

FIGHT FANS NOW WAIT ON JOHNSON

Jeffries Shows Good Faith by Posting Forfeit and It's the Negro's Move.

OTHER GOSSIP OF RING

Papke-Ketchel Match Will Probably Be Next Event of Importance in Pugdom—Will Surely Be a Hard Contest.

By W. J. PETRAIN. By posting a forfeit of \$500 to bind his end of a match with Jack Johnson, the colored heavyweight, James J. Jeffries has seemingly thrown the gauntlet into the arena and evidently intends to battle the colored man for the championship of the world.

In issuing his defy, Jeff announced that the battle will take place next winter, or after January 1, and by that time he promises to be fit to give the best exhibition of his career.

Before taking on Johnson, Jeffries will spend several months in Europe, principally at the Carlsbad springs in Germany. At this place he expects to fit himself for a hard battle and entertains hopes of getting himself into better physical condition than ever before in his career.

While Johnson continues to make frequent boasts he has not yet covered Jeffries' money, though he will un-

pugilist after the honors. The new aspirant for pugilistic fame is not a Spring chicken at the fighting game, for some years ago he was a notable figure in the fist arena near his native town, Sacramento. His name is Eddie Donnelly, and while he has not earned world-wide fame with the padded mits, for, being a man of more or less means, he has not aspired to the championship until now. At least reports from Seattle have it that Donnelly is desirous of taking up the task of beating Jack Johnson, and in his challenge issued a few days ago, he does not care whether Jeff and the colored man get together or not. Donnelly has commenced active training and expects to obtain a match with either Al Kaufman, Dr. Roller, Jim Flynn or Philadelphia Jack O'Brien in California during the next month or so. Donnelly should be get a match with Johnson or any other boxer, will have no trouble in obtaining backing in Portland, providing he needs such, for he has a number of friends and admirers here who remember the good old days around Sacramento when Eddie showed championship caliber, and their only regret has been that he did not decide to cast his lot in the ring two or three years ago, when Tommy Burns was claiming superiority in everything.

Boxers in Training. CENTRALIA, Wash., July 31.—(Special.)—Billy Ross, of this city, and Frank Street, of Elma, are working out at the quarters of the Centralia Athletic Club preparatory to their boxing bout here August 5. Both boys are in splendid condition and each is confident of winning. No referee has as yet been decided on.

ROLLER HAS HARD JOB MANY DOUBT HIS ABILITY TO WIN BIG BOUT.

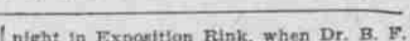
While Physician Has Beaten Both Berg and Olson, Time Limit Will Hurry Him. Without doubt the greatest wrestling match ever held in the West is in store for the Portland fans next Wednesday

night in Exposition Rink, when Dr. B. F. Roller, the famous physician-wrestler, will attempt to throw Charlie Olson, light heavyweight champion of the world, and John Berg, the local favorite, in 75 minutes. Roller has a big job cut out for him, for it is all he can do to throw either one of the men in an hour, as past records show.

BIG WRESTLERS WHO WILL MEET IN PORTLAND.



Dr. B. F. Roller.



John Berg.

doubtedly do so eventually. However, just at present he is making himself doubly obnoxious by the boasts in which he indulges almost daily. Jeffries seriously believes he can defeat Jeff, instead of carousing around in the gay manner depicted in the telegraphic dispatches, he had better get down to training and hard training that, for he must be in very good condition to stand even a ghost of a chance against the big boltermaker. Still Johnson is no different from others of his race who have enjoyed success in the prize ring, and disipation and excesses can be expected to cause him to go the way of Dixon, Wolcott, Peter Jackson and the others who attained more or less fame as exponents of the boxing game.

Billy Papke and Stanley Ketchel in a finish fight seem to be the most likely match to take place in the immediate future. Jimmy Coffroth, the San Francisco promoter, is announced as having signed these two performers for a bout to take place Labor day. The two scrappers have met so often that it now requires an excellent memory to detail off-hand just how many battles they have fought. In two of their meetings decisions were reached by the knockout route, but as each man has scored one of these, the advantage does not seem to be very strongly in either's favor. Still Ketchel, for some reason or other, is always chosen favorite over Papke. This is one of the mysteries of the prize ring, and is especially so when the fact that the number of short-enders bringing home the bacon is so much greater than the number of favorites who have won in recent years.

Those who saw the recent scrap between the two are almost unanimous in declaring that it was far from being even a fair sample of a bout. Ketchel has excused himself by resorting to the ultra bone gag made famous by James Edward Britt. Papke says nothing.

