

TIME FOR GUESSING GONE; EIGHT BALL CLUBS NOW READY TO SHOW WHAT THEY CAN ACCOMPLISH

Strong and Weak Points of Different Teams as They Will Take the Field.

PASSING OF FEDS AFFECTS OUTLOOK

By WILLIAM B. HANNA.

Wine Keeler, than whom only Joe Cobb has to a greater degree mastered the science of batting, was in his day, full of baseball wisdom. In all diamond matters he was sapient, profound—he was, in short, baseball wise. Even when his shoulders were young there was an old head on them. When Keeler said anything, what he said was dry, terse and worth listening to, to such extent as to know whereof he spoke.

Back in the Yankee days when George Hallock was manager of that much maligned baseball club it was the custom to hold skill practice, skill practice being Hallock's practice for morning meetings. The players and the manager of the game of the day before was analyzed with a view to benefiting from the past errors and laying plans for the next battle.

Keeler emerged from one of these meetings chewing a cigar and the cud of reflection. "Well, what came off?" he asked a friend who responded with gentle sarcasm, "we won again this morning; now we're going out to the ball park to see if we can't get a few more." "That's the point of this incident is this: The National and American League 1916 pennant races begin next Wednesday. It will be an annual event, the ball will be in the air, the old fogies will make light of skill meetings. They are in good luck, but nevertheless the real test will come when the baseball games are on and lost in the ball field. They aren't won and lost in hotel rooms. What happens after that is a different matter. The ball is in the air, the old fogies are about to begin. Most of what has gone before this spring can be thrown out. Exhibition victories don't win pennants, exhibition defeats don't lose them. Practice form and exhibition form are useless in themselves; they are valuable only as they are indications of the players and team may be capable of, and he is a wizard indeed who knows just what they indicate in potential strength or weakness. It is a guess, a guess as much as the laymen.

However, another major league campaign is at hand, a campaign which, while the Federal League is in the field, will be under more normal and therefore more desirable conditions than for the last two years. The unrest of the last two seasons is gone, the cause of the best and most popular game in all the world is free from the overdoes of political war which affected it last year and the year before.

What will eventuate this year to sustain interest, which is as lively on the eve of the 1916 race as it was in the history of the game, depends on the race itself, locally on how the various clubs fare and generally on the success of the race. Considering that principally old and new material, and a small measure, spring form, how do the different clubs of the two leagues up to us? Let us go over the field and see.

NATIONAL LEAGUE.

GIANTS—Infield no better than a year ago. Strong defensively at first base and shortstop, with a hard hitting second baseman, and a rather dubious third base situation. The defense is rather loose and much depending on whether Lobos comes through at third. Outfield fast and capable and a trio of accurate throwers. The defense is better than the Giants have had in years if not at any time and the best in the National League far and away. A good hitting team.

Pitching staff uncertain but in all probability better than last year. Permission to do better work, and if he can Anderson, who comes from the Red Sox league, do as well as expected a 30 per cent better pitching staff than last year, taking into consideration the fact that he is a right hander. Ruffalo and Palmer can do. Catching staff improved by the advent of Bardeen. Mathewson's return to form is expected and calculations must not overlook him.

Little doubt that the team is stronger than in 1915 and sufficient strength to be able to make it a first division probability.

BROOKLYN—Infield good—rather above the average. Outfield of average defensive strength. Much of the strength is in the middle of the field, although chief Meyers will help. An aggressive pitcher, likely to act as a better stop this year. A first division prospect but one requiring the whip crack and without the individual team and personal credit which have distinguished several pennant winners.

BOSTON—Best pennant prospect of all, best, always fighting team to the end of the process of games and with a high class infield, the same being a fine one in a pennant race. The infield is in the National League and one in which Konechny, leading the spirit of his fellows, is likely to fill the vacancy created by the going of Schmidt. A great deal depends on this.

