

# ALL-NORTHWEST TEAM IS NAMED

### Star Performers of Season's Football Elevens Picked by Referee.

## TEGMEIER FOR CAPTAIN

Washington University Man Displayed Generalship Through Season—Clark Premier Fullback, and Wolff Greatest Half.

- ALL-NORTHWEST FOOTBALL ELEVEN**
- Ends—Dodson (Oregon), and Savidge (Idaho).  
Tackles—Pinkham (Oregon) and Jamison (O. A. C.).  
Guards—Babcock (Washington) and Mullin (Oregon).  
Center and captain—Tegmeier (Washington).  
Quarter—Coyle (Washington).  
Halves—Wolff (O. A. C.) and Muckelstone (Washington).  
Fullback—Clark (Oregon).
- Second Eleven.**
- Ends—Griffin (Washington) and Kille (Oregon).  
Tackles—Pendergrass (O. A. C.) and Eiton (Idaho).  
Guards—Horn (W. S. C.) and Stokesberry (Idaho).  
Center—Kelly (O. A. C.).  
Quarter—Hart (Idaho).  
Halfbacks—Main (Oregon) and Borleski (Whitman).  
Fullback—Westover (Washington).

Football stars have been numerous in the Pacific Northwest this year, but the selection of an All-Northwest team is a comparatively easy task. Heretofore there have been many brilliant players from which to draft the annual imaginary line-up, but the season of 1908 produced only a few such men. Nearly every team has included a bunch of mediocre performers, although each and every one has boasted of a star or two of the first order. The above selections have been made after a careful analysis of the season's work and a systematic study of the record of each man. The fact that some of the chosen players did not represent winning teams has cut little or no figure, for the selections have been made on the basis of individual merit.

### Dodson Best End.

Dodson, of Oregon, heads the list of ends. He has speed, nerve and endurance, follows the play carefully and knows all the essentials of the game. He tackles fearfully from his position, runs fast and tackles with deadly accuracy under punts and is always on hand when fumbles occur. Savidge, of Idaho, is an excellent man at receiving forward passes and is effective on regular defensive work, but is hardly Dodson's equal in other departments of the game. Kille, of Oregon, is another rattling good end, especially on straight defense. He was less fortunate than Dodson, for the reason that his side of the defensive line was weaker and he was called upon for more than his share of work. Michael, an Oregon freshman, gave promise of developing into a classy end, but injuries kept him on the sidelines during the season's most important games. Griffin, a Washington freshman, and Montgomery, of Idaho, deserve more than passing mention, as does Dobbin, of O. A. C., who closed a mediocre season by playing a great game against Washington.

### Pinkham Premier Tackle.

Pinkham, of Oregon, is easily the best tackle of the year. He tackles with terrific force, breaks up interference, follows the ball and fights like a demon. Few Northwest tackles have been as shifty and dangerous as this man and some have put more determination into their play. Pinkham is regarded by local critics as the best tackle that has worn an Oregon suit since the days of Jackson and Smith. Jamison, of O. A. C., is the best offensive tackle that the season has produced. He is strong and fast and when he once gets under way, is a terrific man with the ball. He is inferior to Pinkham in the defensive department, but makes up for these defects by his splendid offensive work. Pendergrass, of O. A. C., who was moved out from guard, distinguished himself by some clever playing and by another season will make a first-class tackle. The work of Eiton and Smith, of Idaho; Wexler, of W. S. C., and Bantz, of Washington, was of a high order throughout the season.

Moulien, of Oregon, plays a consistent game at tackle, but is more effective at guard. Muckelstone is unquestionably the greatest place-kicker on the gridiron today and no All-Northwest team would be complete without him. He kicked ten field goals during the season and won three of the five victories scored by Oregon. His kick from Idaho's record has broken the western record by yards. The other guard position goes to Babcock, of Washington, who is one of the greatest ground-gainers that the Northwest has seen.

Babcock is easily the best guard of the season, although Stokesberry, of Idaho, and Holm, of W. S. C., are both clever men for that position. Two other guards who deserve praise for their consistent work are Evenden, of O. A. C., and McIntyre, of Oregon.

