

The Sporting Page



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 One who respects the laws, especially the slow speed at schools.
 One who obeys the traffic signals and does not attempt to get out of trouble with the traffic policeman by airy conversation.
 One who has regards for the rights of all others who use the road.
 One who firmly insists that his rights shall be respected.
 One who does not drive fast with timid persons in the car for the sake of "showing off."
 One who changes speeds rather than achieve a doubtful victory by laboring and clanking over the top.
 There are many other qualifications of a good driver. Of them all the greatest is that he is rare.—New York Tribune.

SAYS WHOLE GAME CENTRES ON THE BAT

Tris Speaker Gives Few Ideas as to Art of Batting

STRAIGHT, TRUE, HARD
 Good Batting is Result of Long, Constant and Scientific Study

Tris Speaker, in writing for the Baseball Magazine, says that batting is the most important thing that takes place on the diamond revolves around batting. The pitcher sweats and strains his arm trying to prevent batting. The infielders risk broken fingers, scooping up red-hot grounders and the outfielders run their legs off trying to pick long flies out of the air. They are working to prevent hits. On the other hand, the team that is taking its turn at the bat is using every art known to baseball science, to make hits. Naturally a player likes to hit, for that is the most important thing he does or can do.

The amateur on the sand lots seems to think all he has to do is to stand up at the plate and swing on the ball and that is literally true. That is all he has to do—except hitting it fairly. This can only be done by making a study of the things that assist in good batting and by long practice in these things.

The position at the plate is important for it is really the batter's position when he starts to swing. If he hits the ball he must swing instantly into a rapid dash for first base. The fraction of a second lost at the start may spoil what would otherwise have been a safe hit. Old timers used to face the pitcher when batting, but the present style of standing side on to the pitcher, is in my mind much to be preferred for the batter can get a good deal more of a swing behind his hit than he could if he faced the slab.

Position, however, won't amount to much without a lot of other things to go with it. In the first place the batter must have a good eye, and in this sense it means more than keen vision. When we figure that the batter has to follow a sudden break in a baseball that is travelling more than a hundred feet a second, and take instant advantage of it, we can see where keenness of eyesight counts. But along with that keen eyesight must go a quick acting brain. The brain must act instantly on what the eye sees. Not in this enough. The muscles of the player's wrists and shoulders must also act instantaneously or they will act too late. So we find that it is really a complicated process that takes place a hundred times an afternoon on a ball field.

Most batters have a particular style of hitting which is all their own. In my own case I have found it an advantage to hold my shoulders rather high when I swing the bat. No doubt this particular style comes natural to me, or in any case, I have practiced it so long that it is the easiest style for me to follow.

But to hit the ball straight and true is not all the batter aims to accomplish. He wants to hit it hard as well. Now attempts to murder the ball have probably jammed more good batting averages than any other one thing. Yet a hard hit ball is more valuable than one that is touched lightly, for if it is hit hard enough, it spells extra bases. The grip of the fingers on the handle of the bat has much to do with the distance the ball will travel. If the batter grasps the bat firmly so that it does not yield at all, the ball will bounce away instantly and travel much further than though it were hit a healthier wallop with loosely clasped fingers.

Taking all these facts into consideration the art of good batting is a complicated problem, and one which requires much study and practice.

SUCCESS

It's doing your job the best you can
 And being just to your fellow-men;
 It's making money, but holding friends,
 And staying true to your aims and ends;
 It's figuring how and learning why,
 And looking forward and thinking high,
 And dreaming a little and doing much;
 It's keeping always in closest touch
 With what is finest in word and deed;
 It's being there, yet making speed;
 It's daring blithely the field of chance
 While making labor a brave romance;
 It's going onward despite defeat
 And fighting staunchly, but keeping sweet;
 It's being clean and it's playing fair;
 It's laughing lightly at Dame Despair;
 It's looking up at the stars above,
 And drinking deeply of life and love;
 It's struggling on with the will to win,
 But taking loss with a cheerful grin;
 It's sharing sorrow, and work, and mirth,
 And making better this food old earth;
 It's serving, striving thru strain and stress,
 It's doing your noblest—that is Success.

