

Tom Sharkey Made the Dough as a Fighter; Leaped Into Limelight by Lacing Corbett

By AL SPINK.

MOST MEN seeking prizefight honors have a hard row to hoe, but Tom Sharkey is one pugilist who went to the top of the heap by laces and bounds and made a world of money in no time, although he did not keep it.

When Sharkey met Jim Corbett at San Francisco in a four-round bout, which first brought him into prominence, he was new at the boxing game and had no idea how he would fare.

But he was not afraid, showed no signs of stage fright, waded into Corbett from the jump and more than held his own.

All Sharkey thought about after that was of whipping Corbett and because he did not do so was certainly not his fault. He knew that Corbett was the man who had defeated the mighty John L., but that made no difference to him.

It was this fierceness on the part of Sharkey that alone enabled him to make the first showing he did against the very best boxer.

It was after this meeting with Jim Corbett that the unknown sailor lad did went to New York and boxed a three-round exhibition with John L. Sullivan.

After it Sharkey returned to San Francisco, where his never-to-be-forgotten fight with Fitzsimmons took place.

Sharkey was no fool; he felt that the referee had given him the worst of it in his fight with Corbett.

Now Sharkey had Tom Lynch, a wise gambler of San Francisco, as his manager, and this time that gentleman selected his friend, Wyatt Earp, a western gunman, to officiate as referee.

In the eighth round of that battle, in the midst of a rally Lynch raised a cry of foul. Fitzsimmons' friends protested loudly, but Earp kindly respected the call of Lynch and declared that Sharkey had won on account of his opponent hitting him a blow beneath the belt.

Fans Sort of Fieced.
The country rase abuse of both Earp and Sharkey and highway robbery was charged all along the line.

The people of San Francisco, especially the union horsehoers of the town, who were great friends of Fitz, threatened to lynch the referee and his backers.

Sharkey, while the going was good got out of 'Prisco, came east and his first engagement was a week's stand at the Standard theater in St. Louis, which was then owned by Ed Butler, the old democratic boss and horse-shoer.

Even the Butler followers were sore at the way their fellow-horsehoer had been treated. So the night Sharkey appeared at the Standard theater to box six rounds with Jake Holtman, afterwards famous as a race track starter, local horsehoers came in a body to see Sharkey as soon as the sailor made his appearance on the stage all the gang in the audience began shouting:

"Oh, you robber! You know Fritz can lick you!"

Great Fighter.
They continued shouting and made so much noise the bout could not proceed. The howling was led by a big bunch of Irishmen hailing from Kerry Patch. Old man Butler saw this, walked out on the stage and holding up his hand he soon commanded attention.

"Upon my soul," said Butler, "I think you fellows are daffy. This man Sharkey is a Kerry man like all of you and this man Fitzsimmons, that he licked fairly and squarely, is an Englishman. Are you Kerry men going to abuse a Kerry man for licking an Englishman? Then if you are, we'll give you all your money back."

A moment later all the Kerry men in the house were cheering for Sharkey and telling each other how he had whipped Fitz fairly and of how he was the greatest fighter in the world.

Student Scalpers Arrested.
New Haven, Conn., Nov. 25.—Charges of speculation in tickets for today's Harvard-Yale football game were made against two Yale freshmen, Louis Shanok, and Philip Epstein, who were arrested during the night. Both are residents of New Haven. They denied the charge.

William Lewis, of Scranton, Pa., a Yale student, and Allen Krivitsky of this city, were arrested last night charged with selling tickets. Lewis, the police say, got \$25 each for two tickets, while Krivitsky is said to have received \$55 for a pair.

Reo Breaks Record Over Lava Beds of Canyon Country

Highway Into Fertile Inter-Mountain Valleys. Where Fruit and Wool Abound. Tests Motor Cars.

Six years ago the Valley of Fire, Little Zion Canyon, Bryce Canyon and the North Rim of the Grand Canyon of Colorado—in fact all of that marvelous plateau region of southern Utah and northern Arizona—were names which meant little or nothing to the southern Californian.