### Tegmeier Gets Captaincy.

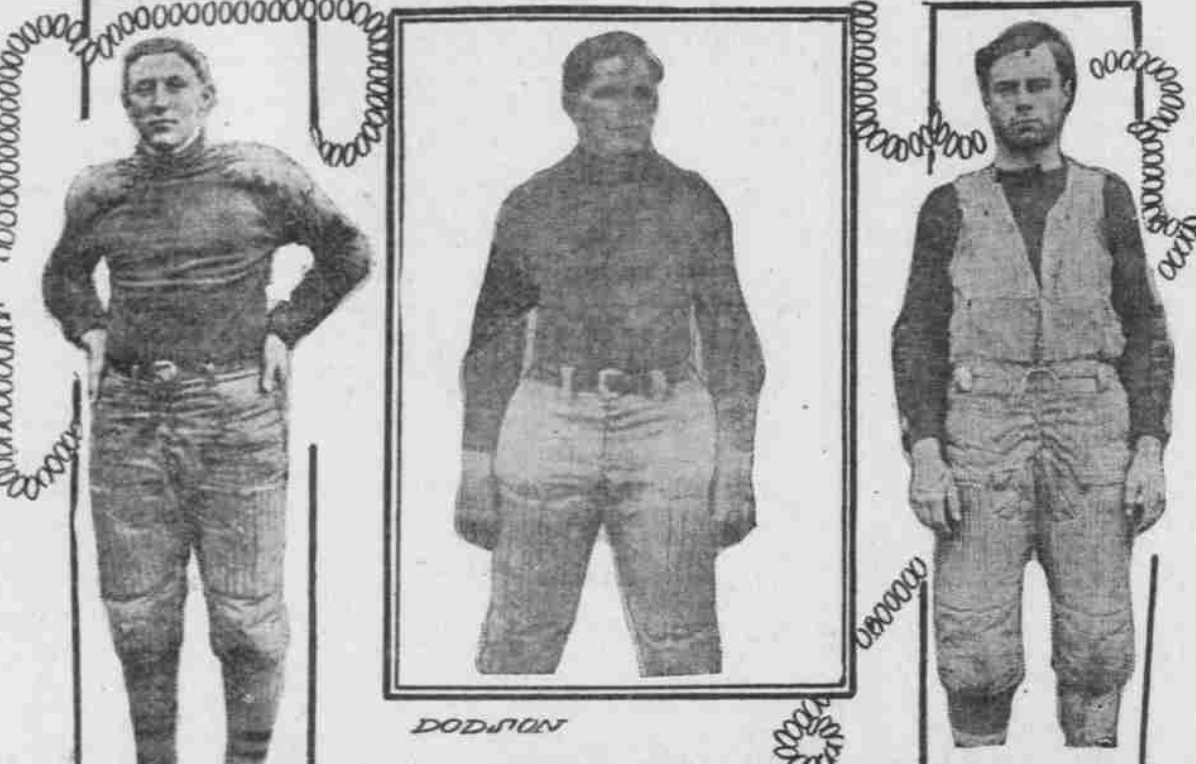
The center position goes to Tegmeier, of Washington, who also gets the captaincy because of the good showing made by him. Tegmeier is a sure passer, especially for punts, and his defensive game is of a high order. He is not only a good football player, but a clean, high-minded sportsman who treats his team-mates, opponents and officials courteously upon all occasions. These qualities make Tegmeier an ideal man for the captaincy. Kelly, of O. A. C., is a close second to Tegmeier and means, Oregon's freshman center, is his superior on defensive work. Means, however, is not as accurate as either Tegmeier or Kelly on long passes to the fullback, and but for the good work of Clark in punting-out of tight places, some of his wild throws would have proved costly to Oregon. The Pendleton lad has put up a great game, however, and has prospects of becoming an All-Northwest man by another season.

