of those who expressed opinions believing the bad luck that kept Chicago from winning the pennant in 1909 will not hit the Cubs in 1910. Frank Chance, manager of the Chicago club, is in good shape thus far this season.



Roger Peckinpaugh.

and neither foot nor shoulder seems to be bothering him, as they did last year. With Fred Luderus as his substitute Chance, the fans seem to think, has a fine opportunity of gathering in the laurels this year.

Detroit also is shoved down to second place by the "knowing ones," who think Hughie Jennings and his bunch have won their last championship for the Wolverine metropolis. The fans believe Connie Mack will have the winner. There seems some reason for placing Cincinnati in third place in the National league, as Clark Griffith has a likely bunch of youngsters to sandwich in with his veterans his year. As to Cleveland, in the American, it is hard to figure out how he "Naps" will beat out Boston. The "Speed Boys" put up a rattling game last year and should be better this season. Cleveland has some new men who promise well, among them Roger Peckinpaugh, utility infielder, but the Boston bunch will have something to say about the result, and it would not

be surprising to see them finish ahead of Cleveland.

Reports from California have not been favorable to the Chicago Sox and although Comiskey has spent a large sum to get new material, the wisacres don't seem to have much confidence in his team.

The others are placed about as they finished last year and the dope on them seems to be better than that on the teams that are expected to be in the top division. Dope on baseball is more uncertain than that on the races, and these selections may be put down as mere guess work at best.

Manager McGraw made the rather surprising remark several days ago that he expects Rube Marquard to be one of his best winning pitchers during the coming season. Since the training season began Marquard has been kept very much in the background. He pitched in very few practice games, and has done comparatively little work of any kind on the side.

"I think we worked Marquard most too hard last spring," explained McGraw. "And he was so anxious to make good that he overplayed his ambition. His first disappointment at not making good after having been talked about all over the country as a \$11,000 player took the art out of him and his nerve to a certain extent went with it. If we can get that \$11,000 idea out of his head and make him pitch as naturally as he did at Indianapolis, I think the Giants will have a most valuable man."

"They may say what they please about Marquard," said McGraw. "But I know that he is a good pitcher. He has everything that a good pitcher ought to have, and no man could have done what he did before coming to New York without having been a good man."

Marquard has been working on a curve similar to Matty's fadeaway ball, the only difference being that it is thrown from the port side. As it is perhaps well known, the fadeaway is a slow curve thrown by right-handed pitchers. It breaks to the outside of the plate, and that is what makes the fadeaway such a puzzle. Marquard is showing wonderful progress in developing the left-handed fadeaway, and if he ever succeeds in controlling it so that he can make it drop away from the batter, just as Matty's curve drops in toward the batter, he will have a wonderful puzzle.

The Giant camp is so enthused over the unexpected pitching brilliancy of Parsons, the former star of Bucknell college, that the annual christening of new curve balls has become a fad.

"They have their sneeze balls, their whiff balls, their sinker balls, their stop balls and all that line of stuff," says Catcher Robinson, "but I ain't kiddin' you when I say that this fellow Parsons has got a curve that is absolutely new to baseball. The only thing I can think of as a name for it would be the fish ball."

It was thus recorded. Parsons has the "fish ball," and if anybody can stop that for a brand-new curve it's just like money in his hand.

Parsons is already known as "Slim" and "Skinny." He is so tall that he has to low bridge on electric fans, and he is so thin that McGraw barred him from the hot baths to prevent him from evaporating.

**Sunday Ball in Capital? Hardly.**

Washington is aroused over a bill introduced by Representative Coudrey of Mississippi, making Sunday baseball in the District of Columbia lawful. While there is little chance of such a measure running the gauntlet, religious and civic bodies are holding daily meetings and planning an energetic campaign against the proposed legislation.

**NAMING OF RACE HORSES PERPLEXING TO TURFMEN**

**OWNERS' WIVES AND DAUGHTERS SOMETIMES HAVE A VOICE IN THE SELECTIONS.**

The question of the naming of horses has always been a perplexing one to turfmen. Annually several thousand colts and fillies have to be named, and at that the jockey club requires that names for these youngsters must be filed for registration on March 1 of their two-year-old form. For failure to comply with this rule it costs an owner \$50 whenever he sends his youngster to the starting post.

The jockey club also does not permit the use of a name that has been registered within five years, but back of this period an owner can take any name for present use that is within the lids of the English and American record books.

Of late years none of the great stables has had the uniformity in names that marked the strings of the noted turfmen of days long since past and gone. The late Pierre Lorillard bestowed on his great horses Indian names, such as Iroquois, Parole, Sacem, Papoose, Pequot and Powhattan, while J. W. Hunt Reynolds, the noted Kentucky clubman, chose famous musicians and musical terms for names for his most brilliant race horses, of which Falsetta, the sire of The Picket and Sir Huon, and Mendelssohn were a fair sample.

