

PAPKE'S VICTORY GREAT SURPRISE

Fight Fans Almost Universally Had "Doped" Ketchel to Win.

GANS' FALL WAS EXPECTED

Tameless of Attell-Moran Fight Was Disappointing to Patrons, Had Hoped for Exciting Mix-up.

BY HARRY E. SMITH. SAN FRANCISCO, Sept. 12.—(Special.)—One big surprise, one disappointment and one scrap in which the expected happened was about the way you can size up the results of one of the biggest fight carnivals that has been witnessed in California or any other state for many a day. The upheaval in Los Angeles, the defeat of Stanley Ketchel by Billy Papke, was the surprise. The extremely tame fight between Abe Attell and Owen Moran, which went 23 rounds to a draw, was the disappointment, and the beating that Gans took for 21 rounds when Battling Nelson met him on Admission day was the expected.

All in all, it has been a good week for the fighting game, approximately \$50,000 having been spent by the fans in San Francisco and Los Angeles gathered to witness the big matches, according to the announced attendance in each case. This loss was his big gain of money, but as a matter of fact, the two San Francisco fights were disappointments from a financial standpoint. Attell and Moran drew \$13,000, where Promoter Cuthbert figured that receipts would go \$18,000, and on top of that Gans and Nelson ran to \$18,000, where it was figured to a certainty that they would beat their fourth of July record of \$24,000.

Some say that the first fight knocked the second, but the chances are that there was a little too much scrapping for the average fan, which would account for the decrease in the sale of tickets for the contests. It is some money, however, when a town of San Francisco's size gives up \$13,000 in three days for pugilistic encounters, and the fighters should appreciate the fact that they are doing very well.

Los Angeles Receipts Heavy. Los Angeles reported that the receipts of the Papke-Ketchel fight reached \$18,000. There is a chance that this report has been stretched a bit, but there was, to say the least, a good crowd on hand, and the fans had a good run for their money.

Of the two fights in San Francisco, the Gans-Nelson contest was by long odds the best to see. While it is true that Gans never appeared to have a chance, he made spurts on occasions that brought to mind the Gans of old. His strength would ebb away, however, and when forced to clinch by the relentless Nelson, would receive the worst of the punishment. He took it gamely, however, and stayed long enough to save the money he was betting that he would last at least 20 rounds. It is common property that Gans and his manager, who had their money the way and in addition to the \$5,000 that Gans received, they must have won a nice little chunk.

Joe looked a beaten fighter almost from the start, and he was reaching him with left hooks that soon cut the eye of the colored boy, and set him to bleeding at the mouth. The Dane was not marked until the fifth round, and he was only cut slightly about the mouth. He was never worried, and although Gans gave him a tougher fight than on the fourth of July, it was far from being an equal contest.

Gans Has Had Enough. There can be no question now that Gans has gone back to himself, and adds, further, that he will go to his home in Baltimore and try to forget fighting. He realizes that he went to the fight once too often. He says that he has plenty of money to keep him and that he has no need to worry. The future movements of Battling Nelson are problematical. It is more than likely, however, that he will accept an offer for a theatrical tour of the East. His manager, Willis Britt, is now dickering with Ed Baugh, and the agent is willing to fight, but feels that he is entitled to enjoy the fruits of his victory.

Sports Condemn Attell. There is little that can be said of the Attell-Moran fight. The draw decision was good, but Abe has been roundly toasted by the critics for his failure to assume the aggressive. For the most part, Attell just strolled through the contest, letting Moran do all the leading, while he countered. It is the general impression that he has taken a fancy to the fight, and he will pay dearly for his conservatism.



MISS FROHMAN K. McALPIN

ENGLISH VIEW OF RACES

MOTOR-BOAT EVENTS ARE DISCUSSED BY LONDON PAPER.

British Sportsmen Urged to Make Special Effort to Land International Cup.

Both the British challengers—the Woiseley-Siddeley and the Dalmier II—for the international motor-boat cup are, of course, back in England now and making final preparations for the Olympic races," says the Motor Boat of London. August 27, says it has, therefore, been possible to discuss the race in all its aspects with those who actually took part in it. As the outcome of one such conversation we are able to dispose entirely of a suggestion put forth by several people that the race might quite well have been run on Saturday, and that it was only postponed because of the conditions then prevailing were not suited to the Dixie II.

