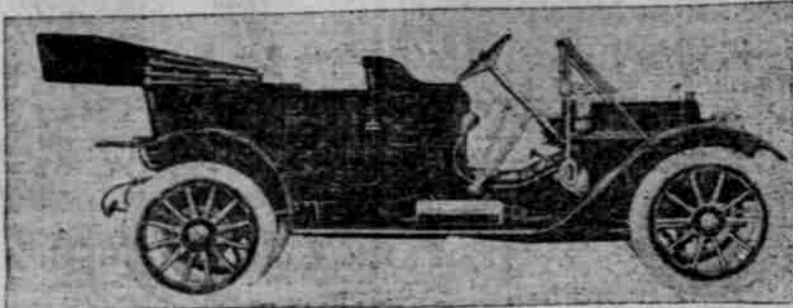


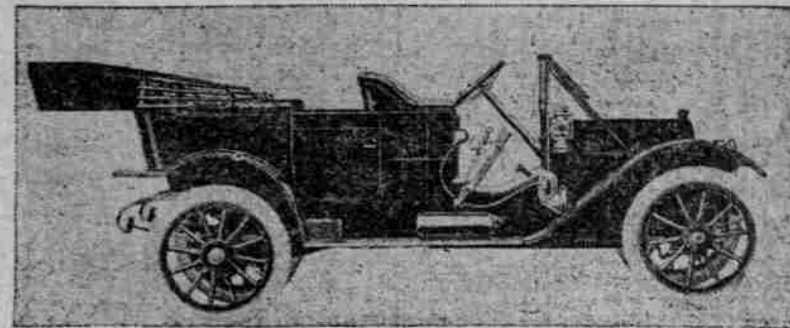
Chalmers

1911 Have Arrived



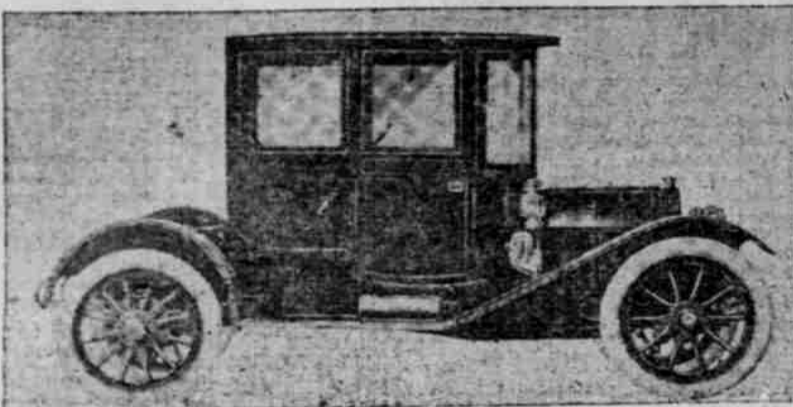
Chalmers "30" Touring Car \$1500

Tonneau has been lengthened and made wider, seating five people in perfect comfort.



Chalmers "40" Touring Car \$2750

Seats seven people comfortably.



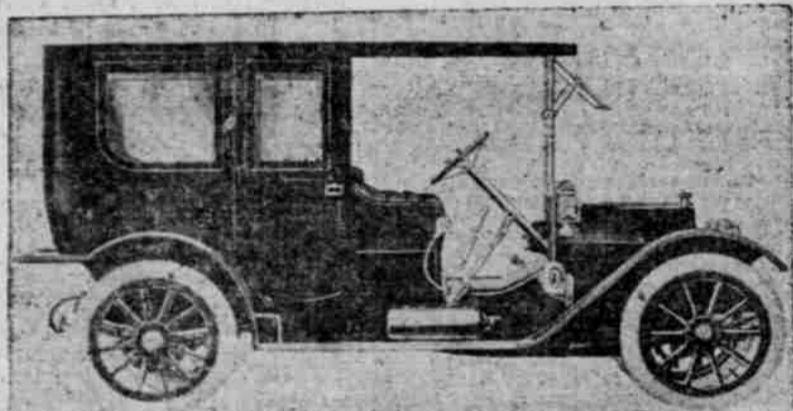
Chalmers "30" Coupe \$2400

Seats three. Price includes full equipment. Bodies are of the very finest material.



Chalmers "30" Pony Tonneau \$1600

115 inches wheel base, 34-inch wheels.



Chalmers "30" Limousine \$3000

Landulet at same price, which includes full equipment; both have seats for five, facing forward.

