

COLUMBIA HIGHWAY WINS AUTO RACERS

Fred Wagner, Famous Starter, Suggests Annual Race for River Route.

COURSE HELD TO BE SAFE

Star Pilots Contend That Fast Time Could Be Made Safely—Publicity Value of Event to Portland and Oregon Pointed Out.

They came, they saw the Columbia River Highway, they were conquered. This applies to Eddie Rickenbacher, star automobile racer, who won the recent 300-mile event at Tacoma; Fred J. Wagner, automobile race starter, who is beloved by the entire automobile fraternity, and a galaxy of automobile race stars, mechanics, pit managers, all of whom came to Portland for their special car last Tuesday as the guests of W. L. Hughson, of San Francisco, for a trip over the Columbia River Highway in a battery of Kissel and Briggs machines. Mr. Hughson is head of the Pacific-Kissel-Kar branch, which cuts a large figure up and down the coast, and of the wholesale accessory firm of Hughson & Merton.

Wagner Favors Course. The noted speed race authorities were, of course, hypnotized by the wonders of the famous Oregon highway; but they were impressed most of all with the rare possibilities of the great scenic roadway as the course for the most spectacular motor race ever held. If the popular Fred Wagner has his say there will be a great road race up the Columbia Gorge some day that will outshine the famous Paris Grand Prix.

Quite naturally a great many Oregonians would object seriously to the use of the Columbia Highway for a race course even though it be set aside for that purpose only one day in the year. But if the suggested Columbia River Highway race is to be held, it will certainly prove the ace of trumps for Portland and Oregon in a publicity way.

Annual Race Suggested. "Billy" Hughson certainly did a big thing for Portland when he invited these race drivers down here, for now you will never have any trouble getting the biggest race experts in the country out this way for just such a race as I propose," remarked Mr. Wagner, who has been the chief official of nearly every important automobile race ever held in the United States. "You have a natural amphitheater for racing here that would attract a million people to your city and that would make Portland and its highway talked about all over the civilized world. Of course, you could not hold one here here a year, and it would be necessary to exercise great care in preparing the course and staging the race; but a one-way race for 40 miles from Portland east would, in my judgment, be several times safer than the present racecourse known as Rose City Speedway.

Publicity Profits Certain. "Think how publications all over the world would 'eat up' advance publicity on a Columbia Highway race, showing its waterfalls, its promontories and its great river and gorge. Probably a lot of people would 'squawk' about the matter, but the chief object of the benefit it would bring to Oregon country. Ralph De Palma, who raced over the 40-mile grand prix course in Paris the year he held the Kissel-Kar, you that that course was the most hazardous he ever saw, yet there were no accidents."

Mr. Rickenbacher, who, together with De Palma, is less than one win behind Dario Resta in the grand-championship contest now being conducted for drivers, said last week that it would be his highest ambition to win a race over the Columbia Highway.

"The curves are perfect and there are just enough turns to make it the most fascinating course that could be imagined," remarked Rickenbacher excitedly, as he steered a Kissel-Kar through the winding road. "I believe I could average between 60 and 70 miles over this highway with my new car."

Rickenbacher Near Top. Mr. Rickenbacher believes that the grand championship contest for drivers will be decided at the grand prix and Vanderbilt cup races at Santa Monica at the end of the season. Seven or eight big races that count in the marking will be staged prior to that event, the first one being at hold one race the racers are now bound. The grand prix will count 1200 points for the winner, and the Vanderbilt, about 900, giving the winner a great advantage in the count.

The Tacoma race counted 800 points, which placed Rickenbacher and De Palma only 700 or 800 points behind Resta for the entire season. Rickenbacher is one of those sportsmen who consider the Vanderbilt about 900, giving the winner a great advantage in the count.

