

SPORTS



MIKE GIBBONS AND PACKEY M'FARLAND WILL MEET TONIGHT

THE FIGHT IS SCHEDULED FOR TEN
ROUNDS AT BRIGHTON
MOTORDROME.

Enthusiastic World is Deeply Interested
in the Outcome—Gibbons, Who is
Credited With Being Cleverest
Fighter in Ring Today, is the
Favorite of Fight Fans.

- Why, Where, When and Who.**
Principals—Mike Gibbons, St. Paul; Packey McFarland, Chicago.
- Where**—Ocean A. C. Brighton Motor-drome, N. Y.
- Time**—10 p. m.
- Purse**—McFarland, \$17,500; Gibbons, \$15,000.
- Weight**—147 pounds, ring-able.
- Favorite**—Gibbons.
- Measurements.**
- | | |
|------------------|-------------|
| Gibbons— | |
| Height | 5 ft. 9 in. |
| Weight | 147 pounds |
| Reach | 72 inches |
| Forearm | 19 inches |
| Biceps | 12 1/2 in. |
| Chest (normal) | 36 3/4 in. |
| Chest (expanded) | 38 1/4 in. |
| Ankle | 7 inches |
| Calf | 12 5/8 in. |
| Thigh | 19 in. |
| Wrist | 4 1/4 in. |
| Waist | 29 1/2 in. |
| McFarland— | |
| Height | 5 ft. 7 in. |
| Weight | 148 pounds |
| Reach | 69 in. |
| Forearm | 19 3/4 in. |
| Biceps | 13 in. |
| Chest (normal) | 39 in. |
| Chest (expanded) | 42 in. |
| Ankle | 8 1/4 in. |
| Calf | 13 1/2 in. |
| Thigh | 19 1/2 in. |
| Wrist | 7 1/4 in. |
| Waist | 33 in. |

BY GEORGE R. HOLMES.

(United Press Staff Correspondent.)
NEW YORK, Sept. 11.—Mike Gibbons of St. Paul, who is generally credited with being the cleverest fighter in the ring today, and Packey McFarland of Chicago, who was generally credited with all that two or three years ago, will come together at the Brighton Motor-drome tonight. The tilt is scheduled for last ten rounds and there is no reason to doubt it will be any shorter, barring lucky punches.

The pugilistic world has been fed up for a month for this bout. Past records have been delved into, almost everyone who ever heard of a boxing glove has speculated on its outcome, and when it is all simmered down this big feature stands out above the rest—that no one not even McFarland or Gibbons themselves—knows any more about it than anyone else. And that is nothing!

Jim Jeffries proved to the boxing world at Reno five years ago that there is no "dope" on a fighter who has been out of the game several years. Jeff was going better than he had ever gone in his life, according to the men who watched him train—he had speed, agility, the punch everything that had carried him to the front ranks of boxers. But after he got in the ring he didn't have anything except a memory of what had been, and a mighty sore head.

McFarland has been out of the game over two years. In that time he hasn't boxed much even in practice and any dip of an athletic judge can testify that it doesn't take a man long to go back when he isn't working; that a punch is easier to acquire than to remove. Not that Packey has a punch, however, at least externally. He looks, and says he is, in shape.

There can be but little doubt that the St. Paul phantom is right. He has been boxing steadily, working right along, and boxing critics consider him now at the zenith of a successful career.

There is plenty of Gibbons dope. There is none of McFarland. And for that reason fight fans have picked the little Minnesota man to win.

Chances of a knockout, either way, were regarded today as about as probable as Bryan's ascendancy to the Whitehouse. It takes a good man to put away even a second rater in a ten round affair, particularly if that second rater has a pair of legs that conceal the speed in getting away from a sleep wallop that McFarland does.

McFarland is more or less noted for the fact that he never acquired a tin ear or any other disfiguring marks in the ring.

