IS HOCKEY OLDER THAN CHRISTIANITY?

Discovered Figures on Marbie Apparently Those of Hockey Players.

Another masterpiece of Greek art has been found in Athens which reveals that hockey was played as long ago as 490 B.C.

The Athens correspondent of the Manchester Guardian writes: \

"The discovery a short while ago of a fine marble basis, sculptured in relief, which had been used as building material for the old wall of Athens constructed by Themistocles in 478 B.C., has led to the discovery of another basis of the same type within a few metres of the first. This second basis is also decorated on three sides with figures in low relief and is in almost perfect condition. Only faint traces of the color, however, are to be seen, but otherwise it has suffered but little harm. On the top of the basis is a socket for the insertion of the feet of a statue, as in the case of the first.

"On the central side is depicted a scene which is remarkable and unique. As in the case of the first basis. concerns the daily life of the youths of Athens. A group of six young men is seen. In the centre stand two, each holding in his hand a stick shaped like a hockey stick. Most remarkable of all, they are holding the sticks in position of a "bully" at the commencement of a hockey game (probably scratch-off in the game as known in Canada) and between the sticks is eeen a ball. There is no known example in Greek art, either in painting or sculpture, of such a scene. Were it not that the relief has been found incorporated as part of the wall of Themistoeles and I have seen the place here it was found myself-the learned world might well have raised great controversy as to its authenticity. On each side of the central group of men stand two others, in restful attitudes, each holding a simifar 'hockey' stick."

This throws a new light on hockey and makes it something of an old TELLS CRIQUI world game from the very beginning. "Rolling the bones" is about the only thing to rival it as regards age if T. Sutherland and "Sam" McCul- son, leading Britsih fight promoter. lough on the matter.

a happy climax.

over cool country roads.

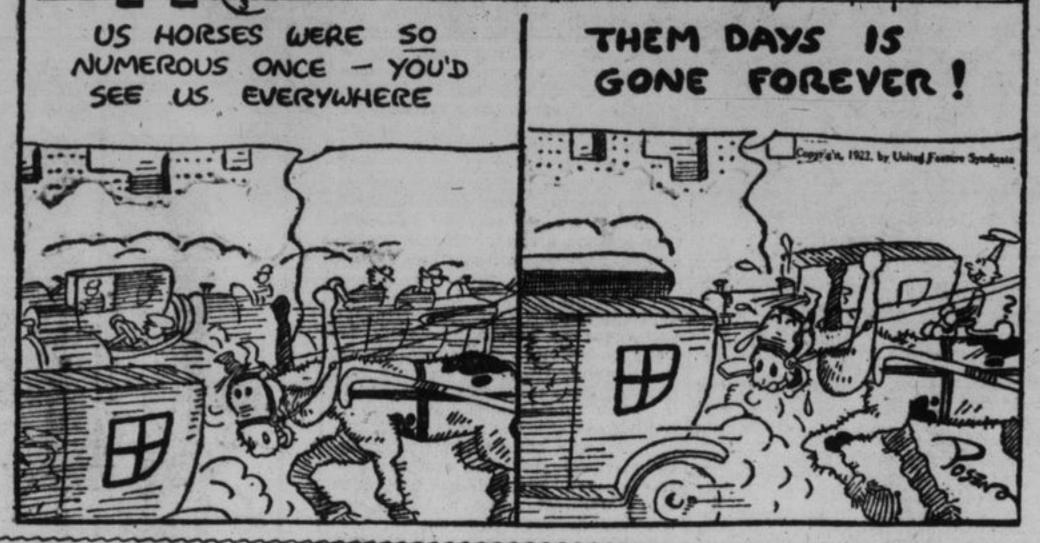
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Plans to match Johnny Kilbane, said he would fight the recognized He is a third baseman and hopes to rectiy interpreted. However, we will the winner of an elimination tourna- could be met. not take too much for granted until ment among European contenders we have heard the opinions of James are being made by Major Arnold Wil- HIGH BROTHERS MAY EQUAL Wilson has matched Arthur Wyns. the European champion, with Mack

157 Princess St.

Eugene Criqui, the French champion, majors are concerned. TO DEFEAT OTHERS for a European title bout.

the reliefs described have been cor- world's featherweight champion, with champion of Europe if his terms some day supplant Jimmy Johnston

RECORD OF DELEHANTY'S

The High brothers may equal the The largest salmon cannery in the McAdam, the Scot, to meet the night record of the Delehanty family ried only a short while with the world is at Bellingham, Washing- of the Carpentier-Lewis bout and he which contributed four brothers to Athletics in the big show, his two

> graced the big show, and a fourth 22 years of age. brother, now in school, hopes to Hughle and Charlie are outkeep the family name of High in a fielders. Andy started out as (prominent place on the sport page. guardian of the distant pastures, but formerly with Detroit and New York infield.

Andy High, second of the noted Before leaving London, Kilbane family, is with the Brooklyn club.

> at that position for the Dodgers. Charlie, the youngest, had a brief trial with the Athletics. He is now with Portland in the Pacific North-

Despite the fact that Charlie tarolder brothers insist he is the best Three of the family have already player in the family. Charlie is only

Hughie High, the oldest brother, early decided that he preferred the

in the American league, is now Both Hughie and Andy are short with Vernon in the Pacific Coast in stature, but Charlie is a sixleague. He is through as far as the footer.

