

TOLEDOANS DROP THIRD TO SALEM

Senators Play on Toes in Albany Contest and Win Game by 6-3 Score

Playing before the largest crowd that had ever gathered at Bryant park, at Albany, the Salem Senators Sunday took the Toledo team into camp 6 to 3 for the third straight win over the coast challengers. Playing on their toes every minute the local nine gave Harham splendid backing and took a straight hard win.

About one-third of the paid admissions taken in at the game came from Salem.

If the Toledo manager had put Strickmeyer in the box in the first frame the score would probably have been something different, but he didn't and the locals pounded out their victory. Strickmeyer pitched splendid ball while he was in the box with the Senators getting only four hits off of him in the six and a third innings that he played on the mound.

The summary of the game follows:

Senators	AB.	R.	H.	P.O.	A.	E.
Bontor, ss	4	1	1	2	4	0
Proctor, 2b	3	1	1	0	3	0
Maple, 3b	3	1	1	2	0	0
Keene, rf	4	0	2	0	0	0
Reinhart, cf	5	0	2	2	0	0
Quisenberry, lf	5	0	2	1	0	0
Adolph, 1st	2	1	0	14	0	0
Edwards, c	4	1	2	7	0	0
Barham, p	5	0	0	0	0	1
Totals	37	6	12	27	11	1

Ashe's run for Edwards in the 6th, 7th, 9th.

Toledo	AB.	R.	H.	P.O.	A.	E.
Quinn, lf	5	0	1	1	1	1
King, 3b	5	0	0	1	3	0
Strickmeyer, 2b	4	1	3	0	3	0
Robbins, ss	4	2	2	1	3	0
Brooks, cf	4	0	1	2	0	0
Stapleton, rf	4	0	1	2	0	0
Payne, 1b	4	0	0	2	4	0
Copeland, 3b	3	0	0	0	0	0
Beams, c	2	0	0	0	0	0
Armstrong, cf	1	0	0	0	0	0
Briggs	1	0	0	0	0	0
Totals	37	3	10	27	11	1

Batted for Copeland in the 9th.

Summary—2 base hits: Robbins, Proctor, Maple; stolen bases: Proctor, Keene, Adolph; sacrifice hits: Adolph, Strickmeyer; Barham 7, Beams 1, Strickmeyer 5, Pass hall, Stapleton. Base on balls: Beams 2, Strickmeyer 5. Charge defeat to Beams.

Time of game 2:07. Umpires Rankin and Coleman (Ralph).

FOOTBALL HOPES BRIGHT

U. OF O. GRID SQUAD PRESENT HOPEFUL APPEARANCE

EUGENE, Ore., Sept. 14.—(By Associated Press).—With practically every letter man who is eligible for this year's varsity football team at the University of Oregon already on hand the training season for the 1925 team will start. Oregon backers are hopeful over the outlook, though Coach Dick Smith has little to say.

One thing stands out in the minds of the followers of the sport this year. Oregon will have adequate and competent substitutes.

BASEBALL

American League
New York 3; Philadelphia 1.
Only one American game.

National League
Pittsburgh 9; Brooklyn 4.
Only one National game.

SAN FRANCISCO, Sept. 14.—Pacific coast league games this week are scheduled as follows: Vernon at Sacramento, Oakland at Salt Lake, Portland at San Francisco, Seattle at Los Angeles.

BEARCAT GRIDIRON WARRIORS REPORT

Football Season Gets Under Way on Willamette Campus This Afternoon

Nine letter men are expected to be among those who today will don the moleskins to report to Coach Guy L. Rathbun for the first Willamette workout of the year. Minor repair work is being done to get the field in the best of shape and heavy practice will begin within a week. The first game is scheduled for September 26 when the locals will go to Seattle for the opening mix with the University of Washington eleven. It is expected that a squad of between 30 and 40 men will report by registration date and will include, besides the usual number of near-letter men of last year's squad, and some very excellent new material, nine veteran letter men. The letter men expected to report are as follows: John Parnacht, end; Mervin Stolohse, tackle; Leo Huston, center; Henry Hartley, tackle; "Tiney" Molstrom, guard; John Schweening, quarter

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and half; Dee Robertson, end and back; Herbert Booth, quarter and half; and Aubrey Fletcher, half.

The squad are sure to lose Capt. Harold Isham, quarter; Harold Cramer, half; Howard Post, half; and Findley, end, either through graduation or through leaving school.