Many Good Bouts Being Scheduled For Local Fans

**TOMMY CLARK AND AL MOSLER
MAY MEET HERE FOR GO
ON SEPT. 21.**

Boxing bouts aplenty are in the making for Pendleton fans. Right on top of the announcement of the go between George Ingie of Seattle and Jack Carpenter, scheduled for the Oregon theater on the night of Sept. 24, and of the bout at Athens next week between Tommy Clark and Bobby Evans, Promoter Farrell announces that he will probably match Clark and Al Mosler for a ten round bout on September 21 and on the same night will send his younger brother, Joe, against the veteran Jockey Bennett. At the same time Farrell states that Clark has readily promised to give him a return bout in about a month or as soon as he (Farrell) has recovered from the injuries which he sustained in the ring the other night.

The double card for the night of September 21 would be one to draw a house. Clark and Mosler have both made many friends here by their exhibitions with Farrell and the fans would be glad to see them go after each other. The fans are also eager to see the younger Farrell in action as he has shown plenty of stuff in the short bouts he has boxed. He is too young yet to send over 20 rounds but in 19 rounds with Bennett he could learn a great deal from the veteran bantam.

The return bout between Farrell and Clark will undoubtedly draw one of the largest houses ever attracted by a local boxing bout. Each of the two boys having won a battle because of a ring accident, opinion is yet divided upon their comparative merits. Each of the fighters, too, is positive he is the better man and is eager for the return. Clark, before leaving for Portland last night, posted a forfeit for the bout with Mosler and offered to put up one to bind the return go with Farrell. Farrell, however, does not know how soon his cut eye will heal and will wait until he knows for certain when he can enter the ring again. The physicians have ordered him to keep out of a gymnasium for three weeks and it will be at least a month before he can consider going into a battle again.

Broken Ankle Puts Him Out of Game

**HOMER HAWORTH MEETS WITH
H. L. LUCK WITH THE
CLEVELAND TEAM.**

Local baseball fans, who have been following with interest the rise of Homer Haworth, former Pendleton



Here Are the New REO Models and the New REO Prices

Look at the Cars, Consider the Values, and When Your Astonishment Has Somewhat Abated, Read Carefully the Explanations of How These Sensational Prices Were Made Possible

SPECIFICATIONS

New Reo the Fifth, \$875

- Wheel Base—115 inches.
- Springs—Front—Semi-elliptic—38" x 2" with 7 leaves. Rear—Three-quarter elliptic. Lower section—44 1/2" x 2" with 7 leaves; upper section 22 13-16" x 2" with 7 leaves.
- Front Axle—I-beam, drop forged, with Timken roller bearing spindles.
- Rear Axle—Tubular—semi-floating, Timken roller bearings at differential—Hyatt High Duty roller bearings at wheels, pinion integral with stub shaft—two universal joints in propeller shaft.
- Tires—34" x 4" front and rear. Non-skid on rear.
- Motor—Vertical, four-cylinder, cast in pairs, modified L type with integral head, with inlet valve in head. Valves mechanically operated and protected.
- Cylinder Dimensions—4 1/2" x 4 1/2"
- Horsepower—35.
- Cooling System—Water jackets and tubular radiator, cellular pattern.
- Lubrication—Automatic force feed by plunger pump with return system.
- Carburetor—Automatic, heated by hot air and hot water.
- Ignition—Combined generator and magneto, driven through timing gears with 100 ampere hour storage battery.
- Starter—Electric, separate unit, six volt, connected to transmission.
- Transmission—Selective swinging type with single rod center control.
- Clutch—Multiple dry disc, faced with asbestos with positive instant release.
- Brakes—Two on each rear wheel, one internal, one external, 14" diameter drums—service brake interconnected with clutch pedal.
- Steering—Gear and sector with 18" steering wheel.
- Control—Left-hand drive, center control—spark and throttle on steering wheel with foot accelerator.
- Positive—Thief-proof locking device.
- Fenders—Drawn sheet steel of latest oval type—shield between running boards and body—close fitting, quick detachable under pan—aluminum bound, linoleum covered running boards.
- Gasoline Capacity—16 gallons.
- Body—Five—passenger—streamline touring car type with extra wide full "U" doors, front and rear. Genuine leather upholstery. Deep cushions and backs.
- Finish—Body, Golden Olive, running gear, black; equipment nickel trimmed.
- Equipment—Fully electric lighted throughout; improved 5-bow, one-man mohair top with full side curtains; mohair slip cover; clear-vision, rain-vision, ventilating windshield; speedometer; electric horn; extra rim with improved tire brackets; pump; jack; complete tool and tire outfit; foot and robe rails.