Perhaps a few adventurous motorists had penetrated as far as the wonderful little settlement of St. George, Utah, surrounded by colored sandstone, lava beds and basalt-covered hills, where in one of the most fertile of the intermountain valleys, lived a race of real American pioneers.

The outside world was reached by horse-drawn stages to the railroad 70 miles away at Lund. Established by the great organizer Brigham Young, this settlement went on from generation to generation, living very much unto itself.

Then came the day of the motor car and motor truck. The Arrowhead trail became a fact. Los Angeles and Salt Lake City became in one short year closer together by days. Then this colony of pioneers discovered that the outside world needed its products and would pay in currency that would mean the education of their children and give them luxuries and comforts.

Some 10 days ago a Reo Six, stock model touring car from the Reo Motor Car company branch in Los Angeles, assayed the arduous trip over this route for the purpose of investigating road conditions and determining the feasibility of further extension of the present express and passenger service by motor car that now exists between Salt Lake City and St. George, Utah, on to Las Vegas, and perhaps to Los Angeles.

Meeting with extremely bad road conditions in Utah, necessitating long detours, the schedule was somewhat upset, although express speed was maintained that showed a schedule of nine hours to St. George, and 15 hours to Las Vegas, from Salt Lake, could be established and followed even with roads in their present condition.

Reaching Las Vegas well ahead of the speed record set last spring by another car, it was determined to send the Reo on through Los Angeles on a similar express service schedule, but within the legal limits on speed.

This was done, and on checking up the total time for the trip, it was found that the previous mark of 28 hours 21 minutes had been lowered to 25 hours 15 minutes, a margin of only six minutes, but nevertheless remarkable considering the hardship involved in this 353 miles of mountain and desert road.

The present plan is to extend the express service so that the large quantity of fruit now raised in the St. George, Utah, district, may be profitably marketed.

As in the case of the recent French national automobile show at Paris, E. A. De Waters, chief engineer of the Buick Motor company, writes that he found the Buick very much in the limelight at the London England, show held early this month. Between the Paris and London shows, Mr. and Mrs. De Waters and their party visited the battlefields of Belgium and also made a short tour of Holland.

Omahan to Manage Dort Factory Branch



Frank C. Smith, who for the last two years has been manager for the Dort Sales company at Omaha, has been appointed manager of the factory branch of the Dort company at Detroit, Mich.

Mr. Smith has been salesman for the Overland, Dodge and Hupmobile motor cars.

Quality Depends on Steel Used in Car

Parts of Wills-Sainte Claire Built of Alloy Used in Liberty Motors.

"A motor car is essentially a product of steel and the quality of the car is largely dependent, consequently, on the kind of steel that goes into it," C. Harold Wills pointed out in one of the conferences at the Wills-Sainte Claire factory recently.

"Different parts of a motor car have different jobs to perform," says Mr. Wills, "and stress and strain vary. The car owner is, therefore, vitally interested in the problem of steel, for durability, weight, balance and many other qualities are governed by the success with which the manufacturer employs the different steel alloys.

When vanadium was introduced to the automotive world a distinct advance was achieved, for it made possible an alloy that had certain advantages that were hitherto unavailable and vanadium became almost the backbone of the industry.

"In building Liberty motors during the war a still better and more durable steel was needed, and we developed Mo-lybdenum for certain parts of the engine in which lightness combined with great strength was sought.

"With this experience in mind, Mo-lybdenum steel was freely used when we designed the Wills-Sainte Claire car, for we wished to take advantage of its remarkable qualities. Parts suffering strain and stress were made of Mo-lybdenum steel and the Gray Goose was the first car so constructed. By the use of this alloy we were able to reduce weight, perfect balance and riding qualities and at the same time assure the greatest strength and durability.

A Paris abbatiss has installed an electric apparatus that will remove the skin from a beef steer of average size in less than five minutes. The mechanism is equipped with three blades, shaped much like a clover leaf, which revolves at the rate of 2,800 revolutions a minute.

Conditions Point to Banner Season for Auto Industry

Usual Prewinter Lull Absent This Year—Manufacturers Look Forward to Steady Winter Demand.

