

SPORTING

NEWS

TIMELY COMMENTS

LATEST LOCAL

GENERAL REVIEWS

WEST POINT STAFF PLEASSED WITH TRIP

Superintendent of U.S.M.A. and Hockey Coach Write Expressing Appreciation.

The superintendent and staff of the United States Military Academy at West Point, as well as the hockey coach and players, are very enthusiastic concerning their recent visit to Kingston.

Feb. 18, 1924.

"My Dear General.—We reached home in good shape at 7.15 this morning having made good connections and had a comfortable trip all along the route.

"In the name of the officers and cadets I want to thank you, your officers and the gentlemen cadets for the very great pleasure they gave us in the enjoyment of very unusual hospitality.

"Every member of the party is enthusiastic over his experience and the kindness shown to him by you and yours. I take this occasion to say that I have never seen a snappier, smarter, better set-up looking body of young men than you have in your Corps body.

"Please express to those fine young men my feelings towards them.

"With warm personal regards to you and your officers and many thanks to you for your thoughtful care of me, I am

(Sgd.) FRED W. SLADEN, Major-General U.S. Army, Superintendent."

This letter gave the Commandant and his staff a great deal of pleasure. Another one was received at the Whig office this morning from Coach Ray Marchand and reads as follows:

Junior O.H.A. GROUP PLAY-OFF

JOCK HARTY ARENA BELLEVILLE vs. CIRCLE SIX

FRIDAY, FEB. 22nd. 8.15 p.m.

Admission ..... 50c. Rush End ..... 25c.

"I was very sorry that I could not spend a little more time with my old friends in Kingston but it was necessary to get the boys back to the Academy right away.

"I wish you would allow me, through your paper, to thank the Royal Military College and the citizens of Kingston, as they certainly did support our team wonderfully."

"Yours sincerely, (Sgd.) RAY MARCHAND."

So that visit is wound up very pleasantly and the hope may be expressed here that it is only the beginning of a series of them.

LAST CHANCE FOR A KINGSTON TEAM

To Get Into the Play-Off Series Comes To-night When Circle-Six Battle.

Kingston's last chance of figuring any further in O.H.A. battles this season comes tonight when the Circle-Six will entertain Belleville juniors at the Jock Harty Arena and will start with the sweet handicap of four goals over their heads.

The Circle-Six outfit had no license to lose any of its games in the group this season and seems to need a steam roller behind it to start it going every time an important game crops up.

They came out in the first game and trounced Queen's without trouble. Then they started playing indifferent hockey, caused a three-cornered tie, and had to start all over again.

Brookville licked them, Queen's licked Brookville, and then they turned around and trimmed Queen's.

One of these times they will carry the joke too far and find themselves left behind but let's hope it is not this time for they may stop it after this experience with Belleville.

It's not a very encouraging thing for Senator Powell to teach a team good hockey, to know that they have hockey in them and then to have them play like a lot of spavined Spark Plugs.

Of course, it is not intentional and the youngsters probably feel it as much as any person does, but it's time they jarred those off nights out of their systems and got settled down to playing championship hockey every time they take the ice.

Tonight they have a four-goal lead to overcome and they should do it. But they will only do it by getting right in there and playing the kind of hockey they played in both their victories against Queen's.

They'll have the advantage of their own rink and knowing what they are up against, and the fans will be right there to give them all the possible encouragement.

All After Job. Toronto Globe.

Another application for the position of business manager of the Toronto Baseball Club arrived in yesterday's mail, increasing the number to about a dozen.

The position is vacant because of the resignation some time ago of George (Knotty) Lee. The latest application comes from the greatest third baseman the game ever knew—Bill Bradley of Cleveland, a member of the Leafs in

FROM THE OUTSIDE—LOOKING IN.

Last night the Ladies' Intercollegiate Basketball series started up at Queen's and a lively set-to is reported. It will continue to-day, Queen's, McGill and Varsity are represented.

Does any person know what noise means? It means a bunch of boys playing medicine ball on the wooden floor above the office where you are working. The biggest brass band in the country would sound like a weak canary by comparison.

This present winter, I tell you, Is full of life and vim, And we'll have another skate or two Before we start to swim.

—He Says.

