

AUTO SHOW OPENS TO CHEERING CROWD

Excellent Exhibits Shown Amid Typical Motoring Environs.

DISPLAYS EAGERLY VIEWED

Advance in Engineering Skill Is Found in Machines of 1914 Models and Numerous Changes for Benefit of Buyers Noted.

(Continued From First Page.)

from the dealers' viewpoint, as an excellent one. As a rule, the shows opening nights are expected to contain a majority of people who go merely out of curiosity. Last night's crowd was not such at all. Men and women, young and old, of every walk of life, were here; business men interested in the trucks first and the pleasure cars afterwards; men in from the country looking for a serviceable car; people already half decided on their choice of a car came for a final inspection of all makes side by side; sportsmen interested in the rakish, speedy models; women in the stylish cars and the electric.

The spirit of the crowd was that of a man already pretty well informed and asking pertinent questions not content to be satisfied with mere talk, but anxious for real replies. Whenever a salesman started to demonstrate some particular quality he was quickly surrounded by an eager throng of listeners who did not hesitate also to question, and would belittle the man not completely sure of himself.

The accessory exhibit in the ballroom upstairs is marked by its size, completeness, variety and the cleverness shown in arranging exhibits.

Trucks Left Undecorated. No attempt had been made to decorate the trucks, as it was felt that here was a branch where such schemes were out of place. Business men did not look for trimmings on a truck, they wanted to see right into them, and the trucks were the center of a critical array of men all the time.

There were naturally some outstanding features even in such a show. The Packard and Winton booths were notable for their decorative effect, and the White for its comprehensive quota of cars, with two special models. The Stutz Bearcat roadster, too, attracted throngs, as did the tiny little Meiz sporting roadster. The Cadillac had a complete line, quiet but effective. The Chrysler limousine was attractive, and the Northwest Auto Company and the Pacific Motors received attention from their variety of cars.

The Geisinger motorcar Company drew special attention with a full line of Oakland and an Oldsmobile, and the Hupp mobile chassis created interest, as did the Mitchell running model and the Cartercar, for its exhibition of the functions of the friction drive. The Studebaker cabriolet also is deserving of special mention.

Left-hand Drive Popular. Among the many changes that have taken place in automobile design during the past year is the tendency to increase in the popularity of the left-hand drive and center control, and the almost universal use of electric lighting. The crank, too, is conspicuous by its absence, self-starters being affixed to more than 90 per cent of the cars.

One noticeable feature in the lighting systems in vogue is a tendency to get away with the sidelights by having either a small and large bulb in the headlights or by having a dimmer. This probably was the effect of the electric regulation in some cities, which compelled the dimming of headlights in traffic.

One great trend is towards the building of six-cylinder machines. As a rule the manufacturer of big sizes has also brought out a light six, while the four-cylinder maker has also added a six, though retaining the four.

Never since the side door entrance marked the demise of the old King of Belgium type with rear entrance has there been such an improvement in the appearance of automobiles as the adoption of streamline chassis has marked. The streamline, while presenting a natural similarity, yet affords every manufacturer full scope for originality, of which each has an opportunity, with results almost universally pleasing to the eye. This type of body provides added comfort and convenience for the occupants.

Bodies Hang Lower. Taken as a whole, it will be found that bodies are hung lower than previously and greater attention paid to distribution of weight, the idea being of course to obtain greater ease in riding and to force the car to hug the road better when touring at something above the ordinary rate of speed.

The position of the gas tanks seems to be hovering between the rear and the dash. The advantage of the rear dash lies mainly in its being away from all sources of heat, and possibility of explosion, coupled with the idea of throwing more weight behind, though against that must be offset the possibility of failure of the air pressure lines.

The carriers are almost universally placed to the rear, the angle varying considerably. There is one entirely new type of body brought out by popular demand, the convertible body, of the cabriolet or phaeton-sedan type. People wanted a closed car for the winter and an open one for the fine days, yet the model could not afford two. Hence the car with the convertible top. The glass windows shut down as in a limousine, the rear part folds back just like a top and all that is left is a neat windshield.

