

MULTNOMAH WINS ITS FIRST GAME

Willamette Puts Up Plucky Contest, but Weight of Clubmen Counts.

JAMES KICKS FIELD GOAL

Field Is Dusty and Lack of Practice Is Noticeable in Poor Team-work of Opposing Eleven.

Score is 9 to 0.

By W. J. PETERMAN. By the score of 9 to 0 the Multnomah Amateur Athletic Club football team opened the football season yesterday with a hard-fought victory over the agile team of young players representing Willamette University.

The game was witnessed by a fair-sized crowd. Ideal football conditions cannot be said to have prevailed yesterday, for when the players of the opposing teams came together in scrimmages, clouds of dust practically obscured the men, and here in Oregon, at least, this is unusual during the football months.

Despite the handicap of a dry field, both teams displayed considerable football knowledge, but the lack of practice was quite apparent. Coach Kirby, of Willamette, possesses some splendid material, and the showing of his lightweight eleven should prove highly satisfactory to the rooters of the Salem institution, as well as to himself.

Willamette, although outweighed pounds to the man, showed great promise in the sturdy manner in which it resisted the advances of the Multnomah huskies. In fact, the Capital City team worked like trojans, and were beaten principally because of the superior judgment used by the experienced Stott and the weight of his teammates.

Gain by Exchanging Punts. Bud James' trusty right foot was responsible for Multnomah's first score, for he booted the ball squarely between the goal posts five minutes before the conclusion of the first half for a goal from the field. This score netted Multnomah four points and was made possible by the advantage James had over his opponent in the punting duel inaugurated by both teams shortly after the starting of play.

Outplayed the Salem lad fully 20 yards on every exchange, and Multnomah soon advanced the ball into Willamette territory.

Captain Stott did not participate in the first half, but Harry Litt, who occupied the position of quarterback, sent the team through its first scoring play by a field goal.

College Has Star Halfback. In the first half of the game one Willamette player showed up brilliantly. He is Sullivan, halfback, who is a sturdy chap and a natural football player.

Club Has Fine Material. Among the Multnomah players who starred in addition to James were Pilkington, Oswald, Stott, Litt, Walker, Austin, Conant and Knudson.

Stott Ran Cores Touchdown. However, the touchdown scored by Multnomah was due to a run around by Stott, and a successive series of line-bucking by the clubmen immediately after the whistle blew for the second half.

Willamette's defense was good at times, but in some instances his interference spread, allowing openings of which the alert Willamette players were quick to take advantage.

James kicked the goal which was the first of the game. This score, together with the goal kicked by James in the first half, netted the clubmen a

Table listing players and positions for both teams: Willamette (L. E. Whitlock, Walker, Erie, G. R. ...), Multnomah (Nelson, ...).

TEAMS IN GRAMMAR SCHOOLS

Twenty-Two Out of 25 Schools Elect Managers and Select Squads.

The Grammar School Athletic League is planning the opening of the football season, when some 25 grammar schools will be represented on the gridiron with football teams.

Robert Krohn is in direct supervision of the preliminary arrangements, and will have charge of the actual training of the teams.

Among the children of the various schools the great college game is now the sole topic of conversation.

The teams will be divided into two classes, and suitable trophies will be provided for the competitors.

The teams and their boy managers are as follows: Arleta, Walter Boone; Almsworth, Sydney Lasswell; Brooklyn, Harry Wilson; Chapman, Harold Binger; Clinton Kelly, Eddie Grigley; Holman, C. W. Fargo; Hawthorne, Fred McKee; Holladay, Whitney Hastings; Highland, George Donohue; Irvington, Ernest Gaiter; Kern, Noble Dunlap; North Central, Roland Toeva; Oakley Green, Dean Land; Peninsula, Kenneth Abbott; Stephens, Foster McLean; Sunnyside, Vernon Shigley; Shaver, Eddie Taylor; Thompson, John Daly; Williams Avenue, Earl Arthur; Woodlawn, Frank Davis; and Woodstock, Carl Cummins.