The Cincinnati Enquirer prints the following in the form of an Eastern dispatch, and which is calculated to give food for reflection among the pugilistic fans when questions of fighters' weights are under discussion: The giving away of weight forms quite a problem for the fighters and their managers to solve. Sometimes a little fellow will bite off more than he can chew. At others he will have the situation pretty well figured out, can donate seven or eight pounds to his adversary, adding the sum faultlessly and give the correct answer, like Wolcott did with Nelson.

An amusing proposition may be worked out along these lines. Fight No. 1 will give a few pounds to Fight No. 2. The latter will do the same for No. 3. No. 3 will keep up the good work and the first thing you know the man who has metamorphosed from a tiny 100-pound bantam to a deep-chested heavyweight, who kicks up around the 200-pound mark. A sort of natural growth of development, as it were. For example, Johnny Young was to post a forfeit and issue a challenge to Jim Jeffries, with Jeff at his best, the white folks of the barbers' shop "whisper among themselves and say: 'There is an idea cut over in the booby-hatch that is fairly promising for an occupant. Why not send John over?'

Roller is declared to be faster right now than he ever was before. He has entirely recovered his strength following the stomaque poisoning that he suffered in the East. He is weighing more than he ever did before, and the campaign among the big guns of the mat in the East last winter gave him a wide knowledge of the game.

While there is no denying that Roller can throw either of the men in a straight match, the bout Wednesday night is a very different proposition. In other matches Roller had no time limit in which to flop his opponent, and he set about to wear them down by his superior strength and greater weight. In the coming whirl, there is a time limit of 75 minutes, and the big medico will have to hustle.

Both Berg and Olson like the going when it is fastest, and as that is Roller's style all the way through, the fans are bound to see some furious milling. While Olson has never wrestled a match here, enough was seen of his exhibition bout at the last Berg-Yonast match to show that he is about the speediest proposition that ever appeared in this neck of the woods. Local fans know what Berg can do.

Berg is now up at Collins hot springs taking the baths. Berg is a great fellow to seek the rest of a mountain mineral spring when training, as he claims it puts him in much better condition for his matches. He wrenched his ankle in his last match, and what little soreness there remains in it he is anxious to work out in the hot water.

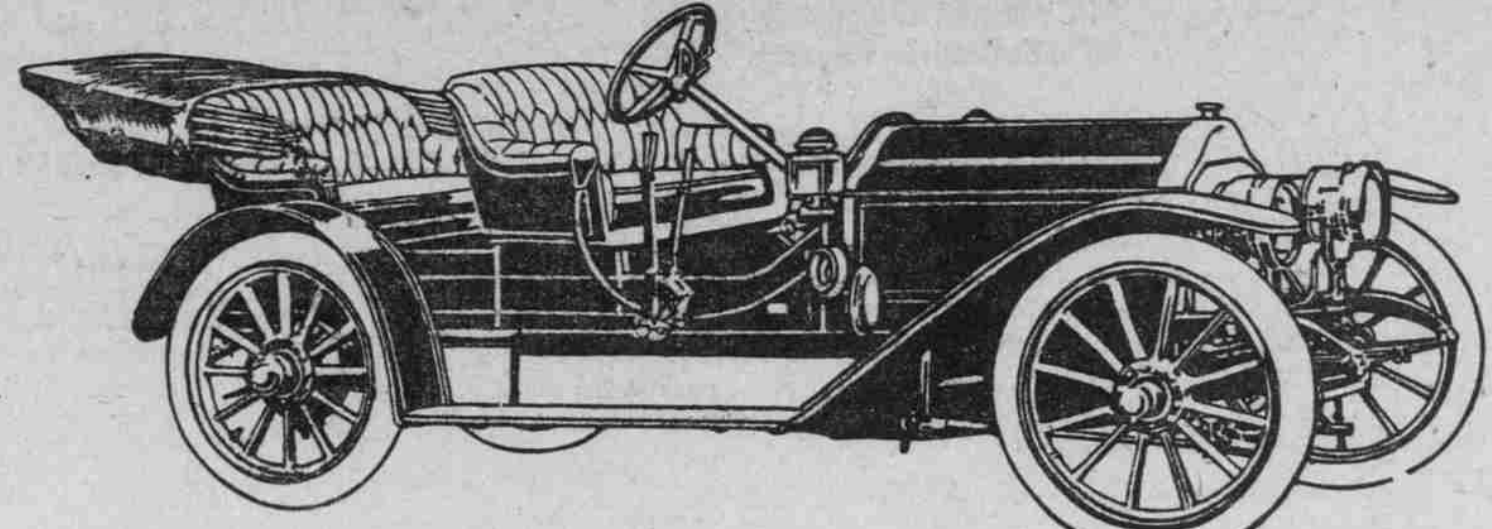
Olson is still on the Sound, but the slender wonder will probably be here today or tomorrow for workouts prior to going on the mat. In view of Roller's popularity and the general merit of the bill, extra arrangements are being made to care for the big crowd that will probably turn out.

