

# HARVARD EXPECTS TO DEFEAT YALE

## Depends on Straight Football to Break Old Eli's String of Victories.

### WESTERN MEN IN LINE-UP

Oregon Halfback and California End Are Expected to Make Good Showing in Great Eastern Game.

BOSTON, Nov. 14.—(Special.)—Just a week from today, on Yale's classic football fields where, on alternate years for several decades, the rival eleven have fought out, with the balance of victories all in Yale's favor, the Harvard and Yale football teams will meet in what is recognized throughout the country as the greatest college football contest of the season. The game will determine, too, the right for this season to the Eastern collegiate championship title. Princeton's defeat by Dartmouth last week has already eliminated the Tigers from championship consideration, with the result that today's Princeton-Yale game at Princeton had little to do with the adjustment of this year's title, unless it was to accentuate Harvard's chances.

And Harvard really has a chance to win this year. It is more than a chance, for the Harvard football team, with its eleven of college enthusiasts may make the betting odds at the last moment, the fact remains that the Harvard variety eleven of this year is a real favorite. It has performed better, both in public and in private, than its rival down at New Haven. These performances, by the way, should more than make up for Yale's traditional ability to whip Harvard on the gridiron, as demonstrated by the fact that since 1901 Yale has been the winner in each annual encounter.

### West Has Special Interest.

While the game will be watched with interest by college men and by the sporting public throughout the country, it will have a peculiar interest to the Fall to football enthusiasts of the Pacific Coast. For two of Harvard's eleven regulars hail from the Coast states, while a third is from far-off Honolulu, far from the standpoint of Boston, at least.

These two young men from the Pacific Coast, who will strain every nerve in Harvard's favor, are the sons of Old Eli: one is Gilbert G. Brown, of Los Angeles, Cal., and Hamilton F. Corbett, of Portland, Or. And along with them is another Western representative in "Whittington," from Honolulu.

Brown, who has already been prominent in Harvard athletics through his connection with the basketball team, is a leader in college and the best end on the variety. His basketball ability has stood him in good stead upon the gridiron, and under the daily coaching of Dave Campbell, himself one of the best ends that ever wore a Harvard sweater, Brown has developed into a player in whom the coaches have the utmost confidence.

Corbett makes his debut in Harvard variety athletics this Fall with the football team. Last year he was a freshman and so, under the rules, was not eligible for variety service. He is playing right halfback and is distinctly one of the football finds of the year, not only at Harvard, but at all the Eastern colleges. Harming any injuries in the meantime, Corbett has only to keep up in the Yale game the work he has been doing right along to earn for himself a position on more than one of the all-American teams that the leading football authorities of the East make up immediately after Yale and Harvard have met.

### Honolulu Man at Guard.

Whittington, at guard, like Brown, has been variety athletic service before, although never in the realm of football. Whittington has been prominent in swimming, and has been and is today, the captain of the variety swimming team and has the build and stamina to command him to any branch of athletics. In fact he is only just making the variety crew last Spring. He is a big, powerful fellow, seems immune from injury and will be a proverbial tower of strength in the Harvard line.

In fact, Harvard has not had in years a team that is as thoroughly representative as the present eleven. One man, McKay, at tackle, hails from the Pacific Coast. Two others come from New York City, one of these being "Hani" Flah, Jr., while a third is from Philadelphia. But five of the regulars are from the East. Incidentally, it might be here remarked that, year by year, Westerners are occupying more and more prominent places in Harvard athletics. There is hardly a Harvard variety team that does not carry at least one man from the Far West, while statistics show that 20 per cent of the men in athletic teams today come from the other side of the Mississippi River. This is a surprisingly large percentage when one stops to consider what a great portion of the Yale enrollment is from the six New England states.

When "Bill" Reid, himself a Californian, declined further service as head coach of the Harvard variety, despite the fancy salary he was receiving, the athletic authorities were in a quandary as to his successor. The experienced and early last Spring a systematic plan of action was inaugurated. Percy D. Haughton, a brilliant Harvard player in his day, and subsequently coach of some of Cornell's winning teams, was appointed head coach. Charley Daly, who played quarter with West Point after distinguishing himself in Harvard football; Lieutenant Graves, a West Point tackle; Dave Campbell, end and captain of the 1907 team, and H. E. Kersberg, a bulwark of strength in the line last year, were made assistant coaches.