The sea was really rough, and though the Woiseley-Siddeley could have faced it going slow, it would not have been safe to drive her at full power. In fact, the conditions were such that the race would certainly have been postponed at Monte Carlo, or probably, anywhere in England, quite irrespective of the sea-going qualities of any of the competitors. All our readers we know will, like ourselves, be more than glad to hear this, more especially as the Olympic games have been put off, and we have the assurance of one who went out in a 160-foot boat to inspect the course, and in process of doing so, when running quite slowly, three seas were shipped. It is not, therefore, difficult to imagine how a racing boat of exactly a quarter the length would have fared under the same conditions.

There is room for much speculation regarding the future of the contest. It will be admitted that Woiseley-Siddeley has proved the best 40-footer of the year for the purpose of racing where a good deal of knocking about always has to be put up with, and it has also been proved that an entirely different type can be built that is better suited to the peculiarly favorable conditions met with in American waters—the Dixie type, in fact. Now we are convinced that a Dixie II could not have raced at Monaco last April in the 50 kilometers event, and it follows, therefore, that to "lift" the B. I. trophy a challenger must be built for a special purpose and not with a view of going the round of all the principal home and Continental meetings.

To go to the expense of building a boat more or less unsuited to the conditions prevailing in this country, in the hope of winning one race is, we know, a great deal to ask of even the greatest of some prominent marine motorist will come forward. Of unrestricted races there is not likely to be any dearth next year, but it is a special boat that is wanted, and any one who seriously undertakes the production of such a craft will be doing an inestimable service to the sport. Had the trophy been brought back this year five American challengers would at once have been forthcoming, and, though such a pitch of enthusiasm is too much to expect in this country, we

do not think that this appeal to the patriotic instincts of British sportsmen will be made in vain.

American Motordom

Motor fire engines are likely to be purchased by Pasadena, Cal. The first steam taxicab in this country has just been placed in use at Boston. The good roads campaign in Alabama was launched at Mobile with a meeting that was enthusiastic over the proposed work.

Motor artillery is to be the military machinery of the future, for it will travel faster and longer and with fewer men than that now in use.

Of the 124,000 miles of good roads in the United States, Indiana has approximately 24,000 miles, leading all the other states by a good margin.

The City Council of Yorktown, Texas, has appointed a committee to ascertain the cost of installing an automobile system in the fire department.

An automobile board of the District of Columbia, composed of salaried officials of other departments, has asked that compensation be allowed it for its work.

The motor vehicle register of California just given out by the Secretary of State for July shows 128 cars licensed during that month besides 85 transfers of ownership.

The "square deal" plan in use in Massachusetts is to be adopted by the police commissioners of Dover, N. H., so far as it can be consistently with the New Hampshire speed laws.

Work is still being done on the interstate road from the New Mexico line to Trinidad in Colorado. This is but a portion of the highway between the Yellowstone Park and Galveston.

Since Worcester, Mass., voted no license, taking effect in May last, motor parties that used to stop there give the city the good news that the difference is now more than any others.

It is proposed now to have every member of the Motor Chemical Engine Company at New Bedford, Mass., understand how to run the machine, so there will be no time when it can be without a driver.

Constable F. W. Buchanan has given up trying to enforce the speed law on the new state road at Owasco Lake, near Auburn, N. Y., saying it is of no use when so many are opposed to the law as it now stands.

The crusade to save the streets of Columbus, O., that started with a fight against the dripping of oil from automobiles, has now gone farther and taken directions that will help the motorists who were the first to be hit.

Builders of closed bodies for automobiles report that they are having more than the ordinary amount of work for this season, which seems to indicate that a good many persons are preparing to use their cars all through the winter.

A motor traction engine of the "waterpillar" type is being tried out on the aqueduct work near Los Angeles, and it is expected to haul 70,000 pounds over a 6 per cent grade, which is more than 100 miles would do in the same place, for the ground is very bad.

The double levy on commercial motor vehicles and garages at Chicago, through the occupation and wheel taxes, have been somewhat reduced by the City Council, decreasing the wheel tax and relief will probably be granted those who had paid the fees before the reduction was made.

