BOXING HAS JINX IN SAN FRANCISCO

Efforts of Promoters to Put on Fights Meet With Series of Upsets.

ATTELL TO MEET MURPHY

Pictures of Wolgast-Rivers Go Indicate Welsh Had No Right to Give Decision to Champion. Ad Is Coming to Oregon.

BY HARRY B. SMITH.

SAN FRANCISCO, Cal., July 20.—(Special.)—A jinx seems to have settled over the boxing game in San Francisco and will positively not move away. Eddie Graney, who has the July permit, and had succeeded in matching big Al Kaufman and Charlie Miller, the latest of the San Francisco white hopes, discovered the first of the week that he had absolutely no match.

Kaufman, it was learned, was ill with pleurisy and threatened with pneumonia. The match had to be called off, for not only was Kaufman in a serious condition, but even with the quickest recovery he couldn't expect to fight on July 31. Graney took this with as good grace as possible and decided that he would sign Soldier Elder with Miller. The soldier, however, was cut in a stabbing affray and so put on the invalid list. Charlie Horn, the pride of the Mission and a coming heavyweight, was next looked up. Charlie said that he was perfectly willing to box, but discovered the day after his promise that he had broken the small bones in his hand.

And that lets Graney out so far as a heavyweight card is concerned. He may possibly stage two middleweights, but at this writing he admits that he doesn't know what he can do.

Over in Oakland about the same state of affairs exists. The Fruitvale Athletic Club wanted to stage a ten-round show. One-Round Hogan was offered a match with Frankie Burns and made the promoters gasp when he demanded $2500 for his end.

Then Grover Hayes was looked up and he accepted an offer to box ten rounds with Burns. The latter was all right until he learned of Kaufman's illness. Then Frankie thought there was a chance for him to box in San Francisco over a 20-round route, which he prefers. So he turned down the Oaklanders and later discovered that Graney didn't want his services.

Murphy to Fight Attell.

Coffroth is to stage a show on Saturday afternoon between Tommy Murphy, of New York, and Abe Attell, and so far as known that match is still secure. It is the same bout that was slated for Colma on the Fourth of July and had to be called off because the authorities objected to fakers appearing.

Later Murphy and Manager Jim Buckley hurried to New York, but Coffroth received a dispatch the first of the week to the effect that Murphy was prepared to start for San Francisco.

Attell is back from his barnstorming trip in the Northwest. He will loaf around San Francisco for a few days and then be ready to commence his training at Joe Millett's establishment down in the Colma district.

Just now Coffroth is away on an automobile trip to the Tahoe country and into Nevada. He says that it is a business trip pure and simple, but the chances are that he will combine with it a whole lot of pleasure and sightseeing.

Pictures Show Up Welsh.

Pictures of the Wolgast-Rivers fight have been on display here this week and they certainly show up Jack Welsh, the referee, in such a light that he ought to be satisfied to quit the sport as the third man in the ring.

The pictures do not prove or disprove whether the blow that Wolgast struck was low or fair. Neither does it appear that Rivers hit Wolgast at the same time. Rather it looks as if Wolgast collapsed from weakness and fell over the man he had hit.

One thing is certain, Jack Welsh not only pulled Wolgast off the fallen Rivers, but he extended his hand to the champion even after Ad was standing on his feet. It is the most plain case of favoritism being shown to a fighter that I have witnessed for some time. Little wonder that Wolgast has always insisted upon Jack Welsh as his referee, for it looks as if he would always get the better of the breaks.

Any fighter in the future who has a chance at Wolgast would be absurd to agree to Welsh as a referee. The latter has not made any public statement, but I question very much whether he would accept such a post again, considering the criticism to which he has been subjected at the hands of the press.

Unquestionably Welsh will have no more chances of that sort in Los Angeles and his future as a referee does not look very bright right here in San Francisco, his home town.

Wolgast En Route to Oregon.

According to dispatches from the south, Wolgast and Jones will leave on Monday for a trip into the wilds of Oregon, where they can have some hunting. After that they intend going to Cadillac, Mich., and then return to Los Angeles. Their plans, naturally, depend on what is done as regards a return match with Rivers in Los Angeles and it is hard to say now what will come of all the arguments.

If Wolgast doesn't fight Rivers, Tom McCarey is talking of matching the Southerner with Willie Ritchie, Joe Mandot or Knockout Brown for Labor day, the winner to take on Wolgast. Ritchie, as a matter of fact, is entitled to the bout and quite anxious for it. Knockout Brown is a back number and Ritchie whipped Mandot so decisively in their ten-round affair in New Orleans that he looks by far the best of the present crop of 133-pound boys.

It is common gossip that Ritchie is looking for a capable manager. Billy Nolan would like to handle the San Francisco boy, but his terms are said to be a trifle higher than Ritchie wants to pay, which is the obstacle standing between them now. Eventually they may come to terms. Certainly Ritchie will secure a capable manager and Nolan a good fighter, so the combination ought to make some money, especially if Willie can land the lightweight title.

Attell May Get Return Bout.

