

EX-PUGILISTS BECOME COPS

Has been Seem Content to White Away Time on the Beat.

SOME HAVE HIGHER AMBITIONS

Joe Choyinski Now Engaged Teaching Others the Game—Tommy White Working in Tannery—Kid Herman a Florist.

NEW YORK, Dec. 9.—Everybody knows how bare ball players, professional and otherwise, engage in fanning bees of the past and present, recall the great feats of the diamond and praise the doings of other days.

But did any one ever mix in a bunch of pugilistic fanners and hear any more enthusiastic buzzing than the glove wielders can turn loose? The answer is "no."

Recently a bunch of fighters, past, present and future, got together in a prominent gymnasium, and after fights without number of years ago had been mastered to the king's taste, one of the bunch propounded a question of natural interest.

"What becomes of the fighters when their days of activity in the ring are at an end?"

The question set everybody thinking, and in order to answer it was necessary to "take cases" on some of the fighters who in the last few years have left the ring for all time.

It was discovered that a great many of the pugilists had become policemen. In Chicago, the home of many of the best fighters who ever stopped between the ropes, there are many of the former glove wielders who now swing a club instead of the mauls.

Remember Martin Duffy, who was one of the topnotch lightweights of his time, which was only a few years ago. Duffy can be found any night in Chicago traveling a beat. He isn't a lightweight any more, but has joined the heavy-weight class. Duffy certainly was a star at cleverness, something like Paddy McFarland.

Moffat Swims a Club. Jack Moffat, the middleweight, who possessed class, but failed to become a champion, partly because he dislocated a shoulder in a fight, is a policeman and travels a beat over Chicago streets.

Moffat met the brilliant Tommy Ryan more than once in the ring, and Tommy always gave Moffat credit for being a fighter of the first water. The bad arm finally stopped Moffat's ring career and he donned the suit of blue as a means of livelihood.

Jimmy Barry, the wonderful little champion of the ring in his day, also is living in Chicago. Jimmy continues to make friends just as he always did, and is earning a living with something besides swinging on the other fellow's jaw. Barry spends the summer months working in the public playgrounds, where he is considered a huge success.

"Kid" Herman, another Chicago lightweight, is a real business man and success has brought him plenty of the shekels. The "Kid" is in Seattle, Wash., where he is proprietor of a florist's shop. Herman almost reached the pinnacle of fame, the obstacle in his path being that wonderful colored fighter, Joe Gans, now dead.

Joe Choyinski, who has made Chicago his home for many years after leaving California, has earned a living, and a good one, too, by teaching the game that made him famous. Choyinski now is boxing instructor at the millionaire athletic club of Pittsburgh. Previous to leaving Chicago, he conducted a physical culture school, and also was instructor at the Illinois Athletic club.

Tommy White, who gained fame by his great fights with "Terrible Terry" McGovern, still holds forth in Chicago. For the last couple of years he has been employed in construction work on a big underground telephone tunnel.

The once great Australian middleweight, George Dawson, who fought many battles of note, is boxing instructor at the Chicago Athletic association.

Then there is Eddie Santry, who at one time claimed the featherweight championship. Eddie a couple of years ago was proprietor of a saloon, but now is officiating as referee of bouts in Wisconsin cities.

Europe Likes the Flush Side Cars of the Latest Type

W. H. Emond, designer for the H. H. Franklin Manufacturing company, the manufacturer of the Franklin automobile in Syracuse, N. Y., has just returned from a European trip made for the purpose of studying the development of automobile body design in Germany, France and England.

Concerning automobile body development in Europe, Mr. Emond said: "The flush-sided body and the sloping type of hood seem to have the predominance of favor among all European manufacturers and it is interesting to note the way the various designers are going at it."

"England has led in the development of the flush-sided type and France seems to be the last one in line. This may be due to a small amount of 'snipe' because the French designers do not like to admit that they are following any others."

"In Germany everything is flush-sided and the Germans are also carrying the matter of the scuttle front to the extreme. One of the most popular types now seen in Germany has a scuttle to both the front and rear seats, the back of the front seat being developed into a scuttle design. Concerning the matter of placing the control levers inside or outside of the body, there is a wide divergence of opinion, but the practice which obtains to the greatest extent is that of putting the shift gear lever inside the body, the emergency brake lever outside."