Whitney Horses 'Also Ran.' ALEXANDRIA PARK, England, July 31.—The juvenile selling plate of 100 sovereigns for two-year-olds, distance five furlongs, was won today by Irish Vote. H. P. Whitney's Tyrconnel was among the starters.

The Maiden Handicap of 200 sovereigns for three-year-olds and up, five furlongs, was won by Wind Flower. H. P. Whitney's Sea Cliff started.

The Maiden two-year-old plate, 100 sovereigns, distance five furlongs, was won by Amadeus. H. P. Whitney's Litteral started.

"Divide with the buyer the saving we effect by our superior methods of manufacturing and distributing."---Studebaker Policy 55 years old.



- Four Cylinders
20 Horse Power
100-inch Wheel Base
32-inch Wheels
All Metal Body
Seats Two or Four
Magneto Included--Of Course

Studebaker = Flanders "20"-\$750.

The Greatest Automobile Value the World Has Ever Seen.

HERE'S THE ANNOUNCEMENT for which the world of Automobiles has been waiting so anxiously--hoping or dreading according as the individual was a buyer or seller of motor cars.

WE HAD INTENDED KEEPING SILENT about this car for a few weeks yet--until other makers had had their say--until they had all sprung their "sensations."

BUT THE MAGNITUDE OF OUR PREPARATIONS--the purchase of several factories by Studebaker interests as represented by the E-M-F Company of Detroit set trade tongues wagging and information as to the car that was to be produced on such a tremendous scale began to leak out.

DEALERS, ANXIOUS TO GET THE WINNING LINE, began to inquire as to the Studebaker plans for next year. They were insistent for, very naturally, they did not want to tie up with any other concern if Studebakers were to have the great line that had been reported. No man likes to enlist on the losing side. All like to march with the Victorious.

CUSTOMERS EVERYWHERE WROTE in this vein: "If Studebakers are going to build a runabout I don't want to buy until I have seen it." Thousands of these writers have dealt with this old house for years--some of them never bought a vehicle anywhere else. To them the Studebaker name justly adds to the intrinsic value of any car.

IN VIEW OF THIS ANXIETY on the part of our friends we decided it would be unjust to dealers and prospective buyers to longer withhold information as to this car which will supplement those two incomparable models, Studebaker-Garford "40" and Studebaker E-M-F "30."

SO THE CAT IS OUT. Read the specifications briefly given below. Consider the source of this car's origin. Then compare it with other "Sensations" recently announced--and see if you don't think they were false alarms.

STUDEBAKER-FLANDERS "20" is the name of the new car; and the title was selected because it was believed that that alone would be the strongest guarantee of its quality to any one at all familiar with the history and the personnel of the automobile industry.

STUDEBAKERS STAND SPONSOR for the product--the entire output will be marketed through this organization. That is your guarantee that the car will be of sterling quality throughout--Studebakers could not afford to lend their name and a reputation based on 55 years of upright dealing to any but an honest product.

FLANDERS WILL MANUFACTURE this product. What could we say here that would add to his fame as a manufacturer? His has been the most wonderful record in this wonderful business. It has been a succession of triumphs--a repetition from year to year of feats in production that had theretofore been considered impossible--that other makers now call marvellous. E-M-F "30," which attained such an instantaneous success and now stands the most popular car on the market, was sufficient to establish Flanders for all time.

JAMES HEASLETT DESIGNED the Studebaker-Flanders "20"--an engineer who up to the time he undertook this commission had never set his hand nor his talent to the designing of any but high priced cars. Several of the best known emanated from his brain. He designed the original Studebaker chassis--the one from which have evolved all later models. Heaslett doesn't know how to do cheap work--in the sense that the term is generally used. He simplifies and he knows how to design parts to manufacture to the best advantage--there he is unsurpassed by any.

25,000 S-F "20's" WILL BE BUILT IN 1910. We realize that these figures will be almost incredible to persons unfamiliar with the resources of Studebakers and the ability of Flanders. It is a simple statement of fact. That the old "ultra conservative" house of Studebakers and not some young and inexperienced concern stands back of the statement ought to give it a par value. We know it will.

