

Special Trains for Homecoming

Arrangements Made for Special Service From All Cities.

Iowa City, Ia., Oct. 13.—Reduction of railroad rates to a fare and one-third for the round trip will be made from all points in Iowa on the lines of the Chicago, Rock Island & Pacific railway to Iowa City for the Illinois-Iowa football game and the Iowa homecoming day celebration on Saturday, October 20. The Illinois-Iowa game, which will begin at Iowa field at 2:30 p. m., will be the principal feature of the homecoming day program.

Announcement is made that tickets for the trip will be on sale October 19 and 20 at all points from Des Moines to Council Bluffs, Des Moines to Manley, points on the Decatur division and points on the Minnesota-Dakota division—the line from Vinton to Sioux Falls, S. D.—including branches.

Hearne Must Win to Retain Honors

By CARL L. TURNER.
By International News Service.
Kansas City, Oct. 13.—When fourteen of the world's fastest drivers face Starter Fred Wagner in the Kansas City Speedway Thursday, October 18, in the 250-mile national championship event "Grand Prix" Eddie Hearne must emerge the victor to clinch highest honors in the motor racing game, the championship of 1923.

The veteran Eddie's winning streak began in the bowl here July 4, when he won the 250-mile race, and kept him company in Altoona, Pa., in the 250-mile race September 4. His stock was raised 154 points when he came out second in the recent contest on the Fresno (Cal.) track.

Hearne leads Jimmy Murphy, his nearest rival for this year's speed crown, by 158 points, that is if Murphy's credits, which were taken away from him by the American Automobile Association when he went to Europe, passing up the Altoona and Fresno events, are reinstated. Officials of the association have indicated they will meet the popular demand and return Murphy's points.

The speedway racing game has its "if" column the same as baseball, but it is more difficult to distribute the "ifs." This is the way it looks now:

Driver	Pts now	K. C.	L. A.	Total
Hearne	1570	509	509	1579
Murphy	1412	158	158	1428
Wagner	280	509	509	1298
Milton	280	509	509	1298

Thus, if Hearne wins either the Kansas City or the Los Angeles race and Murphy does not win either event, he will be champion. Outside of Murphy the track veteran will have little to fear, as it is highly improbable Hartz or Milton, the runners-up, will win both races, which they must do to capture the title.

Murphy Has Chance.
However, the little Irishman could nose out Hearne by winning both races. He may run off with the Los Angeles race Thanksgiving day, but a local board walk. Twice he has led races here, and twice he has failed to finish.

If Hartz and Milton, the 1921 champions, have interference in their battle for third place it will come from Bennett Hill, Earl Cooper or Jerry Wonderlich. The latter three each have shown well in races this year, all having a comfortable percentage, which would become dangerous should they win either of the two remaining events, or should one place second in both events.

Local racing fans are about evenly divided in their support of Hearne and Murphy for first place. Murphy's hard luck in his starts here has won him sympathy, and his clean and daring driving has brought admiration. Hearne, a former Missourian, by his nativity, claims a large percentage of applause. He, too, failed to finish the first race here last year, when his Distel Special blew a tire and turned turtle from the middle of a high curve.

The veteran was more successful in the race here July 4. While he won the race, additional honor was given because he never entered the pits after facing the starter.

Both Hearne and Murphy will pilot Durant cars in the race Thursday. Murphy will drive a Durant Special. Tommy Milton will continue as captain of the H. C. Stutz team, and Harry Hartz will sit behind the wheel of the yellow Durant that won the Fresno race.

Harlan Fongler, a local boy, who placed third in the race here July 4 and was a runner-up in the Fresno grind, will seek victory in a Wade Special, the car Ralph de Palma drove here in the last race. Racing authorities are agreed the youngsters—for he is only 20 years old—will be a contender for higher honors next year.

The championship slate will be erased clean January 1 for the 1924 battle, which will begin in February on the Los Angeles Speedway.

Football Season Starts.
Audubon, Ia., Oct. 13.—Audubon will have an independent football team in the field this year, 17 men having already signed up to play. R. W. McDonald has been elected captain and coach. Several members of the local team have had high school and college football experience. The first game of the season will be played with Coon Rapids today on the local fair grounds.