Few stables have ever raced that were as fitly named as the horses once owned by the late Charles Fleischmann of Cincinnati, and his son, Julius, former mayor of the Queen city. It has always been understood that Mrs. Julius Fleischmann performed this service for her father-in-law and husband. Some of the names she selected were surely hard to beat. For instance, she called a colt out of Promenade Stroller and Smart Set was picked out by her for a colt out of Fashionable.

J. E. Madden has at times struck a few names that fitted as well as those selected by Mrs. Fleischmann, as above noted. For example, he named the produce of Bliseful, Single Life, rather a grim selection at that, as he was then soon to pass out of the married state, and it was surely a stab at his divorced wife, now Annie Louise Bell. Good Luck as another bright name he selected, as that son of imported Sandringham is out of Pocket-piece, and Skillful, Jackful, Aceful and Witful, the get of imported Mirthful, were all well named.

J. R. Keene has also struck it happily in naming some of the get of Ben Brush—Birch Broom, Brush By and Sweep—all being by that Suburban handiwork.

The late Maj. B. G. Thomas once owned the stallion imported King Ban and he adopted the form of naming the get of that English horse with a Ban prefix, and Ban Fox, Ban Chief, Ban Himyar, and Banbridge, Banburg and others of their like are as a result recorded in the racing guides and the record books.

**Minnesota-Wisconsin League.**

At the annual meeting of the Minnesota-Wisconsin Baseball league at Red Wing, Red Wing and Rochester, Minn., were admitted to membership. Strict indorsement of the \$1,350 monthly salary limit was agreed upon, the number of players being limited to 12 for each club, including manager. The league this year will be composed of Duluth, Winona, Red Wing and Rochester in Minnesota, and Superior, Eau Claire, Wausau and La Crosse in Wisconsin.

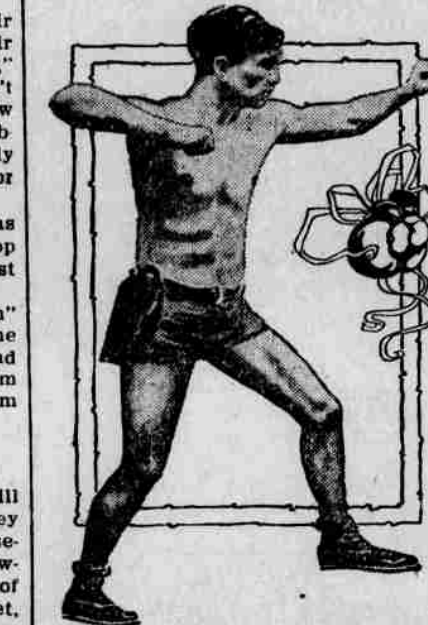
**Holdout Since 1907 Signs with Doves.**

The Boston National league baseball club has received the signed contract of F. B. Joy, the Hawaiian. Joy was bought from San Francisco in 1907 by the Boston club, but refused to report, having been a holdout all that time. Joy has been sent transportation and will join the Doves at Augusta.

**Hines, Doves' Catcher in 1882, Dies.**

Michael P. Hines, catcher for the Boston National league baseball club from 1882 to 1885, died several days ago in New Bedford, Conn. He was 45 years of age.

**WOLGAST BARS THE BLACKS.**



The new lightweight champion, after being challenged by Joe Gans, announced that he will fight no negroes.

**DOG KILLS BULL IN HOUR'S FIGHT**

**CANINE AND KING OF BOVINE HERD IN BATTLE TO DEATH.**

**GETS FATAL GRIP ON THROAT**

**Bulldog Skillfully Evades Mad Rushes of Larger Animal and Awaits Opportunity to Get His Favorite Hold.**

Cheyenne, Wyo.—After one of the most desperate battles ever fought between two animals, a bulldog killed a mad bull near here a few days ago. The struggle lasted an hour.

Both dog and bull belonged to A. B. Hawkins, who with other members of his family witnessed the desperate encounter.

The animals had been together on the farm for some time and there was no thought of a battle between them. Hawkins was feeding his stock and the dog, as usual, was at his side. Among the cattle was a monster bull. The king of the bovine herd never had shown a tendency to be cross until the morning of the battle, when Hawkins struck him with a whip. This aroused the bull's fighting spirit and he charged the farmer. Hawkins escaped through the gate leading to the feeding pen as the dog rushed to his rescue.

Snapping at the heels of the bull, the dog brought blood and turned the big beast from his intended prey just as Hawkins slammed the gate.