Cherry, of W. S. C., is a good man at center, but his constant holding in the line costs his team more than he is worth in the shape of penalties. Jewell, of Idaho, deserves credit for a good,

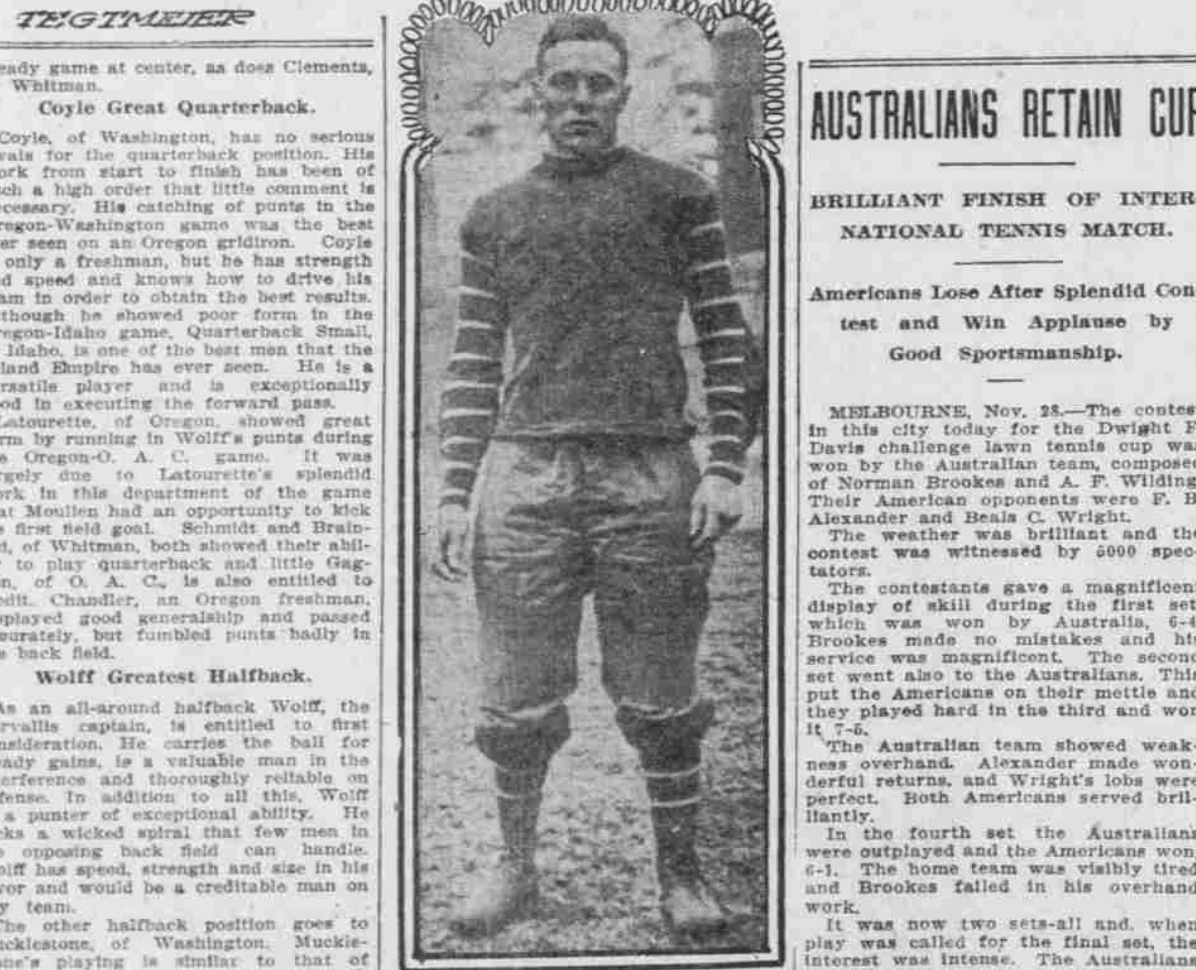
## GROUP OF MEMBERS OF ALL-NORTHWEST FOOTBALL ELEVEN



CARL WOLFF JAMISON DUDLEY CLARKE



DODSON TEGMEIER FRED MOULIEN



PINKHAM

directors, Dr. Emmet Drake and R. B. Lamson.