THOUSAND TO COME TO GAME

Special Excursion From Eugene for Oregon-O. A. C. Contest.

UNIVERSITY OF OREGON, Eugene, Or., Oct. 10.—(Special.)—Definite arrangements have been made for an excursion to Portland on November 21 for the Oregon-O. A. C. game.

It is estimated that between 1000 and 1500 people will go from the university and from Eugene. Nearly all of the 500 students in college will be in attendance.

The football men will go down the day before the game and will be quartered at one of the downtown hotels.

HILL TEAM DEFEATS SALEM

Academy Boys Show Result of Weight and Longer Practice.

SALEM, Or., Oct. 10.—(Special.)—Heavier weight and more practice enabled the Hill Military Academy to defeat Salem High School in the opening game of football today, 10 to 0.

The Academy boys have been practicing a month, while the Salem boys began only this week.

There was considerable fumbling, particularly by the home team, this being due to lack of practice.

ABOLISH ROOTING "STUNTS"

Yell Leaders at U. of C. to Discontinue With Freak Side Issues.

SAN FRANCISCO, Oct. 10.—(Special.)—Yell leaders at the University of California have decided to abolish the various "stunts" that have heretofore characterized intercollegiate games.

HOQUIAM, Wash., Oct. 10.—(Special.)—Olympia High School football team defeated Hoquiam High at Electric Park today, 8 to 0.

visitors proved the more fortunate in punting, after having been played to a standstill in the first half.

If You Want the Best Motor Car That \$1500 Will Buy

Decide, first, whether you want a car that looks perfect on paper; or whether you want one that has proven its perfection in actual road service.

There are several good "paper" cars at near the \$1500 price—cars selling from \$2000 down to \$1250.

Cars made by men who have manufactured successful higher priced cars, but who, now, for the first time, are attempting a \$2000 to \$1250 car.

Cars made by men who ought to know how to make a low-priced car—but who have never made one.

Much is promised for these "paper" cars. But no more is promised for them than the Mitchell, in eight years of service, has already proven that it will do.

The "paper" cars promise no more speed, no more power, no more safety than the Mitchell car is known to have—known wherever motor cars are run.

And they can promise nothing valid as to wear, service, upkeep cost, because there is no past performance on which to base a promise.

While the wear, the service, the upkeep cost of the Mitchell, you can learn for yourself from any of the 8000 Mitchell owners.

The Mitchell car has always been a low-priced car.

The new \$1500 four-cylinder, five-passenger Mitchell is not an innovation.

We have merely made the best car that eight years of experience have taught us to make—and added a \$150 Split-dorf magnet, more expensive tires, and \$300 worth, in all, of extra automobile value, which, with any other car at near its price will cost you extra.