In announcing the Chalmers models for 1911, the most noteworthy fact is that in all vital features they remain the same as the cars that have created world's records for efficiency, endurance and speed—such winnings as the Indiana and Massapequa trophies, blazing the way from Denver to Mexico City and mapping the path for the Glidden tour for 1910—but not only mapping the route for the Glidden tour but winning the tour and awarded the Glidden trophy. The Chalmers cost \$1500. No car costing less than \$4000 ever before won the Glidden tour. Think it over.

The best evidence of Chalmers merit, however, is not the trophies won in contests of all kinds, but thousands of satisfied owners, the majority of whom have the means to purchase cars of any price.

The people who buy Chalmers cars are those who know how to judge value, regardless of price or advertising claims.

Many of the Chalmers buyers are the class to whom money does not have to be an object. People who can pay any price constantly show their preference for the medium-price Chalmers.

The greatest improvement on 1911 Chalmers consists in refinement of details, like the artist's final touch to the masterpiece. Lines have been beautified, so that—viewed from any angle—no car, whether it cost \$5000 or more, affords more eye delight than the Chalmers.

Everyone interested in automobile progress should step in and examine the 1911 Chalmers car carefully. It will prove itself a wonderful car for the money.

The more YOU know about an automobile the easier it is to sell YOU a Chalmers.

Our experts will gladly answer any questions or assist you in every way possible in your examination of the cars.

Deliveries of the 1911 models begin this month—in order of their listing.

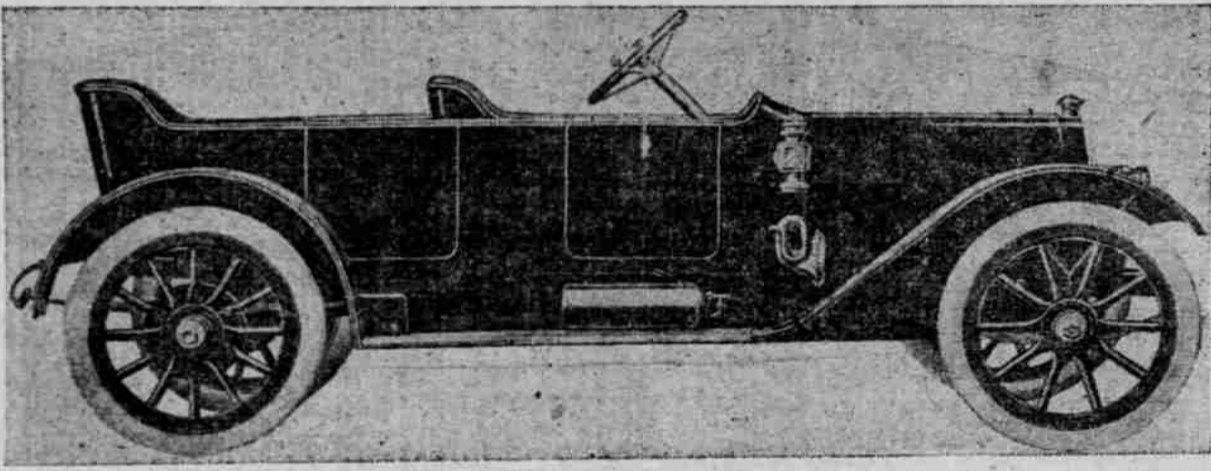
Demonstrations Gladly Given

H. L. Keats Auto Co.

Burnside and Seventh Streets

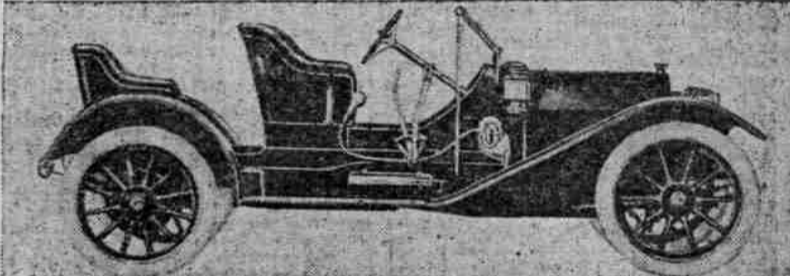
Open Evenings

Portland, Oregon



Chalmers "40" Torpedo \$3000

Includes Bosch magneto, Presto tank, five demountable rims, full lamp and tool equipment, 122 in. wheel base, 36-inch wheels.



Chalmers "40" Roadster \$2750

122-inch wheel base, 36-inch wheels.

ASTORIA REGATTA TO BE "BEST EVER"

Elaborate Plans Made for Entertaining Visitors to City by Sea.

