

# FALLEN CHAMPIONS CAN RISE AGAIN, SAYS BRITT

### Story of How One Star Which Had Ceased to Shine, Once Again Ascended to Its Place in Pugilistic Heavens. Set Face Against Popular Superstition.

By Jimmy Britt.

It is rather a strenuous task for an actor, politician or athlete to shatter or correct public fallacies. The public is like a mule. It gets an impression and it sticks to it like glue. If the public gets an impression that a theatrical star is a top off, and it matters little whether or not the actor or actress, as the case may be, is as good as ever, the struggle against public opinion is too much of an up-hill proposition, and in the end the public must have its way. The public gets the idea that they have had enough of him, and that's generally the final word.

Fighters who have been on top of the perch and then shaken off in the uncertainties of competition, as rule never do what the public terms "come back." There is a reason for that. The fighter who goes along beating everybody in sight for years, and then finally runs into failure, as they all do in time, comes discouraged. His is a "come back" away back to the land of the "also rans" on the wave of public opinion. And just because nobody ever met the fighter squarely in the face and backed it, everybody shakes their head and says: "Superstition Overcomes Him."

The fighter's friends tell him this. He sees it written or hinted at every day in the newspapers, and his managers find it out when he sits down to talk business with the club or the fighter who is on the ledge above. Finally the fighter concludes that the public must be right and that fate will do that a topnotcher once beaten never shows his old form again. Then he gets discouraged and stops his exercise. He generally throws himself open to the easy-going bohemian life that is held out to public characters, and then that is the finish. After a long siege of this he concludes that he still has a fight left in him, and, without sufficient training, he enters the ring with an ordinary fighter and gets licked.

That is the inevitable final and public opinion is at the bottom of it. I made up my mind two years ago when Battling Nelson knocked me out that I could beat him. I knew I made a mistake when it was too late. I studied the fight over and took good care to duck the public opinion snare. I made up my mind that the adage "fighters never come back" was a delusion, and that it would take more than one beating to convince me that it was time to put on the carpet slippers and let the whippers grow.

**Britt Fights It Down.**

In my own mind I never allowed the impression to get a foothold, that it was all over. Instead I made up my mind that I had much to learn about the fighting game, even though everybody thought I knew it all. It was a tough job but I never let go. I went about the thing systematically. For a whole year I hit over those Marine county roads at least three times a week and during that time there was never a week that I did not do at least two or three days' work in the gymnasium.

I could note the improvement in my ability from the start. My strength was not impaired that day at Colma. Instead I made up my mind that I would take hold of the situation like a bulldog and never let go till I had accomplished the task I had mapped out for myself. It was really the turning point in my career, but I turned it to advantage to myself instead of being swallowed up in the whirlpool of popular fallacies. I am a better fighter today over today than I was the day my gun seemed to set at Colma. And I intend to get better.

**Train! Train! Train!**

It is a bit of a hardship of course, because I like the good things of life, but the public pays me well for my work. I once wrote in these columns after the Colma fight, these words: "Success may turn my head, but failure will never make me stop trying." The year I put in over at Shannon's was not all work, however. That would never bring about the results I wanted. It would break the strongest athlete in the world down if he was to do nothing but train, train, train. Routine is monotonous and whenever I felt myself growing stale I laid aside the sleeveless shirts and the dust-stained road clothes and took a fling at things in town.

A day or two, however, always found me back on the old job, feeling more like going on with the task of bulldozing the public opinion than when I eventually look down upon the slough of failure. I would have fought Nelson for an even money bet. I was the better man and I wanted a chance to show the Missourian. I saw Gans and Nelson fight in Goldfield and I made up my mind I could beat the both of them. I am over one hurdle and am now facing the other. Most people would laugh if I told them I consider Gans made to order for me and that I believe that I will knock him out before the end of 30 rounds. I don't want to boast, I am going to beat Mr. Gans and then retire for at least a year. I have worked hard and am satisfied to be the finish.

**Expecta to Beat Gans.**

Gans is a fast, two-handed fighter, who has become marvellously expert as a result of his years and years of boxing. He has had more experience in the ring than any fighter in the world, but I think I am a speedier and have more vitality than Gans. The 42 rounds that he went through with Nelson were slow. Nelson and I went more than double the clip that Nelson and Gans did at Goldfield. It was more of a wrestling match, with flashes of open fighting here and there than anything else.

