

# James Wood Coffroth (1872-1943): West Coast Promoter of Boxing, Horse Racing and Tourism

Joel Levanetz

James Wood Coffroth, a legendary sports promoter and entrepreneur in San Diego during the early decades of the twentieth century, left his mark in history but not in local prominence. In 1916, Coffroth capitalized on the flood of tourists to the Panama California International Exposition in Balboa Park by opening a racetrack just over the international border in Tijuana, Mexico. The Tijuana Jockey Club would become a major tourist destination in the 1920s. Nicknamed “Sunny Jim,” Coffroth was instrumental in bringing the *Star of India*, one of San Diego’s most famous landmarks, to the harbor in 1926.

While he spent his early career as a boxing promoter in San Francisco, James Coffroth became significant enough in San Diego local annals to inspire an effort by his sister to build a park in his name. In 1944, Flora Coffroth Hughes offered an undeveloped lot at the southeast corner of Chatsworth Boulevard and Homer Street in Loma Portal to the city. She told a *San Diego Tribune* reporter, “My brother loved the beauties of nature and made a garden spot out of the once-barren land...He supervised in the planting of pepper trees, elms, cypress, and sycamores, and numerous flowering shrubs.”<sup>1</sup> The park was never built with the result that San Diego history has forgotten one of its most influential promoters and sportsmen.

James Wood Coffroth, born in Sacramento on September 12, 1872, followed a pace for achievement in the family set by his father. The senior James W. Coffroth, a native of Pennsylvania, moved with his family to Sonora, California, around 1850. A printer, he worked for the Sonora *Herald* before being elected to the California Assembly from Tuolumne County in 1852 and, subsequently, to the State Senate. As a member of the Democratic Party, he stood for election to the U.S. House of Representatives.<sup>2</sup> According to his obituary in the *New York Times*, he “possessed the elements of popularity in a wonderful degree; few men had so many personal friends, and perhaps no member of his party exerted a greater influence



Plaque on board the *Star of India*. Photo by Iris Engstrand.

---

Joel Levanetz received his MA in history from the University of San Diego in May 2008. He has previously written for *The Journal of San Diego History* and is currently employed at Heritage Architecture & Planning. He thanks Dr. Molly McClain for her editorial assistance.



James Wood Coffroth, 1916. ©SDHS #18024.

in directing its affairs. He became one of the ablest and most successful lawyers in his district." On October 9, 1872, less than a month after the birth of his son, he died as a result of a "hemorrhage of the lungs."<sup>3</sup> Although this date marked the end of one man's unique story, it served as the opening chapter of his son's own remarkable tale, a narrative that would distinguish him in the history of international athletic promotion.

As a young man, James Coffroth worked in northern California, following in the footsteps of his father. According to a 1912 article in *Baseball Magazine*, Coffroth worked as "an office boy for a firm of local lawyers, and he finally developed into one of the best stenographers on the Pacific Coast."<sup>4</sup> He also pursued the study of law, eventually attaining the position of secretary for the San Francisco Supreme Court. Like his father, he was a "bright, intelligent man" whose unassuming manner attracted people. An interviewer described him as "a very interesting conversationalist, extremely cordial, and has an unlimited number of friends."<sup>5</sup>

Coffroth displayed an early interest in sport. He was a member of The Olympic Club in San Francisco, home to James J. Corbett, the heavyweight-boxing champion from 1892 to 1897. The club supported teams in a variety of sports, including cycling, football, and boxing.<sup>6</sup> In 1895, the 23-year-old Coffroth and other members of The Olympic Club Cycling Team garnered attention from the *Los Angeles Times* when they undertook a bicycle tour down the California coast. The periodical related, "Messrs, J. W. Coffroth and W. H. Stinson of San Francisco are spending several days here, having come south a-wheel as far as Santa Barbara."<sup>7</sup> During the course of the trip, he gained the nickname, "Helpless." A reporter found this ironic because the young man proved quite capable of taking care of himself. He wrote, "This morning Mr. Coffroth...dropped his watch off the end of the wharf while he

was gazing at the mermaids sporting below. Donning his bathing suit, 'Helpless' leaped off the end of the wharf, dived down sixteen feet to the bottom and recovered the watch, being under water just thirty seconds." The feat was "so gracefully accomplished" that it "placed 'Helpless' in the attitude of a hero to the admiring throng who witnessed it."<sup>8</sup>