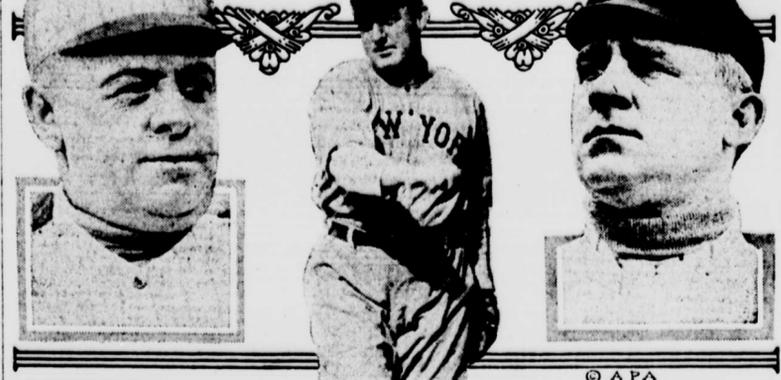
Outfield ordinary, but a first class outfielder in Magee. No team could use a pitcher of the quality of Magee without feeling it, but in this case that condition is discounted by the fact that Jones was out of it practically all of last year. The infield is in the National League and one in which Konechny, leading the spirit of his fellows, is likely to fill the vacancy created by the going of Schmidt. A great deal depends on this.

PHILADELPHIA—No stronger than last year, but a strong team on its own account and a more efficient aggregation than any other team in the National League. But will meet harder opposition than last year, and considering that and its own strength, less likely to repeat than last year.

ST. LOUIS—Nothing to indicate that it will not be as strong a team as heretofore, ranging from slumps to flashes, going at a full and gait one moment, at

GREATER NEW YORK HAS TRIO OF PENNANT CONTENDERS

Boston, Philadelphia, Brooklyn and Giants Formidable in National League.



Yankees, Giants and Dodgers All Strengthened by New Material.

By W. J. MACBETH.

Baseball comes into its own once more this week with the opening of the major league seasons. If the sentiment about New York is to be taken as a criterion there is little doubt that the summer game will be a revival of prosperity such as prevailed in previous seasons prior to the Federal League revolution.

Perhaps New York should not be singled out as a standard for the measurement of public opinion generally. Most unusual conditions looking toward a keen revival of interest prevail here. Never in Greater New York's major league existence have there been three such apparently strong clubs faced the start as those that will be marshaled out next Wednesday afternoon by Bill Donovan, John J. McGraw and Wilbert Robinson.

McGraw's Giants, of course, always have gone to the barrier justly feared and respected by the National League field and locally supported by the enthusiasts of Manhattan. Five pennants in a row have been won by the club, and its record in the National League bears mute testimony of the reason therefor. Last season was the first in his experience as a New York manager to finish in the second place in the National League. Usually when disappointed in pennant hopes his club has been in the thick of the fight almost to the last gasp, but this year it was not a bad last by any means. The rack runner was of average first division quality because of the wonderful combination of speed and power in the outfield. Until one month before the close of the campaign each of the eight teams had at least a fighting chance for chief honors.

Because of this same unusual balance of playing power the task of any individual club of the present major league is to strengthen its own. The addition of one star often means the difference between success and failure. And from what has been shown in the training seasons there is every reason for their followers to believe that both the Giants and Dodgers have been strengthened greatly since a year ago.

McGraw had added not one but many players of promise to his team. Some of the best material of the Federal League was purchased to plug those gaps through which pennant hopes slipped last year. The addition of a star often means the difference between success and failure. And from what has been shown in the training seasons there is every reason for their followers to believe that both the Giants and Dodgers have been strengthened greatly since a year ago.

Bill Bardeen, former outliner, a hard worker of the George Gibson type, has remedied the defect of the Federal League's finest right handed pitcher from the defunct Federal circuit. He is a right hander, and his return to form is expected and calculations must not overlook him.

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together on the offense and making everything go.

The fourth Eastern team to be regarded as a first division prospect. Not one of the Western four promises to justify in that division.

RED SOX, TIGERS AND YANKEES ARE STRONG

By W. H. STEWART, Jr., Press, Stewart Automobile School.

The ignition system of an automobile, even in its simplest form, is difficult to comprehend if one has had no experience with electricity. It is not an easy matter for the uninitiated to understand just how the spark is created and conducted to the cylinder in a manner to produce effective ignition.

When everything is working in perfect order good results are obtained in the modern system, but the slightest disarrangement of a part or failing of an electrical contact will upset the entire system. For this reason much time has been spent experimenting and perfecting various ignition systems which will prove efficient and fool proof. There are many standard makes on the market, all of which are very similar in principle and alike in attaining one result; namely, the delivery at the spark plug of a hot spark properly timed to fire the charge of gas when compressed and ready for firing.

