

NELSON PICKED AS GREATEST IN RING

Corbett Declares "Battler" Emphasized Grit in His Defeat by Moran.

FIRST KNOCKOUT IS FELT

Langford's Ability to Win Over Johnson Is Doubtful—Black Champion Pays Penalty of Pace—Papakke Silent.

BY JAMES J. CORBETT.

KANSAS CITY, Mo., Dec. 2.—(Special)—Owen Moran, the Briton, fighting cock, who was defeated by Nelson last Saturday when he knocked out ex-Champion Battling Nelson in 11 rounds. For the first time in his eventful career the Dane was sent to the floor for the count. Not once but four times did the plucky Nelson hit the matting, and the last time for the full count of 10, and the same little lightweight was carried to his corner.

At no time during the contest did the Battler show signs of his old form. He did not prove that he is one of the gamest boys who ever put up his hands. After the first few rounds strength deserted him and it was the old never-say-die spirit alone that kept him on his feet during the rest of the bout. The spirit was willing but the flesh was weak.

Nelson had previously announced that he would retire from the ring at the event of losing to Moran, and I sincerely hope that the Dane does not change his mind. He is fairly well fixed with his world's goods and can quit with a reputation earned by years of honest endeavor in the squared circle. The Battler was always on the level and was always trying and will be missed by the knowledge that the sporting public thinks every bit as much of him in defeat as in the days of his greatest triumphs.

Moran Deserves Credit.

I imagine that Moran will not be given the credit he is entitled to for beating Nelson, and it will be said that he beat only a wreck of the terrible Dane. The fact remains, though, that he has accomplished more than any other man in the business—he won over the Battler via the knockout route. When Wolgast won the championship Nelson was on his feet and fighting, and while he was a licked man, they had to drag him out of the ring by force. For that matter, Moran never has been handed any praise that he did not earn by hard and clever work, and if one will glance over his record it will be discovered that the Englishman has beaten some pretty good boys. The greatest stumbling block in his path has been Abe Attel, but the little Here we have seen the hope many a time and again men who outweighed him many pounds. Moran himself is a light boy and is at his best in the neighborhood of 125 pounds, so Abe was not giving away much. The probability is that Attel can hold his own or better with any of the legitimate lightweights. Some attention will now have to be paid to Moran's claims and he will likely be given first chance at Wolgast when the champion resumes fighting.

Boys Classy in Action.

About the same time Nelson was losing to Moran two of the classiest lightweights of the East came together in a 16-round bout before Tom O'Rourke's National Sporting Club. Jack Goodman and "Young Sammy" Smith were the principals, and the newspaper district was given to Goodman. The fight was no one-sided affair by any means, and some of the experts called it a good draw. Neither man was badly damaged, and in this respect the bout was a disappointment to the friends of both boys, as it demonstrated they are not here with the kick that brings home the bacon.

Langford Money Lacking.

Langford may be able to beat Johnson if the odds are right, but I doubt it. His manager seems to be full of confidence in the ability of his man to turn the trick, but not so much so that he is anxious to bet any money on the result. Johnson, though, must be remembered, is champion of the world and as such is entitled to have something to say regarding terms on which he desires to wager a moderate amount on his chances of beating Mr. Johnson. It is a bit too steep, and Jack could be brought to more reasonable terms, no doubt, just at present than immediately after winning the championship. Money was pouring in from many different sources, then and is not now coming so easy from all accounts. Therefore the champion might be persuaded to listen to reason on the matter of side bets. But I doubt that he will accept this offer, as he has an exaggerated idea of his worth as a drawing card and he is undevotedly, and as such is entitled to have something to say regarding terms on which he desires to wager a moderate amount on his chances of beating Mr. Johnson. It is a bit too steep, and Jack could be brought to more reasonable terms, no doubt, just at present than immediately after winning the championship.

Modern Game New in France.

The game of pugilism as it is played by modern experts is a new one in the French capital and Monsieur Breyer had had no previous experience in dealing with a champion, and when making the offer was under the impression that it was a liberal one and that Johnson would gladly accept. He has not yet recovered from the shock Jack's demands gave him, and the bout is in the discard.

TRIP IS COMPLETED

Autoist Finishes Across-Continent in Good Time.

