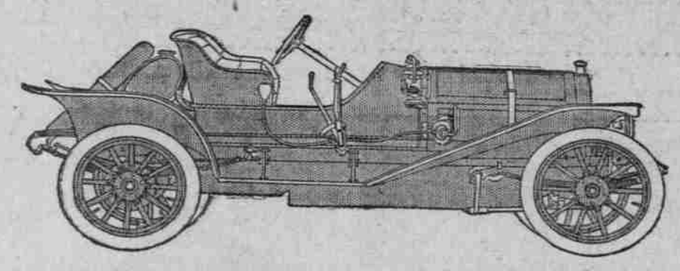
AGAIN THE CHALMERS-DETROIT WINS
INDIANA TROPHY
THE VANDERBILT RACE OF THE WEST

232 MILES IN 271 MINUTES, defeating the Locomobile, Robertson driving, by nearly 8 minutes, and 18 other cars of well-known make. The winning Chalmers-Detroit was the last car to start, being number 19, and at



the end of three laps was in the lead and was never less than 7 minutes ahead of the nearest competitor till the end of the race. Of course! Certainly! As yet, strange to say, no protest has been made by our competitors.

Pope-Hartford Wins Annual Rose-Festival Road Race in $3000 Class

43.8 miles in 45 minutes and 53 seconds. The Pope-Hartford breaks world's record in 50-mile road race winning first prizes, defeating all other $3000 cars. The Pope-Hartford that won this race is our demonstrator and has been used all season as such.

A Genuine STOCK CAR in Every Sense of the Word

STATEMENT

Our idea of business ethics will not permit us to answer our competitors in terms that prove so obnoxious to people of intelligence and those who possess elements of refinement and culture, but prefer to spend our time and money in straight, legitimate advertising of the superior merits of our cars and their victories. We consider such a degenerated train of thought with which some of our competitors seem imbued beneath our notice.

The CHALMERS-DETROIT "30"—a $1500 Car

Defeated one $5000 Locomobile.
Defeated two $4000 White Steamers.
Defeated two $4000 six-cylinder Franklins.
Defeated one Stoddard Dayton.
Defeated one $4000 Studebaker.
Defeated one $3000 Studebaker.
Defeated one $2750 Oldsmobile.
Defeated one Cadillac.
Defeated two Auburns.
Defeated one Mitchell.

The Performance of the Little Chalmers-Detroit "30" Was the HIT of the Race.

Chalmers-Detroit Wins Annual Rose-Festival Road Race for the Wemme Trophy

102.8 miles in 104 minutes and 6 seconds, breaking world's record for stock cars, averaging nearly a mile a minute. The last lap of 14.6 miles covered in the wonderful time of 14 minutes and 18 seconds, more than 61 miles an hour average. This means a speed of more than 65 miles an hour on the straightaway. Strip any stock Chalmers-Detroit "40" and it can do the same thing—talk with owners.

A FEW MORE DELIVERIES LIKE THE KIND THAT WIN

Burnside and Seventh Streets **H. L. KEATS AUTO CO.** Burnside and Seventh Streets

PEERLESS CHALMERS-DETROIT POPE-HARTFORD BUICK

SCOPE OF RACES WILL BE BROADER

Success of Rose Festival Speed Contests Encourages Auto Club.

PLANS ARE BIG FOR 1910

Foreign Cars Will Be Attracted. Dealers Report Interest Aroused and That All Demands Cannot Be Filled.

Now that the road races are over and out of the way, the members of the Portland Automobile Club are able to take a breathing spell and it was with a sigh of relief that the strenuous efforts of the preceding week were completed. Whether the club came out even in a pecuniary way or not has not been determined, the bills contracted not all having been presented.

President Wemme has called a meeting of the committees in charge of the races and a report will be made on this evening to determine the result. It is requested that all bills be presented to Mr. Wemme before the meeting is held.

Of one thing the club members are certain. That is the success of the races. It is without doubt that the events were the most interesting and spectacular of any held in preceding years here or at any other place on the Coast. Thousands were in attendance to see the flying automobiles spin around the course and every one was immensely pleased with the promptness with which each event was pulled off. The races themselves were as exciting as any ever seen in a stock car, highway race and those who have seen other races in the East and in Europe are enthusiastic over the clock-like manner with which everything was managed. Every detail was taken care of with the greatest efficiency and it was owing to the masterahip of President Wemme that the races were the success that they were. Not an accident occured to mar the sport of the day and the National guardsmen who patrolled the course are to be commended for the excellent work done by them in this service.