With a balanced prosperity, which is being maintained, according to reports from all over the country, is looking forward to one of the best seasons in its history.

The usual lull in automobile manufacturing that occurs at the approach of cold months, has been conspicuous for its absence this year and especially in this regard has the demand increased for closed cars.

Every winter sees communities better prepared to resist the treg of traffic due to heavy snowfall. Greater year sees more roads paved and greater precautions taken to keep the highways open for year-around traffic. And so the automobile owner who used to park his automobile in the family garage, now drives his machine the year around.

The farmer is making greater strides in regaining his place in the march of prosperity. While his returns from the wheat crop have not been as great as expected, the price in corn has stiffened. Hogs especially have rallied and afford a better price for corn. Dairy products and eggs have gained in price. The farmer, in other words, is ready to buy automobiles. In the first place he does not strike. His stake in his country outweighs his grievances. He works. And this confidence reflects and lends encouragement to the restoration of stabilized business conditions. The farmer, too, is more independent than ever on the automobile, especially when in front of his farm well-paved roads lead to the city and town. Business from the farmer alone is expected to keep the wheels in the automobile industry turning for many a week without regard to the increasing demand from other fields.

Strikes Removed.
The menace of strikes has been removed and wages are maintaining their high standard. This means that thousands of workers—workers who a few years ago were content with bread, clothes and a home—will be in the market for automobiles. And the business man, who is also riding the wave of prosperity, is expected to increase the growing demand for automobiles.

With two of the greatest automobile shows in the industry's history scheduled at New York and Chicago the first of the year, factories all over the country are making plans to take care of the impetus received from this source.

No greater confidence that the automobile business has entered a period of sturdy and permanent prosperity is shown than at the factory of the Haynes Automobile company, where all departments are humming with activity. Everywhere the new 1923 Haynes 55 and 75 models are meeting wonderful receptions.

From the beginning of the trade slump in 1920 up until April this year, Great Britain has distributed \$400,000,000 in unemployment benefits. Provision has been made for a further expenditure of \$200,000,000 up to July of next year.

Satisfied Owners Is Aim of Cadillac

Is Aim of Cadillac

The best salesman is the owner of an automobile. If he is not a satisfied owner he becomes a competitor," says the local Cadillac distributor, J. H. Hansen.

"We have had a remarkable business this year. We have more than doubled the business of all of last year, and are a little ahead of the average of our best years in total turnover.

"Our service department is installed to make satisfied owners. On a coast-to-coast training from November to Christmas morning, prizes will be awarded to the salesman who brings in the greatest number of satisfied customers as follows: First prize, an electric percolator with tray, sugar and creamer; second prize, a buffet set of bowl and condolesters; third prize, a cigar humidor.

"Our desire is to have every Cadillac owner not only pleased with his selection of a Cadillac, but so happy over his dealings with our firm that he actually sells his friends on the Cadillac car and on our firm. To a Cadillac salesman does not have to sell new cars.

Plant for D-A-C Auto Nearing Completion

The plant of the Detroit Air Cooled Car company, Wayne, Mich., in which will be produced the D-A-C car, is rapidly being put in condition to receive production equipment.

The first enlargement is now being built. Offices will be provided ample space on the second floor, permitting the entire ground floor space of 18,750 square feet to be devoted to production.

Use Omaha Bee "Want" Ads for Better Results at Lesser Cost. Telephone AT 1-1000 and ask for a "Want" Ad later.

The car, embodying many innovations and patented features, has not only demonstrated its efficiency, but because of its simplicity and accomplishments has become widely discussed.

The demonstration car, equipped with the patented twin 3 air-cooled motor, has been driven 65,000 miles, and has averaged 20 miles per gallon of gasoline.

The D-A-C line includes three models: aluminum, sedan, coupe and touring car. Although a big, roomy and truly beautiful car, it weighs 800 pounds less and has from 150 to 1,200 fewer parts than any other air-cooled car.