Want Game.
Scribner, Neb., Oct. 13.—Any and all comers will be welcomed by the American Legion football team here. The team has been well organized and trained, but so far have been unable to contract games.

Dempsey Is Champ of Champs; Could Whip Them All at Best

Fight With Firpo Shows That He Is Still at Top Form—Johnson Would Have Worried Him Very Little and Fitz Might Have, While Jeffries Would Have Made Best Match of Any of the Old-Timers.

New York, Oct. 13.—A boxing expert says that Jack Dempsey's recent performance against Luis Firpo proved that there was nothing in the theory that the heavyweight champion had gone back and never again would be as good as he was at Toledo. Dempsey's victory over Firpo was a better performance than his victory over Willard. The Willard affair stands out only because the little changed ownership on that occasion.

Dempsey was good that blistering hot day at Toledo, but he was still better at the Polo grounds. In the recent battle Dempsey was hit both hard and often. At Toledo it was just like punching the bag. The way Dempsey came back and polished off Firpo after being knocked out of the ring in the first round shows that Jack is as game and tough and hits as hard as any of the old timers. There are many persons who followed boxing closely during Horton law days who think that if Bob Fitzsimmons were alive and at his best today he would flatten Jack in short order.

They say that if the unschooled, clumsy Firpo was able to knock him to his knees with the first punch and later knock him out of the ring, Fitz would have hit him so hard that Jack never would have gotten up again. That Fitz could hit more accurately than Firpo, there is no doubt. The Cornishman had the knack of getting more shock into his blows and he picked out vital spots to hit. But Fitz did not have a very good defense. None of his opponents had much trouble landing on him. Dempsey would have been able to hit him and Fitz would not have been able to withstand his wallops. Like Firpo, Fitz would have had only one chance to win. That would have been to land a crusher in the first round.

Gibbons Not as Good as Corbett.
Although Tom Gibbons is not as fast nor as brilliant a boxer as Jim Corbett was in his prime, the man from St. Paul stood off Dempsey for 15 rounds without ever being in serious trouble. But that does not mean that Corbett could have outpointed Dempsey. Corbett was nothing like as tough as Gibbons.

Dempsey would have been fast enough to break through Corbett's defense from time to time, and it would have required only one good wallop for him to win. Dempsey would have had plenty of trouble with Jack Johnson, but he might have won. Johnson's long suit was his remarkable defense. As a hitter he did not amount to much. It took Johnson 14 rounds to stop little Tommy Burns, a second rate light heavyweight. Although fighting for the championship Johnson could not end the thing until the police stopped the bout.

Johnson Best on Defense.
Johnson took 14 rounds to stop Jeffries, who was so weak on going into the ring that he had to hold himself up by the ropes, while waiting for the opening gong. Johnson could not stop Frank Moran, a mere chipping bloop, and he had to yell for the police to help him when little Jim Flynn began to use his head to roughly in the clinches. If Johnson had been a real hitter he would have ended Flynn with one smash.

Johnson, however, was a wonder at protecting himself in the clinches, and it is only during the close fighting that Dempsey is really dangerous. The black might have been able to wear Dempsey down. Whoever was the battle went it would have been a wonderful contest.

Another great battle would have been one between Jeffries as he was when he beat Corbett for the second time, and Dempsey. The Jeffries that Johnson beat at Reno would not last two rounds with Dempsey, but when Jeffries was at the top of his form, he would have been a terrible opponent for the present champion. Dempsey is a more pleasing fighter than Jeff was. Dempsey is faster, a harder hitter and probably gamer. It is said that Jeff wanted to quit during his battles with Fitz and Sharkey at Coney Island. It is a sure thing that Dempsey would never even think of quitting in any fight.

Carpentier to Meet Gibbons.
George Carpentier's one-round knockout of Joe Beckett, English heavyweight champion, means that Georges will meet Tom Gibbons at Madison Square Garden in December or January. Tex Rickard recently received a cable from the former European heavyweight titleholder, in which he expressed the desire to meet Gibbons.

Gibbons, the same day the Carpentier cable was received, notified Rickard through his manager that he was anxious to get in the ring and preferred Carpentier as an opponent. Rickard cabled Carpentier that if he was successful in his match with Beckett he might consider the Gibbons match closed.