If Attell can get away with the Murphy bout in good shape he is promised a return match with Kilbane, the new featherweight champion in Los Angeles. McCarey has been corresponding with Kilbane, who has practically promised that he will be ready to fight for the championship on some day in September. Incidentally they would have a fine time picking a referee. Charlie Eyton, who refereed before, is not pleasing to Attell because of that decision and the Los Angeles fans and Promoter McCarey will not stand for Welsh. It's a pretty mess.

NATIONAL LEAGUE.

New York 2, Pittsburg 1.

PITTSBURG, July 20.—New York took the last game of the series from Pittsburg. The winning runs were made in the ninth inning. Both pitchers were effective and were given errorless support. The score:

	R.	H.	E.		R.	H.	E.
Pittsburg..	1	3	0	New York..	2	7	0

Batteries — Robinson and Gibson; Tesreau, Mathewson and Myers.

Cincinnati 2, Boston 1.

CINCINNATI, July 20.—Cincinnati defeated Boston in the final game of the series. Fromme was effective throughout, although Donnelly kept hits well scattered. Errors accounted for all runs. The score:

	R.	H.	E.		R.	H.	E.
Cincinnati..	2	6	1	Boston.....	1	7	2

Batteries — Fromme, McLean and Clark; Donnelly and Kling.

Philadelphia 14, Chicago 2.

CHICAGO, July 20.—Alexander was in fine form, Philadelphia defeating Chicago in the final game of the series. Alexander allowed one hit in the eighth and three in the ninth, two of which were home runs. Only one Chicagoan reached second base up to the ninth.

Cheney and Maroney were hit hard. Vernon's wildness in the ninth made a farce of the game. The score:

	R.	H.	E.		R.	H.	E.
Chicago....	2	4	1	Philad'phia	14	12	0

Batteries—Cheney, Maroney, Vernon and Archer; Cotter, Alexander and Killifer.

St. Louis 2, Brooklyn 1.

ST. LOUIS, July 20.—Yingling, on the mound for Brooklyn, outpitched Steele, of St. Louis, but St. Louis won on cleaner fielding. The score:

	R.	H.	E.		R.	H.	E.
St. Louis...	2	7	1	Brooklyn...	1	8	2

Batteries—Steele and Bliss; Yingling and Miller.

AMERICAN LEAGUE.

Philadelphia 4-5, Detroit 3-6.

PHILADELPHIA, July 20.—For the third time this week Philadelphia and Detroit split a double-header. The home team won the first game in the ninth inning on McInnes' double and Struck's single. Detroit took the second game with a hitting rally in the eighth inning, which netted four runs. The scores:

First game—

	R.	H.	E.		R.	H.	E.
Philad'phia.	4	12	2	Detroit.....	3	7	2

Batteries—Plank and Lapp; Lake and Stanage.

Second game—

	R.	H.	E.		R.	H.	E.
Philad'phia.	5	11	2	Detroit.....	6	11	1

Batteries—Penock and Thomas; Dubuc and Onslow, Stanage.

New York 4-4, Cleveland 3-0.

NEW YORK, July 20.—New York took a double-header from Cleveland. New York won the first by making two runs in the ninth inning. Caldwell, running for Simmons, tied the score when he stole home. Chase's infield hit scored Maloney with the winning run. Caldwell pitched his best game of the season in the second game, holding Cleveland to four hits, one of which was a fluke, Peckinpaugh's grounder hitting Kaler. The all-around playing of Chase featured. The score:

First game—

	R.	H.	E.		R.	H.	E.
New York..	4	8	2	Cleveland...	3	11	1

Batteries — Warhop and Sweeney; Gregg and Livingston.

Second game—

	R.	H.	E.		R.	H.	E.
New York..	4	9	1	Clevelan..d.	0	4	2

Batteries — Caldwell and Sweeney; Kaler, Steen and O'Neill.

Boston 3, Chicago 2.

BOSTON, July 20.—Boston won a ninth inning victory from Chicago with Walsh pitching. It was Boston's fourth win of the series. Lewis' single, a passed ball and a sacrifice put Lewis on third with one out. Stahl, who had knocked out a home run earlier, and Wagner, who had previously doubled, were passed at Manager Callahan's orders. Carrigan was expected to be an easy out, but he hit the ball cleanly over second and the game was won. The score:

	R.	H.	E.		R.	H.	E.
Boston......	3	7	0	Chicago.....	2	7	0

Batteries—Hall and Carrigan; Walsh and Sullivan.

Washington 3, St. Louis 3.

WASHINGTON, July 20.—Washington and St. Louis battled 11 innings to a tie when the game was called on account of darkness. Hughes weakened after two were out in the ninth inning, giving two passes and a hit, tieing the score. The batting of Milan and a fly catch by Moeller were features. The score:

	R.	H.	E.		R.	H.	E.
Washington	3	8	0	St. Louis...	3	6	1

Batteries — Hughes, Johnson and Ainsmith; Baumgardner, Allison and Krichell.

DEMAND FOR MACHINES GREAT

Bumper Crops Presage Heavy Auto Sales, Says Gerlinger.

Evidence of a rapidly increasing demand for automobiles by farmers and merchants of the Northwest and an ultimate market far in excess of the present is furnished by E. E. Gerlinger, who is distributer for the Stoddard-Dayton in Oregon.

Gerlinger says the demand for reliable small cars is growing beyond the capacity of the manufacturers to meet it and that 50 per cent of the cars sold in Portland and vicinity were machines selling for $1000 or under.

