

BLUE AND GOLD WAVES TRIUMPHANT O'RE THE STANFORD FIELD

YALE SMOTHERS PRINCETON TIGER

By Score of 17 to 0 the Princeton Boys Go Down—Coy Punts Superb Game.

NEW HAVEN, Conn., Nov. 13.—The Yale eleven smothered the Princeton aggregation in the annual game here this afternoon to the tune of 17 to 0.

Yale immediately started the smashing game, but it could do little with the crimson line, and punting was resorted to. Coy kicked to the goal posts and the ball was recovered on Princeton's one-yard line. The referee, however, decided that the ball had crossed the line, and the pigskin was carried to the 20-yard line where Pennington was given a free kick. Goebel blocked the attempt, but Lilley recovered the ball and carried it across the goal for a touchdown. Hobbs kicked a goal. Here Corey replaced Howe at quarterback and after a rally of punts, Murphy replaced Daly at right halfback and Nadel went in for Vaughn at right end. McCormick then punted from behind his own line, but the ball was blocked and it rolled behind Princeton's goal, where, after it had been fumbled twice by McCormick, it was recovered by McCroahan. At the end of the first half the score stood: Yale 8, Princeton 0. In the early part of the second half Savage relieved Nadel. After a number of line-smashing plays Coy kicked a field goal. At this point McGregor succeeded McCroahan.

By a series of line smashes Yale got the ball to Princeton's 18-yard line and Coy went through center for two yards again. He plunged into the line again, but was stopped a yard of the goal. Cobb went across the line on the next attempt, making the final score: Yale 17, Princeton 0.

UNIVERSITY OF CALIFORNIA TRAILS STANFORD CRIMSON IN THE DUST

For First Time in History of Rugby, Berkeley Succeeds in Downing Her Great Rival by Overwhelming Score of 19 to 13—Stanford Scored Early in the Game.

(United Press Leased Wire.)

STANFORD FIELD, Cal., Nov. 13.—For the first time since Rugby was introduced in the colleges, California defeated Stanford this afternoon in a beautifully played game by the score of 19 to 13. The victory came unexpectedly to the crowd, as Stanford had been a strong favorite, but after the Stanford men had crossed the California line in the first ten minutes of play, the California team developed wonderful speed and strength and from that moment displayed their superiority.

California scored all their points in the first half, crossing the Stanford goal three times and Elliott kicking two beautiful goals from the field. The gloom of Stanford can be appreciated through the fact that it is the first time she ever lost a varsity game on her own field.

The California men were carried off the field by the rooters, who surged down in an enthusiastic serpentine dance, yelling and screaming like madmen.

For California, Captain Corbett, Johns, Elliott and Dwiggin were pre-eminently the stars of the Berkeley aggregation. Myron Harris of California distinguished himself by kicking a goal from the very side lines.

The heavy Stanford forwards overran their Berkeley opponents at times, but the Berkeley line was extremely effective in breaking up Stanford's rushes.

Captain Mitchell, Holman and Cass were probably the stars for Stanford. Stanley Mitchell played a fine game for Stanford. He was injured. Stanford can have no excuses, as

they were outplayed in the first half and failed to come back with the expected drush in the second half.

It was a clean-cut victory for the California team, and the rooters, cheering, marched away from the field singing, "There'll Be a Hot Time in the Old Town Tonight."

PORTLAND BOY IN LINE FOR CAPTAINCY OF HARVARD

(United Press Leased Wire.)

BOSTON, Mass., Nov. 13.—Hamilton F. Corbett, a Portland boy, playing left halfback on the Harvard football team, is practically certain to be chosen captain of next year's team.

Persons well informed in athletic circles at the university say that there is little doubt that Corbett will be chosen, rather than Wayland M. Minot, the fullback, who has been discussed for the place.

Corbett is one of the star players on the team, being particularly fine at punting the ball.

AUSTRALIAN SPORTS ARE AFTER THE BIG FIGHT

(United Press Leased Wire.)

SYDNEY, Australia, Nov. 13.—Promoter McIntosh has cabled an offer of \$75,000 for the Johnson-Jeffries fight.

Arrangements have been made by the promoter to post the necessary forfeit in New York by December 1, when the bids are to be opened.

Johnson has said that he would not fight in Australia, but if the price was large enough he might.

CORNELL AND CHICAGO TIE

Deadlock Is Played—Score Duplicate of That Played Last Year.

(United Press Leased Wire.)