Future Rivalry to Be Keen.

The protests and complaints which were made by some of the drivers as the result of certain maneuvers executed by others during the 100-mile Wemme cup race have been withdrawn and the squabbles into which some of the dealers indulged after the results were announced have come to an end. These matters, however, were only the result of the intense rivalry which existed between the entrants in the race and had the effect merely to arouse the interest of the public all the more as they assure a more exciting event in races to come.

That the races to be held next year will be even more popular than that held during the Rose Festival is the assurance made by the officers of the Portland Automobile Club, for the plans are already taking shape in the minds of these men to have longer races similar to the Indiana races which were run Friday and to have as entries machines from all parts of the world. An effort will be made to have western races in Portland equal to the Vanderbilt cup and Savannah races.

The good accomplished by the races both to Portland the dealers and the public in general is manifested in a number of ways. Portland has been the center of interest ever since the announcement of the event was made in automobile circles all over the country. The dealers are the recipients of numerous inquiries in regard to the machines which took part in the races including the winners and the other cars that entered as well. Automobile interest in general has been aroused and would no doubt increase the sales immensely if the dealers were not afflicted with the shortage of output from the factories. This situation is becoming more oppressive every week. Said one dealer last week:

"I sometimes think that a number of people are coming to ask about machines because they know we can't get them for delivery. It certainly is aggravating not to be able to assure cars when the demand is so keen."

* * *

One effect the races have had on the automobilists is the fact that drivers have been afflicted with an epidemic of speed mania which seems to imbue them with the idea that they are on the course in a racing car and that it is necessary to keep the lever out to the last notch. As a result of this mania a large number of speed fiends have been arrested for violating the city ordinances and the city exchequer has been enriched accordingly. Lives have been endangered by the speeders and the police are kept in hot water all the time to keep them under control. As president of the Automobile Club, Mr. Wemme is exerting as much influence as possible to restrain the erring fraternity with but indifferent results. It is thought, however, that after a few examples have been made of the offenders a cure, partial at least, will be effected.

* * *

A number of inquiries have been made as to the reason that the Winton automobiles were not entered in the races. Manager Harris of this company gave the explanation that this make of machine has been out of the racing business for six years on account of an accident that occurred while they were taking part in one of the big races in the East. At that time the Winton, says Mr. Harris, held the records for events in the 50 and 100-miles races. Alexander Winton, president of the company, Barney Oldfield and Earl Kiser composed the racing team for the company and were the winners of a large number of events and the breakers of records. In 1902 one of the cars that Mr. Winton was driving ran over a young man breaking both legs so that amputation was necessary. Since that time Mr. Winton has not taken part in any races nor has he allowed his machines to do so.

* * *

M. S. Largey, formerly of Butte, Mont., arrived in Portland last week from Los Angeles in a Pierce Arrow making the distance in 49 hours. Mr. Largey was accompanied by his family and chaffeur, the party stopping here for a short time while on the way to Seattle to attend the Alaska-Yukon-Pacific Exposition. The time made in the trip is said to be the fastest ever made between the two cities, the previous record having been made by Guy Lombard who accomplished it in 53 hours.

* * *

Governor Brady, of Idaho, has purchased a new six-cylinder Winton car with a 60-horsepower engine capable of developing a speed of 72 miles an hour. Governor Brady made the selection while in Seattle and the machine was transferred here to be shipped so soon as arrangements can be made.

For the benefit of outdoor workers who must have their hands free, a German inventor has brought out a tent-shaped umbrella that straps to the shoulders.

GREAT CAREER ON DIAMOND AT END

Retirement of Van Haltren Marks Passing Programme of Brilliant Player.

NOT IN HAS-BEEN CLASS

Former Big Leaguer Who Will Handle Indicator Did Good Service for Oakland Up to Time of His Release.

BY W. J. PETRAIN.

George Van Haltren's release by the Oakland club, and his subsequent assumption of the duties of an umpire mark the passing from active play of one of the most famous players of the great American game.