"The present market is no comparison to what it will be in a year or two," declares Gerlinger. "There are now about 19,000 registered cars in Washington and about 10,000 in Oregon. The farmers and merchants throughout the Northwest are prosperous and they will buy thousands more. The wheat crop is better than any in history; the lumber business is thriving, but the companies cannot get cars enough to haul the timber. The salmon fishing industry has never been better."

AUTO MOTOR WINS BOAT RACE

Knight Engine Conquers in Fight Against Speedy Crafts.

Fitted with a Knight experimental motor which was purchased from the Columbia works in Hartford, Conn., the hydroplane Vita Jr., owned by Commodore J. Stuart Blackton, of the Atlantic Yacht Club, won the 20-mile free-for-all race of the Red Bank Motor Boat Club, making ten circuits of a triangular two-mile course in 48 minutes and nine seconds. Vita, Jr., defeated such crack wave-splitters as X. P. D. N. C. (Expedience), Gunfire, Jr., Muirmaid, Edith II and her own namesake, Vita, a boat of larger size and power.

Vita, Jr., is probably the only hydroplane having a Knight engine. The tiny craft has not been let out to capacity in a straightaway race and her ultimate speed is unknown, her average in the Red Bank free-for-all being cut down to 25 miles an hour in making three turns every two miles.

WOLGAST HERE SOON

Portland Fight Fans Now Will Hear True Tale Told.

OREGON TRACTS ATTRACT

Plan of Champion to Invest Earnings in Tillamook Country Believed Reason for Trip North. King Has Faith in Anderson.

BY JAMES H. CASSELL.

Portland fistic fans will soon have an opportunity to listen to a first-hand verbal note of the famous Wolgast-Rivers embroglio, for Adolph Wolgast, the German-American youth who successfully defended with or without umpirical aid, as you choose—his title of lightweight champion on July 4, will be in Portland this week.

Wolgast, reeking with the dollars which fell into his receptive hands at the end of that 13-round Vernon affair, will invade Oregon the latter part of the week, according to letters received by Jack King, for the purpose of purchasing a tract of land for a cattle range, upon which he expects to settle when he retires from the ring.

The appendicitis-afflicted athlete salted down a portion of his recent earnings in the Southern California real estate, planning to hold the property until the completion of the Panama Canal and then cut it up into building lots. With the residue he expects to purchase a tract of land comprising about 1000 acres in Oregon, having his eyes on a square in the Tillamook country.

When here a couple of months ago, Wolgast told several friends that he was much enamored of the Oregon climate and would become a citizen of the state when his ring days are ended. He investigated a number of tracts of land with an eye to becoming a cattle king, and has had representatives inspecting various properties ever since his Pantages appearance.

A 10-day hunting trip into Central Oregon is one of the treats Jack King, the Portland sporting man, is plannnig for Wolgast. As Ad has a broken hand and is not in the best of condition otherwise, he probably will "loaf" about Portland for a week or two, then take the hunting trip, and follow this with an inspection and purchase of land.

The champion will be accompanied by his wife. Tom Jones, his manager, probably will not make the trip.

* * *

Portland has at least one boxing enthusiast who has confidence enough in the prowess of Bud Anderson, the Vancouver lightweight, to predict that he will one day wear the championship crown. That individual is Jack King.

So sure is King that Anderson possesses championship caliber, that he plans to finance a trip to California this Fall, backing Anderson for a substantial sum in order to secure a bout with a top-notcher.

Anderson will be in Portland within a week, and after a long rest will resume boxing, preparatory to his first invasion of the California fight field.

"Anderson has youth, strength, punching ability, and is rapidly acquiring the experience necessary to make him a champion," declares King. "In addition he is a legitimate lightweight, and does not have to weaken himself to make 133 pounds ringside."

"Next Fall he should be at the top of his fighting strength, while experience will make him a more finished boxer, still every gruelling fight takes away a portion of his strength, and he should be able to cope with the best man in the game this Fall. By putting up a side bet, I hope to escape the string of preliminary bouts which usually pave the way for a title mill, but at the same time sap the strength and vitality of the winner."

* * *

Billy Weeks, the former Northwest amateur boxer, made his debut before California fightdom last week, holding Fritz Holland, the Spokane lad, to a draw in 10 rouns at West Oakland. Weeks showed up well against the more experienced boxer and many fans held that he should have had the decision.

The bout celebrated Holland's "come back" appearance. Fritz did not perform up to his usual standard, according to the ringsiders, his judgment of distance being bad, while both showed a tendency to clinch at the least opportunity.

* * *

Billy Papke intends to stick to European fighting hereafter. He defeated several of the top-notchers across the pond recently, and came home a short time ago to take a rest before tackling Carpentier, the Frenchman about whom the continent is mad.

FOURTEEN BAT ABOVE .300

Sluggers of Pacific Coast League Are Finding Ball Nicely.

Fourteen Pacific Coast League regulars, 13 of them figuring in the majority of games of the season and the fourteenth, "Rabbitt" Wuffli, the new Seal infielder, are hitting .300 or better this season. "Heinie" Heitmuller leads the sluggers with an average of .355, but Wuffli has started off at a .353 clip and promises to cut down the two-point margin when he has a little more experience with the slabsters.