Tex Rickard said after the Carpentier-Beckett fight that Carpentier may come here before the end of the month. Carpentier, it is understood, figures a victory over Gibbons will be a stepping stone to a return match with Dempsey.

freedom, firmness, rhythm and power. She hits the ball, and those who win today must do just this. They may win matches with the sure and shorter game, but rarely champion-ship.

On the other side both Roger Wethered and Arthur Havers, two of the new champions, have been near the front rank for several years. Wethered tied Jack Hutchison for the open title at St. Andrews in 1921. He was due to win a crown and his victory was deserved.

So 1923 has been a good year in regarding merit that for some time had been forced to go its unrewarded way. It has turned out the old champions, all a fine lot of golfers, to render delayed justice to the new. In this respect it has been the most notable year on the list.

Golf has merely shown again how quickly it becomes bored with kings, queens and crown wearers in general. No other game is quite as humbling for star and dub alike. No other game is quite so insistent upon the old query: "Oh, why should the spirit of mortal be proud?"

He must first go after more ring skill and two-handed ability.

Also better training methods. After this follows the problem of his ring preparation. He needs at least two battles against capable opponents, yet it is just as well not to have these opponents too capable with Firpo's lack of defense.

He isn't as hard to topple as he looked to be and some fast boy with a punch may kick the million-dollar gate out from under his feet.

Or perhaps this next one will be a two-million-dollar gate.

Anyway, it's a delicate matter. Set-ups won't help to any great extent in the art of further development. But he can hardly afford to crowd the risk of defeat.

Yale's Kampart Ahead.
Harvard and Yale are both hoping to reach their annual entertainment unbeaten, but Yale faces the harder hike.

Both have Princeton Int he way and both have found Princeton more than either could handle in recent years.

They may get by this time with the Tiger rebuilding, but Yale's main trouble will be against the Army.

Harvard has no such redoubtable foe to put away. Captain McEwan will send a great outfit to battle against the Blue three weeks away, and only a great Yale team will escape defeat.

It is quite possible that the Army may be the strongest eleven on Yale's schedule, even stronger than Harvard looks to be.

No team on copy paper looks more impressive than Syracuse. Chick Moschan has a big, strong line and a set of big, fast, experienced backs.