Following an education in law, Coffroth was introduced to the sport that would soon capture his attention. In the late 1890s, while still in his twenties, Coffroth traveled to the East Coast. There, he witnessed sparring matches between athletes whose popularity was growing with that of the sport.<sup>9</sup>

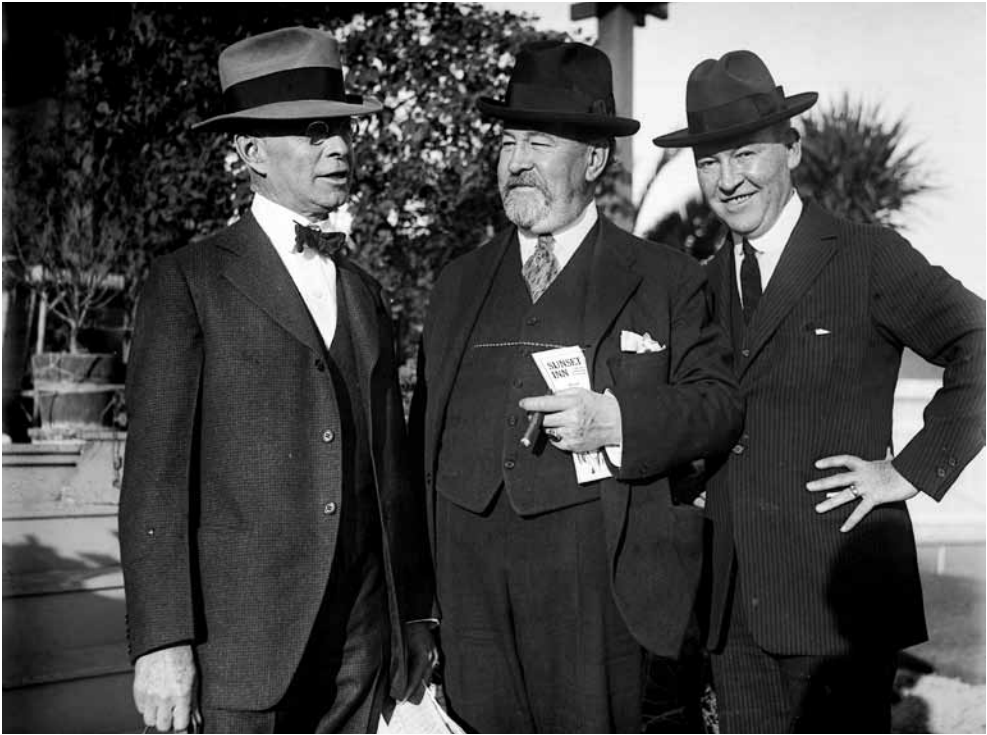
In 1896, Coffroth partnered with the established New York promoter, James C. "Big Jim" Kennedy, a move that began his career as a sportsman. Kennedy had worked as a newspaper man before becoming what *The New York Times* described as "one of the leading promoters of big sporting events in this country." He and his partners Patrick Powers and James Brady promoted the six-day bicycle races at Madison Square Garden, among other events. The former manager of the Seaside Athletic Club in Coney Island, Kennedy also handled the careers of prominent boxers such as ex-lightweight champion Frank Erne and Buffalo middleweight Al Weinig.<sup>10</sup>

Prize fighting blossomed in California after 1899 when the state began to allow athletic clubs to stage boxing "exhibitions." State statutes had prohibited the sport since 1872. In a political environment of increasing conservatism, boxing was deemed an unacceptable sport. In order to ban the activity in all of its forms, authorities redefined the punishable act in 1893 to cover matches, "with or without gloves."<sup>11</sup>

Coffroth worked with Kennedy to lure big-name boxers to San Francisco. They offered generous cash guarantees to legends such as James John "Gentleman Jim" Corbett, James J. "The Boilermaker" Jeffries, and Bob "The Freckled Wonder" Fitzsimmons. On November 15, 1901, Coffroth, together with Kennedy and others, staged one of his first notable boxing matches in the ring of the Twentieth Century Athletic Club in San Francisco. The sparring match, filmed by the Edison Manufacturing Company, featured World Heavyweight Champion Jeffries who defended his title against Gus Ruhlin,



Jack Dempsey and James Coffroth. Photo courtesy Centro de Investigaciones Históricas, Baja California.