Lindsay and Krueger are Portland's .300 bat representatives, with the former ranking sixth in importance, average, .328. Lindsay has been the batting sensation of the league during the past few weeks, although his work, as well as that of any other player, falls short of the phenomenal spurt taken by "Roaring Bill" Rapps not long ago.

The batting averages:

Player and club—	AB.	R.	BH.	BA.
Williams, San Francisco..	8	1	4	.500
Nagle, Los Angeles..........	23	6	9	.391
Gregory, Oakland	36	4	14	.389
Heitmuller, Los Angeles...	293	40	104	.355
Waffle, San Francisco....	51	6	18	.353
Tetling, Oakland	334	40	112	.335
Delhi, San Francisco........	21	2	7	.333
Shea, San Francisco........	3	1	1	.333
Berger, Los Angeles........	342	60	113	.330
Kane, Vernon	271	56	89	.328
Lindsay, Portland	250	26	82	.328
Van Buren, Sacramento ...	165	21	54	.327
Daley, Los Angeles	343	44	111	.324
Tiedeman, Oakland	139	16	45	.324
Durbin, Oakland	37	7	12	.324
Bayless, Vernon	320	45	100	.313
Krueger, Portland	313	37	97	.310
Hartley, San Francisco	323	28	98	.303
Zacher, Oakland	227	44	84	.303
Sheehan, Sacramento	211	16	63	.299
Butler, Portland	187	23	56	.299
O'Rourke, Sacramento	330	40	98	.297
Brashear, Vernon	335	48	99	.296
Doane, Portland	217	30	64	.295
Coy, Oakland	327	65	95	.291
Rodgers, Portland	337	31	98	.291
Sharpe, Oakland	268	23	78	.291
Burrell, Vernon	352	42	102	.290
Stewart, Vernon	31	2	9	.290
Mundorff, San Francisco..	254	31	73	.287
Swain, Sacramento	256	39	73	.285
Letschl, Vernon	228	26	65	.285
Hosp, Vernon	232	24	66	.284
Lewis, Sacramento	300	35	85	.283
Dillon, Los Angeles	248	34	70	.282
Howard, Los Angeles........	357	75	100	.280
Gray, Vernon	43	5	12	.279
Moore, Los Angeles..........	76	10	21	.276
Shinn, Sacramento	233	31	64	.275
Fisher, Portland	111	12	30	.270
Hitt, Vernon	56	5	15	.268
Lober, Los Angeles	241	23	64	.266
C. Patterson, Oakland........	213	34	56	.263
C. Brooks, Los Angeles....	118	17	31	.263
Madden, Sacramento	214	31	56	.262
D. Howard, San Francisco.	35	2	9	.260
Mohler, San Francisco....	224	25	58	.259
Henley, San Francisco....	70	5	18	.257
Corhan, San Francisco....	345	36	88	.255
Schmidt, San Francisco...	184	13	47	.255
H. Miller, Sacramento	324	42	82	.253
Chadbourne, Portland	328	40	82	.250
Slagle, Los Angeles..........	40	4	10	.250
Olmstead, Oakland	4	1	1	.250
Core, Los Angeles	105	14	26	.250
Rapps, Portland	326	32	81	.248
Irelan, Sacramento	133	15	33	.248
Brown, Vernon	184	24	45	.246
Metzger, Los Angeles	354	42	86	.243
Leard, Oakland	264	32	64	.242
Heister, Sacramento	224	16	54	.241
Leverenz, Los Aungeles....	55	11	14	.241
Carlisle, Vernon	362	68	87	.240
Cook, Oakland	376	36	90	.240
Bancroft, Portland	246	28	58	.237
Tozer, Los Angeles..........	59	3	14	.237
John Williams, Sacramento	59	57	14	.237
H. Patterson, Vernon	165	29	39	.236
Cheek, Sacramento	196	18	45	.230
Hoffman, Oakland	315	54	72	.228
Page, Los Angeles..........	57	9	13	.228
McDowell, Vernon	119	7	27	.227
Halla, Los Angeles..........	53	4	12	.223
Gilligan, Port. and Sac....	45	7	10	.222
Agnew, Vernon	109	8	24	.220
Driscoll, Los Angeles	118	15	26	.220
Mitze, Oakland	251	25	55	.219
Gedeon, San Francisco...	199	14	43	.216
Koestner, Portland	84	6	18	.214
Frick, Oakland	113	13	24	.212
F. Miller, San Francisco..	57	5	12	.211
Smith, Los Angeles..........	71	4	15	.211
Burch, Portland	33	3	11	.208
Baker, San Francisco......	20	2	6	.207
Rohrer, Oakland	49	12	10	.204
Howley, Portland	154	11	31	.201
Malarkey, Oakland	50	6	10	.200
Felts, San Francisco........	5	0	1	.200
Martinke, Vernon	5	1	1	.200
Whalen, Vernon	15	0	3	.200
Parkin, Oakland	50	3	10	.200

SUMPTER OR., PROUD OF BASEBALL TEAM WHICH HAS RECORD OF NO DEFEAT IN THREE SEASONS.