### Carlisle Game Shows Strength.

They have worked in harmony, and from practically a green squad have whipped together an eleven that showed when it defeated the Carlisle Indians in its last Saturday game. The best eleven Harvard has had in years. On the old-fashioned style of football—center plunges and end runs—Harvard could whip Yale right now to a proverbial frazzle, despite the fact that but two of the men who will fight Yale have earned their variety "H" until this year. The only serious accident that befell the team this Fall has been the injury to Captain Burr. His absence in the line will not be felt, but the team will unquestionably suffer somewhat from the loss of his leadership and of his punting ability, but, at best, Burr's punting this year had not been up to his standard of two years ago, when he was quite properly regarded as the best college punter of the country.

The Harvard line, on all it has shown, is better able to withstand driver onslaughts than the Yale rushes. The Harvard backfield is just as speedy and capable of exactly as much effective execution in ground-gaining as any of Yale's much-touted trio. Harvard has the best difficulties at quarterback that have

been encountered at Yale Field, where injuries, too, have been numerous, although there is always a disposition down at New Haven to be as bullish as possible. Wherein, then, if defeated, will Harvard's weakness lie? It will be effective in new football. True, Harvard has not, as yet, been forced to uncover much of her ability at the forward pass and credible kick phases of the new game, but what she has shown in this direction has not been particularly reassuring. Yale, with that football master mechanic, Walter Camp, behind the guns, undoubtedly knows more of the new football than Harvard. Harvard should be able to win the game on a straight football. Those who expect to see a wholesale demonstration of the new game on Harvard's side will be disappointed. If Harvard can defend herself against Yale's new football when the sons of Eli are upon the offensive all will be rosy with the Crimson players and victory can hardly go other than Harvard's way.

## GAME LAWS ARE USELESS

### PRESENT OREGON STATUTES NOT EFFECTIVE.

#### Impracticability of Preventing Serving of Game and Fish in Restaurants Pointed Out.

BY WILL G. MAC RAE.

Oregon, like many other states in the Union, is burdened with game laws that do not protect either the fish in the streams or the birds in the air, and some action should be taken when the Legislature meets in January to make some sorely needed changes.

Those wise framers of the law who sought to protect game and fish by prohibiting their sale in the open markets were undoubtedly sincere in their belief that this was safe protection, but it has merely been a joke, for there hardly passes a day in Portland when, if one is on the inside, ducks, pheasants and quail cannot be bought.

Just now the deputy game wardens are exceedingly active in and around the city and daily these game wardens make the rounds of the hotels and restaurants, asking that game be served, or snoping around the kitchens, searching for ducks and other game birds. In one or two instances an unscrupulous restaurant-keeper has been caught and punished, but for everyone that is caught, there are a dozen who serve ducks almost every day and never caught. This is not the fault of the game warden. It is simply where the law falls down.

### Weekly Slaughter of Water Fowl.

Every Sunday night and Monday morning all the way from 3000 to 5000 ducks and other water fowl are brought into the city. Of course there is a law against trouble on the part of the game warden preventing the hunter from giving away his birds, nor is there a law which prevents him from taking his birds to any of the big markets in the city and having them placed in cold storage. To be sure these birds are tagged with the owner's name. If not the owner's, any old name will do, just so it looks like Game Warden when he comes around. Many a local hunter sells his birds, if not to the market man whose cold-storage he uses, to somebody he knows will keep a still tongue in his head.

### Cold Storage Fraud.

Another thing that makes the Game Warden helpless is that many of the restaurant-keepers, because they have

### NEW SECRETARY PORTLAND ROWING CLUB.

John F. Cahalan, Who Was Chosen at the Annual Meeting of the Oregan Rowing Club Last Tuesday Night.

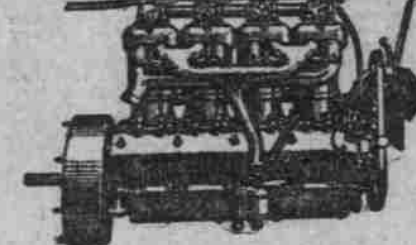


one cold-storage plant in connection with their place of business, keep birds for their customers. There is nothing illegal about this, for the birds are shot by the people, having them with the restaurant man and are kept until some night in the week when he gives a dinner to his friends.