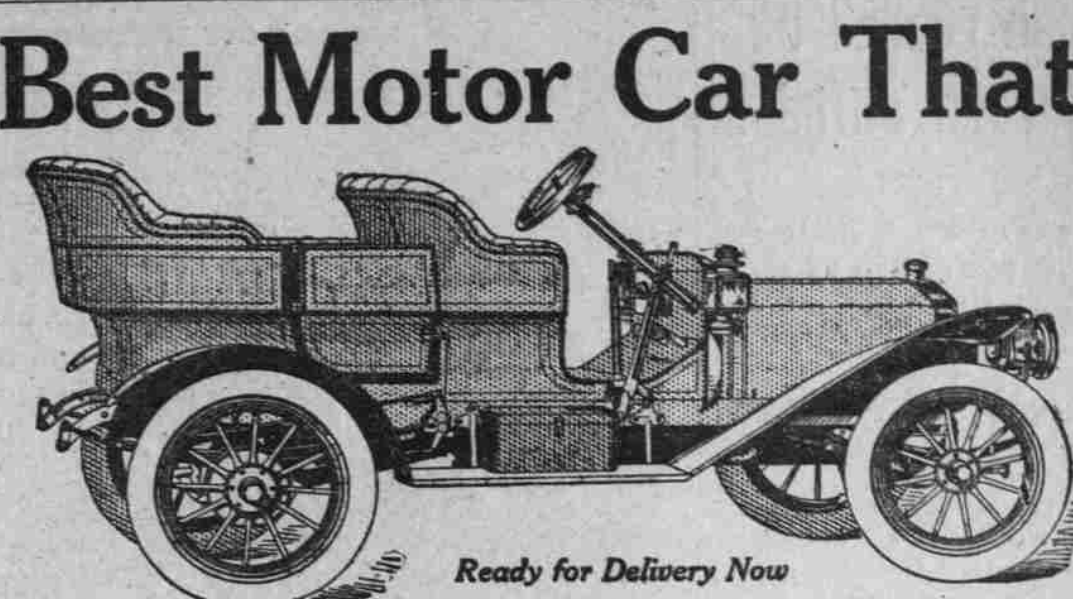
If you buy a "paper" car, you are, at best, merely gambling that its makers are right.

If you buy any other \$1500 car, you are merely buying possibilities, when certainties are offered you.

If you buy any other car at near the Mitchell price, you are merely backing theory to win against experience—when theory promises nothing that experience will not give.

But the \$1500 you pay for a Mitchell buys the best that we are able to produce, after having made more than \$11,000,000 worth of successful low-priced cars.

Will you take what some maker thinks is a good car, when you can get what 8000 Mitchell owners know is the best car \$1500 will buy?



Learn These Things Before You Buy a Car

Take one example of the difference between the proven Mitchell and any "paper" car. The best motor car theory is that the water pump should be driven at half the speed of the engine.

We made Mitchell water pumps that way at first—eight years ago. But when the Mitchell got in common use on the deserts of Nevada, there was trouble with hot cylinders.

On those broiling desert sands, where the water heats while the car is standing still it takes more to cool a car than it does on the boulevards of Chicago.

So we made a radical change from the "best" motor car theory to a "practical" one—we got a knowledge of which cars are built—and we do a better job of the water pump.

Two bearings are not enough for the speed of the water pump. We geared the water pumps to go at full engine speed, there has been no more trouble with heated cylinders—even on the hottest days and in the desert.

And the result is that there are only two cars which today are in common, successful use on those desert sands—one a car that costs more than three times the Mitchell price—the other, of course, the Mitchell.

Do you want a car that has been perfected by experience, or do you want a "paper" car?

Take another example: Imagine the strains of mountain driving. The strains, particularly, that come on the crank shaft at every stroke of the pistons.

More crank shafts are hung from two bearings—one at either end. Two bearings are not enough for safety—remember that when you look at the plans of a "paper" car.

You may not want a car for desert riding. You may not want a car for mountain climbing. But you can be sure of any "paper" car tests as these.

And, as with the water pump and the crank shaft, so with the transmission, so with the clutch, so with the rear axle, so with the lubrication, so with the brakes, so with every part of the Mitchell car.

In the Mitchell you will find perfections, refinements, superiorities, no matter how skilled its maker, can possibly have.

But if the makers of "paper" cars knew all these vital things which eight years of experience in building low-priced cars have taught us—they would not, even then, make so good a car as the Mitchell at \$1500.

The cost of making the special dies and tools, alone, would prohibit it. If we had begun at the beginning, as they do, this new 1908 Mitchell would cost you \$1900 more.

It is only because our dies, special tools and initial expenses were the kind of a test you would give us, that we can give you so good a car for so small a price.

The \$1500 you pay for a Mitchell Model K goes not into dies and special tools—it goes into material, workmanship, testing—it goes into the car you get.

Material, workmanship, testing. It is not enough for us to know that our design is good, or that our material is perfect, that our workmanship is of the best.