THIS QUANTITY WAS NECESSARY. It would be impossible to produce a car of this size and quality at the price if made in smaller quantities. The tremendous "overhead" expense of equipment and distribution would, if saddled onto a lesser number of cars, make it necessary to add 25 to 50 per cent. to the price. We cannot build a much better car than others do for the money in lots of 3,000 to 5,000. But by distributing the overhead over 25,000 cars we have been able to set the price at \$750.

COMPARE THIS CAR WITH OTHERS listed at \$100 to \$300 more. Add a magneto to those not so equipped--we believe no automobile is complete without a first class magneto--and you will find that, aside from the difference in price, there is no comparison in value. We didn't intend there should be.

THIS IS A FULL GROWN, MAN'S SIZE, magneto equipped, four cylinder car--not a four cylinder toy or a one-lung makeshift.

WE HAVE HAD IT IN MIND SEVERAL YEARS--under very general months--simply waited until plans could be matured for its proper manufacture and distribution. No concern would dare attempt a task so large as this until proper machinery not only for making but for marketing the product had been perfected and installed. That time has arrived.

THE DEMAND IS ALREADY THERE--this we know. It only remained to perfect an organization to properly take care of it and to extend to buyers that uniform courtesy and prompt attention that have made Studebakers famous--and prosperous. Did you ever notice that a Studebaker representative, wherever you find him, breathes the spirit of the whole organization--is a sort of beacon of safety to all Studebaker patrons? Well, it's a fact. It's the way we stand back of them--treat them as we want their customers treated. They soon get the spirit.

Wagner Breaks Down at Bat. PITTSBURG, Pa., July 31.—After swinging at a wide ball in the fourth inning of the game with New York yesterday, Hans Wagner suddenly dropped the bat, put his hand over his heart and went to the beach in great pain. His doctor said that he had simply injured the muscles of his left side in trying to slide home last Wednesday.

Vanderbilt Horse First. PARIS, July 31.—The Prix Hennequeville today was won by W. K. Vanderbilt's Liban. H. B. Duryea's Rose Noble ran unplaced in the Prix Reine Marie Thilde.

Tulare Wants Big Fight. VISALIA, Cal., July 31.—The latest offer for a match between James J. Jeffries and Jack Johnson was made fair of the association. The directors assert that the money will be deposited in any bank designated as soon as the pugilists agree upon terms. One of the attractions of the coming fair, which has heretofore been marked by racing, is an engagement wherein John L. Sullivan and Jake Kilrain will appear.

Power Sites Withdrawn. WASHINGTON, July 31.—To frustrate the attempt on the part of the combinations to secure control of the waterpower sites of the country and to carry out the policy of the Administration for the conservation of the Nation's natural resources, approximately 42,000 acres of land for waterpower sites were temporarily withdrawn today.

Colorado, Montana and Utah, by Acting Secretary of the Interior Pierce today.

The part of Rosario, Argentina, has a grain elevator capable of loading 1000 tons an hour. Its cost was \$1,000,000.

THE BEST BRAINS IN THE INDUSTRY are engaged in the production of the Studebaker-Flanders "20." Plants best suited to its manufacture have been purchased--for if we would avoid all chance of delays and disappointments to buyers we must depend on no outside concern to furnish the smallest part. Every part must be made in our own factories and under the watchful eye of Flanders.

TO MAKE THE LOW PRICE POSSIBLE it was necessary also that there enter in no intermediate parts profit. No concern making an assembled car can hope to compete with this car in quality at the price. It was the purchase of several plants--among them the splendidly equipped De Luxe factory at Detroit, a forging plant, a body making plant, and others--that started the rumors and made it necessary to announce our plans a few weeks earlier than intended. It suits us all right--but--

OUT OF CONSIDERATION FOR COMPETITORS we intended to keep silent yet a while. Deliveries will not begin until January. Besides, we realized that the announcement of such a car at such a price, and by Studebakers, is likely to have the effect of an explosive bomb on the market at this time. We had no desire to precipitate anything, but our hand was forced.

"THIS CAR WILL BE THE SCREAM OF 1910," said the first dealer who was let into the secret, and if dealers can't pick winners who can?

IT WILL BE A REPETITION OF E-M-F "30" HISTORY, the greatest sensation--the greatest success from every standpoint ever sprung in this industry up to yet.

OF COURSE IT WILL BE DAMNED--by rivals. But damning doesn't hurt. No car ever was damned as was the E-M-F "30," now known as Studebaker E-M-F "30." They said we would never be able to make them at the price--we did. Then they said deliveries would be delayed--shipping 45 a day now--4,500 in hands of owners. Damning doesn't hurt, for they never damn dead ones.