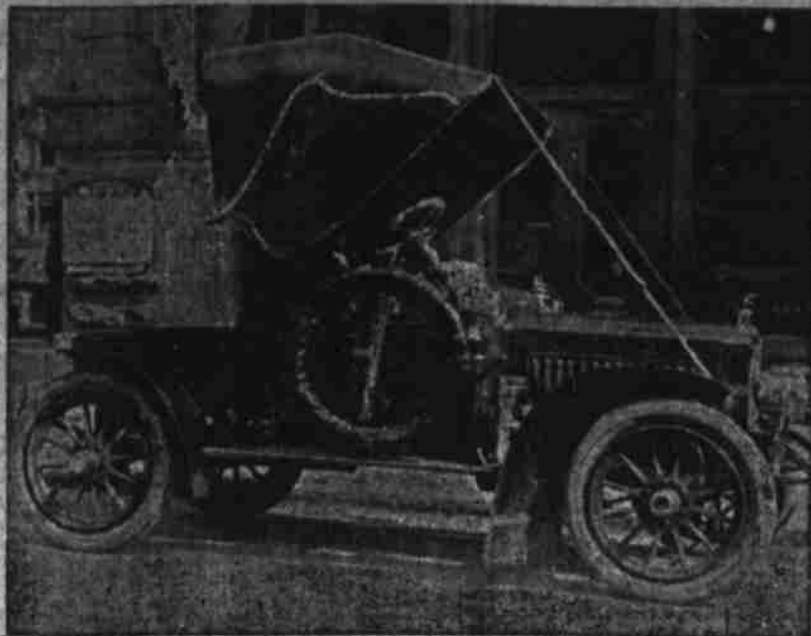
I am hitting hard enough to flatten anybody I get a square wallop at, and my body punch is the best I have seen against a fellow like Gans. Of course, I won't hit him as freely and as often as I did Nelson, but then I won't have to. There is only one Battling Nelson in the world. He certainly has it on them all playing the "punching" role. At that, if I had not tacitly agreed to fight a careful, heady fight, I would have knocked Nelson cold.

I could have made any spurt and knocked him out any time after the twelfth round. Of course, I would have been taking a small chance, but I had my plans made for the battle and I carried them out. If it was anybody else on earth except Nelson they would have caved in under the terrific beating early in the fight. I never hit a man so hard in my life as I did Nelson. Every time I walloped him in the body he groaned inwardly. He is as game as a bull as it is possible to be and he deserves much credit from the public. He

always gave them a fight and allowed no loafing.

I intend to remain here at Harbin until about the 25th. The air here is a wonderful tonic. The altitude is high enough to make the work harder, and when you get in fairly good shape here I am fit to go down in a lower altitude and go a terrific clip without taking over a long breath. There was never a moment in my fight with Nelson that I drew a hard breath, and I never tired. I will be in flawless shape when I face Joe Gans.

## AN IDEAL PHYSICIAN'S CAR



Model D, 4, 30-horsepower Mitchell automobile, with special runabout body and full leather Victoria top. Built for Dr. Hegelo of Portland.

## THERE ARE ONLY FOUR GREAT PUNCHES, SAYS BILLY JORDAN

Billy Jordan, the famous "All right—let 'er go" boxing announcer of San Francisco, is a crank on the game, but a real lover of the sport, who admires the masters and champions for what they can do. Having followed boxers from the days of Jim Mace to the present day, what Billy says about the game is quite interesting, and should, after all these years, be about the right dope. He is 73 years old now, and says he feels as though he will introduce four or five more champions to audience before they start the count on him.

"When you figure the whole thing down," said Mr. Jordan one night, "there are only four punches that are worth a thing to a man. All beginners and third raters use anything they think of, but a man with class never takes a chance except with the proper punch. A fighter has to be as careful with his hands as a soldier in battle is with his gun. His hands are his weapons and he must be on the lookout.

"The four punches I speak of are these: A right to the jaw—that is, to the chin—and with his best hand, which is usually the right. He punches with a downward slant and no man in the world can take it and recover quick enough to avoid a knockout. Another is the left to the stomach. You are on guard, blocking with the right, and still punch where there is little chance of hurting yourself. The next is the right under the heart. That is the punch that is worth more than all the others. It

takes the life out of you, bends you over, and sickens you with pain. The fourth is the cross counter. The man who has the eye of a fencer is the man for this punch. It requires speed, direction and force to get results and is a dangerous punch.

"I pick four punches like this because they are the most dangerous. There is no reason for the gambler in swinging or uppercut. Either of these blows is dangerous for the man who uses them and he is gambling with fate for a broken hand. There is one way to upper cut, and that is close in, as Joe Thomas does. When you jolt a man under the chin in close I'll tell you it shakes him up and more than once I've seen it start a man toward defeat.

"Do I consider Thomas a better hitter than Gans? No; Gans is the greatest hitter I ever saw. He never wastes a punch and uses the right one, and his direction is perfect. He is the master of fighting, if there ever was one. Thomas, I think with a few years of experience, will be the greatest fighter in the world. He is cool all the time, a terrible hitter, game to the core, and clever.