1, Back Row (Reading From Left to Right), Frank Coues, Second Base; Claire Bessler, Shortstop; Walter Gullly, Third Base; Leo Sheedy, Left Field; H. J. Reilly, Manager — 2 (Front Row), Leo Bessler, Right Field; Harold Peet, Pitcher; Herbert Thompson, Catcher; Jesse Edwards, Center Cield; J. F. Ryan, First Base; Ray McDevitt, Mascot.

SUMPTER, Or., July 20.—(Special.)—Sumpter feels that they have a ball team here worthy of recognition as one of the best amateur teams in Eastern Oregon. While there are teams in this section that have played a larger number of games, the local team has not met defeat in three seasons. Last Sunday they beat the Baker League team 10 to 4 at that place, and consequently feel prouder than ever.

STATISTICAL REVIEW OF WINNERS IN THREE OLYMPIC GAMES.

Events—	ATHENS, 1906.	LONDON, 1908.	STOCKHOLM, 1912.
100-meter dash	Hahn (U. S.), 0:11 1-5.	Walker (S. Af.), 0:10 4-5.	Craig (U. S.), 0:10 4-5.
200-meter run	....	Kerr (Can.), 0:22 2-5.	Craig (U. S.), 0:21 7-10.
400-meter run	Pilgrim (U. S.), 0:53 1-5.	Halswelle (Eng.), 0:50.	Reidpath (U. S.), 0:48 1-5.
800-meter run	Pilgrim (U. S.), 2:01 1-5.	Sheppard (U. S.), 1:52 1-5.	Meredith (U. S.), 1:51 9-10.
1500-meter run	Lightbody (U. S.), 4:12.	Sheppard (U. S.), 4:03 2-5.	Jackson (Eng.), 3:56 4-5.
110-meter hurdles	Leavitt (U. S.), 0:16 1-5.	Smithson (U. S.), 0:15.	Kelly (U. S.), 0:15 1-10
400-meter hurdles	....	Bacon (U. S.), 0:55.	....
3200-meter steeplechase.	....	Russell (Eng.), 10:47 4-5.	....
Running broad jump....	Prinstein (U. S.), 23 ft. 7½ in.	Irons (U. S.), 24 ft. 6½ in.	Gutterson (U. S.), 24 ft. 11 in.
Running high jump......	Leahy (Ire.), 5 ft. 9¾ in.	Porter (U. S.), 6 ft. 3 in.	Richards (U. S.), 6 ft. 3.9-10 in
Standing broad jump....	Ewry (U. S.), 10 ft. 10 in.	Ewry (U. S.), 10 ft. 11¼ in.	Tsicletras (Greece), 10 ft. 11.67 in.
Standing high jump.....	Ewry (U. S.), 5 ft. 1⅝ in.	Ewry (U. S.), 5 ft. 2 in.	P. Adams (U. S.), 5 ft. 4⅛ in.
Pole vault............	Gouder (France), 11 ft. 6 in.	Gilbert and Cook (U. S.), 11 ft. 2 in.	Babcock (U. S.), 12 ft. 11.6 in.
Shotput	Sheridan (U. S.), 40 ft. 4 4-5 in.	Rose (U. S.), 46 ft. 7½ in.	McDonald (U. S.), 50 ft. 4 in.
Shotput (both hands)..	....	....	Rose (U. S.), 90 ft. 5½ in.
Discus	Sheridan (U. S.), 136 ft. 1-3 in.	Sheridan (U. S.), 134 ft. 2 in.	Taipale (Finland), 148 ft. ¾ in.
Discus, right and left....	....	....	Taipale (Finland), 271 ft. 18 in.
16-pound hammer........	....	Flanagan (U. S.), 170 ft. 4½ in.	McGrath (U. S.), 179 ft. 7.1 in.
Marathon	Sherring (Can.), 2:51:23 3-5.	Hayes (U. S.), 2:55:18.	McArthur (S. Af.), 2:36.
Tug-of-war	Germany.	England	Sweden.
Weight lifting (1 hand).	Steinbach (Austria), 165 3-5 lbs.	....	....
Weight lifting (2 hands)	Tofalos (Greece), 313 7-10 lbs.	....	....
Five-mile run..........	Hawtrey (Eng.), 26:26 1-5.	Voight (Eng.), 25:11 1-5.	....
Throwing stone........	Georgantus (Greece), 65 ft. 4 1-5 in.	....	....
Javelin	Lemming (Sweden), 175 ft. 6 in.	Lemming (Sweden), 178 ft. 7½ in.	Lemming (Sweden), 198 ft. 9¾ in.
Javelin, left and right..	....	Lemming (Sweden), 198 ft. 9.5 in.	Saaristo (Finland), 358 11 in.
Javelin (held in middle)	Lemming (Sweden), 179 ft. 10½ in.	....	....
Pentathlon	Mellander (Sweden).	....	Thorpe (U. S.).
Decathlon	....	....	Thorpe (U. S.).
10,000-meter flat race...	....	....	Kolehmainen (Finland), 37:20.
400-meter relay........	....	....	England, 0:42 2-5.
5000-meter flat race....	....	....	Kolehmainen (Finland), 14:36 4-5.
10,000-meter walk......	....	....	Goulding (Can.), 46:28.
3000-meter team race...	....	....	U. S., 8:44 3-5.
1600-meter relay........	....	U. S., 3:27 1-5.	United States.
8000-meter cross country	....	....	Kolehmainen (Finland), 45:11 3-5.
1500-meter walk........	Bonhag (U. S.), 7:12 3-5.	....	....
3500-meter walk........	....	Larner (Eng.), 14:55.	....
10-mile walk	....	Larner (Eng.), 1:15:57 2-5.	....
Running triple jump....	O'Connor (Ire.), 46 ft. 2 in.	Ahearn (Eng.), 48 ft. 11½ in.	Sweden.

