LATEST LOCAL

## SPORTING

GENERAL. REVIEWS NEWS

TIMELY COMMENTS

## YALE TEAM CARRIES SEVERAL VETERANS

Six Boxers Opposing Queen's Men Saturday Have Been in Seasoning Battles.

The Yale boixng team meets Queen's University boxers Saturday evening in Grant Hall in an International Tournament. The personnel of the Yale team is formidable and most of the boxers have been seasoned, not only by preliminary training with freshmen teams but with many hard contests with team structure are as follows:

defeated by Hayes of the Navy.

the Navy.

last years freshmen team. He knock- win the championship once more. In ed out Lewis of Washington and Lee addition to last year's team they in one minute and twenty-two sec- have several other players to pick onds. Peet was defeated by Charl- from who will strengthen some of

145-lb. Class-B. Rosenman: Age 21; height 5-11. First year on team Rosenman won his match in the Washington and Lee meet.

158-lb. Class-Capt. B. F. Funk: Age 21; height 5-8 1-2. In his two years on the Yale boxing team Capt. Funk has never lost a match. Funk fought in the 145-lb. class in the Navy meet and defeated Leach.

174-lb. Class-E. T. Smith: Age 20; height 6-4. Smith defeated Tillson of Washington and Lee. Tillson knocked out the West Point 175pounder three days later. Smith defeated Henderson of the Navy (Here's hoping Tiny Adams knocks out Smith.)

The contests will be as follows: Horse; Abelli vs. Hannah; Peet vs.



E. T. SMITH 175 pounds, age 20, height 6.4. who take immediate steps to strengthen will be here with the Yale bexers on its navy.

Treadgold Sporting Goods Co

88 PRINCESS ST.

Junior Group Planned For Central Ontario

The Peterboro Examiner says: The Central Ontario Junior series that was talked of last fall has been considered by a number of surrounding towns and it is most likely that this scheme will be carried out. By this means the younger players will be brought along much faster than in the City League when they are facing the same pitchers most of the time. The expenses of this league would be very small as all the trips to the surrounding towns could be made by car, which is very cheap compared with travelling by train. The expense of a other American Universities. The trip from here to Cobourg or Por plans and specifications of the Yale Hope would not cost more than \$30 which would be covered easily by 115-lb. Class-C. H. Grande: Age the gate receipts. Peterboro, Belle. bitual. 21; height 5-5. This is Grande's ville and Oshawa are strong in favfirst year on the team. Grand was or of this series and it is most sure that the league will be formed. If so 125-lb. Class A. A. Abelli: Age the team representing Peterboro 22; height 5-9. Abelli has been on will be the Lakeviews. Junior Onthe team for two years and is under tario Champions of 1923. There are feated. Abelli defeated Griffith of some of these boys ready to make. the jump to senior ball but they are height 5-10. Peet was a member of season and go out and endeavor to

their weaker spots. Belleville has aiready formed two groups in this loop. These two each from the following places, Belleville, Trenton, Napanee and Picton, the other is comprised of Marmora, Stirling, Tweed and Madoc. While Peterboro and Oshawa are trying to form a six team group consisting of Oshawa, Port Hope Lindsay, Cobourg, Bowmanville and Peterboro. The winner of each group to play off and the winner of these to go into the O. B. A. A. finals. This is no doubt a great idea play. and it is hoped that it is carried out. If this league is a success a great number of the players taking the umpires were using only about part in it will be seen with some of half as many new balls as formerly Three preliminary wrestling bouts of the higher teams next season. Pet- I found it far more difficult to get erboro was figuring on having six distance to my drives," says Ruth. teams in this group but since the "For several years baseball in the Russia depends largely on its out-Tkachyk; Rosenman vs. Grant; Lindsay Greybirds have taken to major leagues has been played al- come, Canada will not be a party to Capt. B. F. Funk vs. Howard; Smith Intermediate ball it is not likely most entirely with a new ball. The the conference between Anglo-Rusthat Lindsay will enter a team. Port slightest excuse would be sufficient sian representatives in London early very brisk and there will be a large Hope is also doubted but it is hoped to have an old ball thrown out and next month. that they will enter a team and help a brand new one put in play: make up the group.

