

Latest Sporting Gossip of "The Island" and the World

Breaks Pole Vaulting Record



Irving Francis, of Hamilton, now a Student at the University of Toronto, Who Broke the Canadian Pole Vaulting Record at the Inter-Collegiate Athletic Meet at the University Stadium, Toronto, on Friday, October 19. His Record was 12 Feet, 7 Inches, the Previous Record Being 12 Feet, 5 Inches in 1908, by Ed. Archibald, in a Former Olympic Trial. This Also Breaks the Inter-Collegiate Record. He Will Now Represent Canada at the 1924 Olympic. The Picture Shows Him Making the Record Jump.

Weight Vs. Speed



ON FOOTBALL AS THE GAME IS PLANNED TODAY A 220-POUND MAN IS NO MATCH FOR A FAST MAN WEIGHING FROM 185 TO 195 IN THE LINE

YOU'RE A TRIFLE SLOW THERE 'TUBBY'

ONE COULD BEAT HIM BY HANDICAPPING HIM UP - A 105-POUND MAN CAN HIT HARDER THAN A 250-POUNDER

WATCH ME STAND THE BIG SLOW WIFFO ON HIS HEAD

WHERE DID HE LEAVE THROUGH?

FAST CHARGING FORWARD WEIGHING AROUND 180 BY BEING ABLE TO HANDLE WHAT BEEF HE HAS CAN THROUGH MORE LIGHTLY INTO HIS CHAIRMAN THAN A SLOW MAN 250 POUNDS HEAVIER

215-POUNDER HAS NO CHANCE IN TEN OF SUCCESSFULLY TACKLING A CLEVER, SHIFTY, OPEN FIELD RUNNER

FAST STEPPING 110 POUND BACK WILL PICK THE OPENING AND GET THROUGH A LINE WHERE A 210-POUNDER WOULD FALL OVER HIS OWN FEET

By Wood Cowan

FIGHT MANAGERS ARE ESSENTIAL, SAYS FARRELL

Few Exceptions Of Course, But There are Vastly More Boxers Who Have Succeeded With Managers Than Those Who Have Gone It Alone to the Top.

By HENRY L. FARRELL (United Press Sports Editor)

NEW YORK, Oct. 24.—Johnny Dundee, world's featherweight champion, has taken unto himself a manager, because a manager is a standard part of boxing equipment but it is interesting in the case of Dundee, because for years he went on his own.

Several years ago Dundee got away from Scotty Montelli, the clever manager who had brought out and made one of the greatest little fighters in the ring. Like many other boxers do, Dundee got to the point where he thought it was an unnecessary expense to have a manager cutting in on 25 per cent of his earnings and, believing that he could handle his own affairs, Dundee dismissed his manager.

Now that his earning capacity has been doubled or tripled with the possession of a world's championship, Dundee's actions in signing up Jimmy Johnston, a high priced manager, to do his business for him, is an obvious admission that he found himself unfit to do both the fighting and the handling of his business.

It has long been debated whether managers are an influence for good or bad with a boxer. There are examples to suppose both sides of the argument, but there are vastly more boxers who have succeeded with managers than those who have gone it alone to the top.

Johnny Kilbane, former world's featherweight champion, was perhaps the most prominent example of a boxer who succeeded in handling his own affairs. No boxer in the history of the game got more out of the investment of such little time and labor as Kilbane did, but his was a very unusual case. Crafty business brains are very seldom any part of a boxer's equipment.

Kilbane cut way from Jimmy Dunn and he remarked when he retired from the ring, that he thought Dunn was the greatest developer and trainer of boxers in the business, but he had too much attention to give to the proper equipment.

Jack Dempsey certainly would not have gone as far in the heavyweight division if he had not been guided by Jack Kearns, the greatest of all managers. Dempsey had the natural ability to reach the heavyweight championship without much guidance, but he certainly would not have commanded the fee for his services that Kearns was able to get for him.

Benny Leonard might have become the lightweight champion with some manager other than Billy Gibson, but it is very doubtful Leonard is gracious enough to give Gibson the full credit for his rise to the top.