MORAN FOULS WHITE

Englismhan Loses in Ninth After Outboxing Opponent.

EYTON'S DECISION JEERED

Fight Tame With Boy From Across Seas Continually Being Warned for Rough Use of Elbows. Spectators Not Agreed.

LOS ANGELES, July 20.—After forcing whatever fighting there was for nearly nine rounds of a scheduled 20-round bout today, Owen Moran, of England, was disqualified for using his elbow in clinches and the decision awarded by Referee Charles Eyton to Jack White, of Chicago. The abrupt ending of the fight was received with mingled cheers and groans, most of the latter for Moran and some for the referee.

There were no features. Moran did nearly all of the leading and fully half of the time was spent in feinting and racing with Moran the pursuer. White had the better of only one round, the seventh, when he landed three left swings to Moran's head.

Moran was first warned in the fifth round when a short left hook opened White's lip. The Chicagoan protested that Moran had used his elbow in striking the blow. Twice again in subsequent rounds Moran was warned and each time he protested that he was not using his elbows.

Among ringside spectators there was almost as much difference of opinion as at the Wolgast-Rivers decision, many asserting that because of White's method of defense in clinches, Moran only seemed to be fighting unfairly. Moran showed much more cleverness than White, whose showing was disappointing. Moran was a 10 to 7½ favorite at the ringside with comparatively little White money in sight.

"Moran has fought his last fight for me," said Promoter Tom McCarey, of the Vernon Athletic Club. "No man who deliberately fouls another can fight in the Vernon arena. Referee Eyton did the only thing he could do. He repeatedly warned Moran not to foul White and when Moran showed no inclination to respect these warnings, gave the decision to White."

EVANS VICTOR AT GOLF

CHICAGOAN WINS HARD UPHILL MATCH FROM WOOD.

Western Championship Play Good With Both Men Close Throughout Contest.

DENVER, July 20. — Charles P. ("Chick") Evans, Jr., Edgewater Golf Club, Chicago, late today defeated Warren K. Wood, Homewood Club, Chicago, for the amateur championship of the Western Golf Association in the Association's 14th annual tournament played on the links of the Denver Country Club's course. Evans won 1 up for the 36 holes.

Evans' score for the last half, 18 holes, in the finals was 74, which is the record for the local course in the sixth year of its existence.

The match was pronounced by professionals as remarkable in many ways, chiefly from the fact that Evans played an uphill game all the time until the 29th hole, when he came into the lead for the first time, although he succeeded in evening the score twice earlier in the game.

With few errors of judgment on both sides, the contestants played par golf during the entire day. The feature hole of the 36-hole match was the 33d. Wood drove out of bounds on the tee off, but made a particularly fine drive to the further edge of the green, which is situated on badly broken ground on the top of a knoll. Evans reached the green on his second. Wood, having already lost a stroke, then made a spectacular attempt to hole his ball on a 35-foot put, his ball resting two inches from the edge of the cup. The applause that greeted his effort was cut short when Evans made the most spectacular play of the tournament by putting 30 feet and holding his ball on a carom off Wood's ball. A ringing cheer greeted his effort.

The medal play for the entire match follows:

First round, nine holes:

Wood, 5, 4, 3, 3, 3, 4, 3, 6, 5—36.

Evans, 6, 4, 4, 3, 4, 4, 5, 5, 5—40.

Second round, nine holes:

Wood, 6, 5, 5, 2, 4, 4, 4, 5, 4—39. Total for 18 holes, 75.

Evans, 5, 4, 4, 3, 4, 3, 4, 6, 4—37. Total for 18 holes, 77.

Third round, nine holes:

Wood, 6, 5, 5, 3, 3, 4, 4, 5, 4—39.

Evans, 5, 5, 5, 3, 4, 4, 4, 5, 4—39.

Fourth round, nine holes:

Wood, 6, 5, 4, 3, 3, 5, 3, 6, 5—40. Total for 36 holes, 153.

Evans, 5, 3, 4, 3, 4, 3, 4, 5, 5—36. Total for 36 holes, 151.

HAWER JOINS FLANDERS

Cadillac Designer to Help Build Everett "Six."

Two more names have been added to the group of experts who have assembled under the Flanders banner. C. A. McGee, general comptroller of the General Motors Company, and one of the most important factors in the recent reorganization of that concern, has resigned and accepted a position with the Flanders Manufacturing Company. The other is also a former General Motors officer and one who dates back several years before the merging of the various individual concerns into that corporation—namely, Ford Hawes, for ten years chief engineer of the Cadillac Motor Company.