PORTLAND MAN IS ADMIRAL

Swimming Contests to Be Made Feature of Festival This Year. Regatta Comes Last Three Days of This Month.

Astoria's fifteenth annual regatta, scheduled for the last three days of this month, promises to eclipse any event of the kind ever before held at the "City by the Sea." In years past this fest has been the occasion for the gathering of thousands of Oregon and Northwest people at Astoria, for the citizens of that enterprising city have acquired the custom of entertaining most lavishly at their annual gala festival.

Swimming to Be Featured.

One of the novel features of the regatta this year will be the swimming contests. Swimming has hitherto been practically neglected at the regatta. This year the regatta committee has secured the services of Arthur Cavill, the famous Australian swimmer, who is now in charge of the swimming at Gearhart Park, and who has done more to help the sport in this section of the country in the year he has been a resident of Oregon than all the swimming instructors of the past, to look after the aquatic sports at the regatta. In this work he will be assisted by his brother Dick Cavill, one of the best swimmers in the world, who holds nearly every swimming record from 25 yards to five miles.

Dick Cavill Holds Records.

Dick Cavill is the fastest swimmer who ever appeared in Portland. At the Astoria regatta his brother Arthur has arranged for him to give exhibition speed trials against the different American swimming records, while the latter will contribute fancy diving and aquatic tricks, for which feats he is as famous as the younger Cavill is at speed tests.

have been received from all Coast cities, from Vancouver and Victoria, B. C., in the North to Los Angeles and San Diego in the South. In featuring swimming the committee feels that it is furthering a beneficial cause. In the opinion of the regatta committee everyone ought to know how to swim, and by featuring the sport it is hoped to stimulate a more general interest in it in this part of the country.

Magnificent Prizes Offered.

Besides swimming, the annual boat races, yacht races and other contests between different kinds of craft will not be neglected. The usual handsome prizes for these competitions are offered as in the past. Oarsmen from Puget Sound and San Francisco will be on hand to compete against those from Portland, Astoria and other Columbia River points. The rivalry between them has always furnished keen competition at past regattas.

Portland Cricket Club Gossip

The team left for Victoria Friday night. Seattle was played last night and was one of the hardest nuts to crack.

Before the start North the team was strengthened by one of its crack bowlers, in addition to E. T. Fenwick and J. J. Churchley, as well as Coppinger.

The tournament games for Portland at Victoria are as follows: Monday, Nanaimo; Tuesday, Garrison team; Wednesday, Kootenai Cricket Club; Thursday, Vancouver; Friday, winner of other set of five games; Saturday the winner of the Friday game will play Vancouver C. C., the holders of the trophy.

There are 10 teams entering. Two matches will be played simultaneously, each team playing in its own group of five. The group winners will play each other, and the successful team will then play for the championship honors with the past holders, Vancouver, C. C.

The following are the members of the club who went North: J. J. Churchley, E. T. Fenwick, John Mallett, S. Hoops, Arthur Berridge, A. E. Mackenzie, George Shipley, J. C. Cunniff, Marshall Keith, Frank Benham and the professional—Coppinger.

FLURRY HELPS AUTO

Industry Actually Benefits From "Bear" Stories.

NEW YORK STARTS GOSSIP

Common Sense Finally Victor and Pessimistic Talk Stops — Dust Proof "Torpedo Body" Feature of Most of 1911 Models.

"There is no doubt that the long series of stories to the effect that the automobile industry would ruin the country, that the people were wasting their surplus money and that the motorcar business was unsafe, emanated from New York," said Frank Riggs yesterday. "This sentiment gained credence until it had its effect in some quarters. Common sense, however, has overcome the rambling ideas which have caused the trouble and orders have been issued from New York that the agents of the Wall-street houses must talk prosperity, and this impression of pessimism must not be allowed to prevail."

"We had some of this talk in Portland a short time ago, but it was nothing like the gossip heard in some of the Eastern cities. Conditions in Portland are all right, as is shown by the healthy business that now obtains."

"Though it seems an anomaly, it is a fact that this flurry has been a distinct benefit to the industry, and there will be a shortage of automobiles by the end of the 1911 selling season, for the makers have now seen the futility of at present increasing outputs in illogical degrees, and of going into the business with methods which would not be tolerated or called businesslike in any other line of merchandising. This realization is a benefit and will do more to further the industry toward a staple basis than anything in recent months, for just such an occurrence as this was necessary to bring those who were too hasty to a correct frame of thought and to a proper consideration."