These birds are duly tagged with the owner's name, yet at the same time the same cold-storage plant will contain perhaps a dozen birds bought by the restaurant man to serve to customers whom he knows will not "peach." A Game Warden of course can seize these birds, but how is he going to prove that they were bought to serve to customers when they were served to him as a customer of the place. The law says the Game Warden shall seize them if the season is closed, but he might go a step farther, as one Deputy Game Warden did yesterday, and first make a tour of the dining-room, before he makes known his business. The Deputy Game Warden was without authority of law to do this, yet in his zeal—and perhaps some one had "ripped" off that this was serving ducks—he roamed over the dining-room during the noon hour, hoping to catch some guest eating a forbidden duck.

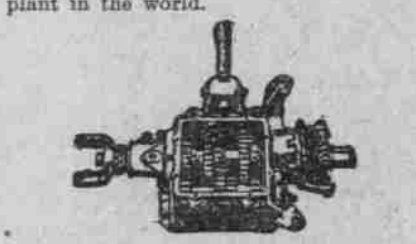
# THE car for which you paid \$3000 last year was probably worth it—but last year's standard of values collapses when confronted by this year's Cadillac Thirty at \$1400.

Five years ago all the automobile factories in America combined were able to build just forty-four 4-cylinder cars in an entire season. This year the Cadillac Company will build ten thousand four-cylinder cars—each an exact duplicate of every other down to the most minute measurement it is possible to make with a micrometer.



The Cadillac Thirty-motor is of the four-cylinder, four-cycle type, 4-inch bore by 4 1/2-inch piston stroke, and by dynamometer test develops 30 actual horsepower. It is the product of that department of our plant which, during the past eight years, has made more high-grade gasoline motors than any other establishment in the world.

This motor is not new. It is simply an evolution. It retains basic principles which have made Cadillac motors famous the world over. The cylinders are cast individually, as are also the valve chambers, the latter being attached to the former by right and left-threaded nipples. The system of copper jacketing the cylinders, which was originated by us and which has always been a feature of Cadillac motors, is retained in the Thirty.



The perfect fit of cylinder and piston is in reality the life of the motor. The system of micrometer and snap-gauge measurement which is rigidly adhered to in Cadillac construction, guarantee a degree of efficiency and fit which has been characteristic of Cadillac construction for years, and has been developed to a point never attained by any other automobile plant in the world.

The transmission used on the Cadillac Thirty is our own and is made in our own factory. It is the selective type of sliding gear, with three forward speeds and reverse. The gears, shafts and high-speed clutch parts are made of chrome nickel steel, the greatest care being exercised in cutting and finishing them according to the Cadillac system of limit gauges which insures hair-breadth accuracy. These parts are then treated by a special process which gives them extreme strength, toughness and wearing qualities.

The Cadillac Thirty steering mechanism is of our own design and manufacture, of the worm and worm-gear sector type, accurately cut and hardened, fitted with two ball-thrust bearings. The teeth in the middle of the sector naturally perform the greatest service and are, therefore, most susceptible to wear. To compensate for this, the center teeth are cut on a slightly less pitch radius, so that this wear may be taken up without causing the upper or lower teeth to

Isolate this stupendous fact for a moment from all the others printed on this page. Study it in all its significance, and you will begin to understand why it is possible for the Cadillac Company to do what it is impossible for other plants to do. Then pass on to the next paragraph, which will make the situation very much clearer.

Each of the ten thousand Cadillac cars could not be a duplicate of the other if they were not manufactured cars in the very strictest sense. To build even one perfect high-powered car, the synchronization of parts must be absolute—down to the closest possible degree of fineness and "fit."

To build ten thousand such cars demands a degree of standardization so scrupulously fine that there will not be a hair's-breadth discrepancy in any one of the multitudinous parts—from the first car to the ten thousandth.

Otherwise you have a car that is no stronger than its weakest or loosest part. Otherwise you have not got a high-grade car because some of the parts are out of harmony with the whole.