There are two systems of ignition generally used, the high tension or jump spark and the low tension or make and break system. The high tension system has been developed to a high degree of perfection for automobile use. The make and break system is not generally used on automobiles, but is used extensively on motors not subjected to varying speeds. On stationary engines the make and break system is used considerably.

Since the subject of this article has to do more with automobiles, a brief description of the working of the high tension system will be discussed.

Starting with a three cell 60-ampere hour storage battery we have an electric current of about six volts. This is not sufficient to cause the current to jump the spark gap such as is required at the plug. In order to complete a low voltage circuit it is necessary to have it closed. For this reason the battery current must be passed through a transformer or coil which will step up the voltage in a manner to overcome the resistance of the spark gap.

In the circuit is shown at "A" a battery, "B" a switch, "C, D, E, F, G, H" a coil, "I" a vibrator blade, "J" a vibrator contact screw, "K" a distributor, "L" a spark plug, "M" a distributor, "N" a distributor, "O" a distributor, "P" a distributor, "Q" a distributor, "R" a distributor, "S" a distributor, "T" a distributor, "U" a distributor, "V" a distributor, "W" a distributor, "X" a distributor, "Y" a distributor, "Z" a distributor.

When the switch is closed, the current flows from the battery through the coil, which is wound with a large number of turns of insulated wire. This causes a magnetic field to be built up around the coil, and when the switch is opened, the magnetic field collapses, inducing a high voltage in the secondary winding of the transformer.

The high voltage current is then conducted to the spark plug, where it causes a spark to jump the gap, igniting the compressed gas in the cylinder. The spark plug is connected to the distributor, which is in turn connected to the vibrator contact screw.

The distributor is a mechanical device which rotates and distributes the high voltage current to the spark plugs in a specific sequence. The vibrator contact screw is a screw which is connected to the distributor and the vibrator blade.

The vibrator blade is a thin metal strip which is attracted to the vibrator contact screw when the current is flowing through the coil. This causes the blade to vibrate, and in doing so, it makes contact with the distributor contact points.

The distributor contact points are small metal contacts which are arranged in a circle around the distributor. The vibrator blade makes contact with these points in a specific sequence, distributing the high voltage current to the spark plugs.

The spark plug is a device which is used to ignite the compressed gas in the cylinder. It consists of a central electrode and a ground electrode, which are separated by a gap. The high voltage current from the distributor jumps this gap, causing a spark to be produced.

The spark plug is connected to the distributor contact points by a wire. The distributor contact points are connected to the vibrator contact screw by another wire. The vibrator contact screw is connected to the vibrator blade by a third wire.

The vibrator blade is connected to the vibrator contact screw by a fourth wire. The vibrator contact screw is connected to the distributor contact points by a fifth wire. The distributor contact points are connected to the spark plug by a sixth wire.

The spark plug is connected to the distributor contact points by a seventh wire. The distributor contact points are connected to the vibrator contact screw by an eighth wire. The vibrator contact screw is connected to the vibrator blade by a ninth wire.

The vibrator blade is connected to the vibrator contact screw by a tenth wire. The vibrator contact screw is connected to the distributor contact points by an eleventh wire. The distributor contact points are connected to the spark plug by a twelfth wire.

The spark plug is connected to the distributor contact points by a thirteenth wire. The distributor contact points are connected to the vibrator contact screw by a fourteenth wire. The vibrator contact screw is connected to the vibrator blade by a fifteenth wire.

TEACHING THE OWNER TO KNOW HIS AUTOMOBILE

Being the Sixth of a Series of Practical Articles by an Expert on the Subject of the Car and Its Operation.

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The spark plug is connected to the distributor contact points by a thirteenth wire. The distributor contact points are connected to the vibrator contact screw by a fourteenth wire. The vibrator contact screw is connected to the vibrator blade by a fifteenth wire.

The vibrator blade is connected to the vibrator contact screw by a sixteenth wire. The vibrator contact screw is connected to the distributor contact points by a seventeenth wire. The distributor contact points are connected to the spark plug by an eighteenth wire.

is absorbed and burning of the platinum points reduced to a minimum. Likewise the condenser being charged in this manner immediately discharges through the primary and aids in effectively breaking down the magnetic field created about the primary. The field is built up and broken down rapidly, thereby creating in the secondary winding a current of very high potential. One end of the secondary may be grounded to the primary; the other end to the spark plug, where it jumps the gap and returns to ground, completing the circuit. This ground may be made in a secondary winding of the coil, since two currents of an unlike nature may pass over the same wire.