Jack Britton owed much to Dan Morgan for bringing to him the world's welter-weight championship and a fortune that has made him carefree for the rest of his days.

George Carpentier never would have made his fortune or gained the fame that he earned with a manager less shrewd and canny than Francois Desamps.

There are as many examples, or perhaps more, of boxers who suffered by poor management. Eugene Criqui was the most recent. Criqui won the world's featherweight championship and lost it in the short space of two months. No smart American manager would have allowed him to take on a dangerous challenger in his first fight as a champion.

True, Criqui was forced to post a forfeit of \$10,000 that he would

Overworked muscles



You can take out ache and stiffness quickly with Sloan's Liniment. Just put it on gently. You don't have to rub it in. The lameness will begin to pass away at once. Get a bottle at your drug-gist's today—35 cents.

Sloan's Liniment—kills pain!

Railroads Despair At Recklessness Of Motoring Public

TOPEKA, Kan., Oct. 23.—Railway crossing accidents, increasing at an average rate of 100 per cent a year, represent one of the most serious problems now confronting American railroads, according to Leah Hale, of Topeka, chairman of the safety section of the American Railway Association which comprises virtually all the railway companies in the United States.

A "Careful Crossing Campaign" of four months, June to September, has just been completed by all the railroads.

"Railroads are eagerly trying out every imaginable means of averting these appalling disasters," said Mr. Hale, "but the persistent disregard of the automobile driver public for its own safety has caused some of us almost to despair. The remedy seems so simple, yet needs such open violation. Epitomized, it is just three words, Cross Crossings Cautiously.

"The railroads are convinced that, within their own organizations, safety first education gets results. Deaths of employes on duty have been reduced from 4,254 in 1907 to 1,416 in 1921. This result has been achieved notwithstanding the much larger force of employes

during the year 1921.

"In 30 years our country's population has increased 68 percent. In that same period railroad highway crossing accidents have increased 345 per cent, and injury cases 652 percent. These disproportionate increases are due entirely to the use of the automobile. In five years 9,101 persons were killed and 24,208 injured at railway highway crossings in the United States.

"The fact that a least 60 percent of automobile drivers do not look both ways upon approaching a railroad crossing has been demonstrated by a number of tests conducted along the Santa Fe Railroad recently. Mr. Hale pointed out a count made at a city crossing produced the following results: Out of 250 cars checked, drivers of 98 did not look in either direction; 49 looked to the right only; 17 looked to the left only; one stopped and looked in both directions, and 78 looked each way without stopping.

Instances of automobiles being driven into a passing train are almost as common as those in which the automobile is struck by a train, Mr. Hale declared. A typical list compiled by the Pennsylvania Railroad shows an increase of 119 per cent in crossing fatalities in July this year as compared with July a year ago.

Parliament for the City which still honors him. The delightful legend about Bow Bells and sweetheart Alice and the cat that cleared the Court of Barbary of mice is, alas! ill supported by history, but it was popular and well established early in the seventeenth century. An engraving published at that time, showing Whittington in mayoral robes and chain, with his right hand resting on a skull, would not sell until the engraver had turned the skull into a cat!

Our hero, the son of a Gloucestershire knight, seems to have been well on his way to fortune when he was not much over twenty. His wife was indeed Alice Fitzwarren, but her father was a Dorsetshire squire and not a London merchant. He made his money out of velvets and damasks, not cats, however talented; he supplied cloth of gold and other matters for the wedding outfits of two princesses, and was rich enough to lend money to three kings—Richard II, Henry IV, and Henry V. He was certainly thrice Lord Mayor of London, as Bow Bells promised if not offered. He punished brewers who profited in ale; he gave London its first public drinking fountain; he was entrusted with funds for the restoration of the nave of Westminster Abbey. A childless man, he did much for his beloved City in his lifetime and still more at his death. He gave her her first library; his fortune rebuilt the Guildhall, St. Dunstons' Hospital, Newgate where he and his Alice lie buried; and to this day there are almshouses at Highbury built and supported by a Whittington Foundation.