FINDS INDIFFERENT ROADS

Los Angeles Greets A. L. Westgard and Party With Brass Band as His Premier "Pathfinder" Reaches Haven After Jaunt.

Recorded into Los Angeles by 50 automobiles and a brass band, A. L. Westgard, of the Touring Club of America, in his Premier "Pathfinder," driven by Ray McNamara, completed his trip across the United States, laying out an automobile route on November 23.

Reports from Los Angeles convey information that his car was in perfect condition as the correct pace of the run and that no spare parts were used in making the transcontinental ride. He left New York City about two months ago, going by well traveled roads when possible, other times choosing his own path. His trip led him through New York, and in his westward journey through many states, encountering good, bad and indifferent roads on the way.

Government Accepts Route.

What is regarded as more important in the trip is the fact that the United States Government will accept Mr. Westgard's route as the correct passage by automobile across the continent. That was another reason why the motorists were especially careful to choose a careful and acceptable route.

Papakke May Meet Squires.

Billy Papakke has not been heard from lately, and is probably finding the time to look for a mate in Australia. He has decided to linger in that country and gather a little more of the easy money. If Bill is fortunate enough to clean up all the middleweights the Australian sports may trot out our old friend Squires for the final big doings, and as Hoshter Bill is still looked upon with favor in the Antipodes there ought to be some good money to be made.

Sport Healthy in Gotham.

The sport is at present in a healthy condition in the metropolis, with prospects for further improvement this Winter. It would be a crime to permit any crooked work to interfere with the plans now under way for the legitimizing of professional boxing. At the same time it is not always advisable to jump at conclusions and to condemn mediocre boxers when sometimes the best they can do is so had that it looks crooked. Both Lewis and Dixie, if measured by the championship scale would be found far short of the standard, and the former owes his reputation to the possession of a fighter more to clever management than to his ability with the gloves. The affair was unquestionably a pure scientific exhibition, but it could hardly be called a frame-up, as both men were fighting hard all the way, according to the advice that have received.

ROUGH TRIP IS STARTED

T. M. BALDWIN AND PARTY GO TO DESCHUTES IN AUTO.

New Locomobile to Test Almost Impassable Roads Into Central Oregon Country.

Unafraid of the reported terrible road condition in the Deschutes River Canyon, T. M. Baldwin, of Prineville, Or., accompanied by O. E. McCarthy, of Neate & McCarthy, of Portland, left Portland yesterday in Mr. Baldwin's new Locomobile "20" to drive to Prineville.

The car was shipped to The Dalles and the trip will begin from that point early this morning. Reports coming from the Eastern and Central Oregon cities indicate that the roads leading to Prineville are virtually impassable. However, Mr. Baldwin, who is a keen automobilist, is desirous of testing his new Locomobile and is therefore giving it the overland run at this time of year.

Snow has fallen in the Deschutes country and it has rained a great deal since Fall. Mr. McCarthy has gone over these roads before, although not in the winter time and is firmly convinced that the Locomobile, even though it is new, will get over the highways. Mr. McCarthy said, before leaving Portland, that if the roads are no worse than he encountered going to Seattle early in the Fall he would be satisfied. At that time a Locomobile of the same type as Mr. Baldwin's ploughed through mud and water for two days, getting to Seattle finally landing the unharmed despite the strenuous traveling. The car which left Portland for Prineville was equipped with every necessary article for encountering rough and slippery roads.

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WINTON SIX ANNOUNCEMENT

AUTOMOBILE PURCHASERS, State of Oregon,

Greeting—

Buyers must realize that a motor car agency is given out for twelve months only and no dealer is ever absolutely certain that he can retain an agency for a longer period. That this fact is true has been proven by the many changes that have taken place each season in this city.

The dealer does not usually intend to build up a business for some one else and therefore spends as little as possible in caring for the man who has already bought his car.

While we have tried to take the best of care of Winton Six Users in the past we frankly acknowledge that our past performance is not to be compared for a moment with what we expect to do in the future; for hereafter Winton Six Users in Oregon will be dealing with a factory branch direct.

The Portland Motor Car Co. has been incorporated as a sub-branch of the Northwest Branch of the Winton Motor Carriage Co.