Though turned loose as "dead timber" by Oakland, Old Van's record this year does not show him to have fallen into the has-been class by any means. In fact "Old Folks" was playing just as good a game, if not very much better, than any other member of that miserable excuse for a ball club. The veteran had been in charge of the team as manager-captain, but as good a player as he is, and possessed of wide experience, Van simply could not perform the impossible—the making of a winner out of a bunch of numskulls—and he was given the go-bye by the owners and another placed in charge. With control out of his hands, the passing of Van Haltren became a possibility at any time, for Van knew too much about baseball to suit the successors, and he was turned loose to "brace up" the team.

But has the team been braced? Look at its record since. The answer is plain, and it goes without saying that the Oakland club as it is constituted today will not finish any better than last unless one of the other clubs shows a greater reversal of form than is to be expected.

Van Haltren began playing baseball in Oakland when a small boy. In 1883 he first came into prominence as a catcher with the Emerald club of Oakland. Two years later he blossomed out as a left handed pitcher for the Greenhood and Morans, a team which was a prominent figure in the California State League in the latter '80s.

In 1886, Van attracted the attention of the Chicago National League club and for three years he was the star southpaw twirler of that club, and won many games. When the Brotherhood war of 1890 broke out Van cast his lot with the Brooklyn club in the Brotherhood circuit. This league did not last and when the Brotherhood skyrocketed, Van joined the Pittsburg club of the Nationals. Van remained with Pittsburg but a little more than a year when the New York Giants management secured him by paying Pittsburg a good price. On joining the New York club, Van pitched for some time, but his hitting ability soon earned him a berth playing regularly. He was stationed in the outfield and during the ten years or more he played with New York he was rated as the best outer gardener of his day.

In 1900 he fractured his ankle sliding into second base in a game at Pittsburg, and was out of the game all that year, though the New York club kept him on the roll until the end of the season, when he was released.

The following year, Van, while at Oakland was signed to succeed Parke Wilson in the management of the Seattle club of the Pacific Coast League. The following year he figured in a trade whereby Seattle secured Brashear and Oakland got Van Haltren. Until recently Van had been in charge of the Oakland club, having taken over the management when Pete Lohman lost his reason and was retired.

Van Haltren has been a noteable figure in baseball, and let us hope he will continue to grace the game for several years to come.

As shown by the Mexican Railroad freight department, Vera Cruz as a maritime custom port is enjoying a large increase of business over former months, with a consequential increase in revenues from import taxes.

BASEBALL TEAM AT HUBBARD.

Reading From Left to Right They Are—Rexford, lf.; Jones, p.; Hurst, 1b.; Calvert, 3b.; Whitney, c. and Captain; Weaver, rf.; Dimick, ss.; Welton, 2b.; Weir, cf. The mascot is Luke Dimick, and the man in citizen's clothes is G. W. Knight, manager of the team.

HUBBARD, Or., June 19.—(Special.)—So far the Hubbard Whites have played nine games, and have lost but one. The team is one of the best amateur aggregations in the Willamette Valley.

SAN FRANCISCO IS FIGHTERS' MECCA

Many Leading Lights of Fistic Arena Training for Coming Matches.

KETCHEL GETTING READY

Leach Cross, Coming Man, to Meet Hyland Saturday—North End Is Poaching on Coffroth's Preserves—Young Corbett Up.

BY HARRY B. SMITH.

SAN FRANCISCO, Cal., June 19.—(Special.)—There are more fighters in San Francisco just now than you can shake a stick at. A month ago you couldn't muster enough talent that was on the ground to put on a respectable show in the boxing game. Today there are a dozen or more fighters here and others are on the way.

At Billy Shannon's San Rafael gymnasium there are a bunch of them. Leach Cross, the New York dentist lightweight, who is to fight Dick Hyland at Coffroth's arena on next Saturday, June 26, with his brother and manager, Sam Wallach, is working away. Frankie Neil, who fought Monte Attell this afternoon, has been working there and a Portland chap who goes under the name of Bobby Evans has been acting as his sparring partner. Young Erne, a Philadelphia lightweight, brought from the East by the North End Club for its bout on June 26, with Lew Powell, has taken up his quarters with his manager, Billy McCarney. Johnny Frayne, who has signed to fight Young Corbett on or about July 17, will also make Shannon's his training quarters.