Price—\$875, f. o. b. Lansing, Mich.

WE FEEL WE MUST EXPLAIN to our more intelligent readers why and how it is possible to place such cars in your hands at such unheard of prices.

FOR WITHOUT THAT EXPLANATION without reasons so logical they must satisfy you—you could not accept these values as genuine.

OF COURSE THE PRICES ALONE would not astonish—might not even interest you. For mere price taken by itself, indicates nothing to the intelligent buyer.

BESIDES YOU'VE BEEN SURFEITED with announcements of "big cars at little prices"—this year more than ever before.

MOST MAKERS SEEM TO HAVE lost their heads in the fierce battle of price competition. As a result you've seen price reductions that we think must have indicated to your mind clearly one of two things—either that the value was not there last season or couldn't be this.

SO MERE PRICE—EVEN THESE sensational new Reo prices—would interest you only mildly if at all.

BUT KNOWING AS YOU DO, REO standards of excellence in materials and manufacture; knowing as you do the Reo reputation for making only cars of sterling quality; knowing and estimating as you will, Reo integrity in selling as well as in making, you must marvel at these prices.

FOR TAKEN WITH THE QUALITY of these two famous Reo models, these prices represent, we verily believe, the greatest values ever offered in an automobile.

BOTH REO MODELS—Reo the Fifth, "The Incomparable Four," and the Reo Six—have long since passed the experimental stage. Both have been tried and proven—and not by factory testers, but by thousands and tens of thousands of owners, and in every land.

IT WASN'T NECESSARY to improve the quality or to reduce the price—except that it is and always has been the Reo desire to give Reo buyers greater value than could be obtained elsewhere and just as much more as our greater experience and superior facilities could give.

BUT IT WAS POSSIBLE—and that was sufficient.

A COMBINATION OF FACTORS—and conditions that are, we believe, unique with Reo, made these prices for these quality-cars possible.

NO; PRICES OF MATERIALS had nothing to do with it—prices of no important materials are lower, while prices of many are higher now than a year ago.

ONLY WAY COST OF MATERIALS in a car can be reduced this year is by reducing quality of materials—using inferior or substitutes.

YES; THERE IS ANOTHER WAY—the simple expedient of reducing the amount of materials. In other words, reducing the weight of the car.

FOR IT IS A FACT THAT YOU CAN reduce the cost of an automobile twenty-five percent by simply cutting the weight down that much. Some do—to the danger point we believe.

REO CARS ARE LIGHT CARS—but not light to the point of flimsiness. They are as light as may be without sacrifice of safety or durability.

SO THAT EXPEDIENT of cutting down the amount of materials that go into the car was not the thought of, any more than was the other of using materials of inferior quality or substitution.

COST OF MAKING, IS HOWEVER somewhat less thanks to the fact that in many ways we have been able to reach a still higher degree of efficiency.

ONE BIG ITEM IN COST REDUCTION of these two models was the fact that both had passed the experimental stage.

IT TAKES AT LEAST THREE YEARS to perfect any new automobile model.

ANYWAY IT TAKES THAT LONG to get a car to the point of perfection where we are willing to offer it to Reo buyers and back it with the Reo guarantee.

THE MOST IMPORTANT factor in the reduction of manufacturing cost and at the same time the making of a better product, was to be found in Reo itself.

NEVER SINCE THE DAY REO WAS incorporated has there been a single change in the personnel of the executive organization.

THE SAME PRESIDENT presides who occupied the chair at the first meeting of the Reo.

THE SAME GENERAL MANAGER directs; the same engineer designs; the same expert handles the funds; the same purchasing agent buys; the same factory superintendent oversees; and finally, the same men direct the sales, who have handled these important departments since the first Reo was designed and made and sold.

ALL WE'VE LEARNED WE'VE KEPT right in the Reo organization.