American Cars Show Best in Big Races

A close analysis of the seventh annual race for the Vanderbilt cup, held on the seventeen-mile Chatham county course, shows it to be a great victory for American cars.

The latest offering of the Hupp Motor Car company—a fifty-two horse power, long-stroke, five-passenger touring car, embodies many features new to this country, and is also stamped unmistakably with the same individuality that has always characterized the Hupmobiles.

The new model is by E. A. Nelson, the creator of the original Hupmobile runabout, who has been responsible for the unique style and character of the Hupmobile line from the outset.

Body, cow and hood have the appearance of an integral piece, and show the pronounced sweeping effects of straight line construction.

The wheel base is 106 inches and the center of gravity is exceptionally low, thus making for steady balance and tire economy.

Great pulling power at all speeds, absence of noise and vibration, economy of fuel and oil are some of the advantages claimed for the small-bore, long-stroke motor. This unique design is in high favor among the foremost European engineers, but has never before been applied to an American car.

Pressed steel frame is unusually sturdy for a car of this size. It is so designed as to harmonize with the body lines. The frame is of pressed steel, the body of sheet metal. Has very deep upholstery and provides ample room for five passengers. Mud guards, running boards, and all equipment are specially made for the car and harmonize with the rest of the design.

Every part is especially built for the car alone, and the assembly forms a compact, efficient machine that is as near perfect as the makers are able to produce.

CADILLAC IS WINNER IN ECONOMY TEST

A Cadillac touring car, carrying five persons and driver by its owner, won first prize in the owners' class in the recent economy test of the Harrisburg (Pa.) Motor club.

The contest covered one day and roads in five counties around Harrisburg. It was for gasoline consumption only. From start to finish the gasoline tank of each car was sealed, and at the end of the run, the amount of gasoline used was noted. The Cadillac performance may be considered remarkable, inasmuch as the car carried five and consumed only six gallons, one quart of gasoline for the entire day's run through a mountainous country and over roads in the poor condition usual in November.

FREDRICKSON'S OPEN HOUSE PROVES BRILLIANT SUCCESS

H. E. Fredrickson's special week's showing of Pierce Arrow motor cars closed Saturday night a pronounced success. From the sales rooms had been removed all but this one line of cars and these were shown with various bodies on the different horse-power chassis. A pleasing event was added by a sitting of ferns and flowers throughout the room.

Export Trade in Autos Increases at a Very Rapid Rate

If the export business of the Mitchell-Lewis Motor company is any criterion of the general conditions governing the exportations of American cars, the United States is not losing prestige in the world-wide distribution of automobiles.

Over \$1,000,000 in export orders have been taken and there is scarcely a civilized country that has not absorbed some Mitchell cars. From the hot sands of the Sudan in Africa to the frigid Alaskan country Mitchell motors are performing, carrying the message of the supremacy of the United States in manufacturing.

PHANTOM AUTO IN TOWN Appearance in Village Upsets Strid Citizens and Threatened Serious Results.

There was dire confusion in the police station of the village of Drinkwater. Seven prominent citizens in seven different states of wild excitement stood before the magistrate, holding gingerly in their hands seven dangerous-looking dynamite bombs. After they had vainly endeavored for some minutes to tell their stories all at once, his honor, seized with an inspiration, raised his voice above the din and suggested that their complaints be delivered in monologue form.

This idea finally being unanimously approved, the village banker recited his experience. "Judge," he said, "an hour ago while I was at home eating my noonday meal, dressed as a chauffeur, rang my doorbell. I went to the door myself. The man stated that his automobile had become stalled by reason of a bit of dirt that had clogged the feed pipe connecting his carburetor, and requested that I procure a hairpin for him. He stepped into the hall as I hurried to get what he desired from my pocket and when I returned he had disappeared, but there was a smell of burning powder. Looking about I saw this bomb in the corner near the door. I stared at it a moment, too frightened to move. I plainly saw the fuse attached to it, but as it seemed not to be burning, I stepped nearer and found that it had gone out. With a gasp of relief I rushed to the door, opened it, and saw the chauffeur in his car just getting under way. I ran after him, ordering him to stop, but he paid no heed and had soon turned a corner. I noted, however, that his car was of the small runabout type, violet in color, and that the license number was 22,655. I then picked up this bomb and rushed here."

