

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 on the wane, the boxoffice receipts drop 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 uphill proposition, and in the end the public must have its way. It is the same way with the politician. The public gets the idea that they have had enough of him, and that's generally the finish.

Fighters who have been on top of the perch and then shaken off in the up-and-down of competition, as a 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 up to failure, as they all do in time, becomes discouraged. He is discouraged 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 bucked it, everybody shakes their head and says: "He can never come back."

Superstition Overcomes Him.
The fighter's friends tell him this. He sees it written in the newspapers, and his managers find it out when he sits down to talk business with the club or the promoter who is on the ledge above. Finally the fighter concludes that the public must be right and that fate will tell that a topkicker 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 invariable finish 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 whippersnaws grow.

Self-Fight Is 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 twenty 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 allowed up in the whirlpool of popular fallacies. I am a better fighter twice over today than I was the day my run 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 shut 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.

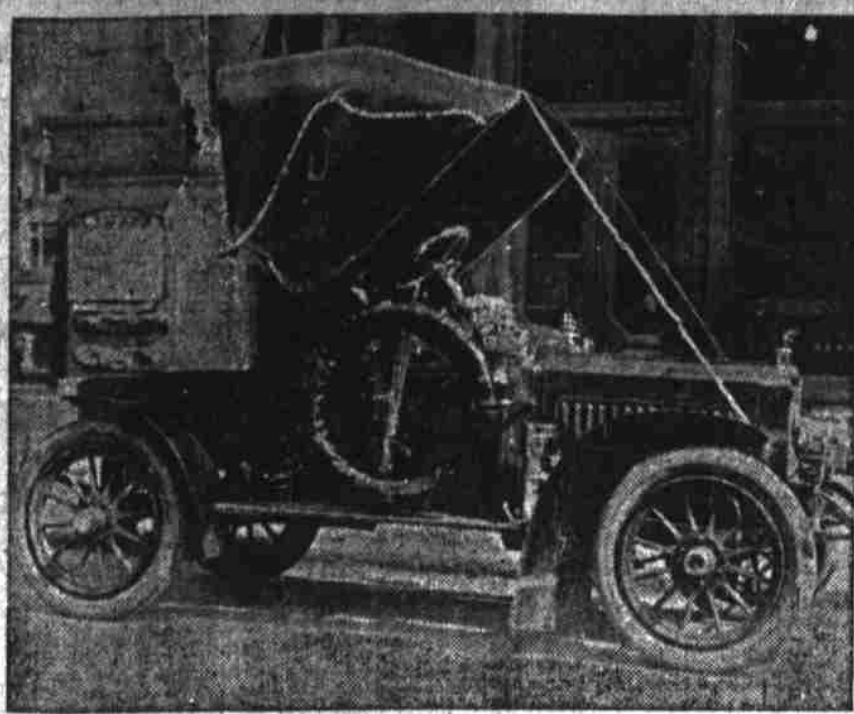
A day or two, however, always found me back on the old job, feeling more like going on with the task of building the pyramid from which I was to eventually look down upon the slough of failure. I would have fought Nelson for an old shoe. I knew I was the better man and I wanted a chance to show the Missourian. 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 I will knock him out before the end of 20 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 entitled to it.

Expects 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 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 "one best bet" against the fellow like Gans. Another 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 that "punching bag" role. At that, if I had not tacitly agreed to fight a careful, heavy fight, I would have knocked Nelson cold.

I could have made a 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 night. 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 a boy as it is possible to be and he deserves much credit from the public. He

AN IDEAL PHYSICIAN'S CAR



Model D, 4, 30-horsepower Mitchell automobile, with special runabout body and full leather Victoria top. Built for Dr. Hegele 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 be read by all who are interested in the sport. He is 35 years old now, and says he feels as though he will introduce four or five more champions to audiences 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 to 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

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 I get in fairly good shape here I am fit to go down in a lower altitude and go a terrific clip without taking even 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.

think Jeff will be heavy-weight champion until his beard is white and that he will never see a man who had a chance with him."

MOTORING NOTES

Scorchers, know thy copel

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

Not bent nads, 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 advice from France to the American Locomotive Automobile company, state that the Infante Isabelle of Spain, has just purchased a Berliet car.

With the shows well out of the way and the whole affair in charge of the race, 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 but take advantage of the circumstance, the suspension of the Vanderbilt race this year might be a benefit, as it gives them time for more preparation, which they never yet have made. Abroad, the racing cars are completed and being tested out six months before 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 cars in the contest next year 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 3:41. 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 thermosiphon 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 care of tires 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 Mr. Matlack, to depend upon patching, particularly during this hot weather, as the heat of friction, together with the heat of the sun, causes the patches to come up the patch. Motorists would save time and money, to say nothing of the danger, 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 other.