WEEK'S RESULTS IN ALL SPORTS

The Commercial High Ladies' Basketball team lost the championship game to the Varsity team by a score of 16 to 14.

Dekan Grotto won the opening game of baseball from Varsity by a score of 15 to 8.

Cricket began with a game between the G.W.V.A. and Civilians. The Veterans proved to be superior with a score of 97 to 67.

Tris Speaker says that to become a good batter all a player has to do is to take the proper position at the plate, have a good batting eye and a brain and muscles that act instantaneously with the eye. Seems easy doesn't it?

DEMPSEY WAS GENEROUS

Jack Dempsey is a considerate sort of a person. After he knocked out Gunboat Smith he happened to meet him in the railroad station on his way home to New York. Smith said to him: "I'm in an upper berth and I feel so bad that I don't think I can climb up." Dempsey said: "Well, take my state-room; I'm used to sleeping in uppers and like them."

STUMPED THE OFFICE

A letter was received the other day at a certain government department, from a man who asked for the names of manufacturers of "Male Water Sheep." The office staff worked on the problem for a week, when finally one member suggested that he must mean "Hydraulic Rams." Another question along the same line was sent asking for "a man in the hole," when he meant "a pitman for a mower."

NEW DIVISION OF LABOR IS SUGGESTED

Advocates That Each Manual Worker Have Also Some Brain Work

To prevent Labor from becoming a machine, to relieve the monotony of repetition of a single process; to give variety by a division of physical and mental work among the employees, is a system being advocated in some circles as a cure or at least medicine for social adjustment. But because such a thing "is not done" is declared to be a severe handicap to the proposal.

Tradition Hampers Progress
 Then there is another reason why the workers are not allowed to divide their time between physical and mental tasks and that is tradition. "Tradition" is the one criticism that is flung at the teacher and the preacher more than any other. But it is not confined to those two fields alone. No manufacturer can walk through his own shop without encountering a dozen things that persist for no reason in the world except tradition.

Tradition is a form of mental fear of the untried; it would rather do the thing that has been done than attempt something new. Just look at a few examples of the persistence of tradition. When oxen were driven without reins, the driver had to have plenty of room to swing his whip and could not be shut in; therefore, the driver of the horse was left exposed. So, when electricity replaced horses, the motorman stood outside and froze until the unions became strong enough to insist upon the closing of the front end of the car.

When the old woodburning locomotives were built, the engineer's cab was placed at the back so he could fire and watch the engine; he did not run fast enough to require much attention to the track ahead. The cab still remains in the rear, although the driver could see ahead much better if his station were on the pilot; he can't see much of his engine anyway, and he has an assistant to fire.

There are two obvious ways of bringing about the proper relation between physical and mental work for the individual. The first is the one with which the writer is most concerned and that is a co-operative arrangement with the industries providing physical work in the shop during a part of the day and mental work in the school during the other part.

The co-operative system in engineering education, with its alternation between work and study every two weeks, has distinct advantages, but there is much improvement still possible.

The oldest academic training was a distinction accorded aristocracy and not intended to have any application to the practical affairs of life and our present education, which is designed to be practical, is still hampered by academic tradition long outworn. The old-time monk withdrew from contact with the actualities of life, the better to pursue his metaphysical meditations, and our colleges still hold to that old tradition of withdrawing a student from contact with life in order to prepare him for life.

The same tradition is responsible for the unnatural, unnecessary and purely

arbitrary division between unproductive education and uneducational production. Is there any valid reason why a student should be prohibited from producing or why a producer should be denied educational privileges?

Let every boy and girl do production work for a part of each day just as soon as physically capable, spend a second part in study and a third part in play, and let this Division of Labor continue through life.