"Do I think there is a man in the world who has a chance with Jeff? Not on your life. No, sir, Jim Jeffries is the greatest man the world ever saw. In talking of heavy weights, mind you. Of course, Jeff is not as fast as Gans, but for a man weighing over 150 pounds he is a marvel. Let me tell you what a lesson he got from Fitz in his last fight and how he looked? He had seven stitches taken in a cut over his eye and when he knocked Fitz out he used about half his steam and at that put a lump on Fitz's side as big as your hand and fractured a rib. All his knockouts were done with left-hand punches. Suppose he let Fitz with his right as he could. Why, he'd kill a man.

"No, I think it is foolish to try and match anyone with him for a finish fight. The big fellow has never been staggered in a fight. He's too strong and tough for these little fellows, who now have in the heavy-weight class

## MOTERING NOTES

Motorers, know thy coops!

A flat road cheereth the spirit, but a flat tire cheereth it.

Not bent nails, but reckless chauffeurs are the real calamity of motoring.

With the spark properly advanced, excellent results are obtainable when giving the engine less gas than is necessary with a late spark. Proper sparking not only reduces the tendency toward overheating, but also it is conducive to fuel economy.

Although little is being said about it, the work on the Long Island motor parkway is going forward as steadily as if there was to be a cup race on it this fall.

Memories of national tours are more to be cherished than much mileage.

Cable advices from France to the American Locomotive Automobile company state that the Infante Isabel of Spain, has just purchased a Berliet car.

With the shows well out of the way and the whole affair in charge of the A. A. A., the Florida beach races can be held in January, with greater advantage than heretofore, and with proper men in charge they should take on an international significance as great as the Vanderbilt race.

If the American manufacturers would take advantage of the circumstances, the suspension of the Vanderbilt race this year might be a benefit, as it gives them time for the due preparation which they never yet have made. Ahead, the racing cars are completed and ready for the start. The makers of the race, instead of the makers finishing them a few weeks before, as they do here. If those who have racers under way and those who intend to build, keep at work as steadily as if there was to be a race, there might be some reason for the delay in your capable of winning the cup for this country.

For high powered touring cars, the six-cylinder motor appears to be the permanent type of the future. This is one style of car of which a demonstration seems to be an infallible convincer.

Barney Oldfield, driving the peerless Green Dragon at the Fargo, North Dakota, interstate fair, broke two world's automobile records on a half-mile track July 29, going the first mile of a three-mile race in 1:15 1/2 and the three miles in 3:20. His mile record beat that made by himself at Winnipeg two days before, by four and a half seconds, and his three-mile record was 18 seconds faster than that of his previous Winnipeg record.

A keen observer on the recent A. A. A. tour, had just passed several cars with a pump circulating system, whose water had boiled away on the mountain side, when he remarked: "What I want to know is why the themophilous system of cooling is not generally adopted, when the Maxwell cars so completely prove its practicability. They have done away with the pump and yet they do not overheat. Surely factory designers must be hidebound not to grasp a good principle when they find one."

In this year's Glidden tour, the springs which are known to be of imported metal, containing an alloy of vanadium, were the ones that were not deflected a particle from their proper lines by all the pounding of the strenuous trip.

Some timely hints on the cars of three comes from J. C. Matlack of the Inter-

national Tire company. Many motorists are having difficulty this hot weather with the patches coming off the inner tubes. It is a mistake, says Matlack, to depend upon patching, particularly during this hot weather, as the heat of friction, together with the heat condition of atmosphere, loosens up the patch. Motorists would save time and money, in any nothing of trouble, if they would send their inner tubes to some reliable supply house and have them vulcanized. This insures a lasting repair.

When congress convenes in the winter the bill requiring uniform automobile laws in the several states will be urgently pushed by representatives of the American Automobile association.

A New York City motorbus company will establish lines both up and down and across the city, on which 5-cent fares will be charged, and will give free transfers from each line to the others.

Santos-Dumont, the Brazilian aeronaut, has made a wager of \$10,000 with a friend that inside of eight months he will have in operation a motor boat capable of a speed of 63 miles an hour.

Because the city council of Toledo, Ohio, did not purchase enough license tags it has been found impossible to enforce the speed ordinances until a lot of red tape is unwound and more tags are procured.

Proprietors of a New York department store who recently added four motor trucks to their delivery service have figured that each does the work of two two-horse teams at considerable saving of expense.

George Dupuy, promoter of the post-pone European gold cup tour, has arrived in this country after a trip of 5,835 miles in an American car through France, Spain, Italy, Austria, Germany and Belgium.