James Coffroth with E. O. McCormick and Price McKinney ca. 1922. ©SDHS Union-Tribune Collection #6430.

“The Akron Giant.” Novelist Jack London, then an unknown journalist, covered the match for the *San Francisco Examiner*.<sup>12</sup> It proved to be quite a spectacle, with Jeffries knocking out Ruhlin in the sixth round. Jeffries would later come out of retirement to face Jack Johnson, the first African American heavyweight champion, as “The Great White Hope.”<sup>13</sup>

After 1903, Coffroth managed to avoid San Francisco County’s strict standards with regard to pugilistic events by moving his base of operations to San Mateo County. He managed to obtain a license to hold “sparring exhibitions” at the Sickles Street Arena in Daly City, located only fifty feet from the San Francisco county line. Historian Samuel C. Chandler wrote, “It is said that from this location Coffroth could secure protection from San Francisco police while operating under San Mateo County regulations.”<sup>14</sup>

Following the death of his mentor James Kennedy in 1904, Coffroth moved to establish his hold on the business of boxing promotion in the San Francisco Bay area. Northern San Mateo County soon became overrun with boxing enthusiasts all crowding in to see the next big match. Given the location of the venue, such a congregation invited the attention of both the San Francisco and Daly City authorities. As a way to meet demand and avoid the dual policing at the county line, Coffroth began another arena in nearby Colma. Between the two rings, Coffroth solidified his place in boxing history by staging bouts that included “The Michigan Assassin” Stanley Ketchell, “The Galveston Giant” Jack Johnson, Oscar “Battling” Nelson and Jimmy Britt. Journalists covering Coffroth’s success noted that even the weather seemed to support his good fortune, claiming that although

it may have been raining the morning of a fight, the skies would usually clear in time for the event. That, along with his resilient optimism, garnered him the name "Sunny Jim" Coffroth.<sup>15</sup>

James Coffroth's success as a promoter was recognized nearly a century after his debut. A recent article in the *San Francisco Chronicle* noted, "From 1900-1910, there were 10 world title fights in New York State and six in England, birthplace of the modern game. During the same span, California hosted 60, and more than half of those—in all seven weight divisions of the time—were in the Bay Area." Echoing the sentiments of many observers at the time, this article continued, "The guy holding the money bags...was the nation's first large-scale promoter, James W. 'Sunny Jim' Coffroth."<sup>16</sup>

As the years progressed and Coffroth's professional profile developed, not everything remained sunny for the sportsman. Perhaps the initial blow to his career came on March 1, 1906. That evening, during a bantamweight championship bout, Harry Tenny was laid unconscious by challenger Frankie Neil. The following morning, the former champion was declared dead. Charged with manslaughter, the boxing opponent and all of the event promoters, including Coffroth, were forced to surrender themselves to the local police. Coffroth was not convicted but his arrest signaled a shift



James Wood ("Sunny Jim") Coffroth ca. 1923. ©SDHS Union-Tribune Collection #3496.



James Coffroth with Governor Abelardo Rodríguez of Baja California. ©SDHS Union-Tribune Collection #12020.1.



Dinner to honor James Coffroth in San Francisco 1916. ©SDHS Union-Tribune Collection #10165.

in how matches were perceived by both the public and the county authorities.<sup>17</sup>

Further damaging the image of the sport was the Grand Jury indictment of local political power broker Abe Ruef on charges of extortion in 1906. Ruef, a lawyer and politician, was tied to the development of San Francisco's boxing interests as he provided permits for matches. In 1902 he had used his influence as "boss," or leader, of the Latin Quarter to elect Eugene Schmitz, the Union Labor party candidate, as mayor of San Francisco. When the corruption in the mayor's office came to light, Ruef's behind-the-scenes dealings were exposed. He faced over sixty-five indictments on charges that included bribing the Board of Supervisors, granting a franchise to the United Railroads, and taking money from the San Francisco Gas and Electric Company in an effort to increase the gas rate. He was also charged with allowing an elite group of boxing promoters to secure permits for their events within the city of San Francisco. Among the names listed in the article as members of the "fight trust" was James Wood Coffroth.<sup>18</sup>