Standardization is what makes cars run without trouble; standardization is what eliminates repair expense; standardization is what gives a car long life; standardization plus engineering genius and good material is what constitutes a high-grade car. Under the auspices of the Royal Automobile Club of London, England, this Summer, in the most remarkable standardization test ever conducted anywhere in the world, three Cadillac cars were torn down; the parts thrown into a conglomerate heap; certain parts cast aside and new parts substituted; and the three cars built up again piece by piece out of the pile of parts—ran perfectly without hitch, skip, looseness or break in the five-hundred-mile race on the Brooklands track, in which the average speed per hour was thirty-one miles.

And standardization is impossible in any assembled car. And the ability of the Cadillac plant to standardize ten thousand cars as easily as ten cars—makes possible the magnificent Cadillac Thirty at a popular price.

Now, suppose we tried to build ten thousand high-grade cars without perfect standardization. What would be the result? Well, to begin with, we would buy the parts from several makers.

That would carry with it two absolutely fatal results. First of all, you would be certain to have an unsound

car; because the parts, coming from half a dozen makers—could not and would not be made with a perfect conception of their relation to each other.

That takes you out of the high-grade class without going any further. Secondly, if you buy your parts from a dozen different makers, you've got to do one of two things.

You've either got to pay a profit to these dozen different makers or you've got to cheapen their product. If you cheapen their product, you've lost the right, a second time, to call yours a high-grade car.

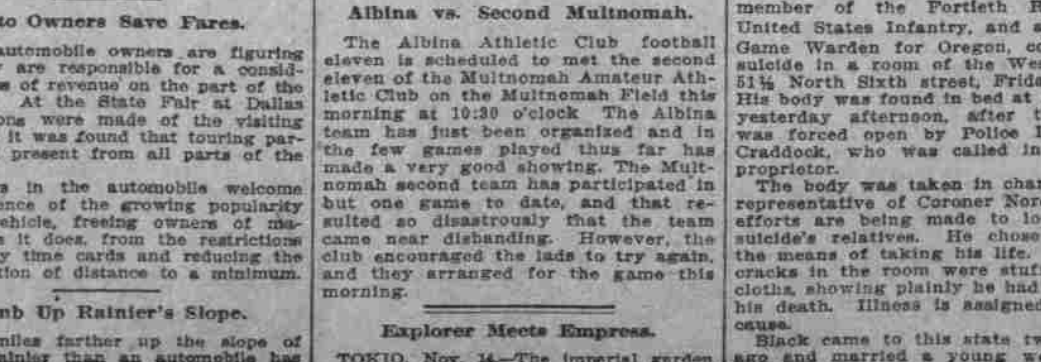
If you don't cheapen their product and you do pay them a profit—you can't sell your car at a popular price without losing money. Now look at the reverse side.

Buying for ten thousand Cadillac Thirties brings the cost of material down to the last and lowest notch. Absolute standardization means a complete elimination of waste.

Manufacturing all the parts cuts out every cent of profit that usually goes to the part-maker.

So you get in the Cadillac Thirty—thanks to the ten thousand output, the perfect standardization and the manufacture of all parts—a car which no plant of lesser equipment can match in material and market for less than double or treble the price.

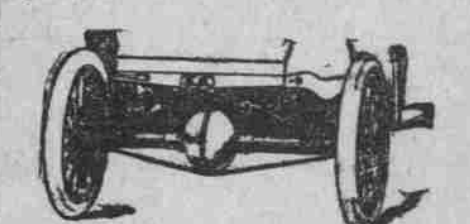
Your dealer has received his first allotment of Cadillac Thirties. Verify everything we have said herein, first by studying the character of the Thirty construction as illustrated in the parts-pictures shown herewith; and secondly, by personal observation and a practical demonstration of what this wonderful car will do.



Price \$1400 F. O. B. Detroit (Including three oil lamps and horn.)



hind in turning a corner. This provision for adjustment is greater than will probably ever be required. The adjustment of most steering gears requires the service of an expert, while the adjustment of this one is a simple operation.



The Cadillac Thirty embodies the most scientific spring suspension ever developed in automobile construction. The forward suspension consists of two semi-elliptical springs, 36 inches long by 3 inches wide, and the rear suspension is the platform type.

The Cadillac Thirty has two pairs of powerful double-acting brakes—the regular service brakes, brought into action by a foot lever contact upon the large rear wheel hub drums, and the emergency brakes applied by a hand lever expanded within the latter.