"There is no reason to believe that there is anything wrong with the automobile business simply because in some sections of the country there are some cars on hand, for as this business begins to take a course parallel to others which will not be unusual in this, any more than in those, to have a 5 per cent stock on hand. But at the same time there will soon come a time when the announcement of models and types and styles will be eliminated from connection with dates and the business will not be somewhat upset by an extra early announcement of some new model, when it must be realized by those acquainted with the industry that there will be cases of remodeling and undercutting on the

part of the same concern in order to keep pace with a desire to see advanced."

In the past few weeks a number of 1911 models of different makes of automobiles have been received in Portland and have called forth expressions of general satisfaction and admiration from the motoring public.

While not a few of the manufacturers have elected to keep under cover for a brief period, the surprises they have in store for admirers of the 1911 model cars, enough motorcar factories have given out the specifications of their designers to make it obvious that the type of machine that will obtain for another season is marked by the almost general adoption of the enclosed or torpedo body.

This constitutes the most striking feature of the new models being offered to the public in this period of few radical changes and conservative refinements on the time-tried and tested mechanical features of the 1910 model. The change is made more apparent by the general increase in wheel base.

The development of the "torpedo body," as it was generally called in the 1910 model, has led to the enclosed front type. Experts admit that the torpedo body was of French origin, the continental designers aiming to get a dust-proof car of distinctive design, which resembled not a little the projectile of that name. The English designers, not to be outdone, produced a type similar in many respects, which was generally called the "bathtub" on the other side of the Atlantic.

The American designer, caring little whether his handiwork was called the "torpedo," "fore door," "closed front," "gunboat" or what not, sought advantages, and, as usual, is said to have succeeded.

The automobile body is lower, the speed much greater and dust and mud are kept from the front wheels, and it is almost impossible for a woman to sit in the front seat of an automobile in comfort. The 1911 closed bodies are not the same as the torpedoes. The latter was designed to present a bullet-like appearance, and it was open to the indubitable fact that in some cases it bordered on the freakish side.

It might be said that the closed front car of 1911 is a refinement of the torpedo, and that it is not a word of adverse criticism from any designer.

It offers the advantages of the enclosed bodies, but is more pleasing in design and appearance. There is nothing friskish about it, and the slight increase of cost for the front doors is insignificant compared with the advantages in looks and comfort.

There is also a tendency to make the wheels and tires larger. This is very desirable, of course, as far as easy riding qualities and comfort and heightening of the clearance are concerned. However, the bigger the tire the harder the blow to the purse when the pernicious nail or the invidious glass makes itself known by a blowout.

right hand drive will predominate, although a few well-known makers are exploiting the various combinations of the left hand drive and left hand gear shifting arrangements.

During the last three or four years the number of automobiles produced in the United States has increased each successive year by about 50 per cent over the preceding year. The number for 1909 was in the neighborhood of 200,000; for 1910 it exceeded 300,000. Carrying on this line of thought, it is interesting to see just where this rate of increase, if constantly maintained, would land the industry. With an increase of 50 per cent over the 300,000 for 1910, 1911 should see 450,000 cars brought forth; for 1912 the figures would be 675,000; for 1913, 1,012,500, and so on.

Five years is a very reasonable expectation of life for a modern automobile; there are plenty of cars of the vintage of 1904 in every-day use at the present time. On this basis, and assuming the rate of progress outlined above, the end of the year 1913 would find a total of 2,537,500 cars in use.

It is a matter of common knowledge that there are in use in the United States at the present time more than 300,000 automobiles, and the demand still seems almost unlimited. When the additional 200,000 to be made this year are included in the present time more than 500,000 one person out of every 150 in the country will have an automobile or one family out of every 40 or 50. Obviously the number of families capable of maintaining an automobile is comparatively limited, although the average is brought up by some who are able to support two or more.

Portland Motor Boat Club Doings

THE club held a rousing meeting on Tuesday evening to make arrangements to attend the Astoria regatta in a body and from the enthusiasm shown there will be a large number of the boys who will make the trip.

The Laurakins, owned by J. M. Parks, was hauled out for repairs to the shaft and propeller, caused by running to close to the rocks at the Clackamas rapids.

John Wolff has been out on the river the last few days trying out the Wolf in preparation for the Astoria regatta races. Mr. Mitchell, of Sacramento, has entered the Fighting Bob I and E. C. Judd, chairman of the Astoria Motor-boat Club regatta committee, and M. H. Sanford attended the meeting Tuesday evening and invited the club in the regatta and they also promise a good time to all that visit Astoria.

The skippers who don't know the Columbia River channels need not fear getting lost for the Astoria boys will send a pilot and boat up to Rainier to guide the Portland boats to Astoria.