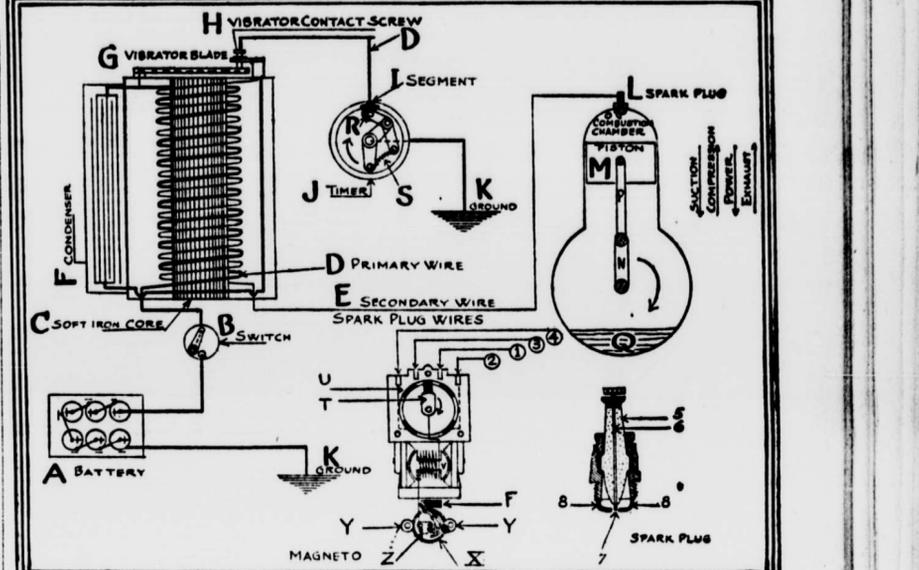
The current, in passing through the points of the interrupter causes more or less corrosion and pitting of the points. These must be kept clean to obtain the best results.

In the modern ignition system for multi-cylinder motors this interruption of the primary is accomplished by the circuit breaker or interrupter in conjunction with a high-tension distributor. However, the principle involved is the same in that the battery current is stepped up through a transformer and distributed to the cylinders in a manner to conform with the order or sequence of firing.

In the foregoing the initial current is derived from the battery. When fully charged good results are obtained. As the voltage of battery decreases by constant use, the action of the coil is reduced and the ignition becomes less efficient. In the modern battery systems a generator is installed on the motor which keeps the battery constantly charged and always at its highest point of efficiency. If given reasonable care and attention this system is quite foolproof and very reliable.

A sketch is also shown of the magneto. With this system the current is mechanically generated. The armature of the magneto employs practically the same wiring as that of the coil. A number of turns of primary is wrapped about the spool of the armature and over this are many turns of the secondary winding. As the armature rotates between the pole pieces of the permanent magnet a very powerful induced current is set up in the secondary which is fed to the distributor and from this point to the respective cylinders. In a previous article the principle of the magneto was discussed, showing how this current is generated. At point "X" is shown a circuit

Elements of the Automobile's Ignition System.



A-Battery. B-Switch. C, D, E, F, G, H-Coil. I-Vibrator blade. J-Vibrator contact screw. K-Distributor. L-Spark plug. M-Distributor contact screw. N-Distributor contact point. O-Distributor contact screw. P-Distributor contact point. Q-Distributor contact screw. R-Distributor contact point. S-Distributor contact screw. T-Distributor contact point. U-Distributor contact screw. V-Distributor contact point. W-Distributor contact screw. X-Distributor contact point. Y-Distributor contact screw. Z-Distributor contact point.

through the wire around the soft iron core makes of it a temporary magnet. When this takes place the vibrator blade is drawn back and away from the contact screw "J". Immediately the primary circuit is opened, irrespective of the timer, and the core instantly loses its magnetic force. As a result the blade springs back in contact permitting the interruption of the circuit. This is repeated many times during the period which segment of timer and roller are in contact. While the core is magnetized and current is passing through the primary, a dense magnetic field is created which induces a current flowing in one direction in the secondary. When this field is broken down by demagnetizing the core a current is set up flowing in the opposite direction. As the interrupter or vibrator rapidly makes and breaks the circuit a very powerful alternating current is induced in the secondary. This primary wire is separated from the soft iron core and likewise from the secondary winding. The current leaves from the battery through the switch and coil to vibrator blade "G". At "H" is shown a vibrator contact screw

breaker of modern type, which makes the interruption of the primary circuit. In a four-cylinder motor the armature is driven at crankshaft speed, which causes two interruptions of the primary at each turn of the circuit breaker.