BELLEVILLE RESTLESS.

Fans Getting Impatient for News of "Trunks."

The Belleville Ontario says: They take their amateur ball seriously in western Ontario. Brantnes have also been secured to assist | 4th. Orcutt. Minnes will pay particular | Carpentier was guaranteed \$70,measure up in ability.

The time is getting short before the season opens; other towns have Lloyd Fitzsimmons who owns arenas drifted into the press with comments at Michigan City and Benton Haras to their possibilities of winning bor. pennants but not a word from the management of the Grand Trunks. Up to the present no mention has been made of who will lead them in the fight or as to the personnel of the team.

**PHONE 529.** 

## FROM THE OUTSIDE-LOOKING IN.

Virtue has foundd its reward at last. Yesterday "Ned" Hartrick, energetic secretary of the City Hockey League, stopped Messrs. Givens and Deviin, sporting editors of the Kingston Whig and Kingston Standard respectively, and, taking them into a nearby tobacconist shop, ordered them to select new pipes at his expense. Our new "stoves" are on view daily for inspection. Thank you.

President Haddock, of the U.S.H.A., is coming to Toronto to confer with Canadian hockey officials This is the same fellow who was so keen to "paddle his own canoe" earlier in the season,

"Kid" Roy, of Montreal, certainly proved his right to the Canadian featherweight title when he soundly trounced Benny Gould. Gould was picked by Toronto scribes as the winner before the battle-which, of course, is not surprising. Their erroneous selections have become ha-

Although many American writers decry Georges Carpentier, we'll bet even money that a big crowd will be on hand when he meets Gibbons. Carpentier is a fighter of no mean ability and his courageous attempt at Dempsey's crown was but indicative of his real calibre.

Coming after a lull in sporting events, the big International boxing 135-lb. Class-C. L. Peet: Age 20; going to stick together for another tournament in Grant Hall on Saturday night will attract a large crowd. The bouts should be of high calibre.

> Things seem mighty quiet just these few days-but some fine evening "Jim" Kane will call out his City League baseball cohorts and the season will be under way once more with a bang.

The Kingston C.O.B.L. team will take spring training in the Armourgroups consist of four teams, one les. That indoor diamond should certainly speed them up and they could not find a better training.

BATTING WILL SLUMP

IF UMPIRES CAREFUL to be as prevalent this year as in

Babe figures that batting will sure- ran the 14 kilometers in 49.30 4-5

the American League season when performance.

"The almost constant new ball was great for the batters, but mighty tough on the pitchers. If the umpires tighten up on the ball question, batting is sure to slump."

Gibbons-Carpentier.

Chicago, March 27 .- Tom Gib bons, of St. Paul, challenger for the ford has lined up a strong team and world's heavyweight championship. have secured Del Orcutt, one time and Georges Carpentier, ring idol of star of the old Red Sox team, as France, to-night were matched to manager of the Brants in the South- meet in a ten-round no-decision con ern County League for the coming test either at Michigan City, Ind. season. The services of Freddie Min- or Benton Harbor, Mich., on July

attention to the batting, while Del | 000 with a privilege of 25 per cent. will have charge of the fielding end. of the receipts, while Gibbons, waiv-This is putting amateur ball on a ing all claims of a guarantee, acpretty fine basis and hints a little cepted a flat 30 per cent. Jack Curof professionalism. Other towns are ley, representing the French light less "fortunate," they cannot stand heavyweight, received a certified this expense and consequently do not cheque for \$15,000 guaranteeing the

The match will be promoted by

Workers to Have Stadium. Elberfeld, Westphalia, March 6. -A sports stadium for the exclusive use of the ribbon makers and workers in the textile factories of "Let's have a little news on one Elberfeld and Barmen is to be erectof the best amateur teams in On- ed here. It will be one of the largtario," fans who are interested are est in Germany and will accommodate 40,000 spectators.