Mr. Hawes was the father of all Cadillac models since 1909, and long has been recognized as one of the big men of the engineering field, as well as one of the "safest" designers of whom the industry could boast. Mr. Hawes' hobby, if he has any, has been attention to details. It was because of this propensity for divining what features appeal to buyers, and working them out in the product, and then inspecting the cars to see that purchasers got 100 per cent of beauty and of satisfaction that Mr. Hawes was selected to fill in the "Flanders group" of specialists in the role of "detail engineer."

The new Flanders organization, which will put out the Everett "Six," will be represented in the Northwest by L. H. Rose, ex-Northwest manager for the Studebaker Corporation. Rose, who is a prime favorite with both Flanders and Paul Smith, the sales manager and vice-president, was wanted at the factory. He declined, however, declaring that he likes this country so well that he wouldn't leave it.

Rose, who is the youngest of the Flanders contingent, is considered one of the most capable automobile men in the West. His success with the Northwest division of the Studebaker organization is a matter well known here. He will leave for the East for a conference with Flanders and Smith in a few days.

BAD ROADS ARE COSTLY

FARMER UNABLE TO HAUL CROP IN TIME LOSES $620.

Professor Ayers, at Corvallis, Tells of Economy and Durability in Sand-Clay Mixture.

OREGON AGRICULTURAL COLLEGE, Corvallis, July 20.—(Special.)—Professor Ernest F. Ayers, head of the department of highway engineering at Oregon Agricultural College, in a special lecture before the Summer school Thursday, described the process of building sand-clay roads which have proved so successful in other parts of the country, and which he said would prove a boon to Oregon.

The sand-clay road is easily constructed, will stand heavy traffic and costs not more than $722 a mile average, while the average cost of macadam roads is $4989 a mile. There are in the United States at the present time 24,601 miles of sand-clay roads giving satisfactory service and built at a total cost that would have been sufficient to construct but about 400 miles of macadam.

"To the farmer good roads frequently mean the difference between affluence and bankruptcy," said Professor Ayers. "A Wisconsin farmer, who held 1000 bushels of potatoes in storage, waiting for a good price, was offered 32 cents in March. But they had to be delivered in town and the roads were so bad that he could not haul them. When he finally got his potatoes to market they brought him just 30 cents a bushel. Impassable roads cost him $620, and now he is an ardent booster for any movement assuring relief.

"While the farmer receives as great financial gain from good roads as anyone, he has the added social benefits. Poor roads prevent the children from attending school regularly, keep the family home from church, and even the physician is unable to reach his patient in time to be of the most help. With better roads all these conditions are changed, the mail can be delivered regularly, and graded schools and larger churches always come with good roads."

The sand-clay road must first be graded and carefully drained and should be crowned about an inch to the foot. A road can be improved greatly by the addition of sand even if no grading be done, but the expense of such improvement is much greater. Sharp, coarse sand gives the best results, but it need not be as clean as is required for concrete. The sand is spread over the wet clay road to a depth of from 4 to 6 inches and traffic will mix the materials. This plan is followed in cases where funds are not available for working the materials together with plow and harrow. The construction is a gradual process and the surface will not be at its best for five or six months. The occassional use of a drag to preserve the crown and fill ruts is necessary. Dust and mud are controlled by using the proper proportion of sand and clay and the addition of a little more sand each year is all that is required in the way of maintenance.

Farmers to See Bad Roads From Automobiles

Texas Ranchers Will Be Shown Impassable Highways Under Auspices of Dallas Automobile Club.

MORE than 100 farmers and ranchers of Texas will participate next week in one of the greatest good roads tours of its kind ever held in this country. The tour will start from Dallas tomorrow and will end at San Antonio July 27. Every kind and make of automobile is entered for the tour and the farmers throughout the South are taking an unusual interest in the outcome.

The route was logged recently by a Kissel & Case car and will take in about every kind of road found in the Southwest. The trip is being promoted by the Farm and Ranch Journal, of Dallas, and its purpose is to impress upon the farmers the importance and value to them of good roads. It will show by odious comparisons personally impressed upon the minds of the contestants the vast difference between a good road and a bad one.

The route will be through Central Texas and through places where good roads are something unheardof. The trip is to be made under the auspices of the Dallas Automobile Club with the sanction of the American Automobile Association. Prizes have been offered to the amount of $1000, which is to be divided into purses of $500, $250 and $100 for touring cars, and $100 and $50 for runabouts. A trophy cup will also be awarded to the car coming in first, regardless of class. Penalties for time only will be imposed. A number of automobile manufacturers have also offered prizes.

SPOKANE MAN HAS BIG TRADE

Red and Chalmers Agent Sells His 1912 Allotment Early.

E. R. Fosdick, Spokane agent for the Chalmers and Reo, was in Portland last week visiting F. W. Vogler, Reo agent, and H. L. Keats, Chalmers distributer. Mr. Fosdick declares that business is picking up around Spokane and that prospects are bright for a big business in Reos and Chalmers during the coming season.

"We could sell quite a few more Reos if it was possible to get them, and we are all out of 1912 Chalmers," said the Spokane dealer. "I expect to dispose of not less than 125 Reos during the coming season and at least 75 Chalmers."

FOUR MODELS DUE

Letters Will Denote Series of Pierce-Arrows.