If Frank Thorne and Lou Beno don't show up at Astoria it will be because they are after ducks.

REAL CATCHERS FEW

Donovan Bemoils Passing of Great Backstops.

MODERN MARKSMEN SMALL

When Kling, Criger and Sullivan Give Up Game, There Will Be None Fit to Travel at Pace of Old-Time Players.

"I wonder," remarks Patry Donovan, "where the catchers will come from in a few years more? Where on earth are we going to get real catchers, genuine marksmen of the kind the old-time fans used to see parading with the big chests and the jovial grin? When Kling, Sullivan and Criger give up the game, where will there be men to fill their places?"

"Right now the visible supply of catchers in the two big leagues is so short and so inferior that it is the best possible answer to the eager youngsters who insist that modern baseball is so much better than the sort of game we fossils used to play. It is, like baseball, the history of the catchers and a comparison between those of today and those of long ago show things up in a light that is vastly pleasing to the old-timers."

"The modern catcher, as a rule, is run down in size, strength and all-around value when compared to the men who starred behind the plate in 1883 and 1889. Kling, Carrigan and Archer are among the few catchers I can mention in the present company who can travel the gait at the pace maintained by the old-timers. These men can hit, throw, backstop perfectly and handle a game with intelligence and skill. Sullivan and Criger, old as they are, can still out-catch a regiment of the latter-day youngsters, but neither of them ever cut any ice as a hitter, and they are both due for the slaughter."

"Take the big catchers of long ago, and what a body of men they were! They were giants, as a rule, in size. Doggy Miller, Kid Baldwin and Billy Earle were among the few of the old-time catchers who were small men, and they were chunky, agile and enduring. Such men as Flint Kelly, Ewing, Buckley, Dailey, Boyle and Bennett were big fellows, burly and impressive. So were Warren and McGuire, and more yet, whose names I can't recall. These big men were grand batsmen, as a rule, and some of them were among the finest base runners of their day."

"Can you imagine a modern catcher's being one of the liveliest men upon the team when it comes to the base-running stunts? Nowadays, a catcher is supposed to be simply a catcher—a sort of privileged character, like a number of ancient pieces of artillery being found beneath six feet of mud."

to hit, run bases, or stir up the game like a red-tailed demon. Can you imagine Buck Ewing or Mike Kelly's being simply an automatic factor, just catching and throwing, striking out when going to the plate in the pinches, and having never a word to say? And, on the other hand, can you imagine the modern catchers mixing into the game till they were the whole front of the performance, as Kelly and Ewing of yore were? Those old-time catchers often took the roles played now by Cobb and Wagner—such a thing as being minor figures of the game never occurred to them."

"The man who compares the records will, of course, remark that the old-time catchers had a great many passed balls three times as many as the modern backstop, and will base judgment, perhaps, on that. Remember, though, that these old boys were taking the hot shot of the fastest pitchers the game has ever known, from a shorter distance than today, and with little thin gloves that the modern shortstop would hesitate to wear. As soon as the big gloves came in the passed balls suddenly dwindled in total number."

"As to fielding the position, chasing the foul fly, throwing to stop the runner, and leading the defensive play—well, where are there any modern catchers who can do any better than those old fellows did? No, son, there are few great catchers left, and there don't seem to be any coming up from the bush leagues. I can't imagine what we will do for backstops, I'm sure, in seven years from now."

COTTON GAINS HALF A CENT

Bear Speculators, Waiting Too Long, Contribute to New Record.

NEW YORK, Aug. 20.—

The cotton market had another phase today of the big campaign which has been in progress here since last winter, under the leadership of the Southern bull operators, and there was a sensational advance in the price of August cotton.

The speculative shorts, who, in spite of big prices reached in May and July, had been remaining to be covered was in excess of 50,000 bales, rendered the whole market very nervous and excited.

The new crop followed the August advance rather slowly, but gradually, and it was estimated that the shorts were not able to buy over 2000 or 3000 bales on this big advance, and rumors that the total inventory remaining to be covered was in excess of 50,000 bales, rendered the whole market very nervous and excited.

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Cottage Grove Postoffice Advanced.

COTTAGE GROVE, OR., Aug. 20.—The increase in the postoffice receipts for the past 12 months ending June 30, 1910, over the preceding year is \$1286.15 or an increase sufficient to advance the office to the third class. The business for the year amounted to \$7307.87, while for the previous 12 months it was \$6917.72. The best month of the present year was April, when the receipts amounted to \$982.90.