On Monday evening we have the big attraction of the season when the Varsity girls come here to play Queen's girls a return match in the Ladies' Intercollegiate Ice Hockey League. The Varsity girls won 4-1 in Toronto and Queen's co-eds. are out for the big revenge stuff.

There are many people in this world we have no especial love for. But there is one jasper in particular who is putting his life insurance company in danger of losing money. This is what he whispered in our ear the other day, with a wise look on his face: "If the lip sticks, would the powder puff?"

1912-13 under Joe Kelley, when the championship was brought to Toronto.

Bradley is in the real estate business in Cleveland, but feels the lure of the game and wants to get back where he spent so many happy seasons. "Brad" played Mutt to Eddie Fitzpatrick's Jeff on the Toronto team, and it took some getting for a base runner to get from first to third when that pair of rough riders were guarding the sacks.

Bradley and his famous fellow-citizen, Napoleon LaJole, may be addressed in care of the Elysium, the Cleveland hockey rink, for that is where they spend most of their waking hours in the winter months. LaJole is in the automobile accessory business.

HE'S MINUS ONE FOOT BUT PLAYS BASEBALL

Loss of a foot up 'Solosons way while serving with the Twenty-first regiment, first division, has not deterred Stanley McBride from playing baseball.

McBride was one of the first Americans "over there." He was with Company C of the Twenty-sixth under Major Theodore Roosevelt, most of the time he was in France.

He was not walking those days. The war ended, McBride resumed his interrupted quest of an education. When Coach Fisher sounded his first call for battery men a fortnight ago McBride reported. For two days none of the other athletes knew that the young man who showed so much baseball brilliancy was a disabled veteran.

It became known only when the squad went to the showers in a group one day and McBride hopped under the needle spray on one foot.

TO-MORROW

Tomorrow evening at the Jock Harty Arena that noble crowd of hickory artists who hold forth under the auspices of the City Hockey League will go once more into the gladiatorial bowl and offer sacrifice to winter and fandom and anything else that happens to need it.

It's a long time since we've seen the speed boys in action and it will be an eager

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH Ed And His Crankcase Oil

Failure To Keep It Fresh Has Ruined Many An Engine

WHEN ED BOUGHT HIS CAR last spring the dealers claim they told him that the oil in his crankcase wouldn't last forever, but would have to be drawn off and replaced each 800 miles in warm and each 500 miles in cold weather.

There is no record that he ever changed it "on his own," but every time his car came into the shop, during the summer and fall, Phil, the foreman, had it renewed "on suspicion" and found the stuff they drained out was pretty watery.

Anyway, he "got by" steaming and its operator in anything but a happy mood. At the first oil pressure gage read about half what it should. She's running rotten, little rise. What in blazes ails her this time?" sputtered Ed.

The trouble-wizard kept silence, but dug under the car, with a wrench and a pall, and in a minute there was a sound of running liquid and he emerged with the pall full of something like black, smelly water. "Put your finger in that, mister, and see how oily it isn't and how thin and stuffy?"

"When did you drain and refill last?" "What, you haven't had it changed since you did it Columbus Day?" "How many miles has she eaten up since then?" "I see your speedometer shaft busted." "Well, how many do you guess?" "Been to New York five times since then."

"Well, there's 1,500 miles right off, and I'll bet you've done over 2,500 in all." "Let's see, you keep her in that little unheated garage of yours, was when you came in?" "Just sit down in the office, while I fill her up and run her around the block and then we'll see." "Well, I said her so loud, but the rings have scratched the walls of two cylinders, so they'll never be as good as they were before. You better let us rebore and re-fit her some day, but she'll pull along, after a fashion until then, if you change the oil every 600 miles—by the speedometer, mind you—and keep that choker open."

CLEANING CLUTCH FACINGS

E. A. J. writes: Factory instructions relative to the care of the multiple, fabric-lined, disc clutch of my car advise against the use of oil or grease on the discs, but auto mechanics have told me that this clutch will last longer and work better if, every 4,000 miles, the clutch case is filled with a mixture of two parts kerosene and one part engine oil, the engine run for a few minutes while the clutch pedal is operated, and the mixture then drained out. What do you say as to this?

Answer: While these clutch discs do not require lubrication any more than brake linings do—the conditions being similar in these two instances—the disc facings do, in time, become glazed over with metal particles and other kinds of dirt and need cleaning to restore their surfaces to their original condition. Ordinarily, kerosene alone is used to do the cleaning, which is necessary only when the clutch begins either to slip or grab. However, you would run no serious risk in using the kerosene-oil mixture for, if it gave the clutch slipped, you could give it another bath of straight kerosene and wash out the engine oil.