This season's schedule is now practically complete and is headed by two of the strongest teams of the conference. The University of Washington at Seattle, September

26, and the Oregon Aggies at Corvallis October 3.

Two light home games are the next on the program, the Oregon Normal, October 10, and the Willamette alumni October 17. October 24 the squad will meet the

College of Puget Sound at Tacoma. This will be followed with three more home games, Whitman Sept. 31; Linfield Nov. 7, and Pacific university Nov. 21.

At present no Thanksgiving game has been scheduled although

several teams are being considered.

CHANNEL SWIM ABANDONED
BOUIOUGNE, France, Sept. 14.—(By Associated Press.)—Ishtar

Helmy, the Egyptian swimmer, abandoned his attempt to swim the English channel at 8:40 o'clock tonight when he was 3 1/2 miles from Dover.

Statesman Bring Results



—from Lieutenant Wade's Letter to Alvan Macauley, President Packard Motor Car Co.

**** I would never have attempted such a trip in any other car but the Packard Eight, for I know that the Packard is the only car equipped with the chassis lubricator and the motor oil rectifier.

**** These devices enabled us to drive the entire 3,965 miles without once changing oil or leaving the driver's seat to lubricate the chassis. To them, and the wonderful Packard Eight motor which never faltered in the 165 hours and 50 minutes continuous driving, I attribute the success of the run.

**** We have suffered no after effects from strain. This is a real tribute to the ease with which the car was handled and its riding qualities. ****

The car came through with a perfect score. We had no mechanical difficulties of any kind. I believe we could have turned right around and driven back to Los Angeles without stopping either car or motor.

Leigh Wade

World Flier Picks Packard Eight

Drives Across Continent Without Car or Motor Once Stopping

LIEUTENANT LEIGH WADE, one of the famous round-the-world fliers of the United States Army Air Service, driving his own standard, new series Packard Eight under A. A. A. sanction, recently completed the *first really continuous* transcontinental drive ever made.

Wade left Los Angeles at 12:00 noon Thursday and arrived in New York at 12:50 p.m. one week later. He was accompanied and relieved at the wheel by Linton Wells, the newspaper correspondent who stowed away in Wade's plane from India to Persia.

Official A. A. A. observers were in the car every foot of the way from coast to coast and have certified that in the 165 hours and 50 minutes elapsed time these two tireless men drove 3,965 miles *without once allowing either the motor or the car to come to a stop.*

THIS unique feat was undertaken by the daring pilot of the "Boston" as a "vacation pastime" while on leave from the army.

Wade and Wells wanted to attempt again something which had never before been done. Cross-country speed runs were an old story. But a non-stop wheel and motor run—driving a car from ocean to ocean within legal speed limits, without a second's halt for any purpose whatever—here was something new indeed!

Chooses Packard Eight

Two of Wade's companions on the historic world flight, Lieutenants Smith and Arnold, own Packard Eights. Their advice agreed with his judgment and he bought a Packard Eight in which to attempt his record run.

His choice was a sound one. The Packard Eight never once in seven days and nights ceased its forward motion. Gas, oil, food and

water were taken on from moving vehicles.

The mileage covered was eight times as great as any ordinary car should be driven without change of motor oil. It was equal to half the average man's yearly mileage without a stop.

During this nearly 4,000 mile drive but 20 quarts of oil were consumed—an average of 800 miles to the gallon. Yet thanks to the oil rectifier an analysis of the crank case oil

upon arrival in New York showed 98% pure lubricant. Gas consumption averaged 13 miles to the gallon.

The chassis was thoroughly lubricated every hundred miles—without stopping the car—by the mere pull of a plunger on the dash.

Value of Improvements Confirmed

Lieutenant Wade's spectacular trip merely served to impress what the owners of 15,000 new series Packard cars have learned in the past seven months. For these owners have found in their cars the most important new improvements since the electric self-starter—the chassis lubricator and the motor oil rectifier.

To the average owner these improvements mean longer life of parts, lower costs for oil, quietness of operation and service uninterrupted by frequent giving up of the car for chassis lubrication.

For the third time within a year the remarkable reliability of Packard motors has been forcibly called to public attention: First, the successful 8,100 mile flight of the Navy dirigible Shenandoah. Second, the record-breaking 28 1/2 hour continuous flight of the Navy sea-plane PN-9. And now, Lieutenant Wade's transcontinental non-stop run in the Packard Eight.

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