.. Detecting Unequalized Braking

"One Sided" Braking Invites Skidding And Causes Undue Tire Wear

OBSERVATION of the wheel marks left on the road surface, when a sudden stop has been made, often gives valuable information as to whether brake adjustment is correct or not. It is easy to tell, from the rear wheel tracks, whether neither wheel was locked, whether both of them became locked and their tires slid on the road or whether one was locked and slipped while the other did not cease rotating until the car came to rest. The featureless mark of the slipping tire is readily distinguished from that of the rolling time, in which tread and chain prints are clear cut. If one wheel is on a more slippery surface than the other the former may slide and the other keep its footing, even though the braking effect is the same on both, but with both wheels on equally firm footing, the slipping of only one of them raises a reasonable suspicion that there is a difference between them as to braking effect. When repeated observation shows that it is always one of the tires that does the slipping, it is safe to say that the brake on its wheel acts more promptly and vigorously than that on the other. Icy roads afford specially favorable conditions for detecting inequality of brake action, as slipping occurs so much more frequently ton when more secure footing prevails. When braking is largely through one wheel, the tendency toward skidding, when a sudden stop is made, is considerably increased and thus approximate equality of brake action is especially desirable on icy or muddy roads. When a wheel locks and its tire slips on the road, the tread rubber is rapidly worn down and the minimum total damage from this action occurs when the two tires share equally in its effects. while concentrating alipping on one tire, by making it do a major part of the braking, causes the maximum tread damage. Excessive tread wear of one rear tire in comparison with the other, is an almost certain indication that its wheel is doing a disproportionate share of the braking. Tightening the band adjustment of the brake on the wheel that shows less evidence of slipping when stops are made, is the obvious means for securing closer equalization, but care should be taken that neither brake is adjusted tightly enough to drag when in the released position. Jacking up both rear wheels and adjusting matters so that both wheels equally resist turning by hand, with the pedal held in a definite position, insures close equalization.

DIRECT DRIVE IS NOISY

that it is thin enough to flow? You will do well to have your driving rear adjustment checked up. LAID UP ENGINE BECOMES



prind in my Ford car, especially when it is going down hill against come from the gears of the trans-

Answer: We do not see how it can, for with the clutch engaged, all gears are motionless and the entire transmission rotates as a unit. It appears more likely that this grind is somewhere in the rear system and due to misadjustment of or other trouble with the final drive gears. When the engine is holding the car back, the opposite sides of the driving gear teeth are under greater pressure, than when ander greater pressure, than when then in the other, by hand. This the engine is driving the car and will exert considerably greater



this could account for the difference in noise observed when coasting. Are you sure there is plenty of lubrithink, will free the pistons and cant in your rear axle housing and bearings.

Questions of general interest to the motorist will be enswered by Mr. Clough in this column, space permitting. If an immediate answer is desired, enclose self-addressed, stamped envelope.

McGRAW HOLDS TRADE RECORDS

The Giants' Manager Leads in Pulling Off Some Very Big Deals.

players. Connie is also fairly strong on selling them for real cash. John McGraw, of the Giants, is a "go get 'em" manager. When he wants to strengthen his ball club he puts over a trade.

Connie Mack is a developer of ball

McGraw is generally regarded as the champion trader of all times. No less than 92 ball players have. been involved in his so-called big

Charley Herzog has been Mc-Graw's most traded ball player. In 1909 he traded Herzog to Boston for Beals Becker. In 1911 he sent Bridwell and Hank Gowdy to Boston for Herzog. In 1914 he traded Hersog and Catcher Hartley to Cincinnati for Bob Bescher. In 1917 he decided he again need-

ed Herzog to bolster up his infield and sent Roush, McKechnie and Mathewson to Cincinnati for Her-

In 1918 he traded Herzog to Boston for Larry Doyle and Jesse Barnes and cash.

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What's this Triplex' Stuff I Hear So Much About, Ed?"

"THAT'S it, right there on that bicycle.

"It's as simple as A. B. C.

"But it means as much to a bicycle as the whole alphabet does to the English language."

"How's that, Ed?" "Just this way:-

"The crank hanger is

the power plant of your bicycle.

"If your crank hanger turns just a little stiff or hard, that means more effort for you.

"If the hanger develops those mean 'tight and loose' spots, it means more friction and less power.

"But the 'Triplex' was designed and is built to overcome those faults.

"It is made of such fine steel and to such close limits of accuracy that it always runs smoothly. It makes your bicycle run so easily you'd think you were riding down grade.

"It takes a lot more time and

better workmanship to construct such an accurate han-

"Well, well! I never thought a crank hanger was so important. I see now that

it is really just as important to have a good crank hanger on a bicycle as a good engine in a car."

"That's right. The Triplex" is sure some power plant.

"Were you thinking of buying a new bike, Charlie?"

"Yes, I was thinking something about it, Ed. You know I bought a cheap one against your advice last year and I'm sick of pushing the old cart along. Besides, it's always wanting repairs,"

"What you need is one of those new C. C. M. Bicycles. They're built to stay out of the repair shop. I know of many C. C. M.'s that are giving good service after ten to fifteen years riding over all kinds of roads."

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country as well as in Europe have their cylinder bores finished by grinding. Some of the American cars that might be mentioned are: Peerless

Cunningham Franklin Haynes

GARAGE, BAY STREET -

Hudson Kissel LaFayette

Pierce Arrow

Rolls Royce Stevens Duryes Stutz

In fact, 84% of all the manufacturers of pleasure cars use engines with ground cylinder bores, and 91% of the com-mercial motors are ground. Hould Machines are used ex-Automobile owners we have one of these Heald Cylinder

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