500th Anniversary Service in London

LONDON, Oct. 23.—On Oct. 2, the 500th anniversary of the death of Sir Richard Whittington, a memorial service was held at the church where the immortal Dick of nursery story was buried—St. Michael Paternoster Royal, College Hill, E. C. The Acting Lord Mayor, Sir Charles Johnston attended in state with the Sheriff and Aldermen in their civic robes, and the Sword-bearer and Marshal, figures familiar in City pageantry. In the congregation was the Earl of Coventry, who is descended from John Coventry, Mayor in 1426 and Whittington's friend and executor.

Whittington was a solid historical personage, Alderman, Sheriff, Lord Mayor and Member of

For Other Sporting News See Page 3

At what weight is man most efficient in sports? Is the fighter who tips the beam at 220 when in good conditions, handicapped when pitted against a 195-pound opponent? Can a 185-pound tackle outplay a 230-pounder at the same position?

We are convinced that in both instances the heavier man is under a handicap.

All our great heavyweights have been at their best around 195. Sullivan, Jeffries, Corbett (185), Dempsey and Johnson were all at their best under the 200 mark.

Because the man of 195 can hit with greater speed, he can also hit with greater force than the man of 225 with all his weight behind his blows.

The same principle applies to

the forward on a football team. A tackle weighing 230 is not as fast as a man of 185 pounds. The lighter man gets the jump on the charge and, by superior speed and ability to throw his weight to the greatest advantage, he can better his heavier opponent. He hits his man with as great a force and he has the choice of hitting him in his weakest spots.

This year the Army has as heavy a bunch of huskies as ever trod the gridiron, and for big men they are exceptionally fast.

The lighter and speedy Notre Dame line outthrew them and by shifty maneuvering, broke through the Army line time and time again to smear their plays before they got started. The fact

that on the defensive that same who is hit the lowest goes down, is overlooked at every position, and stopped the charge of their heavier opponents in their tracks.

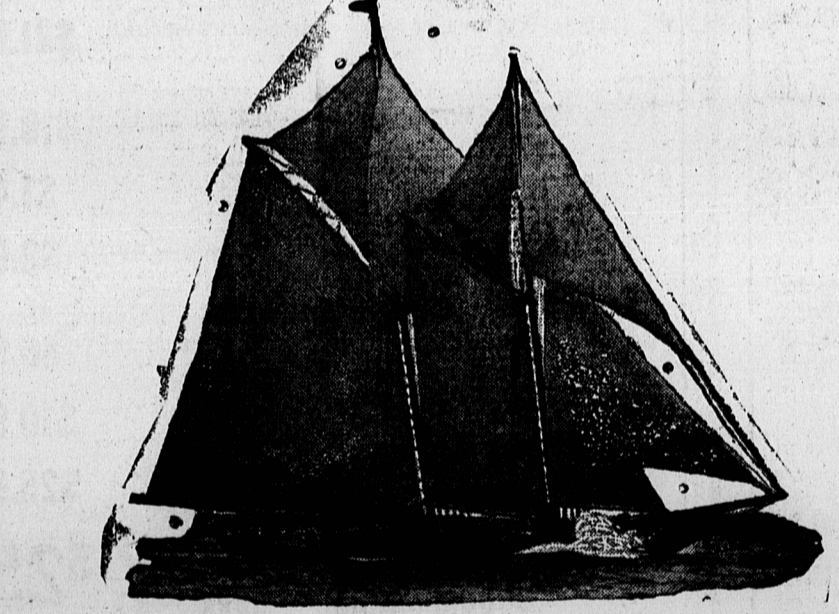
The heavy man in a football suit hasn't one chance in ten of success fully tackling a shifty, clever open field runner. Notre Dame's dodging backs stood the Army's heavy men on their heads in the open by their shifty footwork.

The back who weighs over 190 in the modern game of football is also under a handicap, for since hurdling has been ruled out of the game more yards are gained by picking holes than by hitting a line and depending on weight and brute strength alone to carry the ball forward.

Few men weighing over 200 can run low, and in football the man

speed would be.