STUDEBAKERS ARE THE WORLD'S LARGEST makers of motor cars--many times over. Yet we cannot hope to supply the whole demand. And as cars sold under the Studebaker name are always first choice, persons who are unable to get them and must buy some other are very naturally disappointed--and often sore.

THERE IS CERTAIN TO BE A SHORTAGE of every Studebaker model in 1910. We know that now, but are powerless to avert it. Under the Studebaker name 41,600 cars, gasoline alone, will be made in 1910. That sounds big, but this is a big country and the name stands high over every mile of it.

ONLY 1,000 STUDEBAKER-GARFORDS--America's standard high priced car--have been planned for. Of the latest model, not yet publicly announced, nearly 200 are already under order. For several weeks we have been aware that there will be a big shortage of this model, but it is too late to change the plans now. The only thing for you, if you want a car of that type--seven passenger, \$4,000, with standard body--is to get your order in now--have a definite delivery date set.

"DIVIDE WITH THE BUYER the saving we effect by our superior method of manufacture and selling." That is the keynote to all Studebaker operations--the explanation of our policy of small profits per unit on quantities of cars. No other manufacturer is satisfied with so small a margin. Most of them do not know, within several dollars, what it costs to make an automobile--and they set a wide margin to cover.

YOU HAVE BEEN PAYING FOR WASTEFUL METHODS ever since the inception of this young industry. We have corrected that. This is an industry now--not a game.

STUDEBAKERS, WITH ALL THEIR RESOURCES, financial and otherwise, would have hesitated to launch a project as big as Studebaker-Flanders "20" under the conditions which until within a few months have prevailed in the automobile industry--or rather Game. The basis on which the business has been conducted was foolish, fictitious and false. It was fair neither to maker nor buyer--most unfair to the dealer. He was always chasing rainbows. Tying up with one wild-cat concern after another, he never handled the same line two years in succession--never knew where, a year afterward, to find any one to stand back of the so-called "guarantee" he had given with the car.

HOW DIFFERENT NOW, when you can buy any type of car your needs dictate or your purse can afford and have behind it the warranty and the name of a concern like Studebakers--fifty-five years old. This latest creation--Studebaker-Flanders "20"--completes the line. Here are brief specifications. Read them carefully; then if you desire further information about this or any other Studebaker model write your nearest branch. Whatever you do, get your order in--or don't berate us because you can't get a car for next spring's use, when you will want it badly.

MOTOR--4 cylinder, cast en bloc; valves all on one side, extra large; 20 horse power at normal engine speed.

CARBURETOR--Float feed, similar to the successful E-M-F "30" carburetor.

COOLING--Water; centrifugal pump, similar to E-M-F.

RADIATOR--Studebaker-Garford type; handsome as it is efficient.

MAGNETO--Standard equipment, not an extra, Spiltdorf; similar to E-M-F, 4500 in use to-day and not a complaint.

TRANSMISSION--Selective sliding gear; compare with noisy, power consuming planetary gears on other cars at \$1,000 and less.

REAR AXLE--Drawn steel; transmission incorporated in same, similar to E-M-F; single universal joint, enclosed, oil and dust proof.

WHEEL BASE--100 inches--mark that.

WHEELS--Artillery type, 32 inch diameter; large wheels and long base guarantee easy riding over roughest roads or pavements. Compare with dinky cars that go bobbing over inequalities like lame jack rabbits.

FRAME--Pressed steel.

BODY--Pressed steel, made in two types; two passenger runabout, with large deck for trunk or packages; add two seats and have a natty Suburban.

PHILADELPHIA, PA.

NEW YORK CITY.

CHICAGO, ILL.

SAN FRANCISCO, CAL.

KANSAS CITY, MO.

BOSTON, MASS.

SAVANNAH, GA.

LOS ANGELES, CAL.

PORTLAND, ORE.

SALT LAKE CITY, UTAH.

DENVER, COLO.

CLEVELAND, OHIO.

DALLAS, TEX.

INDIANAPOLIS, IND.

SEATTLE, WASH.

STUDEBAKER AUTOMOBILE CO. South Bend, Ind.

NEW YORK CITY. CHICAGO, ILL. SAN FRANCISCO, CAL. KANSAS CITY, MO. BOSTON, MASS.

PHILADELPHIA, PA. SAVANNAH, GA. LOS ANGELES, CAL. PORTLAND, ORE. SALT LAKE CITY, UTAH.

DENVER, COLO. CLEVELAND, OHIO. DALLAS, TEX. INDIANAPOLIS, IND. SEATTLE, WASH.

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