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 licenses for the coming year, the city 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 postponed European gold cup tour, has arranged in this country after a trip of \$250 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 tire, who announced that business had increased 50 per cent since the inception of their newspaper advertising campaign.

STORE ENLARGED

Seasonal Growth of the Portland Jewelry Store of Leffert.

The addition of more salesmen to the jewelry store of the Lefferts at 211 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 than a year this house has outgrown the first provision of salesmen and by a stroke of luck was the management enabled to secure more room at the old stand, at 211 Washington street, just east of Fourth. Those who have seen the present store, which has been the big jewelry store of Council Bluffs, Iowa, for 10 years, say that it will not be long at the present rate of growth before the Portland establishment of Leffert's will be the better house of the two. With H. 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. O. T. U. Meeting.
(Special Dispatch to The Journal.)
Chehalis, Wash., Aug. 17.—The Lewis county W. O. 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 30th, will be the last day to receive discount on east side gas bills.

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FALL ROADS AND FALL WEATHER MAKE THE BEST COMBINATION OF THE YEAR FOR AUTOMOBILING

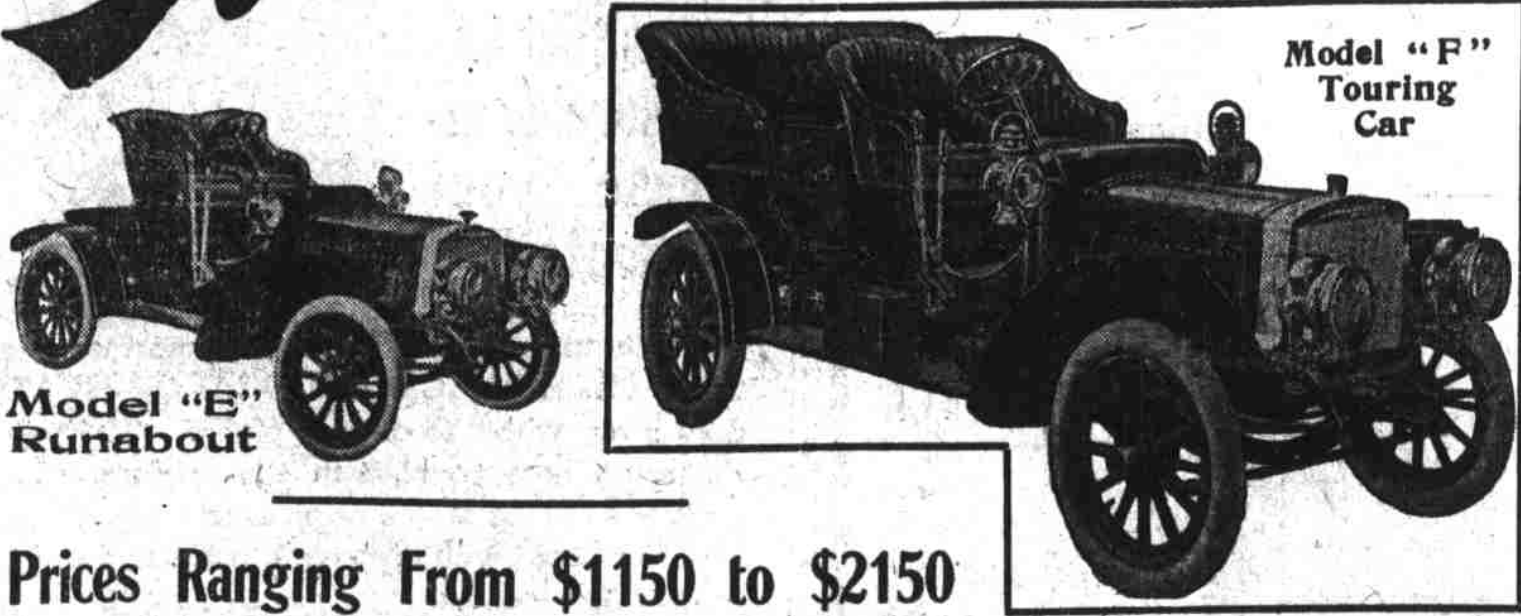
The hot days are gone—the dust will soon be laid and the roads made compact by the early showers, and then there will be several MONTHS of PERFECT OUTDOOR WEATHER. You will lose the greatest pleasures of the most beautiful season in Oregon unless you have an automobile now. Autumn is the time for long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

The Mitchell

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



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 1,009 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

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