A recent decision of the Massachusetts State Highway Commission says: "The operator of an automobile will be held responsible for the safety of other users of the highway even when he is guilty of no gross carelessness or recklessness, but an accident happens through his inadvertence or his failure to recognize the conditions of the road or to operate properly in an emergency."

HAYES CHALLENGED AGAIN

STANDS TO WIN \$5000 IF HE CAN BEAT SHRUBB.

Winner of Marathon Invited to Race Champion Long-Distance Professional at Any Distance.

Another challenge for a race between John Hayes, winner of the Marathon race at the Olympic games in London, and Alfred Shrubb, the professional distance runner, has been added to the one issued recently by Arthur Duffey, one time amateur champion sprinter. By accepting the challenge and racing Shrubb, Hayes, if he defeats the Englishman, can win \$5000. Duffey has challenged Hayes to race Shrubb for \$2500 a side, and now one Arthur Smith says he and a party of clubmates will bet \$500 more that Shrubb can defeat Hayes in a race of any distance from two miles to 25.

The following letter, received yesterday, sets forth Smith's challenge: To the sporting Editor New York World.—Dear Sir: A party of friends and myself are prepared to bet \$2500 that Alfred Shrubb, the English runner, can defeat John Hayes, winner of the Marathon, in any kind of a race from two miles to 25. No one gives more credit to Mr. Hayes for winning the Marathon than I do, and as a true American sportsman I congratulate him and all the other athletes of the Olympic team.

Undoubtedly Hayes is a great runner, but he is not the best in the world by a long way. I saw Shrubb run five miles against Sam Myers and Frank Kanaly, of Boston. The latter is the professional champion of America. Myers and Kanaly ran two and a half miles each and Shrubb easily defeated them by about 800 yards. I saw him run against three men at the Boston Park Square Rink last Fall in a five relay race. He left the track to change his shoes, came back and won by more than 180 yards. After the race I asked Kanaly his opinion of Shrubb and he said he was a freak and a wonder. Duffey is willing to stake \$2500 on Shrubb for a race with Hayes from five to 25 miles. We'll add the same amount and also bet that Shrubb can beat Hayes and Longboat a ten-mile relay race, winner to take all. Allow me to remain yours, ARTHUR SMITH. Address Hotel Marlboro.

LEEVEY TELLS OF A RETORT

Youthful Scholar Makes Unexpected Reply to Visitor's Query.

Sam Leevey, the steady and reliable pitcher of the Pittsburg club, was once a country schoolteacher. He was noted for his strict adherence to the "spare the rod" principle, and the howls that sometimes issued from his temple of learning were frequent and piercing. One of the worst pupils, when it came to putting him down, was a little curly-haired chap, who lapsed when he talked, and who was always made to stand up and "show off" for the edification of his visitors. One day the board of trustees came around to look things over and one of them selected the lispng tyke to answer his questions. "Do you like your teacher, Willie?" he asked. "Yes-s-r-r," said Willie. "And why do you like your teacher?" asked the old quizzier. "Because," lisped Willie, "the Bible says we must love our enemies."

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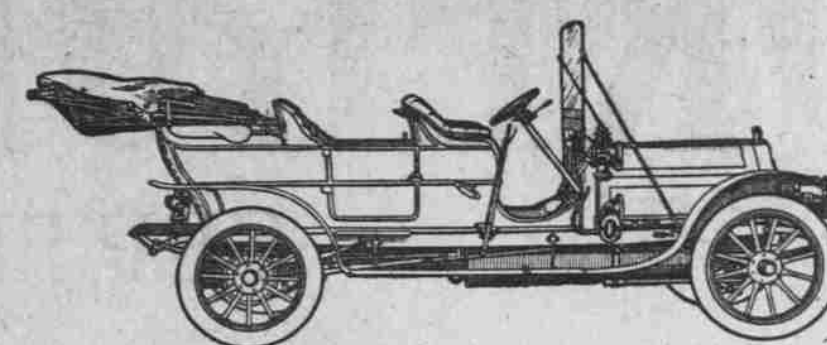
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- 1905—Won Glidden Tour from a field of 32 contestants.
1906—Defended and held the Glidden Trophy against a field of 48 contestants.
1907—Four Pierce Arrow cars made perfect scores, two Pierce cars being in the team which defended and held the trophy for the automobile club of Buffalo.
1908—Three Pierce Arrow cars make perfect individual scores, and as a team win the Glidden Trophy.