AND IN THE FACTORY—do you know there are scores of men in the Reo factories today working on these latest Reo models who worked on the very first Reo? Hundreds who have been here six to ten years.

SO THERE AGAIN WE CAN SAY "All we've learned we've kept." Every man has become a specialist—is an expert—at his particular task.

REO DEALERS ARE RESPONSIBLE—however, the credit is theirs—for the biggest item. For, but for the unprecedented action and the hearty co-operation of hundreds of Reo Distributors we could not have placed these cars in your hands at these prices.

LIKE THE FACTORY ORGANIZATION the Reo Dealer Organization has been with us from the first. Many of the principal Reo dealers have sold Reos exclusively ever since the first Reo was made.

WELL, THIS SEASON WE WERE confronted with a problem—price competition to an extent greater than ever before.

OUR DEALERS INSISTED that, even though fortified with Reo quality and prestige, still they could not wholly ignore price competition.

WE CONTENTED that price did not matter, that it fooled no one—or at most only a small percentage of buyers and they not the most desirable.

WE SHOWED THEM that the cost of making Reo could not be materially lessened without reducing the quality—and our plan was to improve the quality wherever and whenever possible.

WHY, WE REO FOLK wouldn't want to be in business if we couldn't feel we could make better cars this year than last; next year than this!

WE SET OUR OWN STANDARDS and will always ignore those of others—at least when they trend downward.

BUT THEY PROTESTED that the average buyer saw only the price tag. That while he saw the reduction in price, he did not notice the reduction in quality—in value. So they wanted a competitive price on Reos as well as Reo quality in the product.

THERE WAS ONLY ONE WAY it could be done—that was if the dealers would agree to handle Reo cars on a smaller margin of profit than is the rule with other cars. We told them if they would agree to that we could set a price on Reo cars that would create a genuine sensation.

AND THEY AGREED! It is an unprecedented action we believe. And that the hundreds of Reo Distributors assented to the plan was due to another unique condition—namely, the extremely low cost of selling and of giving service on Reo cars.

A CANVASS SHOWED this remarkable fact: That the average cost of the dealer's guarantee on a Reo car—the cost of keeping it in perfect running order and its buyer thoroughly satisfied—was less than six dollars per car per year!

JUST COMPARE THAT with the cost of maintaining some makes of cars!

WHY, ONE OF OUR DEALERS who handled two other lines last season—but who says, most emphatically, he will handle Reos exclusively hereafter—tells us that the average cost to him per car on one of those lines was \$69 and on the other \$49—while Reo averaged in his case \$4.75 per car per year!

AND THAT WASN'T ALL. The factor that Reo Distributors consider most important is the customer—satisfied or the reverse. For you must know that though that dealer spent \$69 to keep a certain car running he still could not keep the man to whom he had sold that car satisfied—not even by taking it back and standing the full loss itself.

HE COULD NOT REIMBURSE him in dollars for the delays, the disappointments and the aggravations he had suffered.

SO REOS WILL BE SOLD in the future on a lesser margin from the dealer to user (and factory margin has always been as close as was safe) than any other automobile in the same class or of higher price.

AND YOU AS A REO BUYER get the full benefit.