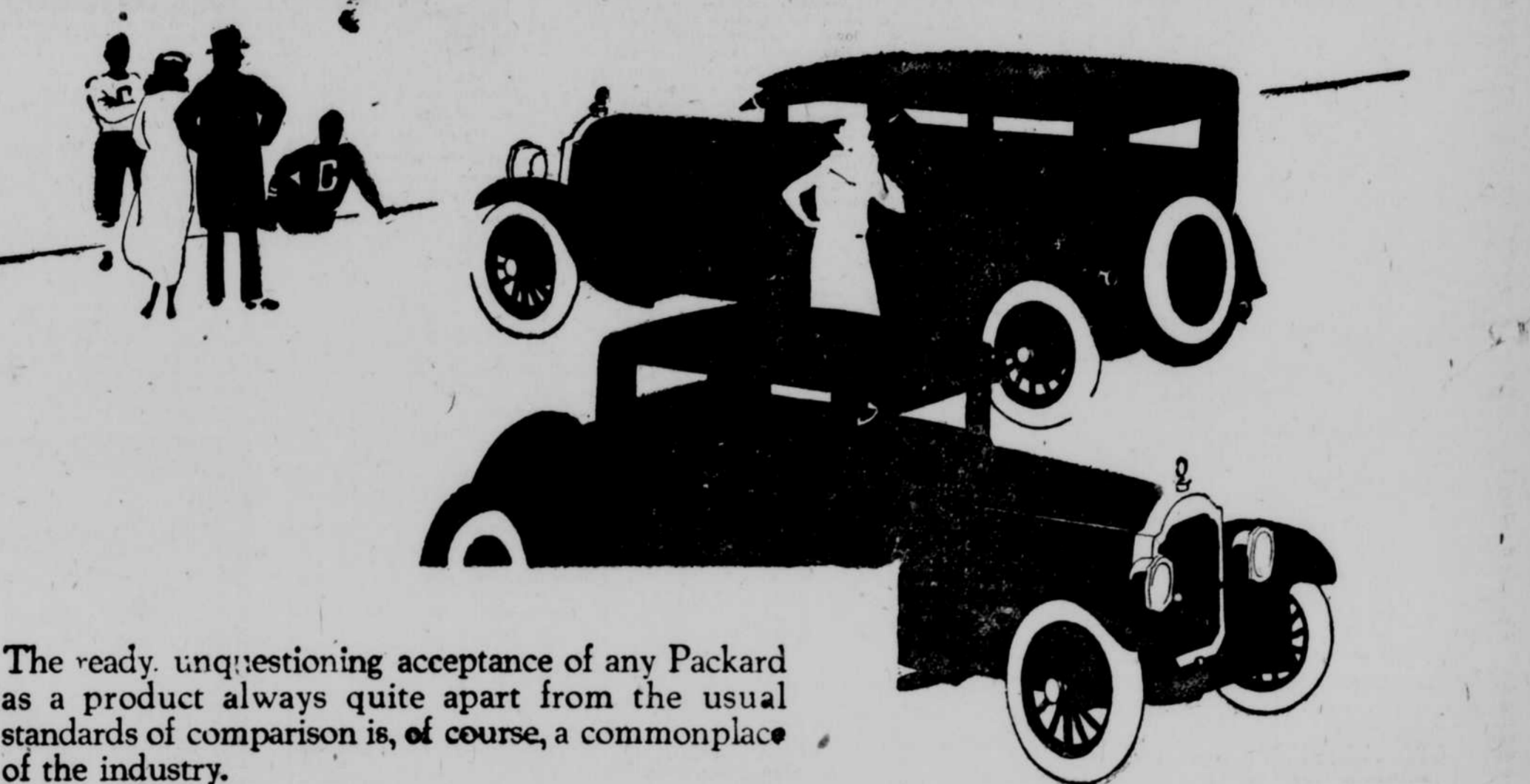
Unless hard luck hammers him at some vital point Chick will come upon the greatest season in Syracuse history, although he will need all he has to whip Colgate, with Leonard, Welsh, Tryon, Redinger, Cornwall and others around, another spectacular array.

Hans Wagner's successor in the National league has been definitely established. The name is Rogers Hornsby. Wagner set a National league record by leading his organization four years in succession at bat. Hornsby has now tied that Wagnerian procedure and he is still under 30, with 10 big seasons ahead.

The Cardinal star will be the best bet for 1924 with a crack at a new National league mark. Cobb's record of nine successive years in the American league will remain indefinitely—if not longer.

Golf Is Golf.
In her forenoon round against Miss Cummings Alexa Stirling needed four strokes to get down from the edge of the green at the eleventh hole. The net collection included a short chip shot and three putts.

Final Game Today.
Audubon, Ia., Oct. 13.—The final game of the season to decide the baseball supremacy between Audubon and Elk Horn will be played at Walnut today. Speece, Omaha Western league pitching ace, will occupy the mound for Elk Horn, and Summa, who was with the St. Louis Cardinals the past season, will do the hurrying for Audubon. Kerr, another Omaha league player, will also be in the lineup for Elk Horn. Each team has won three games and the game last Sunday went to a 12-inning 2-2 tie.



The ready, unquestioning acceptance of any Packard as a product always quite apart from the usual standards of comparison is, of course, a commonplace of the industry.

A Packard is—well, it is a Packard. That seems to be an entirely satisfactory explanation for the unique position Packard occupies in the mind of the general public. There is, apparently, no need to delve into whys and wherefores.

But press the matter further. Ask the Single-Six owner pertinent, practical questions. The sum and substances of the testimony of all of them is just this: Packard Single-Six supplies complete motoring satisfaction at a low first cost and at low after costs which have revolutionized all previous ideas of fine car ownership.

Unless you have had Packard experience, it may come as a surprise to you that a car so representative of all the finer qualities of motoring delivers from 16 to 20 miles to a gallon of gasoline, that a set of tires is, on the average, good for 20,000 miles, that maintenance cost is almost unbelievably low.

In other words, in addition to the satisfaction that Packard ownership admittedly gives, there are also involved such vital factors of economy that a Single-Six purchase necessarily becomes a matter of plain business judgment.

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ASK THE MAN WHO OWNS ONE

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PACKARD SINGLE-SIX