Other cities in which sports stad-The Australian government will jums have been started or are contemplated include Frankfort on the Main, Hamburg, Leipzig, Munich and Stuttgart.

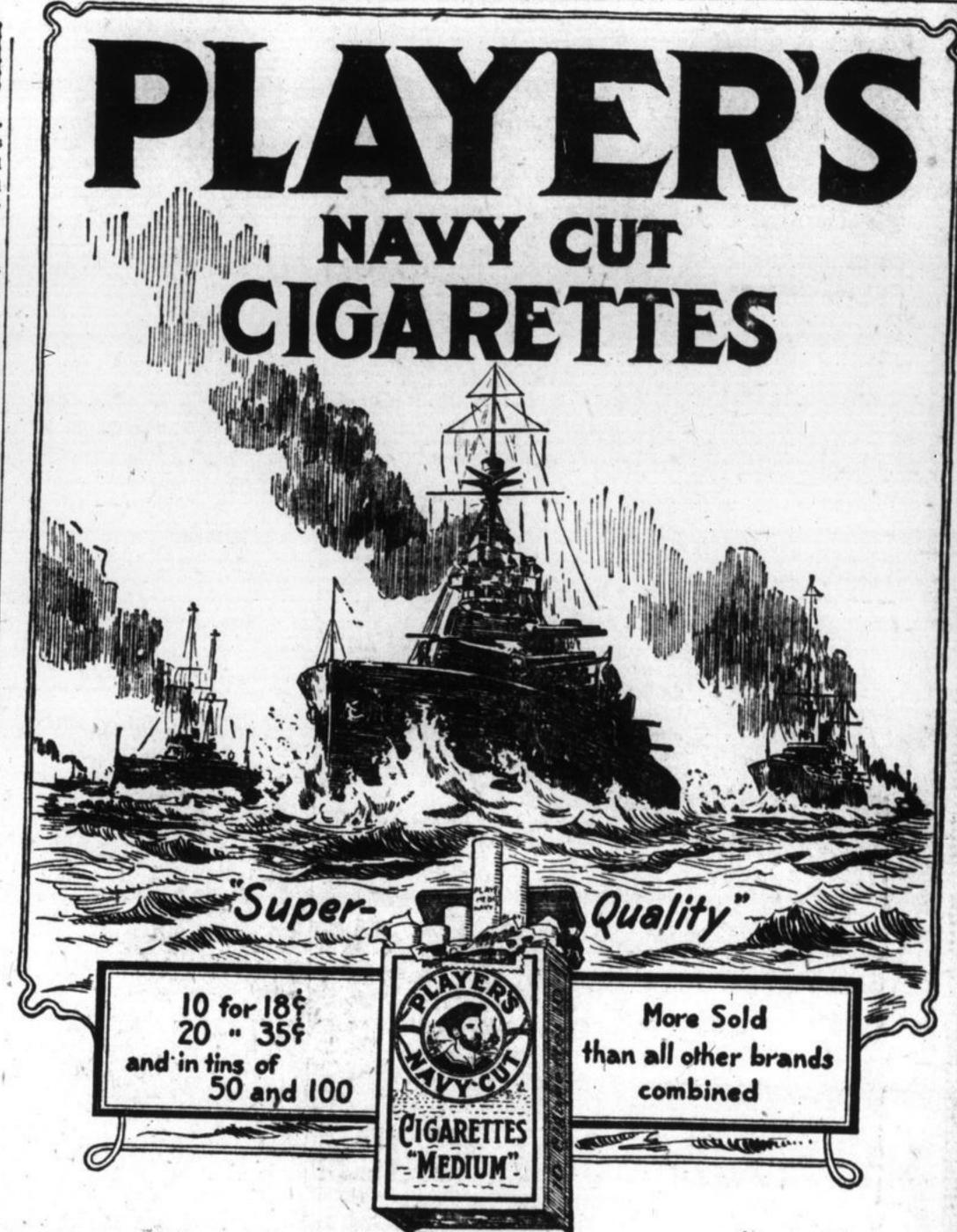


COACH MOSE KING Of the Yale boxing team, which meets Queen's in Grant Hatl Saturday night. He is chairman of the Connecticut State Boxing Commission.