While Coffroth experienced no legal ramifications from his dealings with Ruef, his reputation was tarnished and his relationship with city officials strained. The effects of these tensions became apparent in December 1909. Coffroth was positioning himself to host one of the largest fights of his career, a heavyweight championship bout between Jim Jeffries and Jack Johnson. A *New York Times* article noted that while the State of California did not place a restriction on the number of rounds allowed during a boxing contest, the municipality of San Francisco limited the number to twenty. The article reported, "It is well known that since his connection with the so-called 'fight trust' during the Schmitz-Ruef regime, Coffroth has been unable to obtain a permit to conduct a fight within the city limits of San Francisco."<sup>19</sup> Making matters worse, that same month, while Coffroth was attending a conference between the potential opponents Jeffries and Johnson, the newspaper

announced that the San Mateo County Board of Supervisors was considering a petition to revoke Coffroth's permit to hold prizefights. Once a refuge from the restrictive boxing policies of San Francisco, Colma and Daly City were now threatening to end Coffroth's sparring contests.<sup>20</sup>

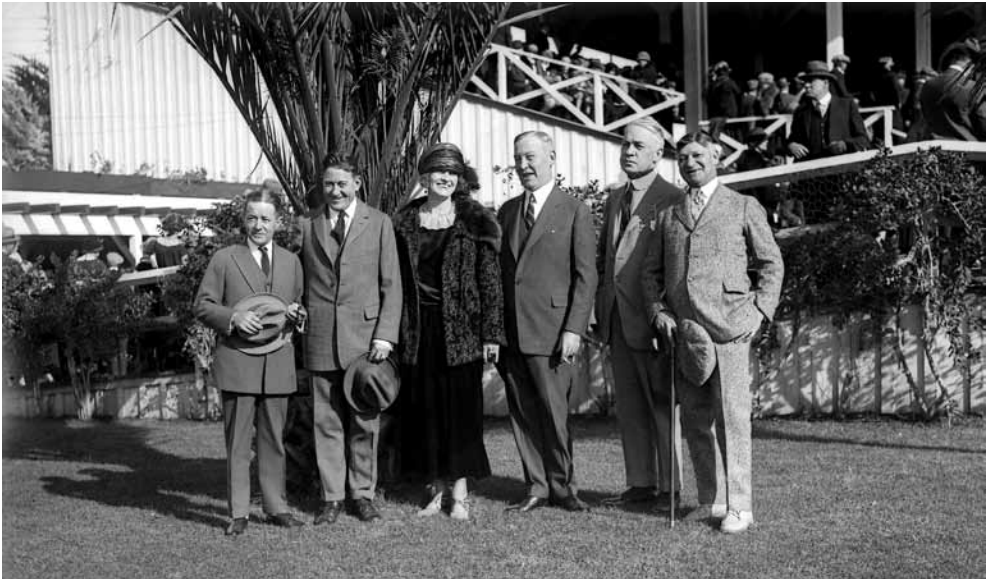
San Mateo County officials also began to have second thoughts about the sport of boxing. They were responding to a nation-wide reform movement that sought to ban the sport entirely. One journalist suggested that legislators heard only their constituents, members of "the Onward and Upward Societies, to whom boxing seems in the same category as bullfighting, beaver baiting, cockfighting, or dog fighting," not working class people.<sup>21</sup> In 1912, district attorney Joseph J. Bullock refused to permit an upcoming fight between Joe Thomas and Billy Papke. The *New York Times* reported, "The Papke-Thomas bout was to have been held at Colma next Saturday, and had been widely advertised. Coffroth [sic] today received word from District Attorney Bullock negating the idea, the latter stating emphatically that the Board of Supervisors had no authority to grant a permit for such a contest." Moreover, he ordered law enforcement to arrest any fighters arriving at the Colma arena. He also extended this threat to any future boxing matches that Coffroth might attempt. The article suggested that this action, "practically wipes Colma off the fight map."<sup>22</sup>

The amount of public scrutiny experienced by Coffroth in late 1909 and early 1910 might have caused him to assume a low profile and avoid media attention. Instead, he did just the opposite. In early February 1910, Coffroth captured headlines by betting a London boxing promoter that he could race from Liverpool, England, to San Francisco in fewer than ten days. The wager arose when Coffroth, staying in London after having toured Europe, received a letter in the company of Eugene Corri of the National Sporting Club of London. Corri was impressed that the mail had made its way from the western United States to the United Kingdom in just twelve days. Coffroth remarked, "That's nothing. I can go to San Francisco in ten days."<sup>23</sup> Between Eugene Corri and several other interested men, the wager increased to \$2,000 by the time Coffroth departed England. The rules of the bet were simple. Using standard means of transportation, Coffroth had to arrive in San Francisco by midnight on February 8 or forfeit \$2,000.