Space does not allow any description of the details necessary for the practical carrying out of such plan, but it is not visionary and impractical when viewed with a mind free from hampering traditions. When a 12-hour working day was the accepted practice, the man proposing an 8-hour would have been considered crazy, and now when the eight-hour schedule is common the employer can scarcely adjust his mind to one of six or even four hours.

Yet would it be impossible or even very impractical in a factory operating 24 hours per day to have four shifts of six hours each or six shifts of four hours each? And has anyone sufficient evidence to prove that such an arrangement might not decrease production costs?

The second method of providing the proper relation between physical and mental activities is to provide both in industries for each individual. United States census reports show, for all industries, 20.2 per cent. of all workers employed in office or clerical work in 1908 and 20.9 per cent. in 1914. About one-fifth of all workers are in the offices. In the rubber industry the percentage was 8 per cent. in 1904, 12.1 per cent. in 1909 and 16.7 per cent. in 1914. Note the increase in the proportion of office help from one-twelfth to one-sixth in a period of ten years.

If one-fifth of the work in the world is office work, then, roughly speaking, each individual could spend four-fifths of his day in the shop and one-fifth of it in the office. In practice it could not be arranged exactly that way. Due regard would have to be given to the proper relation between manual and mental work and proper consideration taken of manual and mental capability.

We must also distinguish between enervating work, like the repeating of a few operations all day in piece work, and energizing work such as is performed by the skilled mechanic who exercises mind and muscle on the same task. But all experience, especially the late army experience, proves that health and contentment depends upon a proper relation between the physical and mental activities of each, this relation differing in different individuals.

All experience shows how acquaintanceship prevents misunderstandings. When the office men, including the managers and proprietors, get a more intimate knowledge of the workman's task, and the workman gets a few bitter tastes of the worries of the office, the acquaintanceship with each other's jobs will help solve many of our present labor troubles.

Then let us melt in twain the hampering chains of tradition with the flame of common sense and so reorganize our education and our industry that each will include for every individual the exercise of the body which houses the soul and the exercise of the mind which comes from God.

ONE AUTO TO EVERY 18 PERSONS IN THE STATES

The latest automobile census shows that there is one motor vehicle for every 18 persons in the United States, the registration figures for the various states totalling some 5,945,000 cars and trucks. Briefly, there are almost six times as many cars and trucks now as there were seven years ago. And making the comparison finer, the figures for the close of 1918 represent an increase of 20 per cent. over those for 1917, the net gain during the last year being slightly over 1,000,000—and this in a wartime period!

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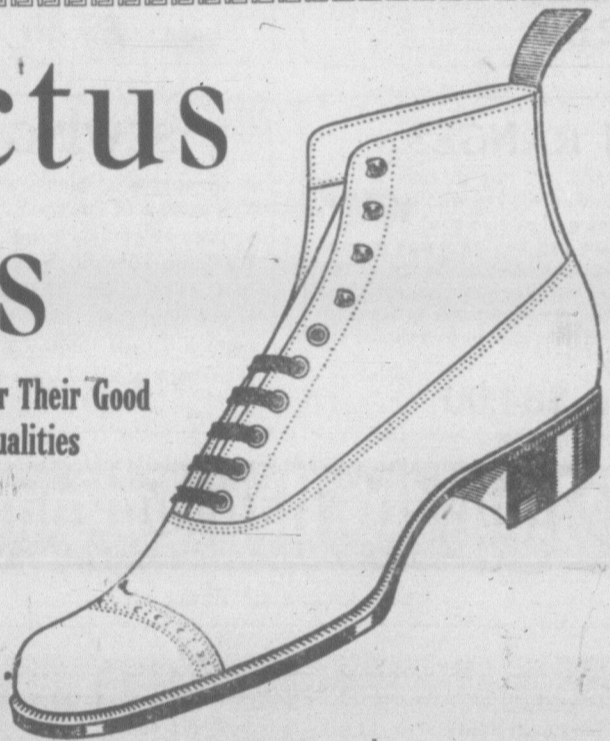
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