Fearing the fight would terminate fatally and not wanting to lose either animal, Hawkins attempted to call the dog off. Jack, the bulldog, had no intention of giving up after once being charged by the bull, and he remained in the fray.

With lowered head the bull bellowed his challenge and the dog stood awaiting the attack. The bull rushed madly, but the dog leaped aside. Again and again the bull tried to impale Jack on his horns or crush him against the ground. The dog skillfully eluded the charges of the enraged bull.

Growing more furious as each charge failed, the bull tore at the brave dog with roars of anger. Other animals in the herd took up the challenge, but still Jack stood his ground.

By this time, other members of the family had reached the scene. The children wept, fearing their pet dog would be trampled to death. Jack knew his business, however, and paid no attention to the commands of Hawkins and the others. Once a horn struck him lightly on the side. Then the dog charged. He grabbed the bull near the jaw, but the great animal shook him off. A great piece of the bull's flesh was firmly clutched in the dog's teeth. The taste of blood aroused the canine instinct for battle and the dog lunged again. Blood was flowing

from the great wound in the bull's jaw and as he shook his head in rage the life fluid covered the dog.

Crouching low, the dog awaited the bull's next attack. As the animal rushed, Jack sprang to meet the charge. This time his teeth reached the proper spot. Into the throat of his huge foe the dog sank his fangs. With a growl, the first sound he had uttered during the fierce encounter, Jack hung on.

All efforts on the part of the bull to shake the dog off were futile. The bull reared, lifting Jack from the ground. The master of the herd tried to paw the dog off, but it was useless. Jack had a death hold and knew it.

Commands of the master and the little playmates were alike unheeded. The dog was there to fight to the death and nothing less than the bull's life would satisfy him. The attempts of the bull to shake off the dog grew weaker and weaker, and finally the big animal sank to his knees. Jack held on. Then the bull rolled over on his side. Blood was flowing in a stream. The dog was nearly choked, but he would not let go. At last with a shudder the bull gave up and Hawkins rushed into the pen. With great difficulty he pried open the jaws of the dog. The bull was dead.



The Dog Skillfully Eluded the Bull's Charges.

**CHOOSE YOUNG MEN**

**CHANGE IN POLICY OF RAILROAD DIRECTORS.**

**Veterans Are Being Superseded and a New Generation Has Arisen—The "Youngsters" Seem to Be Making Good.**

This is the day of the young man in the railroad profession. Recent changes in the executive organization of several of the leading western railroads—and they have been far more frequent during the last few months than usual—have demonstrated this conclusively.

Taking no account for the present of the causes which have led so many of the principal railroad systems to reorganize the personnel of their executive officers, one prominent tendency has been manifest throughout. The old war horses of the railroad game, who have spent their lives in the service, and who by their efforts have made the American transportation system what it is, as well as having been responsible in a measure for what it is not, have stepped aside, and their places have been filled with men of lesser years, just as the battle scarred furniture of their sanctuaries has been replaced with new mahogany.

And the new men seem to be making good, as far as can be judged from the achievements of those whose promotion to leadership has not been of too recent date. No one is claiming that they are made of better timber than their predecessors, but they seem to be able to arrive sooner.

They have had opportunities for education, not always school education, but access to the ideas of others not possessed by the pioneers, each of whom had to blaze his own trail without the guidance of custom or precedent, and often without knowledge of what his fellow workers in the same lines of endeavor were doing or had already accomplished.

Another characteristic is noticeable in the new officers as in the new furniture. They seem to be smoother, more polished and brilliant, and much of their training has been along the lines of diplomacy. The "public be damned" theory is not dead, but where it exists the theorists who still hold to it are wise enough to keep it buried as deep as possible.

Where the previous generation of railroad chiefs was wont to get what it wanted or thought it ought to have by any means that offered, and while it had not time for palaver in an emergency, the newer set of railroad officials proceeds along different lines, preferring to gain its ends by cooperation with the public and by less strenuous methods.—Chicago Tribune.

**RAILROADING IN THE ANDES**

**American Engineers and Conductors, But They Don't Stick to Jobs for Long Periods.**

Archer Harman, president of the Guayaquil and Quito railroad, returned from Ecuador to New York and reported to Ned York great progress in the building of the road, 300 miles of which was completed in 1909. The road connects Guayaquil on the coast of Quito, the capital, on the Andes plateau. It is one of the tallest jobs in railroading that has been attempted. The elevation at Cotopaxi pass is 12,500 feet. Most of the engineers and conductors are Americans, but they do not stay long in the employment of the company, being of a roving disposition. Their places after they think they have made enough money to go wandering again, are filled by other rovers. About nine-tenths of the workers on the road outside of the engineers and conductors are natives. The speed of trains on the plains is sometimes between 40 and 50 miles, and in the passes about 12 miles.