NEW ONES SIX-CYLINDERS

Cars of 48 Horsepower Began Coming From Factory July 1 and Are Made Only With Seven-Passenger Touring Bodies.

Four new models will come from the Pierce-Arrow factory at Buffalo, N. Y., this season. Coincident with this announcement the Pierce-Arrow Company gives out the information that it will no longer designate its cars by year numbers, but hereafter letters will be used denoting the series of the various models. With the series letter will be the number showing the horsepower of the car.

The four new cars are known as the 66-A, the 48-B, the 38-C and the 48-D. All of the models will be of the six-cylinder type, the Pierce-Arrow Company having manufactured no four-cylinder cars, if trucks may be excepted, since the Spring of 1909. The new models mark the seventh year of the company's manufacture of six-cylinder cars.

Of the two 48 horsepower models the 48-D is the first on which deliveries have been made. These cars began coming from the factory July 1. They are made only with seven-passenger touring bodies, but inclosed bodies to fit the chassis will be supplied in time for Fall and Winter use.

Latest Improvements Included.

The motors of the four cars are: 66-A, 5 by 7 inches; 48-B and 48-D, 4½ by 5½ inches; 38-C, 4 by 5½ inches. All four have a four speed forward and reverse transmission of the selective type, cone clutch, shaft drive and semi-floating rear axle. Two separate and independent means of ignition, one a Bosch high tension magneto and the other storage battery, are used.

A distinctive feature of the Pierce-Arrow cars is the centralization of control. All levers, pedals, switches, etc., having to do with the control of the car are placed within easy reach of the driver, and everything that does not concern the control has been placed where it will not interfere with the driver's movements. The dash is regarded as exceptionally neat.

The equipment of Pierce-Arrow cars has met every public demand and includes a compressed air starting system, electric light generator, cape top, glass front with a rain vision and patent ventilator, Pierce-Arrow demountable rims, electric horn and bulb horn, autometer and clock, gasoline tank gauge, gasoline primer air power pump, set of tools, shock absorbers, extra tire and rim carriers, trunk rack, foot rest, coat and blanket rail and Yale locks for the hood, dash cabinets, tool compartments and oil and grease box. The 48-D is equipped with a gas priming starter instead of the compressed air system.

Colors Are Optional.

Bodies to suit almost every demand are fitted to the Pierce-Arrow chassis. Those available for the 38-C are: Runabout, four-passenger touring, five-passenger touring, brougham and landaulet. Those for the 66-A and 48-B are runabout, four-passenger touring, five-passenger touring, seven-passenger touring, brougham, landaulet, suburban, landau, vestibule suburban and vestibule landau.

The colors that may be used in finishing these cars are optional with the owner. Upholstering is also left to the choice of the owner and with the range of colors that is allowed it is the assertion of the company that a sufficient variation is possible to allow every Pierce-Arrow car turned out in the course of a year to be different. Catalogues describing the new Pierce-Arrow models in more detail have been forwarded to all Pierce-Arrow dealers and will be distributed by them.

PATHFINDER ON SEVERE TRIP

Car Will Cross Continent Three Times Before Ending Work.

Elated over the manner in which the Pathfinder is performing the feat of helping A. L. Westgard to map transcontinental automobile routes for the American Automobile Association, B. F. Jacobs, sales manager of the Motor Car Manufacturing Company, of Indianapolis, which makes the Pathfinder left Portland for Spokane last week to meet the noted map-maker. Mr. Westgard and his party will be in Spokane in a few days. They will go to Seattle and down the Pacific Highway to Portland.

According to information received by Mr. Jacobs, the Pathfinder car has withstood the strain of its hard journey in fine manner. Mr. Westgard, in a letter to Mr. Jacobs, complimented him on the car and said that he could desire nothing better.

In this trip Mr. Westgard is also representing the good roads bureau of the Department of the Interior. He is supplying government officials with valuable data concerning road conditions throughout the country.

Three routes across the continent will be mapped by the Three A official before he quits his present job. The Pathfinder will be the car used on each trip.

TRUCK SAVES LARGE AMOUNT

Power Wagon Does Away With $3000 in Ferry Tolls.

Owing to its ability to carry heavy loads over steep grades in much less time than horses, the five-ton Peerless truck operated by the Howell Condensed Milk & Cream Company, of Jersey City, N. J., is saving its owners over $3000 a year in ferry tolls alone, in addition to all the usual savings that result from successful motor truck operation. The company hauls every night a large quantity of milk from Jersey City to a point two miles in the interior of Staten Island. The truck makes two trips with 100 40-quart cans, each weighing 110 pounds.

The present route covers a run of eight miles from the distributing station at 144 Provost street, Jersey City to the Bergen Point ferry and a run of two miles after reaching Staten Island, making a round trip of 20 miles, or 40 miles for the night's work. The ferry tolls are 35 cents for each passage, or $1.40 per night.

Overland Trip Started.

R. H. Morse, who has made his home in this city for the last four years, started with his family, in his Buick "30" touring car last week, for an overland journey to Flint, Mich. His route will take him through Central Oregon, Boise, Idaho; Salt Lake, Utah; and Denver, Colo., on his way to Flint, Mich., where he will make his permanent home.

Copper, zinc, aluminum and magnesium composes a new bronze invented in Germany for airship parts.