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**WILL HOPPE WAS FULL OF TRICKS**  
Stroke Analysis of Billiards Kept For First Time in History of Game.

Analysis of the stroke and skill of the six experts who competed in the recent international \$8.2 bailliard tournament in New York shows that Willie Hoppe, who regained his title, had more tricks in his bag than any of his companions and a more complete variety of game.

The first time in the history of billiards a complete stroke analysis, similar, but more complete than that for tennis, was kept and through the courtesy of Charles C. Peterson, the trick shot expert, who supervised the tally, the Associated Press is enabled to show its salient points.

Hoppe, of course made the greatest totals since he won all of his games of 200 points each, but even so the proportion of his shots, as revealed in the box score was higher than any of his contestants, except in the masses. He was forced to avoid the masses to win and how he accomplished the stunt by changing his style overnight is clearly shown.

**THE GARRISON INDOOR BASEBALL LEAGUE SCHEDULE**

There are seven games of the Garrison Indoor Baseball League to be played off before Christmas, and owing to a slight misunderstanding of the schedule, all of last week's games were postponed, and the following schedule adopted for the period:

Tuesday, Dec. 5th—"A" Battery vs. "B" Battery.  
Saturday, Dec. 9th—4th Hussars vs. District Headquarters.  
Saturday, Dec. 9th—R.M.C. vs. No. 3 (H) Co.  
Tuesday, Dec. 12th—Frontenacs vs. No. 3 (H) Co.  
Saturday, Dec. 16th—No. 1 Field Ambulance vs. R.C.O.C.  
Saturday, Dec. 16th—H.Q. R.C.H.A. vs. "B" Battery.  
Tuesday, Dec. 19th—R.C.O.C. vs. "A" Battery.

"Babe" Ruth got his nickname when he was with Baltimore. It was given to him on account of his youth and, sarcastically, because of his size.

Arkansas high school students are requested to pass in three full subjects before they can play football on the school teams.

The refusal of the A.A.U. to accept Charley Paddock's record has aroused considerable resentment among California athletes against the powers that be.

One expense, like one sin, leads to another. The girls have to spend a lot of coin for rouge, powder and lip-sticks, and now they must carry them in fifty little containers that cost almost as much as a ton of coal.

It may be true that it is better to rust out than to rust out, but rusting out always has appealed to us as the least tiresome of the two.

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I'VE HEARD A LOT ABOUT YOU— YOU'RE A PESSIMIST, IT SEEMS —

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**THE COWBOY.**

The Real Variety Differs From the Reel Variety.

The cowboy of the films is not very much like the real live article. The screen cowboy, for instance, always carries two or three "shooting irons," whereas the actual cowboy carries only one, if any at all.

He does not want to carry any unnecessary weight, and an empty revolver weighs at least two and a half pounds.

Besides, the real cowpuncher is not the man to "draw on sight." He finds that a good nerve is a much better weapon against a "bad man" than a good gun.

A certain cowboy, Jim Green, once heard that several armed men had planned to kill him. He immediately rode to the saloon where he knew he would find them, walked in, and said:

"Gentlemen, I understand you want to see me and drink with me."

The men, taken aback by Jim's nerve, accepted the drinks. It was then impossible for them to do him any harm, as the Western code forbids one man to kill another for a grievance, if he has since drunk with him.

One of the chief uses to which a cowboy puts his revolver is to make a noise when he feels particularly joyful.

He will then prance around on his horse, yelling at the top of his voice and firing his gun into the air.

The following story is told by Mr. P. Ashton Rollins in "The Cowboy":

In the yard of a small railway station out West seven cowboys were sitting on their horses, lazily watching the passengers alight from a train.

Among the passengers was an attractive-looking college boy, who walked up to the telegraph-operator and asked for the result of a football match; the operator could not tell him.

Just then another train, going the opposite way, steamed in. A man put his head out of a window, and seeing the youngster, shouted: "Hallo, Jim. Congratulations. Your lot beat us yesterday, ten to nothing."

The boy danced down the platform, shouting for joy at the great news of his college team's victory.

Suddenly a pandemonium of yells and shots broke out in the yard, the cowboys were charging about, firing their revolvers and shouting.

In a short while the noise died down and the cowboys resumed their former quiet pose.

A lady asked one of them why they had so suddenly gone mad.

"We don't know, ma'am," he replied. "A nice lookin' feller that was on that train heard somethin' that pleased him and took a contract to deliver a lot of noise. He didn't have much time, so us boys tried to help him out."