Down at Colma, there is Dick Hyland. Monte Attell, who fought Neil, and Kid Krantz, who fought George Green on Saturday, were also located there and the first of the week Stanley Ketchell will take up his quarters at Millett's place. Ketchell and Manager Willis Britt arrived the last of the week from New York, fresh from the victory over Confessor Jack O'Brien, while Billy Papke, who is to meet Ketchell on July 5, came in last Wednesday and settled at the beach with his retinue.

Young Corbett is announced as being on his way to California, Al Kaufman will remain here in the hope that he will secure a match, and reports from New York are to the effect that other boxers are figuring on spending their Summer in and around San Francisco.

And just for the benefit of the Portland fans, who may be planning to spend their vacations in San Francisco, here is a list of the attractions that are already in sight:

Fights in Sight.

Friday night, June 25, in San Francisco, before the North End Club, Young Erne, of Philadelphia vs. Lew Powell, 20 rounds.

Saturday afternoon, June 26, Coffroth's Mission-street arena, Leach Cross of New York, vs. "Fighting" Dick Hyland, 45 rounds.

Same afternoon in Sacramento, Jack ("Twin") Sullivan vs. Frank Mantell, 20 rounds.

Monday afternoon, July 5, Coffroth's Mission-street arena, Stanley Ketchell vs. Billy Papke, 20 rounds, middleweight championship of the world.

Saturday afternoon, July 17, Coffroth's Mission-street arena, Young Corbett vs. Johnny Frayne, details yet to be settled.

Cross a Good Puncher.

Leach Cross, who comes to fight Dick Hyland next Saturday, has a good reputation in the East. The 45-round game will be something entirely new to Cross, who has heretofore engaged in ten-round bouts or less. He has been fighting three years, but shows that he possesses a good punch. If he can beat Hyland, it will be a big feather in his cap and may eventually bring him a match with "Battling" Nelson. Cross is a Jewish boy, his name being Louis Wallach. He is 33 years of age and a dentist by profession. He says that he fights because there is more money to be made that way than by filling teeth. A frank admission, but probably correct, as long as he can win his fights.

The general opinion is that Cross has a good chance to beat Hyland. Dick is a tough youngster to down, but the beating that Nelson gave him can have done the Californian no good.

North End Club Trouble.

The North End Club, a San Francisco fight club, ran foul of Coffroth by matching Young Erne and Johnny Frayne for a 20-round go the Friday evening before this Cross-Hyland match. Coffroth was more than annoyed. He was somewhat angry and before the North End promoters knew what was happening, Coffroth had stolen Frayne by promising him a match with Young Corbett in the middle of July. Young Erne had already arrived and the North End people were high and dry until they decided to put Lew Powell against Erne. Powell ought to be easy for Erne.

Ketchell Much Talked About.

Ketchell is the talk of the town. His spectacular fight with Jack O'Brien and the fact that he is matched with Jack Johnson for an October fight have brought him to the front more than ever before. Stanley says that he will dispose of Billy Papke in a round and declares that Al Kaufman and any other fighter in the country, big or small, can have a chance as fast as the fight permits will allow.

Young Corbett Coming Back.

It seems rather strange to know that Young Corbett is to be among us once more. It looked as if Corbett was entirely done for, but he seems to have secured a new lease of life. With his oxygen bottles and his own personality, Corbett will be a drawing card for at least one fight, although the Californians who have seen him perform of late in the East do not think he can go a route.

Baum to Stay on Coast.

CINCINNATI, June 19.—The National Baseball Commission today reversed the finding of the National Board of the National Association as to Player Charles Baum, of the Altoona, Pa., Club, who has been awarded to the Pacific Coast League. At the close of the season title to Baum will again be vested in the Altoona Club.

Delay for Kentucky Racers.

FRANKFORT, Ky., June 19.—The Court of Appeals today passed until the Supreme Court term the case of the Commonwealth versus the Racing Commission, involving the manner of placing wagers at the Latonia track. This, it is understood, leaves the case unchanged, the Latonia track having the right to continue bookmaking.