French Runner in Good Form. Paris, March 7.—Guillemot, the Babe Ruth, home-run king of the Olympic champion in the 5,000 universe, doesn't look for swatting meter run, showed a return to his 1920 form recently when he won a cross country run at Grenoble. He

ly slump if the umpires are more and won by 300 meters. The memcareful about tossing new balls into bers of the French Olympic Committee interested in the athletic side "During the last few months of of the games were cheered by his

> Although the amount of trade to be done between Canada and Soviet





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Second Speed

Its Use Facilitates A Fast Pick Up And Prevents Stalling

JUDGING BY THE LITTLE USE many drivers make of it, second speed is merely a gear on which to start a car from rest or to be passed through in changing from first to third, but this is not primarily what it is provided for. It is, in reality, a speed to be driven on under conditions which render the use of third speed inadvisable. These conditions are two, viz.: When a road surface is so "heavy" or a grade so steep that engine speed becomes reduced—even though gas is fully on—so that jerky or labored running occurs and the liability of stalling becomes apparent. Also when, for any reason, car speed must be kept so low that the engine will not continue to run without being likely to stall. One reason why second speed is so little used is because so many drivers cannot shift into it, from high gear, without much noise and the liability of having to stop their cars completely and engage first speed again. Another reason is simple laziness and a third is founded on the belief that slipping the clutch, on high gear, is a proper manner of securing very low car speed. Failure to change to second speed on severe hills or on heavy roads, leads to the pounding out of engine bearings, brings about considerable fuel waste and cuts car speed down away below what could readily be maintained on the middle gear. Moreover it makes stalling of the engine likely to occur-a happening that is attended with special inconvenience and some danger, on steep roads. In traffic jams, it almost constitutes a crime, to have one's engine stall and hold up. even momentarily, a long line of cars and the inability to accelerate rapidly when the line starts has become a misdemeanor against traffic. Most of this trouble can be avoided if drivers will acquire the habit of slipping into second, when traffic is very much slowed down, for stalling of engines will be much less likely to occur, ability to accelerate rapidly will be immensely increased and the temptation to clutch slipping will be largely removed. It is therefore urged that motorists acquire greater dexterity in shifting down from high gear, so that the change can be made quickly, positively and noiselessly, for it is a fact that the greatest deterrent to the free use of second speed is the feeling of uncertainty on the operator's part whether he or she can accomplish the shift neatly. design of this engine's intake sys-

GASOLINE ESCAPES WHEN ENGINE STOPS



C. M. writes: After I stop the engine of my ---- car, I notice gasoline dripping out of the airinlet of the carburetor. I cleaned the carburetor, but could see nothing wrong. What can you suggest?

Answer: If this leaking occurs only immediately after the engine long, exposed intake-pipe and no noise is the result of a broken or means of furnishing the intake pas- chipped tooth. Perhaps there is sages with artificial heat for vo-, something wrong about the mountlatilizing the fuel, making it inevit- ing of one of the rear wheels, alable that there should be consider- though it is hardly to be expected able liquid gasoline deposited on that a noise resulting from this the walls of the intake passages. cause would be regular in its occur-So long as the engine is running, rence. There would be no harm in this gasoline is held in place by the jacking the wheels up and testing inrush of air, but as soon as this them for lost motion on their ceases it trickles down through the shafts, accuracy of bearing adjustintake piping and out through the ment and the like. If you had decarburetor air-fulet. If the drip- scribed this sound as a creaking or ping ceases soon after the engine crunching noise, we should suspect stops, it is nothing more than looseness in the wheels themselves