ITHACA, N. Y., Nov. 13.—Another deadlock for Cornell and Chicago. The score of 6 to 6 is an exact duplicate of that made last year at the home of the maroons. Like that battle, the game today was stubborn, taxing every power to the utmost. So evenly matched were the rivals that there is little to pick between them. It was the maroon's magnificent defense that gave them equal honors. Once on the three-yard line and again at the eight-yard mark the Western grit was the equal of eastern bulldog spirit and the fight for sectional honors remains even.

KETCHELL DENIES HE IS TO FIGHT JIM FLYNN

(United Press Leased Wire.)

SAN FRANCISCO, Cal., Nov. 13.—Stanley Ketchell today emphatically denied that he had agreed to fight Jim Flynn in Los Angeles this month, next month or any other month. The middleweight champion, who informed of the announcement contained in the dispatches to the effect that he had agreed to meet Flynn in a ten-round go before Tom McCarey's club, stated that it was news to him.

"I have not only not agreed to fight Flynn," he said, "but I have not even considered a match with any one. I have made no plans whatever, beyond deciding not to fight before the first of the year, if then."

The Emerick cafe's Sunday turkey and chicken dinner cannot be beaten. Try it.

OUTLOOK FOR THE AUTOMOBILE BUSINESS BRIGHTER THAN EVER

Clarence H. Snyder Greatly Pleased by outlook for Coming Year—Is Showing Models of New Cars in Salesroom—Has Sold Many Cars The Past Season.

The automobile business this season has closed with a rush as far as the C. H. Snyder Motor Car company is concerned, and Mr. Snyder's only regret is that he has not a greater allotment of cars to dispose of for, although the season cannot be said to have really opened for 1910, he has sold two model 10 Buicks, three other two purchased last summer, which could not be delivered until this year. Mr. Snyder is enthusiastic over the outlook for next season, which promises a big rush of business.

The company has on exhibition on the floor of their salesroom the 1910 model of the Cadillac and the White Streak Buick, model 10, where all who wish are invited to inspect them. Within a few days a model 17 Buick will arrive and be placed on exhibition.

The 1910 Cadillac is a handsome and splendid car—many new features being shown. The car differs essentially from the 1909 model, which proved such a favorite with local people. The tonneau is roomier, the wheel base increased from 106 to 110 inches, the wheels are larger, being 34 by 4, whereas last year they were 32 by 3 1/2. One of the best improvements made on the car has been the raising of the steering gear so that it all comes above the axles, doing away with all danger of loss of control through the accidental striking of a stump or rock. The front axle which was tubular last year, takes the form of an I beam lending greater strength and beauty.

One of the features that will appeal to customers this year is the

fact that the bore of the engine has been increased from four to four and a quarter inches, thus developing greater power. At 1500 revolutions the car develops a horse power of 33, while on high speed 38 horse power can be developed. The finish is better than that of last year and the dashboard is clear, the coil having been removed. The car comes equipped with magneto, five lamps, generator, tire irons, robe rails and top, selling in Medford for \$1950.

Mr. Snyder reports the sale of a car to W. H. Brown, a Conro Fiero and the Best-Fuller Realty company of Grants Pass. Cars will also be delivered to F. L. Tou Velle and T. E. Daniels, whose orders were placed during the summer for the 1909 car, which could not be delivered. Mr. Snyder has only five more to sell, as he was allotted only ten. This fact he regrets exceedingly, as his requisition went in for 30.

The Buick car is a little beauty, the very thing for the man who wants a small car in which to run about town. The handling of this car is a new departure for the Snyder Motor Car company, who only secured the agency in October. In spite of the short time, however, during which they had been handling the car, they have disposed of two White Streak model 10s, one to James Campbell, who is connected with the West Side bank, and the other to A. B. Saling, the well known real estate dealer. This car sells for \$1225 or \$1275 according to the body designed, and is proving most popular.

The company in a few days will have a model 16 Buick on exhibition, which sells here for \$2050. This is

HALF BACK HAS NECK BROKEN

Tackled Hard in Virginia Game and Carried to Hospital Unconscious.

(United Press Leased Wire.)

GEORGETOWN, Va., Nov. 13.—A. Christian, left halfback on the University of Virginia team, in a game with Georgetown university this afternoon was fatally injured by having his neck broken.

He was tackled hard while running on the field with the ball. He was carried to the hospital, unconscious. There is no hope of his recovery.