The entire party of visitors, numbering about 20, referred to the recent Tacoma race as one of the best they had ever witnessed, but they didn't talk about anything while in Portland except rave about the beauties of the Columbia River Highway. "It is greater than Niagara," said Mr. Wagner, as he looked up at what is known as "California Falls." "And it beats anything 'California has.' All of the other members of the party, even Los Angeles residents, like Mr. and Mrs. Omar Toft, said ditto. "What worries me is that the water doesn't wear out the rocks over which it rushes," remarked Mr. Wagner seriously.

Curiously enough, Mr. Wagner has known A. S. Robinson, manager of the Portland office of the Pacific Kissel-Kar branch, who engineered last week's trip, for 18 years. He has also known Frank C. Riggs for 25 years, and never comes to Portland without looking him up.

Mr. Wagner got his start 37 years ago as copy boy in a newspaper office. Seven years later he commenced acting as official starter at big bicycle races, and as soon as automobiles became practical he was acting as starter. This year marks his 13th season as official at big automobile races and his 8th year as a race official. Intentionally, he has been quite some fellow in the magazine business. After serving his apprenticeship on newspapers Mr. Wagner started the Bearings, then Cycle Age and later Motor Age, now one of the leading motor publications of the country. From this he went to Horseless Age, and then to Motor West, an automobile magazine of Los Angeles over which he is still president.

At the conclusion of last Tuesday's trip Mr. Wagner showed that he has not lost all his knack as a writer by penning the following "thank-you" note

DRIVERS WHO STARTED IN RECENT AUTOMOBILE RACE AT TACOMA, VETERAN STARTER AND OTHER MEMBERS OF PARTY WHICH SAW COLUMBIA HIGHWAY LAST WEEK AS GUESTS OF KISSEL-KAR BRANCH.



Five Auto Race Notables Seated on Running Board of Kissel Kar. From Left to Right—'Billy' Chandler, Owner of Three Crawford Racers; Eddie Rickenbacher, Winner of Tacoma Race; Fred J. Wagner, Official Starter; Dave Lewis, Third-Place Man at Tacoma, and Omar Toft, Winner at Portland Recently and Sixth-Place Man at Tacoma. A. S. Robinson is at Wheel Bottom. Left to Right—Mrs. Fred J. Wagner, Rickenbacher at Wheel of Kissel Kar, Mr. Wagner, A. W. Jones, Ford Branch Manager, and M. L. Pulcher, of Federal Truck Factory.

to William L. Hughson, host for the trip and luncheon. "It would be impossible to find words to adequately express our best appreciation for the outing and splendid entertainment which you so generously provided. "The trip over the Columbia River Highway has made every member of our delightful party duly appreciative of the finest bit of scenic beauty and scenic display they ever beheld in any of their travels—and the friendships you have earned today for the treasures of King Solomon's Mines. We all enjoyed the trip for the delightful time we all enjoyed.

The note was signed by all members of the highway party as follows: Fred Wagner, Eddie Rickenbacher; Omar Toft, winner at Portland races and sixth place man at Tacoma; Billy Chandler, owner of string of Crawford race cars and driver; Pete Henderson, driver on the famous Maxwell team; Art Johnson, driver of one of the Crawford cars; Bob Moore, driver of another Crawford racer; Jack Henderson, Rickenbacher's teammate; James Alexander, mechanic on Chandler's Crawford; Ralph Kripplien, Pete Henderson's mechanic; J. Longchamps, mechanic on the Kissel-Kar; H. Lime, of Goodyear-Tire & Rubber Company; Barney Newgard, pit manager for Crawford team; H. A. Leavelle, official timer; A. W. Jones, manager of Ford branch at Portland; Mrs. Fred J. Wagner, Mrs. Billy Chandler, Mrs. Omar Toft, Mrs. A. S. Robinson, Mrs. J. Staehli, of the Journal; Chester Moore, of The Oregonian; C. W. Austin, of The Spectator; Edward Johnston, manager of Hughson & Merton branch; A. S. Robinson, manager of Portland Kissel-Kar branch, and M. L. Pulcher, driver on the Maxwell team and manager, Federal Motor Truck Company, Detroit.