Whether to distract the media from criticism regarding his business operations or to drum up publicity for upcoming fights, Coffroth managed to garner favorable



Tijuana Race Track ca. 1916. Photo courtesy José Casteñeda Rico, Baja California.



*Coffroth with group at Tijuana Race Track ca. 1923. ©SDHS Union-Tribune Collection #12018.1.*

attention with his race back to the bay. Sports fans kept their eyes fixed on newspaper headlines to learn the latest developments. Despite having arrived in New York on the *Mauretania* four hours before expected, there remained a great deal of land still to cross and much could go wrong. Headlines read: “Coffroth Loses Two Hours” and “Coffroth Picking Up Lost Time.”<sup>24</sup> On February 9, the results of the \$2,000 wager were published for those following the contest. The author noted, “Coming overland, wherever it happened that the through train stopped, there was an ovation for Coffroth.”<sup>25</sup> It was in this atmosphere of enthusiasm that Coffroth reached San Francisco on February 8 at 9:35 p.m. With less than two and a half hours to spare, the legendary promoter won the wager and secured his place in sporting history.

Despite the publicity, Coffroth was unable to win the bid to promote the much-anticipated heavyweight championship between Jeffries and Johnson, even though he offered the enormous sum of \$100,000. Instead, a competitor, George Lewis “Tex” Rickard, gained the privilege with a promise of \$120,000 in gold. “The Fight of the Century” was held in Reno, Nevada, on July 4, 1910.<sup>26</sup> While this was a matchup between two boxing legends, the significance of the fight went beyond physical competition. Attesting to the racial implications surrounding the contest, Jeffries remarked, “I am going into this fight for the sole purpose of proving that a white man is better than a Negro.”<sup>27</sup> Rickard went on to become the leading promoter of boxing in the United States during the 1920s, working with Jack Dempsey and his manager Jack Kearns.

Coffroth began to pull out of promotion work in the San Francisco area after California voters, in 1914, approved an amendment that effectively banned professional boxing.<sup>28</sup> The legislation allowed for ‘amateur’ matches to a maximum of four rounds and limited the value of a prize to \$25 per boxer. Coffroth knew that the sport could not thrive under such restrictions and turned his eye south to Tijuana, Mexico. He recalled the early days of his career when he established an



arena just beyond San Francisco's jurisdiction and hoped to do the same in Mexico. Unlike many cities in California, Tijuana remained unmolested by reformist ideals. There, prostitution, drinking and gambling were not illegal.

In 1915, Coffroth visited Tijuana to explore the possibilities of a boxing arena. Because the sport did not offer enough security to foreign investors, he turned to horseracing. The *San Diego Sun* of November 25, 1915, announced that Coffroth, a former boxing promoter, had been elected president of the Lower California Jockey Club.<sup>29</sup> Together with other affluent investors like Baron H. Long and the Spreckels Companies, Coffroth started to build a racetrack in Tijuana within view of the international border.<sup>30</sup> According to the *San Diego Union*, the complex opened on New Year's Day in 1916 to a crowd of over 6,500 horseracing enthusiasts. Despite the inclement weather, the headline boasted, "Tijuana Race Track Opens with Blazing Crown of Success."<sup>31</sup> Two new railway lines brought spectators from San Diego to Tijuana, one of which carried guests directly to the racetrack.<sup>32</sup> Coffroth and his associates expected strong attendance at the sporting events because, at this time, San Diego was hosting the Panama California International Exposition (1915-16), drawing thousands of tourists from around the country.

Like many of Coffroth's previous achievements, the rewards were accompanied by enormous challenges. In the case of his racetrack venture, Coffroth's first obstacle was a natural disaster. Just weeks after his stadium had opened, one of the worst storms in recorded history pummeled the region. The Tijuana River Valley flooded, taking lives and destroying buildings, including the racetrack. Under the headline "One Hundred Dead, Two More Valleys Flooded," a *Los Angeles Times* article reported on January 30, 1916, "The Tia Juana race track is gone."<sup>33</sup>

After the waters had subsided, Coffroth began rebuilding his racetrack on higher ground. It flourished for about six months and, along with the nearby Casino Monte Carlo, hosted such visitors as Charles Chaplin, Barney Oldfield, Jack Pickford and Mabel Normand.<sup>34</sup> He soon realized, however, that he would not be able to attract business due to the war in Europe. After the United States entered



Tijuana Race Track high water as a result of the January 1916 flood. ©SDHS Union-Tribune Collection #95-19385-21.