Over 3,000 in Penitentiaries, Ottawa, Dec. 5.—The inmates of penitentiaries had increased from 1,455 in 1918 to more than 3,000 now, William St. Pierre Hughes, superintendent of penitentiaries, told the church of Our Father (Unitarian) here at Sunday morning's service. He could not say if the increase was due to war conditions, but he declared that the penitentiaries were getting types of men never seen there before. These men have no respect for law and order and are arrogant, insolent and impudent, he asserted. There were thirty-six women in the penitentiaries now.

The only joy some people get out of life is in making everybody around them miserable.

**HINTS FOR THE MOTORIST**  
By ALBERT L. CLOUGH  
Copyright, 1922, by the International Syndicate  
Lubricant And Hard Gear-Shifting

IF THE TRANSMISSION GEARS, which turn with the driving clutch member, keep spinning by their own momentum or on account of dragging action of the clutch members after the clutch is released, it makes gear changing very difficult, especially in changing from lower to higher speeds, and a clutch brake is provided, on some models of cars, which acts automatically to slow down these gears when the clutch is thrown out. However, if the braking action is too powerful and these gears are slowed down too suddenly or brought to rest almost instantly, gear shifting is also interfered with, for the drive shaft gears are running at car speed and the clutch driven gears may be practically motionless, by the time that meshing is attempted. The too sudden stoppage of the countershaft gears and the difficulty just mentioned are very often caused by the braking effect of excessively viscous lubricant in which the gears are rotating and this undue damping effect of the lubricant is due to its thickening by cold. Most of the instances of difficult gear-shifting, on cars which are started out in a very cold condition, are thus explained and the remedy is the thinning of the transmission lubricant with light oil. Sometimes the gearcase dope may become so hard that the mere sliding of the gears in it requires considerable force.

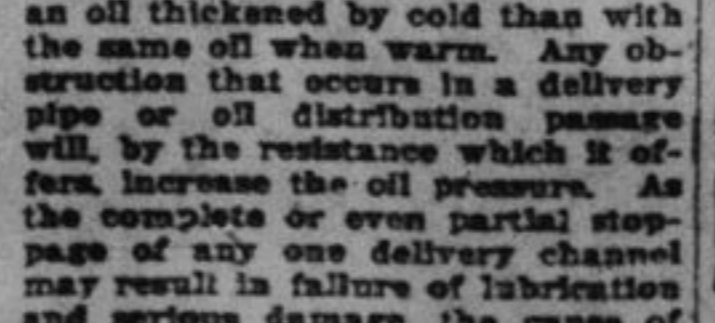
**OIL PRESSURE RUNS TOO HIGH**



H. E. S. asks: What is indicated when the oil pressure of a car begins to run higher than it previously has done?

Answer: The gauge indicates the back pressure due to the resistance encountered by the flow of oil between the pump and the oil delivery points and anything which increases the flow resistance will increase the pressure indication. For instance, if a heavy oil is adopted, the pressure will run higher than with a thin oil and higher pressure will be shown with an oil thickened by cold than with the same oil when warm. Any obstruction that occurs in a delivery pipe or oil distribution passage will, by the resistance which it offers, increase the oil pressure. As the complete or even partial stoppage of any one delivery channel may result in failure of lubrication and serious damage, the cause of high oil pressure should be investigated promptly and removed by cleaning out the clogged passage.

**GUARDING AGAINST MUFFLER EXPLOSIONS**



R. E. S. writes: I have had two mufflers burst on my car within a year, from explosions and I want to know how to prevent these accidents in the future. What suggestions can you make?

Answer: If you can make the ignition of your engine absolutely reliable and arrange your carburetion so as to prevent the production of overrich mixtures, these explosions should not occur in the future. Weak or uncertain ignition, resulting in failure of certain cylinders to fire, permits the entrance of explosive mixture to the muffler and, if this is rich in gasoline and cylinders which fire subsequently are burning rich mixtures that produce long flames in the exhaust piping, muffler explosions are very likely to result. Have your ignition system put in perfect order and never allow the mixture fed the cylinders to be much richer than necessary to insure its ready ignition. Avoid causing the car with the engine in gear and the spark shut off.

**OVERLEAN MIXTURES MAY BE WASTEFUL**



J. E. writes: I understand that high gasoline consumption may be the result of using a mixture that is too rich in gasoline and that making the mixture leaner will improve the fuel economy, but is it possible to carry this too far and make the mixture so poor in gasoline that economy will be sacrificed rather than gained?

Answer: It is possible to use a mixture so lean that it burns very slowly and, in so doing, not only develops a low working pressure, but is still burning, at the opening of the exhaust valve, with the result that much of its heat energy is lost with the exhaust gases and the cooling water, thus reducing engine efficiency and increasing fuel consumption. However, this condition is seldom met with in practice, as an engine running on such an overlean mixture will not perform well enough to satisfy its operator and the mixture is soon enriched.

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

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