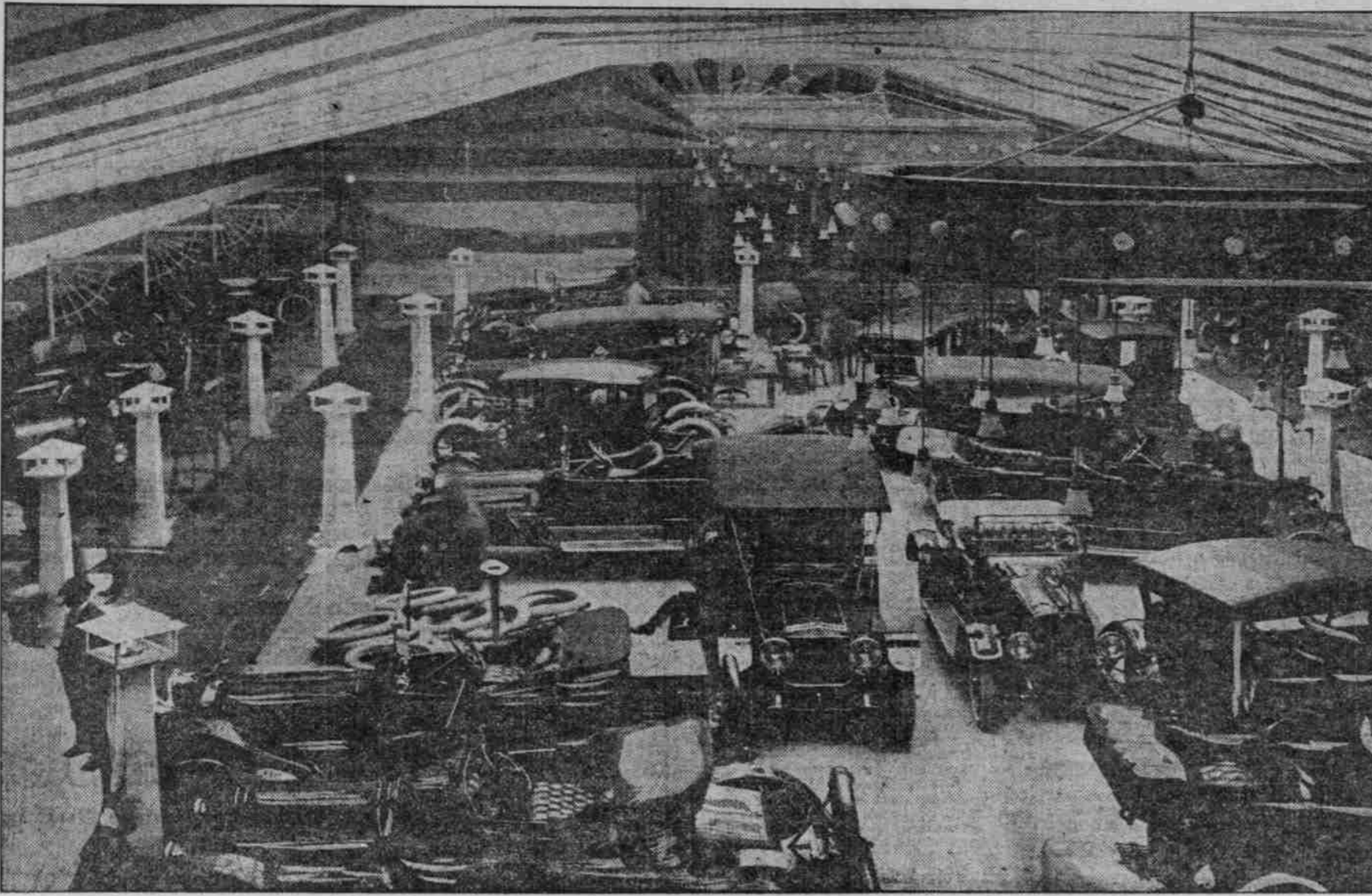
Much also has been accomplished with regard to the position of the extra seats in the tonneau of a seven-passenger car. In some cases these fold flat on the floor, in others they fold under the front seats.

Wire Wheels Hold Popularity. Wire wheels have more than maintained their popularity. Two recent devices aiming at greater ease and comfort coupled with speed of operation are the "one-man" top and the "Collins" curtains. The name given to the top is self-explanatory. Front stays are done away with by strengthening the back stays, and the top and curtains can be put up rapidly in case of storm.

In the motors little change of actual construction is noted beyond the evident trend toward high speed, small bore and long stroke engines. Cylinders vary in casting, some being in pairs, others in two sets of three and many cast in bloc. Only one or two are cast separately.

Purchasers will find one thing more to their liking. By specializing on one chassis or on fewer chassis than in previous years, manufacturers have been able to bring about a reduction in price. Hardly a car is shown costing more than, if as much as, its pre-

SCENE TAKEN JUST BEFORE OPENING OF AUTOMOBILE EXPOSITION, SHOWING PART OF MAIN HALL AND SOME CARS AND GIVING IDEA OF DECORATIONS.



INTERIOR OF ARMORY TRANSFORMED FOR FIFTH ANNUAL AUTO SHOW.

vious model, and when one remembers that additional and often costly equipment has been added the tendency is all the more marked. Buyers may rest assured that there has been no decrease in quality.

Following is a brief description of the different makes of cars shown, in alphabetical order: American—An artistic achievement. Model shown, a low, attractive, underlung, in olive green; six-cylinder, 40-horse, cylinders cast in triplate.