**Motorists to Hold Road Race.**  
LOS ANGELES, Nov. 28.—A proposal for an automobile road race, to be held New Year's day on a course near Los Angeles, will be made at the next meeting of the Automobile Dealers' Association. Officials of the association favor the road race plan. It remains to settle the date.

A course of 19 miles, taking the cars to the ocean and return, is favored. It is declared that 50,000 people would witness such a race. An entry list of 20 to 25 cars is assured. The race, if held, will be made an annual affair.

## WRESTLING

### ED O'CONNELL vs. JOE HEINRICH

AT MERRILL'S HALL  
THURSDAY EVENING, DECEMBER 3

General Admission \$1. Reserved Ringside Seats \$1.50  
Reserved Seats on Sale at Schiller's

# 20,800 Miles in 100 Days

## A Chalmers-Detroit "30," 1909 Model, did it; 208 miles a day for 100 consecutive days---no other automobile ever ran as far in the same length of time---it is a WORLD'S RECORD

Form No. 260.

**THE WESTERN UNION TELEGRAPH COMPANY.**  
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23,000 OFFICES IN AMERICA. CABLE SERVICE TO ALL THE WORLD.  
ROBERT C. CLOWRY, President and General Manager.

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SEND the following message subject to the terms on back hereof, which are hereby agreed to.

53 Collect. NIGHT MESSAGE  
Baltimore, Md., Nov. 21

Chalmers-Detroit Motor Co.  
Chalmers-Detroit's win every class event entered in Automobile Club of Maryland Hill Climb. Chalmers "30" wins \$2000 and under class, time one min. 3 sec. Chalmers Forty wins \$3000 and under class, time 50 seconds, hill six-tenth mile, very muddy, both cars carried full equipment.

Zell Motor Car Co.

READ THE NOTICE AND AGREEMENT ON BACK.

On Sunday, August 9, 1908, we assigned to one of our 1909 model "30s" the stupendous task of going 200 miles a day for 100 consecutive days—four round trips daily between the Pontchartrain Hotel, Detroit, and the Hodges House, Pontiac—an exact distance of 208 miles a day.

There were many who said the task was too big.

They did not know the car that had undertaken the task.

On Tuesday, November 17, 1908, the now famous car completed its one hundredth Double Century run in as many days, thereby establishing a record that has never been equaled and probably will never be surpassed.

On the following day, after making one extra trip to Pontiac, the record-setting "30" was welcomed into the city in triumph by Mayor William B. Thompson and leading automobilists of Detroit.

Mayor Thompson, on behalf of the Pontchartrain Hotel, presented to the Chalmers-Detroit Company a beautiful silver loving cup, a memorial of the wonderful performance of the "30" car.

In presenting this cup Mayor Thompson said in part:

"It is my privilege this afternoon to present to the Chalmers-Detroit Motor Company this beautiful loving cup as an evidence of having made good on the assertion that one of its 1909 '30' cars could run 200 miles a day for 100 straight days. I want to say on behalf of the people of the city of Detroit that we are proud of a company that can make a car of such great stability. This is one of the most remarkable tests ever made by an automobile. It is not only a great credit to the Chalmers-Detroit Company, but it is a great credit to the city of Detroit, that we have here a company manufacturing an automobile that is able to make such a feat."

The "20,000-Mile Pontiac Car" made its long journey without faltering at any stage. There were no mechanical troubles of any kind whatsoever.

The total amount of gasoline consumed on the run was 1151 gallons.

This makes an average of 18.06 miles per gallon of gasoline—a splendid showing.

The "Pontiac Car" was the second of our 1909 "30" cars to be finished.

It had been driven for more than 6000 miles through Middle Western States before it undertook the 20,000-mile test.

It has, therefore, been driven further than the average automobile would be driven in five seasons.

Five years of service in a \$1500 car.

And this car is still good. It could go the route again if necessary.

The performance of the Pontiac car in going 20,800 miles in 100 days does not surprise us. We knew it could do this before it started.

We are sending this Pontiac car over the roads to New York. It will start about November 28. We are going to run it all through the East and will have this car on exhibition at the New York show. We will also exhibit at the New York show the bearings which were in the car during the 20,800 miles.