It is not enough for us to know that the 8000 cars that we have made are right. We must know that the particular car you buy is right.

So we test it as though we were making a car a year. Instead of fifteen cars a day.

We test it on the roughest roads of eastern Wisconsin—we give it actual road punishment of from 100 to 250 miles—over hills—through sand—on straight stretches of the kind of a test you would give it if you were testing it yourself.

Compare this four-cylinder, five-passenger \$1500 Mitchell with any of the "paper" cars. Or compare it with the best American cars, no matter what their cost or pretensions—direct to the engine and nickel steel. You will not find more perfect engines. You will not find more superiorly which this \$1500 Mitchell lacks.

This \$1500 Mitchell is an imposing looking car. It has a wheel base of 100 inches. The body is wholly of metal. The upholstery is luxurious. The wheels are big—32 inches—fitted with detachable rims and four-inch trees.

The engine is housed under a big, handsome hood. The four cylinders are cast separately, as the best engines always are at the \$1500 price. Aluminum castings are employed wherever possible—only we go to the trouble and expense of strengthening them with bronze where there is wear and strain.

There are two complete ignition systems—the \$150 Split-dorf magnet, geared direct to the engine, and a regular battery system. The lubricating system is the best that we have found in eight years of experience—economical in oil.

The transmission is of the selective sliding gear type—as in \$2000 to \$3000 cars. The gears are of aluminum steel, are furnished without extra expense to you.

The tonneau is detachable—and you have your choice of either tonneau, sunroof, rumble seat, roadster, or runabout drive at the \$1500 price. Complete specifications and photographs of the working parts will be gladly sent.

Don't buy a "paper" car. Buy any car till you know all about this wonderful \$1500 Mitchell K. Please use the coupon.

MITCHELL MOTOR CAR CO., RACINE, WIS. Standard Manufacturers, A. M. C. M. A. You may send me a detailed description of your new \$1500 Model K.

Name..... Address.....

485 Alder St., Portland, Or. 314 Second Ave., Spokane, Wash. 1416 Broadway, Seattle, Wash.

FRED A. BENNETT, General Distributor

WINS SOCCER GAME

Multnomah Club With 11 Goals Shuts Out Cricketers.

Backs Have Easy Work. For the Multnomahs, the back division had a "snip" for they had little or no work to do, the play was so much in the Cricketers' territory.

TEAMWORK IS IN EVIDENCE Week's Practice Has Worked Great Improvement in Association Players and Winged "M" Goal Is Never in Danger.

BY JOSEPH M. QUENTIN. A dose of "whitewash" was gracefully administered by the Multnomahs to the Cricketers at an association or soccer game of football played yesterday afternoon at the baseball grounds.

Why? Really good combination playing by Multnomah. That's all there is to it in a few words. I criticized the wearers of the cardinal and white last week because they persisted in individual play, but somebody has evidently been getting busy with the boys in the interval.

Men Out of Condition. The Cricketers made a gallant fight. Some of their men have not played for a long time and consequently were out of condition. Briggs, a fine fullback, and a new resident here from Victoria, B. C., is a splendidly developed athlete, weighing 210 pounds.

Goals scored for Multnomah: 2:58 o'clock, Andrew Matthew; 4:09, Dick; 4:10, Harry Matthew; 4:35, Hanson; 4:40, Harry Matthew; 4:43, Kydd; 4:55, Hanson; 4:58, Mills; 5:09, Andrew Matthew; 5:14, Mills; 5:16, Hanson.

The next soccer game on the schedule will be played on the same grounds at 2:45 o'clock this afternoon, between teams representing the O. R. & N. general offices and the Crescents.

Makers of artificial flowers in New York City are receiving an unusual number of orders from all parts of the country for the Fall and Winter trade. Most of the supply for the nation comes from New York, where more money is spent for the manufacture of imitation flowers than in any other city in the world.



WILLAMETTE UNIVERSITY TEAM, AND COACH KIRBY.