Plans for a mammoth garage and salesroom are now under way and a \$10,000 stock of parts will be carried. This with the \$100,000 stock carried at the Northwest branch means that Portland owners will never experience the vexing delay occasioned by a wait of three or four weeks for a "part shipment" from the factory.

A mammoth selling campaign will now be inaugurated and before the Spring season opens we expect to have 200 Winton owners in Oregon.

Another carload of the latest models, has arrived and are on our salesroom floor for inspection for a few days. They won't last long. Phone for demonstration, which places you under no obligation.

Portland Motor Car Co., Inc.

C. B. MINERS, Manager Phone: Main 2583, Auto 4944 F. T. BOLTON, Vice-President
Sixteenth and Alder Streets

of cars for March and April deliveries. Mr. Kellar recently came to Portland from Minnesota.

Containing three cars, two of which are five-passenger touring cars, the Twelfth Motor Car Company received its first carload of 1911 Cole "30" cars last week. The other car is a Cole "Flyer." All the cars have 118-inch wheel bases with double drop frame. The engine has a 24-inch tilt, giving direct driving power. All of the parts of the engine are enclosed. The dimensions of the engine are 4 1/2 by 4 1/2.

Apple growers of the Hood River district in Oregon have not only gained the reputation for growing the finest apples in the world, but are rapidly acquiring a reputation as being among the most progressive horticulturists. Their progressiveness is illustrated in a number of motor-driven vehicles which were used in handling the apple crop for the season of 1910. Although the original promoters of the plan to haul the apple crop by motive power were discouraged by their fellow-orchardists, they undauntedly put their plans into effect and before the crop had been harvested a goodly number of motor-driven vehicles were employed in that line of work.

WINTON FIRM OPENS BRANCH

Substation Will Soon Be Located in Fine New Home.

George W. Miller, manager of the Winton Northwest branch, came to Portland last week and closed negotiations whereby the firm known as the Portland Motor Car Company was incorporated as a sub-branch of the

Northwest main branch. Plans for a new building are now under way. It is the intention of the new organization to take the best of care of all Winton owners and spare nothing that will better the service. A stock of parts amounting to about \$10,000 will

be carried here, which any automobile owner knows is one of the most important things connected with good service. Another carload of Winton Sixes arrived this week and are on display in the present salesroom. Included in this shipment is a standard

fore-door toy tonneau which is one of the neatest cars seen in Portland so far.

A netting tunnel, to be set into a window screen, so that it will point outward, has been invented to attract flies out of a room without permitting them to enter.

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1911 Oldsmobiles Have Arrived

The four and six cylinder Oldsmobiles have set a new standard of luxury in motoring. The final result of twelve years of motor car building—they have no peers in motordom.

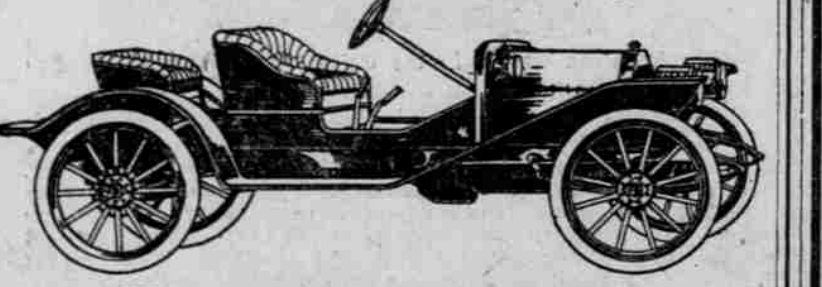
Graceful and finely finished as any yacht—and the absolute reliability of their mechanism makes them independent of road or weather conditions. Three types of chassis—with four types of bodies, 36 to 42-inch tires.

Power—Silence—Speed with safety. Sample cars now on exhibition at our salesroom.

Crowe Auto Co. SIXTEENTH AND ALDER STREETS

KRIT Motor Sales Company

Announces the removal of their office and salesroom to 342 Burnside Street, near 7th



Where they have a complete line of KRIT CARS and a STRIPPED CHASSIS on display. You are cordially invited to call and carefully inspect the excellence and simplicity of KRIT CONSTRUCTION. KRIT MOTOR SALES COMPANY, Coast Distributors 342 Burnside Street near 7th, Portland, Or. Phone: Marshall 1794 A 1322