James Coffroth boarding the train at San Diego ca. 1926. ©SDHS Union-Tribune Collection #3497.

World War I in April 1917, immigration officials secured the country from foreign invasion by closing the U.S.-Mexico border to tourists or any other visitor without business affairs in either country. Having lost his customer base, Coffroth made temporary concessions, sending his horses to stables on the East Coast in 1918.<sup>35</sup>

Coffroth tried to contribute to the war effort through his work as a boxing promoter. The United War Work Campaign invited him to New York in 1918 and appointed him co-chairman of the boxing committee. *The New York Times* reported, "Coffroth plans to bring together all the best known boxers and will hold shows all over the country, including Madison Square Garden, Cleveland, Milwaukee, and all the cities throughout the South and West."<sup>36</sup> Nevertheless, members of the Executive Committee changed their minds after John D. Rockefeller reported that "protests against boxing as a means of aiding the war fund had been received from ministers in all sections of the country."<sup>37</sup> The committee passed a resolution indicating that boxing was acceptable only in army camps and naval stations and should not be part of a charitable effort. According to a newspaper report, "This action has placed Coffroth, who came here from San Francisco at the request of the Sports Committee, in an embarrassing position. He has enlisted the services of boxers and promoters in all parts of the country and had a movement underway which would have resulted in the greatest demonstration of pugilistic activity ever known in this country."<sup>38</sup>

Coffroth returned to the racetrack in Tijuana. His timing was impressive. The war officially ended on November 11, 1918, and restrictions on tourism below the border were loosened. Equally important was the beginning of Prohibition. On October 28, 1919, Congress passed the Volstead Act, reinforcing the prohibition of alcohol in the country. Two days prior to this legislative decision, *The New York*



Star of India upon its arrival in San Diego in 1926. ©SDHS Union-Tribune Collection #0877.

*Times* announced Coffroth's plans to hold a winter season of horse racing at his venue in Mexico.<sup>39</sup> The combination of fewer international travel restrictions, along with the accessibility of otherwise illegal alcohol, guaranteed the renewed success of Coffroth's racetrack.

Coffroth presided over The Jockey Club in Tijuana, transforming it into a destination sought by tourists and celebrities alike. As the club's President, he saw to it that the operation of the track was carried out effectively. Referring to him as "the directing genius of thoroughbred horse racing at Tijuana," a *New York Times* article credits Coffroth with renegotiating travel restrictions that barred tourism to Baja California.<sup>40</sup> Also, along with promoting his venue, Coffroth made his track appealing to enthusiasts by courting well-known horses. To do this, he offered extravagant purses to the winners of the races.

Tijuana attracted thousands of visitors during the 1920s. Sporting enthusiasts, gamblers, and revelers were all drawn to this once-quiet border town. With its lax restrictions and growing number of businesses accommodating to tourists, Tijuana became a focal point. However, this attention was not always positive. One journalist writing for *Time* magazine described the scene unfavorably, noting, "For Tiajuana [sic], as exotic as it may sound to the dry and fevered U.S. fancy, is nothing but a couple of dirty streets of barrooms. It is almost epic in its drabness."<sup>41</sup> Despite the author's dismal portrayal, he went on to illustrate a frenzied atmosphere with "crowded tables" and "horses from famed Eastern and Southern stables" where the winning horse "earned \$110,000, the largest annual turf stake in the world."<sup>42</sup>

Due to his investments at the Tijuana racetrack, Coffroth's wealth grew. As a result, Coffroth readily lent himself to charitable causes that he deemed worthy. Jerry MacMullen, a man whose activities around San Diego included "author, reporter, sailor, [and] historian," brought one such opportunity to Coffroth's attention.<sup>43</sup> In 1926, after reading a newspaper article about the efforts of a group in



*Star of India under sail. Photo courtesy San Diego Maritime Museum.*

New York to convert an old sailing ship into a maritime museum, MacMullen resolved that the citizens of San Diego should do the same. Following a meeting with other members of the San Diego Yacht Club, it was apparent that while the enthusiasm to accomplish the goal was present, the money needed to do so was not. MacMullen later explained, "So I wrote letters...and found out that we could have the *Santa Clara* for \$7,500; we could have the *Star of India* for \$9,000; we could have the *Star of France* for \$12,000; we could have the *Dunsyre* for \$15,000." Once the group had decided that the *Star of India* would be the best ship for them, it was a matter of securing the funds.