FINAL DRIVE EFFICIENCY

F. M. M. writes: I am told that the internal-gear final drive is much more efficient than any other kind and that a Ford engine in a truck with this drive will carry a ton, while with the regular gear drive it will carry only one-half ton. I also understand that, if a recent test of internal-gear drive transmitted 92 per cent of the engine power to the drive wheels, the worm-gear 73 per cent and the regular gear drive 75 per cent. Are these statements correct?

Answer: The internal gear is an excellent form of final drive, but we do not believe that, generally speaking, its efficiency is nearly as much superior to the others as indicated by the figures you give. When properly designed and constructed, the internal gear, the worm and the double-reduction axle give very closely comparable efficiencies. A single-reduction gear axle cannot be designed to give as slow a drive wheel speed as an internal gear or worm-gear axle and therefore cannot be made to handle so heavy a load as either of the two latter drives, but this is not a matter of efficiency.

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

The Descent of Man. The modern Egyptian regards the respects of archaeologists for ancient Egypt as an interference with Egypt's right of self-determination. The only exception is the Egyptian who profits from tourists. But the attaches of hotels and tourists boats in Egypt are comparatively few in number. Most living Egyptians are as dead as Tut-Ankh-Amen himself, so far as interest in the past, present or future is concerned. And he wants to remain dead, undisturbed by energetic people like Howard Carter.—Cincinnati Times-Star.

Foxes when they cannot reach the grapes, say they are not ripe.

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What the World Is Doing

AS SEEN BY POPULAR MECHANICS MAGAZINE

Aero-Propeller Shaft Installations

DESIGNERS and builders of aero-propeller-driven craft, such as sleds and boats, are often handicapped by the lack of a suitable but cheap method of installing the propeller shaft. If advantage is taken of standard automobile parts, however, a very neat and close-coupled arrangement, which will give good service and operate efficiently, can be made at a minimum of cost and labor.

Front and rear-wheel hubs from a light car are used to form the main parts of the installation together with a special shaft and a couple of sprockets. The shaft design is a combination of that of a front-axle spindle and the outer end of a rear-axle spindle or shaft. Between the two parts is a pad or shoulder for the seat of the driven sprocket.

The shaft must be carefully and accurately turned from a solid piece of good machinery steel; the rear end is turned and threaded to the same dimensions as the front wheel spindle of the car from which the hub is taken, and the seats for the ball races must be held very carefully to size. The front end is turned to fit the rear-wheel hub, threaded for the nut, and keywayed. The seat for the sprocket may then be turned, keywayed, and the thread for the locknut cut.

The front wheel hub, minus the outer flange, is then slipped on, the ball cones adjusted so as to allow the shaft to run freely without any shake, and the locknut tightened and fastened with a cotter pin. The regular hub cap is used, filled with good grease, just as in the car.

Two heavy wooden uprights, meeting at the top to form an inverted vee, are bolted to the sills of the frame, and straddle the body of the front-wheel hub as shown. Four 3/4-in. bolts hold the tops of the uprights firmly to the hub. Angular braces, made of 2-in. pipe, are also fitted, the ends being flattened and drilled for the bolts. The propeller should be balanced before installation, to insure vibrationless running.

The hub cap should be filled with good grease to insure perfect lubrication, and refilled at frequent intervals.

Use of Gas to Trap Animals Is Suggested by Edison

At the suggestion of Thomas A. Edison, the inventor, army experts are seeking to devise some means for using poison gas in connection with trapping so that wild animals will be instantly killed instead of lingering for hours in torture. The use of electricity in the traps was declared to be commercially impractical. Therefore it was suggested that a chemical might be so placed as to be released when the trap was sprung.

Million Homes for Workmen Needed in the U. S.

About 1,000,000 more houses are needed in the United States to relieve the present shortage, investigators studying the problem report. In spite of the various "building booms" in many parts of the country, only one city shows a surplus of residential buildings. It is held that the type of houses for the workman must be changed, so as to bring about cheaper construction. This alone, it is said, would increase the proportion of home-owners by 30 per cent. Building codes, it is contended, must also be modernized.