**Has "Fresh Air" Cars.**

The Erie railroad has provided one car in some of its suburban trains for those who object to the steam heat and stuffy atmosphere of the regular cars. The cars carry signs reading "Fresh Air," and are started out with the doors, ventilators and alternate side windows wide open. Any person riding in these cars is privileged to close the window next to him, but has no right to insist on the closing of other ventilation openings. The will of the majority of those who ride in the cars will control the turning on of the steam, which may be wanted in very cold weather. Those who find the cars too cold can always move to other cars in the trains. This, it is considered, is a novel but sensible way of solving the vexatious problem of heating and ventilating cars.

**To Learn American Methods.**

One of the big Brazilian railroads has just perfected a plan by which it will send four of its mechanics to the United States every six months and put them at work in some of our big railroad shops so that they may become familiar with American methods.

**WINS HIGH POSITION**



E. O. McCormick.

The appointment of two vice-presidents of the Southern Pacific railroad—E. O. McCormick of Chicago and William F. Herrin of San Francisco, has been announced. Both have their headquarters in San Francisco, according to a Chicago dispatch.

Mr. McCormick has been in Chicago since 1904, as assistant director of traffic of the Southern and Union Pacific, under J. C. Stubbs. He came to Chicago from San Francisco, where he had been passenger traffic manager of the Southern Pacific for a number of years. His elevation to the vice-presidency of the road was greeted with many expressions of pleasure by those of his associates in the railroad world who heard of it.

As vice-president of the Southern Pacific Mr. McCormick will have supervision of all the traffic, both passenger and freight, on the Pacific system, embracing the lines in California, Arizona, New Mexico, Nevada, Utah and Oregon, and will report to the director of traffic, Mr. Stubbs.

Mr. McCormick began his railroad career in 1878, in the general offices of the Lake Erie & Western at Lafayette, Ind. Later he was employed in the freight department of the Monon road at the same place. In 1889 he was appointed general passenger agent of the Cincinnati, Hamilton & Dayton, where he remained for 14 years, leaving to become passenger traffic manager of the Big Four at Cincinnati.

Six years later he attracted the attention of E. H. Harriman, and was sent by him to San Francisco as passenger traffic manager of the Southern Pacific. Since then he has been constantly with the Harriman lines, coming to Chicago in 1904 as assistant traffic director of the Union Pacific, Oregon Short line, Oregon Railway and Navigation Company and the Southern Pacific system.

Mr. Herrin, also made a vice-president, will have supervision of the legal and land departments and the corporate organizations of the Pacific systems, and the financial business of the company in California, and will report to the president.

**ATTORNEY IN ODD POSITION**

**Employed to Sue Railroad Company First for Whistling and Then for Not Whistling.**

On a trip one day in Kansas, Stewart Taylor, Kansas City attorney, ran across "Joe" Waters, a Topeka lawyer, at Alma.

"What are you doing here?" Taylor asked.

"Well, I've got a couple of suits against the Santa Fe," the Topeka man, who is a brother of L. H. Waters of Kansas City, answered. "I'm going to collect damages from the road once for whistling and once for not whistling."

"I don't quite get that," Taylor said. "Well, it's this way. There's an engineer on this run who used to court a girl in this town. His suit didn't prosper somehow, the girl choosing to remain a maid. She owns a little place on the outskirts of the town, close to the railroad tracks, and lives there. It seems his rejection stirred up the acid in the engineer's disposition, and every time he takes his train past the house of his former sweetheart he lets a shriek out of the whistle. Sometimes he'd even stop the train to prolong it until he could feel sure she had a headache. She stood it until she was a nervous wreck and then sued the railroad for damages."

"The other suit against the road concerns the same engineer. He must have been saving up his steam to let off in front of the house of his spite, because he neglected to blow the whistle one day when he approached a crossing just outside of town here and ran down a farmer's wagon, killing a horse. The owner brought suit and gave me the case; so here I am to make the company pay for whistling and for not whistling."

**Buggy Caught on Engine.**

When the buggy in which Mrs. Myrtle Lorton, her four-year-old son Ralph and a farm hand were riding was struck by a fast Chicago & Alton passenger train at Whitehall, Ill., the buggy with its occupants was torn loose from the horse and was carried on the pilot of the engine for a quarter of a mile.

In the strange ride Mrs. Lorton's skull was fractured. The boy and the farm hand escaped unhurt. The wrecked buggy had held to the pilot until the train was stopped. Then it slipped off before the train crew could run to the front of the engine.