The front axle is made of cold-drawn seamless steel tubing with drop-forged steel yokes electrically welded. The rear axle housing is also made of cold-drawn seamless steel tubing of ample strength, with cast-steel bevel gear and differential housing.

## Cadillac Motor Car Company, Detroit, Mich. COVEY MOTOR CAR CO. Sixteenth and Alder Streets, Portland, Oregon

and Game Association, present to the next Legislature. Secretary Gebhart believes that it is unfair to those who cannot get away from the city in order to hunt, or those who cannot afford the luxury of a shooting preserve, to be denied the right to eat a duck. He believes in protecting Chinese pheasants, because, unlike the duck, the bird is not migratory. Secretary Gebhart said yesterday: "I am in favor of selling ducks and other migratory birds in the markets. I would, however, have the sale restricted. In the game laws of several states the sale is restricted. Market men are compelled to keep a record of the people from whom they buy their birds. The name of the hunter and the number of birds he has sold is entered in a book and this book at all times is subject to the Game Warden's scrutiny. For instance, if the limit that one man can sell is 25 and he is caught selling 26, then he is punished. Just now our game laws are in bad shape and must be changed. I am at work now codifying them."

### Auto Owners Save Fares.

Texas automobile owners are figuring that they are responsible for a considerable loss of revenue on the part of the railroads. At the State Fair at Dallas observations were made of the visiting cars, and it was found that touring parties were present from all parts of the state.

### Climb Up Raintier's Slope.

Seven miles further up the slope of Mount Rainier than an automobile has

### Set on Football Game Decided.

PORTLAND, Nov. 14.—(To the Sporting Editor.)—A bet B that the winning team in the game between Oregon Agricultural College and Whitman College last Wednesday would score twice as many points as the losing team. Who wins the bet?

### Albina vs. Second Multnomah.

The Albina Athletic Club football eleven is scheduled to meet the second eleven of the Multnomah Amateur Athletic Club on the Multnomah Field this morning at 10:30 o'clock. The Albina team has just been organized and in the few games played thus far has made a very good showing. The Multnomah second team has participated in but one game to date, and that resulted so disastrously that the team came near disbanding. However, the club encouraged the lads to try again, and they arranged for the game this morning.

### Explorer Meets Empress.

TOKIO, Nov. 14.—The Imperial garden

### ever pushed before Louis Hemrich and Rudolph Samet, of Seattle, Wash., have driven their 25-horse-power Franklin.

They set out from Seattle, climbed at a height of 8000 feet, and were back at the starting point inside of three days. The feat is without parallel in the automobile history of the Northwest.

### party today was attended by about 1500 people, including many foreigners and all the members of the diplomatic corps.

Sven Hedin, the Swedish explorer, was presented to the Empress, and there were a number of other presentations by the British Embassy, including Councillor H. C. Lowther and Mrs. Lowther, who have returned from abroad, and Mrs. Hughes, the wife of the new physician to the Embassy. No Americans were among those present at the court. Sven Hedin, who has recently returned from explorations in unknown portions of Tibet, has received much attention since his arrival in Tokio.

### USES GAS TO BRING DEATH

LeRoy C. Black Commits Suicide in Hotel Room.

LeRoy C. Black, aged 38 years, ex-member of the Portland Regiment, United States Infantry, and a Deputy Game Warden for Oregon, committed suicide in a room of the West Hotel, 514 North Sixth street, Friday night. His body was found in bed at 1 o'clock yesterday afternoon, after the door was forced open by Police Detective Craddock, who was called in by the proprietor.

The body was taken in charge by a representative of Coroner Norden, and efforts are being made to locate the suicide's relatives. He chose gas as the means of taking his life. All the cracks in the room were stuffed with cloth, showing plainly he had planned his death. Illness is assigned as the cause.

Black came to this state two years ago and married a young woman of

### Football Tickets.

Reserved seats for Oregon-O. A. C. game on Saturday, November 21, can be secured at Powers & Estes drug store, Sixth and Alder streets. Sale commences Tuesday at 10 A. M.

### All Horses Guaranteed as Represented

We have on private sale a carload of well-broken horses. To a list from 1901 to 1907. We also have a 5-year-old sorrel saddle mare, very stylish. These horses stand a trial in harness and a veterinary inspection. Please give us a call. W. W. BAUNEL, 222 West Seventh St., North.