At "Z" is shown an adjustment screw for regulating the contact points. A gear of the armature and travels at half time to it. Thus a spark is led to each cylinder as the distributor finger makes contact with the contact points in accordance with the firing order, 1, 2, 4, 3.

In the magneto is also shown the condenser "M" which is attached in the primary circuit across the interrupter. The primary winding of the armature is complete in itself and the circuit closes and opens as the interrupter makes and breaks the circuit. Likewise the secondary current which is led to the plug completes its circuit through the spark plug and the metal of the engine or "to earth" ground.

A magneto of this type is termed "self-contained" because as a unit it generates a high tension current. The low-high tension system generates only low voltage current, which is then led to a transformer and stepped up. This is a much more complicated system which also proves very efficient.

The magneto, like any mechanical device, needs reasonable care and attention. The interrupter points must be kept clean. Likewise the collector brushes should be inspected and cleaned once in a while. A little of the best grade of oil should be used for lubrication. Quite often considerable attention may be avoided by an occasional inspection. One poor connection will kill the whole ignition system.

Probably the spark plug needs most attention since this is subjected to the product of a number of dead-end currents. The current is led through the center rod "6" and jumps the gap at "7" to the electrodes "8". The insulator "9" is designed to prevent the current from passing to the metal of the engine without jumping the gap. However, if carbon deposits form on the porcelain the current will travel from the center rod to the metal of the engine, without jumping the gap. For this reason the body of the porcelain subjected to the carbon deposits should be kept clean.

Likewise, the insulator should be inspected for defects in the motor down hole properly. A slight defect will permit the current to pass through the plug before reaching the gap. Ignition takes place under the resistance of compression. The ordinary motor has about six to eight pounds of compression while atmospheric pressure is only about fourteen pounds. Thus it may readily be seen that the current will follow the path of least resistance.

The cleaning of a spark plug is a simple matter and if done occasionally much better results from the motor will be obtained and many annoying delays avoided. (Copyright by William H. Stewart, Jr.)

NO CITY TITLE THIS YEAR

Elementary Schools Will Play for Borough Championships.

There will be no city title for the elementary schoolboys to fight for in the baseball tournament, which begins tomorrow, opened and closed by the winning of the borough championship. It is contended by the P. S. A. L. that greater interest will be created among the school boys if each of the communities will play for their respective borough and prizes will be awarded to the victor.

Seventy-three schools have entered in the various boroughs. Brooklyn leads with 20, the Bronx second, with 18; Manhattan, 12; Richmond, 7; and Queens 6. As in the past, the school boys will play for their district athletic league championship. The winners will then have to fight the contest for the city supremacy. The entries follow:

- BROOKLYN District Schools: 1-B. S. 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

SNOW STOPS FOOTBALL SQUAD

Princeton Has Three Score Men Out for Spring Practice.

PRINCETON, N. J., April 8.—Spring football practice, which has been on the program at Princeton for more than a year, was held today. The team, which is coached by Coach Rush, called their first practice today. The team, which is coached by Coach Rush, called their first practice today.

Many improvements are to be made on the grounds at Princeton. The team, which is coached by Coach Rush, called their first practice today.

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MAY HAVE FIELD TO ITSELF. UNFAIR TO BASEBALL TEAM.

Parkway Driving Club Likely to Get Members of Rival Body.

The Parkway Driving Club made arrangements yesterday for the opening of the light harness season on its half-mile track, Kings Highway and Ocean Park. The opening races will be held Saturday afternoon, May 13, or about two weeks earlier than usual.

Many of the Harlem Speedway horse owners are expected to start their steeds on the Brooklyn track, as well as men from Flushing. It is not expected that the Pleasure Drivers Association, the other light harness organization of Brooklyn, will be in the city for the season.

In that case its members will join the Parkway club. Many improvements are to be made on the grounds at Princeton. The team, which is coached by Coach Rush, called their first practice today.

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Weather Man Puts South Field to Shape for Football Practice.

The weather man, in the opinion of Andrew J. Coadley, coach of the Columbia baseball team, is too biased to hold his job. Just because the Columbia football squad will be called out tomorrow the weather man ignores the fact that it is spring and that baseball and football no longer occupy the time.

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