A tribute to the value of newspaper advertising recently was paid by the

makers of a new line, who announced that business had increased 10 per cent since the inception of their newspaper advertising campaign.

**STORE ENLARGED**

Financial Growth of the Portland Jewelry Store of Leffert's at 313 Washington street, has made it one of the most imposing looking establishments of its kind on the coast. The new mahogany fixtures, splendid arrangement, and brilliant new stock give it a rich and substantial look in the daytime, and make a dazzling picture under the blaze of electric lights at night.

In less time than a year this house has outgrown the first provision of salesroom and just by a stroke of luck was the management enabled to secure more room at the old stand, at 313 Washington street, just east of Fourth. Those who have seen the present store can rate of growth before the Portland establishment of Leffert's will be the better house of the two. With H. St. Leffert, whose permanent home is in Portland, and who directs the destinies of the Portland organization is to be congratulated upon the favor shown his store.

**Lewis County W. C. T. U. Meeting.**

(Special Dispatch to The Journal.)

Chesham, Wash., Aug. 17.—The Lewis county W. C. T. U. convention will meet at Winlock Thursday, August 29, and continue over the next day. The first session will be held Thursday afternoon. Friday morning the reports of the score or more of department superintendents will be presented.

Tuesday, the 26th, will be the last day to receive discount on east side gas bills.

# FALL ROADS AND FALL WEATHER FOR AUTOMOBILING

## MAKE THE BEST COMBINATION OF THE YEAR

The hot days are gone—the dust will soon be laid and the roads made compact by the early showers, and then there will be several MONTHS of PERFECT OUTDOOR WEATHER. You will lose the greatest pleasures of the most beautiful season in Oregon unless you have an automobile now. Autumn is the time for long rides through the country and over the hills; and the car that can be depended upon to take you anywhere without trouble is



**Model "E" Runabout**

**Model "F" Touring Car**

Prices Ranging From \$1150 to \$2150

The Endurance Race Is the Only Test That Counts

In June of this year a 24-hour endurance race was held at Minneapolis. The Mitchell Runabout won first place in the \$1,500 class, distancing all competitors and making the best economy score. It is to be noted in this connection that THE MITCHELL was not the most expensive car in the \$1,500 class, as the Mitchell Runabout sells for \$1,500, and other higher priced cars were entered against it, but failed to make so good a showing in this race. All touring cars were entered in one class, and the Mitchell Touring car won second place, the first place being taken by a 45-horsepower machine costing \$4,500, which is more than twice the cost of THE MITCHELL. Yet THE MITCHELL was only 29 miles behind the winner. THE MITCHELL covered 4,009 miles in 24 hours, thus beating the world's record by 183 miles.

We also ask you to remember the record of THE MITCHELL in the recent Portland-Salem Endurance Race. THE MITCHELL was the fifth car to leave Portland and the first to get back, making the run without an interruption, winning a perfect score.

**The Mitchell Is the Car That Will Get You There**

### THE CAR THAT FEARS NO COMPARISON; THAT DECLINES NO CHALLENGE; THE CAR THAT HAS WON ITS HONOR BY MERIT!

## NOW IS THE TIME TO BUY

### We Have Some Rare Bargains in Machines Slightly Used for Demonstrating

Do you want an automobile that has been tested and found reliable? The Mitchell Motor Car, not only in the case of individual cars, but THE MITCHELL as a type of machine, is known the whole country over as the car that, judged by prevailing automobile prices, is worth more than it sells for; and we now have in stock a few machines that have gone through the severest tests and are proved to be individually cars of faultless construction and highest efficiency. Through the summer we have used these cars for demonstrating purposes, selling unused cars from our stock, backed by our guarantee to be equals of the cars used in demonstrating. Now, as our stock is about closed out we are using this space in the papers to announce that our demonstrating cars, along with others, are for sale; and the man who wants a car of tested value and proved worth will be fortunate to get one of them. It will be advantageous for you to examine these cars without delay.

It does not seem necessary to say much in detail of the reasons for buying at this time of the year. The beauties of Oregon in the autumn are well known. It is worth the price of a MITCHELL—the most reasonably priced car on the market—to have the radius of a hundred miles or more for one's pleasure-ground. The automobile is a necessity to the man who wants to make life most enjoyable for his family. A trip through the country this fall in the easy-running Mitchell Touring Car would be a delight to old and

young and would do more to restore the failing health of an invalid than any treatment the doctor could prescribe. THE MITCHELL is the car for everybody—easily handled, simply operated, always satisfactory.

We only ask an opportunity to lay the facts of the situation before you. A ride in THE MITCHELL, or better still, a longer experience with it, will be the best evidence that we can give you of its superiority.

Now Is the Time to "Look Into It"

**Mitchell**

First and Taylor  
PORTLAND