Dave Lewis, who took third money at Tacoma, came to Portland with the party, but remained in town to visit friends, frankly admitting that his sweetheart lives here. Lewis made the fastest lap at Tacoma and put up a sensational fight after being in pits numerous times.

Plan Is Adopted by Rose City Athletic Club to Insure Satisfactory Decisions—Tuesday Card Arranged.

Because of the numerous complaints of patrons of boxing at the Rose City Athletic Club on decisions rendered by referees, Manager Fred Thomas Merrill, of the club across the river, has named 28 local enthusiasts as judges. Three of the 28 will be selected at each show to give their decisions and the selected three and the referee will decide all bouts in the future. Jack Heiser in the future will be given the preference as referee.

Here are the 28 judges selected: James J. Richardson, J. J. Parker, Jack Fahle, Mike H. Butler, James H. Cassell, Grant Wilcox, Jimmy Rillance, Ted Lansing, Dr. J. C. Carrigan, Don Thompson, Tommy Tracey, Pete Grant, Sol Stiller, Dr. Vitus Fitzgerald, Ben Jagger, J. J. Shreve, Frank Anderson, Ike Upright, George Berts, Lou Kennedy, Herman Politz, John J. Higgins, Lou Wagner, Fred Bolt, George Moore and Denver Ed Martin.

Two switches have been made in the card to be presented by the Rose City Athletic Club Tuesday night. Sammy Gordon will seek revenge for his brother, Able, when he takes on "Toughy" Wing, the little albino boy. Wing gave Able a bad beating at the last Rose City Club show. Sammy Gordon originally was scheduled to clash with Jimmy Sheridan, a Portland boy who has never appeared as a referee.

PORTLAND SCHOOLBOY IS IN GREAT SHAPE FOR TUESDAY NIGHT'S BOUT.

ABERDEEN TO HOLD BIG SHOOT

Trappers From Northwestern Cities to Attend Tuesday's Event.

ABERDEEN, Wash., Aug. 12.—(Special.)—Several Portland trappers are expected to be on hand Tuesday for the final shoot of the season by the Grays Harbor Trap-Shooting Association, to be held at the Cosmopolitan grounds. Because of the Elmer convention at Hoquiam next week, Portland sportsmen have announced they will take this opportunity of participating in a shoot with the Grays Harbor club. Spokane, Tacoma, Seattle and other cities will have delegations here.

There will be five 20-bird events and two 25-bird events and the entrance fee to be charged will be divided 40, 30, 20 and 10 per cent among the four best shooters. The club announces this will be the last shoot because of the approaching opening of the bird season and the increasing cost of ammunition.

BOUT JUDGES NAMED

List of 26 Selected, Three of Whom to Act at Each Go.

TRIO TO HELP REFEREE

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Muff Bronson

lightweights command the highest guarantees—hence his complaint about the Army food. Willie eliminated the heavy cats Rexter in his first week and came back at about the same weight. "I certainly advise every young man to take military training," declares Ritchie, "because it teaches things about the Army that I never dreamed about. It was wonderful to me and I'll not be missing when the call comes to go to Monterey next season."

WRESTLING IS HURT

San Francisco Fans Lose Interest in Grapplers.

BOXING ALSO IS WANING

Reopening of Four-Round Contests Within City Limits Is Scheduled—Ritchie Is Citizen-Soldier Now.

SAN FRANCISCO, Aug. 12.—(Special.)—The wrestling game is a dead issue in San Francisco at present. The Cutler-Santell farce had the effect of killing off whatever interest had been revived in the mat game. As has been the case so many times in different sections of the country, the wrestlers have to come out and take on Santell, but he likely will drop negotiations now.

TY COBB MAKES HIS LUCK

Connie Mack Says Star Fights for Everything He Gets.