The village parson then told his story, which differed only in a few minor details. He expressed his belief that his visitor looked like a business man and had gray hair, that the runabout was indigo in color, and that the number was 26,882. Then followed in quick succession the testimonies of the school principal, druggist, general merchant, attorney and jeweler, who had similar experiences all within from five to ten minutes of each other, but in no case did the appearance of the owner of the car, its color or number agree. In the order named, each swore in turn that it was blue, green, yellow, orange and red, and that the number was 58,932, 33,234, 93,234, 85,234 and 23,862.

The magistrate at once telephoned to residences on every thoroughfare leading from the village, appointing citizens living in the various residences as deputy marshals and ordering them to intercept every automobile that attempted to leave the village, and to hold it until it could be examined by a squad consisting of the seven citizens who manned the banker's machine for the circuit of the outposts. But investigation proved that no power vehicle of any description had passed from the town between the time of the attempted outrages and the arrival of the citizens, with the exception of an innocent-looking motorcycle, which had been allowed to pass unchallenged.

The mystery proved impossible of solution, although every nook and corner was ransacked for clues. Famous detectives were imported, but were forced to confess themselves beaten. A week after the occurrence each of the seven citizens received by mail a large envelope bearing the postmark of a city many miles distant, and containing large and perfect photographs of the interiors and the front halls of their residences. They were perfect reproductions of their subjects, with one notable exception. In each picture there appeared hanging on the wall some object that the owner of the house had never possessed. In one case it was a deer's antlers, in another a painting in a heavy gold frame, in the third a large wooden spoon, and so on. The seven citizens met together and conferred on the night of the arrival of their anonymous letters. On comparing the pictures they discovered that the nonexistent hall decorations that they had thought they had seen in the morning were not in the photographs at all.

The result was that the next morning the village occultist did more business than he had done during his two years of practice in Drinkwater. He examined the eyes of each of the seven citizens, found each suffering from various and serious optical diseases, prepared a treatment for them, and made appointments with them for the same time one week later.

Salesman Wanted

A large Manufacturing Concern in the middle West desires the services of a high grade salesman who has had experience selling farm implements, gasoline motors, or automobiles and is acquainted with the trade in Iowa and Minnesota. Give full particulars in first letter as to experience, salary expected and references. Address Y 71 Bee.

Christmas Furs Reduced Prices

AULABAUGH 1613 Farnam St.

THE OMAHA BEE is the home paper of Nebraska.

From date. Other citizens, hearing of the strange epidemic in town, rushed to the eye expert, who reaped a golden harvest by selling spectacles and preventive nostrums.

The day of the appointment of the seven citizens arrived. Each was on time, but the occultist was not in evidence. They waited, busy in discussing symptoms until finally a runabout, painted like a barber's pole in the seven primary colors, appeared before the door. A man jumped up before the seven citizens, lined up before him on the sidewalk, stripped off one disc after another, and finally came to his own garb and features, which proved him to be the occultist himself.

"Gentlemen," he said, "I owe you an apology. Here is my story. I came to your town two years ago, opened my establishment, and received no patronage. A few weeks ago in my desperation I decided upon a hoax. Kindly examine this runabout. You will note that it is a motor cycle with a flat pine outrigger made to look like a car body. These canvases covers, painted in the seven primary colors, you see, cover the back of the machine. I have arranged them overlapping today, but on my previous visit to you they were on separate pieces of tin, making it possible to interchange them easily. The bombs you will find if you examine them, contain sawdust instead of dynamite. The powder you smelled was not that of the fuses, but that of the flashlights that I used in photographing the interiors of your halls. As to the pictures of strange things that appeared when you first looked at the photographs they were really there until a moment after the light struck them. They were produced by a photographic trick of making double negatives and omitting to develop one of them. As for the disappearance of the runabout, you will see how neatly this false outrigger collapses and takes its place in the center of the motor cycle frame. Thank you, gentlemen, for your patronage. I am going to leave this section of the country for the good of my health."—Boston Herald.

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