Answer: You might remove the inspection plate of the rear-axle stops, it does not indicate that any- housing, and examine the teeth of thing is wrong. This engine has a the ring-gear, as it is possible this

A REAR-END NOISE

or tapping sound, which seems to occur each time the driving wheels turn and which is most noticeable

in the rear of the car. What causes

O. writes: Just lately my - car has developed a knock

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,

Don't Stop The Engine With Throttle Opened

Formerly A Recommended Practice, It Now Lacks Justification IN THE BYGONE DAYS, when gasoline would remain vaporized at ordinary air temperature and when engines had to be cranked by hand, it used to be advised that, just before opening the ignition switch to stop the engine, the throttle be opened, so as to admit full charges to the cylinders after firing had ceased and while the engine was being turned over by flywheel energy. The theory was that ignitable mixture would remain in the cylinders for some time and that if the engine failed to "start on the spark" when the switch was put on it would do so on the first turn of the crank. Many experienced operators still follow this practice, although it has not only ceased to be recommended but is actually frowned upon by some car manufacturers, although the conditions which once gave it some merit have ceased to prevail. The erstwhile 76°, straight-run gasoline, which would remain in vapor form in engine cylinders overnight, is no longer commercially obtainable, but has been supplanted by a fuel but very little of which will stay vaporized unless under artificial heat and hand cranking has become a forgotten form of calisthenics. Present-day gasoline, unless burned, condenses to liquid form in engine cylinders and running down past the pistons, removes the essential lubricating oil film, so that the desideratum at present is to leave as little fuel as possible in the engine when it stops, so that lubrication may be interfered with as slightly as may be. Everyone is or should be taking every precaution against oil dilution and a minor factor in this movement is the avoidance of large quantities of fuel in the cylinders of an engine when it is to be left to cool down. If anyone cares to try it out, it will be found that starting is no prompter when the engine has been stopped with opened than with closed throttle for whatever the mixture left in the cylinders it becomes too lean to ignite after rather a short time. Switching off the ignition with the throttle closed to its idling position is the best way and, incidentally, it prevents considerable unnecessary noise.

TOWING CAR TO START ENGINE | AMMETER OUT OF ORDER



C. K. writes: After my car had lain idle for several weeks with the speed, when the engine and the battery had run down, I is running slowly, but when I race tried to start the engine by having it, the pointer goes to the 20 amp. the car towed. I put the gears in mark on the charging side and relow and after being towed a short mains there even after the engine distance, let in the clutch, but the is stopped. What causes this and rear wheels locked and the engine if I leave the car with the pointer the gears in second and succeeded in getting the engine started. What is wrong and why couldn't I start | Answer: We suspect that this

it by using low gear? low. When low gear is engaged. in engagement.



A. B. writes: The ammeter on my car indicates amperages varying in this position does it mean that the battery is discharging?

ammeter is out of order in that the Answer: Nothing is wrong with pointer sticks, when it is fully over the car. Any car would behave in on the charging side. Perhaps it is this way, with low gear engaged only that it rubs on the glass. See In starting the engine by towing, if a tap from the fist on the glass will not jar the hand back to zero. more force is required to turn the Turning on all the lights, with the engine over against its compression engine stopped, should bring it and friction than the adhesion of back to zero. You better take this the tires to the road amount to, ammeter to your electric service and the wheels slip instead of turn- station and get it repaired or obing. This is because the action of tain a new one. The continuous 20 the low gears multiplies the force required to turn the engine by at least three. If you jack up a rear tainly does not show that the batwheel, you will find that by turning tery is being discharged. These it by hand you can make the engine ammeters are not expensive and. if turn over, with high engaged, but you put in a new one, we think you that you cannot do so with low gear will have no further trouble of this | kind.

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