PHILADELPHIA, Aug. 3.—A couple of the Athletic players were talking the other day and one of them said: "Cobb got two lucky hits here." "Not exactly," said Connie Mack. "Cobb makes his luck. If he hits the ball and it rolls to the infielder, Cobb goes to first base like a deer. He hurries the infielder and if he boots the ball, makes a wide throw or the first baseman drops the sphere, Cobb gets a hit, for he will be so close to the bag that every one will say, 'Cobb had it beaten.' Cobb fights for everything he gets, you have to hand it to him. I don't know where there is one like him."

PORTLAND-OWNED BULLDOG WINS HONORS ON THE BENCH

Fingall, English Bulldog Owned by J. R. Adams

Fingall was sired by Chesterfield Johnny and his dam was Windoo. He is 4 years old and has been owned by Mr. Adams, who is the purser on the steamer Cello, since he was 9 months old. When only a year old Fingall won first honors in the Portland show and the following year at Los Angeles won first in the novice class. In 1915 at Los Angeles he won first American-bred class and second in the open. Last April at Seattle he won first in the American-bred, first in the open and first in the limit. He has never been defeated by an American-bred dog. While Mr. Adams is making the trips up and down the coast on the Cello, Fingall is kept at the Leltria Kennels on the Base Line road.

ROSE CITY ATHLETIC CLUB NIGHT

MUFF BRONSON vs. JOE BENJAMIN

JACK JOHNSON vs. FARMER BURNS

ALLEN vs. NELSON

JIMMIE SHERIDAN vs. SAM GORDON

TOUGHY WING vs. BILLY RYAN

ROY LOOMIS, of Chicago, is said to be flying in the Windy City, and many critics predict that if the Middle West's sprinter is ever to be credited with 93-5 for the distance, this year is the time. On the other hand, Lawson Robertson, who is training Alvah Meyer for the coming battle, claims that not only will Meyer take Loomis' measure, but it will not be in 93-5 seconds, either.

Avery Brundage, of the Chicago Amateur Athletic, has started training for the all-around championship, which will be contested in connection with the National games at Newark in September.

Pat McDonald is losing the shot about 47 feet in practice. This means that the big fellow will be doing his 49 in the big meets later on. Pat is always good for a foot better in competition than in practice.

Pressure is being brought to bear on Eddie Rexter. Rexter, who has been about staying away from the walking races this summer, is firm for a long rest, however.

Edouard Fabre, Canada's long distance champion, who won the Panama-Pacific marathon last year, has announced his retirement from running.

Frank Sioman, of San Francisco, has resumed track work after a long rest due to a pulled tendon. The fastest quarter that Sioman has shown recently was around 51 seconds.

Dan Ahearn, the world's record holder, who represents the Illinois Athletic Club, is going to close his best in the "hop step" according to reports from the Middle West. Dan did 49 feet 7 inches recently in Chicago.

George Brunder, Irish-American Athletic Club champion javelin thrower, is out after a new record in that event.

From reliable sources it is learned that Abel R. Kiviat and Harry J. Smith, dropped from the amateur ranks for professionalism, are to seek reinstatement in the fall. Both have received offers to compete against professional athletes, but declined. They have not been idle during the last few months.

Roy Campbell, the present half-mile champion, will be a starter in the \$50 this year and should make it interesting for any of the other contestants.

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RESERVED \$1, \$1.50 BOX \$2

ADMISSION 50c

BEAVER CREW LOSES

Sensational Lake Race Lost to Coeur d'Alene Four.

PORTLAND MAN COLLAPSES

Stroke Bates Breaks Down Under Gruelling Grind in Idaho Regatta; Lake City Wins Twice From Oregon Entries.

SPOKANE, Wash., Aug. 12.—(Special.)—Colquhoun and Williams, of Coeur d'Alene, won in the senior doubles rowing race; Gregory and Humphrey, of Portland, came second, and Boyington and Fritz, of Coeur d'Alene, were third. All the crews passed the three-quarter at the same time and the winners were a length and a half ahead at the finish. The time was 4:40.