For the fourth consecutive time Pierce cars have carried off first honors in the most famous endurance test of the world, the Glidden Tour, competing in each case against the acknowledged best American and foreign makes. For 1909 Pierce Arrow cars of the various models mentioned below will be produced. No factory has ever made so complete a line of high-grade cars, and in every detail the well-known Pierce standard of quality is maintained.

1909 PIERCE ARROW CARS

Table listing car models and prices: 24-Horsepower (A. L. A. M. Rating), Four Cylinders, 111 1/2-inch Wheel Base. Runabout (2 persons) \$3050, Runabout (3 persons) \$3100, Tourabout (4 persons) \$3150. 40-Horsepower (A. L. A. M. Rating), Four Cylinders, 124-inch Wheel Base. Roadster (2 persons) \$4000, Tourabout (4 persons) \$4100, Touring (7 persons) \$4300. 36-Horsepower (A. L. A. M. Rating), Six Cylinders, 119-inch Wheel Base. Runabout (2 persons) \$3700, Runabout (3 persons) \$3750, Tourabout (4 persons) \$3800, Touring (5 persons) \$4000. 48-Horsepower (A. L. A. M. Rating), Six Cylinders, 130-inch Wheel Base. Roadster (2 persons) \$4700, Tourabout (4 persons) \$4800, Touring (7 persons) \$5000. 60-Horsepower (A. L. A. M. Rating), Six Cylinders, 135-inch Wheel Base. Roadster (2 persons) \$5700, Tourabout (4 persons) \$5800, Touring (7 persons) \$6000.

All 1909 Pierce Arrow cars have a four-speed selective transmission, with side-lever control. A positive interlocking device makes it absolutely impossible to change gears without throwing out clutch. Regular equipment on all cars include two gas headlights and generator, two side oil lamps, one oil tail lamp, gasoline tank gauge, Veeder odometer, Truffault-Hartford shock absorbers, extra tire carrier, full set tools.

Our 36-Horsepower, Six-Cylinder, Five-Passenger Touring Cars and Runabouts meet a long-felt want, for a light, small, snappy high-grade car—\$3700 to \$4000, according to body desired.

Our 48-Horsepower, Seven-Passenger, Six-Cylinder is unquestionably the most luxurious, most vibrationless, most reliable, most durable Touring Car ever constructed, and you are most earnestly urged to get a demonstration and make a thorough investigation of this "matchless Pierce Six" before buying any large four-cylinder car. We urge you to buy a six, not because we have no large four to sell you, for we have, but because we are fully convinced ourselves of the marked superiority of the six. The Pierce Six is the last word in luxurious automobiling. In order to insure delivery when wanted, we urge you to place your orders early.

In from 60 to 90 days we will move into our new building, corner Seventh and Couch streets. This building will be brick, 100x100, two floors. Here we have a garage, repair shop and salesroom second to none anywhere. It is to be known as the "Home of the Pierce Arrow and Cadillac," as there Pierce and Cadillac cars will be sold and cared for exclusively.

After five years' experience in the auto business, and after dealing in about twenty different makes, we have come to the conclusion that the Pierce Arrow in the high-priced class and the Cadillac in the moderate-priced class are good enough for us to tie to exclusively. This policy insures good care to every purchaser of Pierce and Cadillac cars. It makes it possible to carry a good stock of spare parts. Our workmen, working exclusively on these cars, naturally become very familiar with them, and consequently their work is more efficient; and last, but not least, the very foundation of our business rests upon the reputation of these two cars, consequently customers can expect us to do our utmost within reason to maintain it.

Naturally, there has been a good deal of speculation on the part of the public as to whether the new \$1400 Cadillac was to be a cheap car, or whether the well-known Cadillac quality was to be maintained. I have seen the car and made a thorough examination of it, and I want to tell you that there is nothing cheap about it except the price. When you see it you will wonder how they can do it for the money. It's a development of our 1907 and 1908 \$2000 car, larger and very greatly improved in appearance and improved mechanically wherever possible. There's not an atom of uncertainty about this car. It's a thoroughly tried-out proposition, and you are not taking a chance when buying it.

There is every indication that the output of these cars, enormous as it will be, will not be nearly sufficient to meet the demand. Consequently we urge upon you the importance of placing your order upon approval at once.

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