MacMullen's father, James MacMullen, reluctantly approached Coffroth about funding the purchase of the *Star of India*. The two men had become close acquaintances while in San Francisco. MacMullen explained:

Much against his will, my father did go over to see his friend Jimmy Coffroth and he told him about the screwballs who wanted to buy an old sailing ship for a museum in San Diego. Coffroth didn't seem to think it was too bad an idea. 'But,' he said, 'you know Jim, there is only one way that I can think of your getting that \$9,000; because money, you know is tight; people don't have too much of it.' My dad said, 'What's that?' [Coffroth] pulled open the desk, leaned over and got out his checkbook and wrote a check for \$9,000! So that is how we got the *Star of India*.<sup>44</sup>

In early 1929, at the age of 56, Coffroth retired, taking his profits and leaving the business of promoting for his home on Point Loma. His acquaintances later "credited his phenomenal luck with the timing of his retirement...six months before the stock market crash that swept so many fortunes before it."<sup>45</sup> Although he no longer raced from London to grab national headlines, "Sunny Jim" did not sit idly by during the fourteen years that remained. Instead, he used his golden years to travel and entertain friends from his past.

When James Wood Coffroth passed away on February 6, 1943, major newspapers recalled his exceptional contribution to the sporting world, often in stirring memorials. The *United Press* referred to him as a “pioneer sports figure” who “was probably the most successful promoter boxing and horse racing ever knew.”<sup>46</sup> Unfortunately, the Point Loma park planned to honor his memory was never built. Today, over a century after the ‘Dean of Sports Promoters’ first made his presence known, signs of his lasting impression can be found in San Diego at the *Star of India* and in boxing circles around the world.

## NOTES

1. *San Diego Tribune*, December 1, 1944. Today, a single-family home is built on the southeastern corner of Chatsworth and Homer.
2. “The September Elections: The Candidates to be Voted for in California and Maine,” *The New York Times*. August 22, 1871.
3. “Obituary. Hon. James W. Coffroth,” *The New York Times*, October 18, 1872.
4. “James W. Coffroth, Sportsman: The Champion Fight Promoter of the World, A Leading Light in the Boxing World and His Rise to Prominence,” *Baseball Magazine* 8, no. 6 (1912), 53.
5. *Ibid*, 54.
6. For more information, see *One Hundred Years: The Olympic Club Centennial. The Olympic Club of San Francisco, 1860-1960* ([San Francisco, CA]: James H. Barry Co., 1960).
7. *Los Angeles Times*, June 23, 1895.
8. “Friday’s Letter: A Daring Feat,” *Los Angeles Times*, June 23, 1895.
9. “Famous Boxing Promoters: Part 1,” [http://www.stlallsports.com/sports\\_history/0511\\_famous\\_boxing\\_promoters\\_part\\_1.html](http://www.stlallsports.com/sports_history/0511_famous_boxing_promoters_part_1.html) (Accessed April 24, 2009).
10. “James C. Kennedy Dead: Well-Known Sporting Man Expires Suddenly on Brighton Beach Train,” *The New York Times*, April 21, 1904.
11. “History of California Boxing Legislation, Rules & Regulations,” [http://www.boxrec.com/media/index.php/USA:\\_California\\_Laws](http://www.boxrec.com/media/index.php/USA:_California_Laws) (accessed August 15, 2009).
12. The Edison Manufacturing Company, “Jeffries and Ruhlin Sparring Contest at San Francisco, Cal., November 15, 1901,” (1901). See also, Dan Streible, *Fight Pictures: A History of Boxing and Early Cinema* (Berkeley: University of California Press, 2008). Jack London, King Hendricks, Irving Milo Shepard, *Jack London Reports: War Correspondence, Sports Articles and Miscellaneous* (New York: Doubleday, 1970), 214.
13. James B. Roberts and Alexander G. Skutt, *The Boxing Register: International Boxing Hall of Fame Official Record Book* (4th rev. ed.; Ithaca, NY: McBooks Press, 2006), 144-45.
14. Samuel C. Chandler, *Gateway to the Peninsula: A History of the City of Daly City, San Mateo County, California* (Daly City, CA: Daly City Public Library, 1973), 57.
15. “James W. Coffroth, Sportsman: The Champion Fight Promoter of the World, A Leading Light in the Boxing World and His Rise to Prominence,” *Baseball Magazine* 8, no. 6 (1912), 54.
16. *Ibid*.
17. “Fatally Pounded in Ring. Tenny’s Death May Stop Prizefighting in San Francisco,” *The New York Times*, March 2, 1906.
18. “Ruef is Indicted 65 More Times,” *The New York Times*, March 21, 1907. See also Walton Bean, *Boss Ruef’s San Francisco: The Story of the Union Labor Party, Big Business, and the Graft Prosecution* (Westport, CT: Greenwood Press, 1952; 1981).