The Champion Schooner Bluenose



Canadian Defender which will of a Series of Races Will Begin on Angus. Race The Columbia this Year for Saturday Morning Providing Con-International Honors. The First Editions are Favorable, Captain

New Star Class of Yachts Proposed For Next Summer

If the present plans of the Charlottetown Yacht Club materialize, yachting enthusiasts and all lovers of the game in general will when next summer comes around enjoy one of the best seasons of sport and pleasure that has ever been their lot since yachting was first introduced on Hillsboro Bay.

Due mainly to the wonderful progress the C. Y. C. made last summer in such short time the members of the organization have been spurred on by this encouragement and are looking forward to the building of a "Star" class of yachts composed of at least fifteen boats. This class is the largest one-design yacht racing class in the world and all former local yacht owners together with others who have since come into the fold are greeting the idea with more than ordinary interest.

The yachts eligible for this class are built according to the following measurements:

Length not exceeding 22 ft. 3 inches, over all; Beam not less than 5 ft. 7 1/2 inches (inside of moulding) Mast 18 ft. 5 inches from deck to top sheave; Boom 18 ft. 4 1/2 inches from afterside of mast to end of boom; Yard (or gaff) 17 ft. 6 1/2 inches from afterside of mast to end of yard of gaff; Hoist 7 ft. 4 inches from cringle to cringle; mainsail must not have over four battens; upper dutton not to exceed 3 ft. in length; each of the remaining three battens not to exceed 5 ft. 9 inches in length; Mainsail area 223 sq. ft.; Jib 58.3 sq. ft.; Keel 840 to 860 lbs.

Abegweits and St. Dunstan's Today

This afternoon at the A. A. A. grounds the Abegweits' and St. Dunstan's will again meet in a battle for Island football supremacy. The last game played between these squads ended in a scoreless tie and today's game naturally has every indication of a tough contest.

The line-up of the Abegweits is as follows:

Full Back—S. Diamond
Halves—Ferris, McDonald, Lane, Wedlock.
Quarters—Walker, Gordon, Dougan.
Forwards—Mathieson, Kennedy, Coughlin, Goodwin, Tanton, Francis, L. McDonald.
Frank McDonald will referee.

OIL FROM BEECHNUTS

Measures were taken by the Minister of Agriculture in Holland not long ago to increase the supply of edible oils in that country by making full use of the domestic beechnut crop. It is estimated that between 2,000 and 2,500 metric tons of these nuts may be collected if every effort be made, and that from this amount of raw nuts 300,000 to 400,000 kilos of oil may be obtained. This would afford a valuable addition to the stocks of edible oils in the Netherlands.

Owners of private lands from which beechnuts are gathered receive compensation at the rate of 5 per cent of the sums paid to the gatherers, and they also enjoy the right to enjoy cattle cake, prepared from the pulp of the nuts from their property at 50 florins per 100 kilos.

It's free from ink faults

Call for CARTER'S

MADE IN CANADA

STROLLERS

10 for 15¢

25 for 35¢

Just Say "GIMME" STROLLERS

Also in Tins of 50 and 100

Women's Mahogany Calf Brogue Oxfords

are a feature of our present complete stock of Women's Oxfords. This Brogue Oxford in Mahogany Calf is fine appearing, is very comfortable. It has a heavy double sole and other things that make for long wear.

Among our large general stock of Oxfords you'll surely find one to suit you.

Seasonable Hosiery to match all shoes.

ALLEY

and Company, Ltd.

FASHIONABLE FOOTWEAR

There are 3 good reasons why you should smoke Kola Krust Briars

- 1 They are made from the finest quality Corsican Briar root by France's most experienced pipe-craftsmen.
- 2 They have been treated under the famous Kola Process, which renders the briars cool and sweet from the start and is a guarantee against premature cracking or burning.
- 3 The special crusting treatment has removed all surplus wood, thus reducing the weight of the pipes to a minimum, and at the same time increasing the air-cooled surface of the bowls.

All shapes and sizes at all good tobacconists for

"An old friend from the start"

Kola Krust

CORSICAN BRIAR

ONE DOLLAR

Beware of Imitations