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Men's two or three-piece suits scientifically cleaned and pressed by Odorless Process
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Dempsey Lined Up for Three Bout

Kearns Announces Conditional Acceptance of Offer of Theatrical Producer.

Omaha Reo Leased Wre.
Memphis, Tenn., Nov. 25.—Jack Dempsey, world's champion heavyweight who, with his manager, Jack Kearns, is now playing at a local theater, announced today the conditional acceptance of an offer that practically assures the champion being seep in the arena early next summer.

Manager Kearns announced that he had tentatively accepted an offer by Al H. Woods, theatrical producer of New York of \$1,000,000 for the services of Dempsey in three contests. The offer, Kearns stated, was made after several long distance telephone conversations between here and New York this week.

The only apparent hitch in the agreement is the "divvy" of the money that would derive from the moving picture rights. Minor details only were given out by Kearns.

According to Kearns, it is practically a certainty that the champion's first appearance in the triple header will be a mixed affair with Strangler Lewis, wrestler.

Kearns hinted that Harry Wills, the "brown Panther," and Joe Becker, the Englishman had been mentioned as likely opponents.

The contract so far is only verbal but Kearns stated that he felt sure it would go through.

Dempsey's contract with the Pantheon circuit has three more weeks to run.

Parsons Beats Omaha.
Outboxed and outgeneraled, but not outfought or outgamed, the university of Omaha football team was forced to bow in defeat before the powerful attacks of Parsons college eleven of Fairfield, Ia., in a game at Western league park yesterday afternoon. The score was 23 to 0.

Coach Glenn Devine's doughty gridsters had the Maroons fighting with their backs to the wall in every period, while their own goal line was never threatened.

Before two minutes elapsed in the first period the Hawkeye state representatives scored two touchdowns.

Lineup and summary:
Parsons (23) P. Omaha (0)
Russell L. E. Boyd
Crosby L. T. Maasden
Kastman L. G. Wilson
Brickson C.
Pratt R. G. Beauchamp
Flynn R. T. North
Krause R. E. Lawson
Ackerman Q. Scott
Reiser R. Jordan
Boucher P. B. Smith
Wilmoth R. H. Stevenson

Ree Want Ads produce results.

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FACTORY



REO 5-PASSENGER SEDAN

Built and Priced to Establish a New High Standard of Sedan Value

ENDURING steel pan-fitting covers a sturdy frame work of selected hardwood, braced with drop forgings and fitted to foil the ravages of time and travel.

The body interior is pleasingly attractive. The dignity of straight lines from front to rear is preserved; but the introduction of quiet curves serves to prevent any suggestion of severity.

Inherent good taste prevails in the low-hung body, in the disc wheels, in the excellent interior headights and innumerable other marks of refinement.

Window glass of unusual cleanness silently slides in felt-lined channels; all except the rear window which rests in a setting of soft rubber. This is a quality pre-determined.

Inside is seen a true example of how eye-pleasing and body-resting comfort can be completely embodied when master craftsmen do their best.

Enduring beauty—craftsman-built body—warm-soft materials that look the part—down-to-the-minute completeness—mind-resting reliability.

REO MOTOR CAR COMPANY, LANSING MICH.

A. H. JONES CO. Hastings, Neb. **JONES-OPPER CO.** Omaha, Neb.

The Sun is Shining to-day in San Antonio!

Shining on mansion and tiny home, on winding palm-lined river and the dignity of stone; caressing, with its welcome warmth, the grandeur of ancient missions; revealing with its bright rays, the modern conquests of commerce; smiling lazily at the whizz-z-z of golf ball and the soft buzz of thrown reel.

For San Antonio is the city of happy contradictions. Shoulder to shoulder stand work and play; hand in hand walk the old and the new. It's fascinating—this mixture! The sportsman, the worker, the lover of beauty—all shake hands in sunny San Antonio.

A city of beautiful parks, of busy streets, of active life; a sports-loving city, with its golf, its motors, its polo, its "ole fishin' holes"; a city of quaint reminders of the long ago—this is San Antonio.

Take the next train South to sunny ---
San Antonio