## THE JOURNAL OF SAN DIEGO HISTORY

19. "Fight in Coffroth's Arena: San Franciscos [sic] Think There is a Triple Alliance in Deal," *The New York Times*, December 3, 1909.
20. "May Revoke Fight Permit. Petition Against James Coffroth's Arena Near San Francisco." *The New York Times*, December 7, 1909.
21. "Boxing Opponents Never Grow Weary: From the Time the Game Began So-Called Reformers have 'Knocked' It," *The New York Times*, February 15, 1915.
22. "Papke to Fight in Frisco: District Attorney Bullock Refuses to Permit the Bout at Colma," *The New York Times*, May 12, 1910.
23. "Coffroth Speeding to Win \$2,000 Bet; Californian Racing from London to San Francisco Within Ten Days," *The New York Times*, February 5, 1910.
24. "Coffroth Loses Two Hours; Racing from London to San Francisco, Reaches Omaha Behind Time," *The New York Times*, February 7; "Coffroth Picking Up Lost Time," *The New York Times*, February 8, 1910.
25. "Coffroth Reaches Home Ahead of Schedule," *The San Francisco Chronicle*, February 9, 1910.
26. "Tex Rickard's Bid for Fight Accepted," *The New York Times*, December 3, 1909. (See also Gail Berdman, *Manliness & Civilization* (Chicago, IL: University of Chicago Press, 1995).
27. "Is Prize-Fighting Knocked Out?" *Literary Digest* 41, July 16, 1910, 85.
28. *San Diego Union*, January 7, 1943.
29. Quoted in David Piñera Ramirez, ed., *Panorama Historico de Baja California* (Tijuana, Centro de Investigaciones Históricas, 1983), 433.
30. "The Wild Frontier Moves South: U.S. Entrepreneurs and the Growth of Tijuana's Vice Industry, 1908-1935," *The Journal of San Diego History*, Summer 2002, Volume 48, Number 3.
31. "Tijuana Race Track Opens with Blazing Crown of Success," *San Diego Union*, January 2, 1916.
32. "Tijuana Transportation Facilities Announced," *San Diego Union*, December 21, 1915.
33. "One Hundred Dead, Two More Valleys Flooded," *Los Angeles Times*, January 30, 1916. Known as the "rainmaker," Charles Hatfield claimed to be able cause precipitation using a secret mixture of chemicals. In 1915, the San Diego City Council commissioned Hatfield to use his technique to fill the local reservoirs. Not long after reaching an agreement with Hatfield, San Diego experienced devastating floods.
34. Piñera, *Panorama Histórico*, 435.
35. "Many Horses Go From San Diego to Other Tracks," *San Diego Union*, February 24, 1918.
36. "Great Sports Week in War Fund Drive; Country-Wide Contests to be Held on Scale Which Will Shatter All Records," *The New York Times*, October 16, 1918.
37. "Bouts Are Banned in War Fund Drive; Sunday Competitions Also Forbidden by Executive Committee of Campaign," *The New York Times*, October 31, 1918.
38. *Ibid.*
39. "Tijuana Track Will Open," *The New York Times*, October 26, 1919.
40. *Ibid.*
41. "Al Hippodromo," *Time Magazine*, March 25, 1929.
42. *Ibid.*
43. Jerry MacMullen, interviewed by Bob Wright for the San Diego Historical Society, February 15, 1981.
44. *Ibid.*
45. "Colorful 'Sunny Jim' Coffroth, 70," *United Press*, February 7, 1943.
46. *Ibid.*