SPECIFICATIONS

The New Reo Six \$1250

- Wheel Base—126 inches.
- Springs—Front—Semi-elliptic—38" x 2" with 8 leaves. Rear—Cantilever—50 1/2" x 2 1/4" with 8 leaves.
- Front Axle—I-beam drop forged with Timken roller bearing spindles.
- Rear Axle—Full floating, Timken roller bearings at differential and at wheels—two universal joints in propeller shaft.
- Tires—34" x 4 1/2" front and rear. Non-skid on rear.
- Motor—Vertical, six-cylinder, cast in three, modified L type with integral head, with inlet valve in head. Valve mechanically operated and protected.
- Cylinder Dimensions—3 1/2" x 5 1/4"
- Horsepower—45.
- Cooling System—Water jackets and tubular radiator, cellular pattern. Water circulation by centrifugal pump direct to exhaust valves.
- Lubrication—Automatic force feed by plunger pump with return system.
- Carburetor—Automatic, heated by hot air and hot water.
- Ignition—Combined generator and magneto, driven through timing gears with 100 ampere hour storage battery.
- Starter—Electric, separate unit, connected to transmission.
- Transmission—Selective swinging type with single rod, center control.
- Clutch—Multiple dry disc, faced with asbestos, positive instant release.
- Brakes—Two on each rear wheel, one internal, one external, 14" diameter drums—service brake interconnected with clutch pedal.
- Steering—Gear and sector with 18" steering wheel.
- Control—Left-hand drive, center control—spark and throttle on steering wheel with foot accelerator.
- Positive—Thief-proof locking device.
- Fenders—Drawn sheet steel of latest oval type—shield between running boards and body—close fitting, quick detachable under pan—aluminum bound, linoleum covered running boards.
- Gasoline Capacity—18 gallons. Tank in rear with Stewart Vacuum System supply.
- Body—Seven-passenger—touring car type with extra wide full "U" doors front and rear. Genuine No. 1 hand-tufted, enameled finished leather upholstery. Deep cushions and backs.
- Finish—Body, Golden Olive—running gear, black—equipment nickel trimmed.
- Equipment—Fully electric lighted throughout; improved 5-bow, mohair mohair top with full side curtains; mohair slip cover; clear-vision, rain-vision, ventilating windshield; speedometer; electric horn; brackets; power tire pump; jack; complete tool and tire outfit; foot and robe rails.

Price—\$1250, f. o. b. Lansing, Mich.

Reo Motor Car Company, Lansing, Mich., U. S. A.

NORTHWEST AUTO CO., Inc.
Distributors for Oregon, Washington and Idaho

F. W. VOGLER, President. A Limited Amount of Territory Open to Agents. Write us Quick!

TURKISH TROPHIES

AMERICA'S GREATEST CIGARETTE

PHONE 666 PHONE

—For—

INDEPENDENT MESSENGER SERVICE

Open Day and Night

Commencing September 10.

Rates 15 cents and up.

RAY KELSO, Prop.

Prevents roughness during the summer

NYAL'S FACE CREAM

A superior vanishing skin tone soon absorbed.

LEAVES NO SHINE

Price 50 cents

Koeppen's

The Drug Store That Serves You Best

CHICHESTER'S PILLS

THE DIAMOND BRAND

Prevents roughness during the summer

FATAL EXPLOSION ON DESTROYER DECATUR

WASHINGTON, Sept. 10.—An explosion aboard the Decatur of the first division torpedo flotilla, Asiatic fleet, killed Leo J. Ekins, gunner's mate of the second class, and seriously injured William U. Hayden, Edward Braascher, fireman of the second class, and C. Delos Santos, seaman, while anchored in the Cavite, P. I., naval station, the navy department announced. The cause is unknown.

Balkan Nations May Fight

GENEVA, Switzerland, Sept. 10.—Concord between the Balkan states has at last been obtained through the statesmanship of Premier Venizelos of Greece, Serbia, Roumania and Bulgaria and that a conference will soon be held at Salonika to ratify the agreements entered into.

RELIGION AND THE COMMUNITY NEWSPAPER

(Continued from page one.)
dleton but a short time, it has been of sufficient length for me to note the sympathetic attitude of Pendleton's newspapers toward the churches and

PLAN UP TO BOYCOTT FIGHTS IN WISCONSIN

CHICAGO, Sept. 8.—Fight promoters and boxer managers of Chicago today took steps to boycott Wisconsin fights. Headed by Harry James, fight promoter and manager of the crack life bantam, Johnnie Ritchie, local promoters and fight fans will organize to force the Wisconsin promoters, and particularly the Milwaukee fight club managers, to give more recognition to Chicago boxers.

and promoters haven't been getting

the end of the horn from the Wisconsin crowd, has been growing for some time. The Chicagoans claim that although they take the Chicago end of boosting matches and through their local publicity work send up delegations to every fight show, the Wisconsin managers overlook them completely when it comes to engaging preliminary fighters.

James has behind him all the fight

fans and newspapers of Chicago and in calling a meeting of the local promoters today, declared it will be a fight to a finish.