The crowd of nearly 1500 boat race fans went wild this afternoon when the Coeur d'Alene four-oared shell rowed in three feet in advance of the Portland crew at the finishing tape of the "senior four" mile event at the Lake City Regatta. The race was the fastest ever seen at the lake. The time was 7:45.

The Portland crew took the water with a rapid stroke and pulled away from its rivals until the Ross City boat stood a full length ahead of the leading Coeur d'Alene shell. Between the first quarter and the half, Portland oarsmen increased their lead to a length and a half. The Coeur d'Alene men added a stroke to their pace at this time and the three-quarters mark the Portland men were only a length ahead.

The finish was sensational, the Coeur d'Alene crew pulling up during the last 10 feet of the race. Bates, pulling stroke oar for the Portlanders, collapsed at the finish. The winners were Edmonds, Zilka, Evenden and Williams, the losers listing as Bates, Breeding, Bremner and Gregory.

The Coeur d'Alene rowers who came in third were Leeper, McMillan, George and Fritz.

Lefts and Rights

BENNY LEONARD'S next opponent will be Joe Asaveo. They will meet in New York within the next few weeks.

Jim Coffey will start his pugilistic career anew on Labor day, meeting Jack Dillon for 15 rounds at Ebbets Field, Brooklyn. Coffey is a much faster man than Frank Moran or the average run of heavyweights and his friends are expecting him to outpoint the Hoosier scrapper.

Ralph Gruman may meet Walter Mohr at the Brooklyn Sporting Club, Brooklyn, within the next few days.

Johnny McCarthy, the San Francisco lightweight, will box Bob Graham 10 rounds at Tonapah, Nev., August 15.

Joe Bonds has a number of matches lined up. August 15 he will meet Willie Meehan at San Francisco. After his match with Meehan he will go to Burke, Ida., where he will meet Army Welch on Labor day. September 13 will find him in Baker, Or., where he will box some good heavyweight in all probability Frank Kendall. From Baker he will go to Pendleton and box Frank McCarroll the opening day of the Round-up, September 21.

Farmer Burns may box Vic Berger 10 rounds at Baker, Or., during the latter part of the month.

"Fighting" Jack Allen will return to the local ring after an absence of about two months, meeting Billy Nelson, the Spokane lightweight, at the Rose City Athletic Club Tuesday night. Allen is noted for his ability to mix things and he should make the going hot for the cool Spokane boy.

After his bout with Jimmy Sheridan at the Rose City Club Tuesday night, Sammy Gordon will return to his home in Butte, Mont.

Joe Rivers, the little Spanish peppercorn, arrived in Chicago from Los Angeles the other day and is ready to meet the out of town crowd. Billy Nelson, who has been offered matches in Brooklyn, Buffalo and Akron, but has decided to rest up in Chicago for a while. His first man may be Joe Sherman, the Chicago lightweight.

Irritated by the flood of criticism directed at him after his poor showing in his contest with Jack Dillon, Frank Moran has announced that he is willing to wager \$5000 that with eight weeks' training he can knock Dillon out in five rounds.

Ritchie Mitchell, the Milwaukee lightweight, has been syndicated. A cluster of capitalists have divided Mitchell into 1000 shares at \$10 a share. The shares will be disposed of to those who consider them a good investment. The receipts will be used in pointing Mitchell to the lightweight title. Of course, Mitchell will be compelled to beat all his opponents from now on in order to keep his stock at par.

Pitcher Fanning Is Released.

SAN FRANCISCO, Aug. 12.—Charles ("Skeeter") Fanning, pitcher for the San Francisco team of the Pacific Coast Baseball League, was given his 30 days' notice of release today by Manager Harry Wolterson of the Seals. Fanning has been with the Seals since 1911, but a sore arm has lowered his pitching efficiency.

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