The first 1909 "30" car we turned out is the one that won first place in the Jericho Sweepstakes on the Long Island Motor Parkway October 10, 1908. This car is entered in the International Light Car Road Race at Savannah, November 25, 1908, where it will be driven by W. R. Burns.

All of our "30" cars have been built exactly to the specifications of these first two cars. We took the first two cars made and sent them into all kinds of tests to demonstrate the efficiency of the line.

We do not build one kind of car for races and other tests, and another kind of car for our buyers.

The cars we sell are built exactly as are the cars we send into races and tests and will perform just as well.

## 857 Cars Already Delivered

857 of our \$1500 "30s" have already been delivered. Not last year's models, but ALL OF THEM BUILT THIS YEAR.

857 people are actually running these cars.

857 people know they are the best \$1500 cars made.

857 people will tell you so if you ask them.

And, after all, are the users not the best judges? Some are near you—some are your neighbors, perhaps—ask them what they think. We will gladly abide by their decision.

If you doubt our word, get hold of a mechanical engineer; let him examine and test the other cars, and then test ours. Take his word. We will rest our claim on that.

**Performance Is the Test of Mechanical Fitness.**

The performances of our "30" car prove conclusively the excellence of the distinctive mechanical features of our cars, such as the casting of the motor, clutch and transmission into a single unit; the en bloc casting of the cylinders; the constant level splash lubricating system; the two-bearing crank shaft, and the body suspended between the axles on a long wheel base.

**Why Take a Chance?**

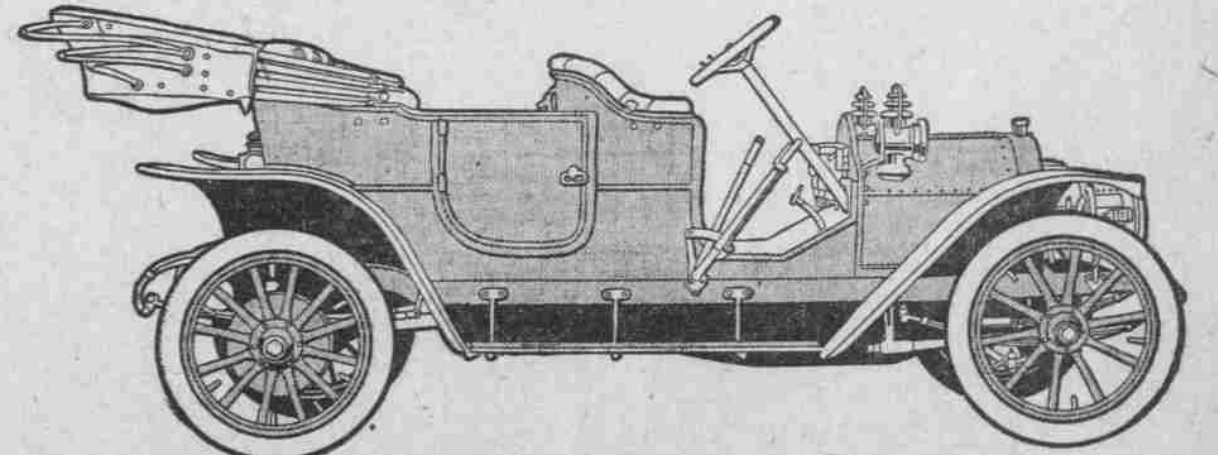
If you were having your life insured, would you take out a policy in a company that had not already proved its stability?

Would you put money in a bank that had not proved it was sound?

When you buy clothes, do you buy of a tailor who has not demonstrated that he can make good clothes?

In all your dealings, do you not favor the man who can prove that he has made good?

"The only man who doesn't praise the Chalmers "30" is a man who doesn't own one."



Chalmers-Detroit "30"---Price \$1500---"It's a Good Car"

Phone, Write or Call for a Demonstration

# H. L. Keats Auto Co.

Touring Cars, Tourabouts, Roadsters, Limousines  
Agencies All Important Centers Cor. Seventh and Burnside, Portland, Or.