CLOSEST OF FINISHES IS PULLED OFF IN ATLANTA

In the automobile races at Atlanta, Ga., November 9, three amateurs, Calvin Davis, Chalmers-Detroit; William Diknow, Buick, and John M. Ruth, Stearns, entered the ten-mile "free-for-all." The Chalmers-Detroit was the fastest and the prettiest race of the meeting developed between the Buick and the Stearns. At the finish the cars were 1-100 of a second apart, with the Buick in the lead of the Stearns by only 17 inches, as shown by the electric recording device.

the car that has been winning all the road races during the past week. Several cars of this make have been running in the valley for many months and have responded to everything asked of them by their drivers.

"Never before," says Mr. Snyder, "has the outlook for the automobile business in Medford been brighter. The year has been prosperous, and the residents of the valley seem to realize that the automobile is not so much a luxury as a necessity. In my estimation it will only be a few months before 300 automobiles are owned in the city instead of the 200 here at present."

Chalmers-Detroit "30" and "40" and Hudson "20" Lead

OTHERS FOLLOW

WE confidently make the assertion that for the same price and class car there is nothing on the market that can equal the cars we represent either for graceful appearance, strength or durability under high speed. It is very easy to give records of short sprints of speed, but the average buyer does not desire a racing car, so the field trials of the racing cars of any certain manufacture cannot be taken as a criterion of superiority of this same company's stock cars over those of any other manufacturer. As proof of the superiority of the **Chalmers-Detroit and Hudson Cars** over all others in their class we refer you to the report of the Vanderbilt Cup races at Garden City, L. I., as given by the November number of the Motor Age, a most reliable authority of the motor world.

Never in the history of the Vanderbilt cup race has there been such a depletion in the ranks of the contestants. The strongest part also is that the lack of finishers was not due to long tire delays in the majority of the cases, but to mechanical difficulties alone. In proportion to their numbers the little fellows, headed by Joe Matson in the Chalmers, made the best showing. Four of them finished and five of the six starters were running on the ninth lap. Compare this with the showing made by the big cars as well as that made by the cars in the Wheatley Hills sweepstakes. Two cars finished and five were running at the finish.

Compare the results of the former cup races and we find that the number of those who fell by the wayside is almost as great as the number that went by the board in the first of these classics in 1904. In other words, but 29 per cent of the cars were in running at the end of the race today. In former Vanderbilt races these percentages of cars still running are as follows: 1904, 28; 1905, 30; 1906, 83; 1908, 53. This almost would seem to prove that the racing car has depreciated. In reality

Hudson "20" makes fastest lap made, running the entire race without a stop.

This is what the Motor Age says of the Hudson "20's" performance in the race for the Massapequa cup:

"The fastest lap in this race was the second of the Hudson, the time for which was given out as 11:10, which means an average of 67.9 miles per hour. Matson drove a conservative race, and a very consistent one. There were only 42 seconds variation in his ten laps. His fourth was the fastest, when he made the circuit in 12:28, or at a pace of 60.8 miles per hour. His first two laps were about the slowest and as the result he started in second place, held it in the second lap and took the lead in the third lap, holding it until the finish. He ran the complete race without a stop."

Chalmers "30" makes fastest average ever recorded for cars of its class.

This is what the Motor Age says of the Chalmers-Detroit "30's" performance in the Vanderbilt cup race:

"In the small-car class Matson in the little Chalmers Blue Bird has set a record which will not be easily beaten by cars of his class. His average speed was 58.5 miles per hour, faster than was ever made before in this country or elsewhere for a car of its size in a long-distance race. It also says this regarding the race for the Massapequa cup for small cars of the Chalmers "30" class.

"The honor of making the best performance in the three races today goes to the small cars competing for the Massapequa sweepstakes, six starting in this and four finishing.

"This race of ten laps proved a runaway for Joe Matson in No. 43 Chalmers, who covered the 126.4 miles, or ten circuits, in 129 minutes, 52 2-5 seconds, at an average speed of 58.5 miles per hour.

it proves that the stock car does show up its weaknesses under the strenuous test of racing. Since these weaknesses are in the construction of a stock design and not a special racing car, their correction must be a definite gainer to the buyer. In the former races the cars were of special type constructed for racing only, usually built almost regardless of cost. Under circumstances, therefore, the showing made by the three winners, Chalmers, Marmon and Alco, and also the cars which they defeated should put them on a high pedestal of superiority.

For a practical demonstration of the merits of these cars

phone or call on

VALLEY AUTO CO.