Cadillac—The car consistent. Fine display of five cars. Full line of bodies on one chassis, all in deep green and striped chassis. Features, two-speed axle, lowered body and more streamlined line. An excellent limousine is shown.

Chrysler—Of characteristic control. Two models, touring car and limousine. Features: Friction drive, light weight, adapted for rural work. Model of drive shown.

Chalmers—Cleverly constructed. Full range of bodies with handsome limousine. Features: Simplicity of starter, strength of chassis construction and fine finish.

Chandler—Which challenges cost. Light weight six, flexible, low, European body, wide bonnet, accessible motor cast in triplate and extreme lines.

Chevrolet—Comely and cheap. Two models, touring and roadster. Valve in the head motor, long stroke and power, light but solid.

Cole—Convincing and capable. The car made from standard parts. Two models shown, a six-cylinder, seven-passenger, and a classier four-cylinder, brown roadster, both sturdy in appearance.

Hudson—Howard's handwork. Three models shown, big six, little six and little six roadster, the last a new one for Portland with novel disposal of spare oil and tires in rear; gas tank in dash, light weight, extreme streamline effect.

Hupp mobile—Providing happiness for hundreds. Two models, five-passenger and roadster; also stripped chassis showing solid steel construction between frames for rigidity, Panhard type of engine, Westinghouse starter and generating system.

Jeffery—For joyful jaunts. Two models, one six-cylinder, seven-passenger, other four-cylinder, five-passenger. Six cast in pairs, four on bloc, accessible motor, clear in appearance, sectional chassis and Rothschild body. Neat car.

King—Its name the key. Two models, touring and roadster. Full equipment at low price; long-stroke motor, cast in bloc, and special cantilever spring on rear axle. A new car to Portland, worth investigating.

Lozier—With lines of loveliness. Lighter in weight, lower, longer stroke. Very attractive in appearance and color.

Maxwell—The means for the multitude. The lowest-priced touring car in the show; in appearance, like a famous little French build; of neat appearance.

Meiz—The motor for many. Two models, a roadster and special racing roadster and stripped chassis. Friction drive, electric lighting, extreme lightness and low cost. The only car under \$400. Special roadster very attractive in brilliant yellow.

with large wheels and high clearance. Winton—Three models, all sixes, one an attractive roadster in cherry maroon various colors; all well finished. Two cars brought specially from New York show. Change to left-hand drive and longer stroke engine.

Velle—Virtue and vim. Three models, two sixes and one four. Bodies of four and six are interchangeable. Light weight, semi-Rothschild body, six cast in triplate, a continental motor, four the Velle special.

Electric. Detroit—Dainty yet dependable, with duplex drive and worm gear. Two models show increase over last year of 42 ampere hours. Working model of charging plant shown in operation, cars can also be operated.

Bauch & Lang—Reliable and lasting. Two models shown, a single and double drive. Interior workmanship superb. Worm drive.

Gas, Power & Supply Company—Exhibit of motorboat engines and accessories, including facsimile engine of Oregon Kid.

Ballou & Wright—Two full stores, with special exhibit of Indian motorcycles, equipped with self-starter and electric-lighting and side-carrier attachments.

Archer & Wiggins—Particularly pleasing arrangement with working models of Eisemann and Remy magnets in operation and unique stunts.

Chanstor & Lyon—Complete array of everything for the motorists. Berger Cyclecar & Supply Company, showing the Imp cyclecar, special fuel carburetor and spark plugs.

New York Auto Painting Company exhibitions of painting and baking work.

Firemen's Fund & Insurance Company showing similar motor accessories, with device for avoiding overheating of engine, etc.

Jones Speedometer Company, with comprehensive array of all speedometers and similar motor accessories.

Budget Vulcanizing Company, with explanatory matter and samples of work.

Fred Dundee—An interesting and educational exhibit showing possibilities of company for making parts to order and carrying out intricate work.

Landy Auto Company—A new tire filler and Blue Bell oil.

Standard Oil Company—A striking exhibition, well arranged, attractive and comprehensive dealing with oil, oil fillers, etc.

HOME TRADE URGED

Hardware Men's Official Urges Buying State Goods.

ELECTION TO BE TODAY

Dealers' Association Also Will Act on Proposal to Establish Mutual Risk Company and to Seek Penny Postage.

of the hotel, which they will maintain throughout the convention.

SIX BOYS ARE ARRESTED

Trespass Charged as Result of Burning of Swan Island House.

Six boys who are alleged to have been responsible for the burning of a house on Swan Island January 18 were arrested yesterday by Patrolmen Weillbrook and Miller on charges of trespass, preferred by H. Nicklin, agent for the property.

They gave their names as Charles Kurtz, 294 Crosby street; Fred Bartlett, 295 Larrabee street; James Malheur, 364 Ross street; David Wallace, 114 Crosby street; Elmer Petersen, 410 Banton street; and George Phillips, of Oswego. They range from 17 to 21 years old.

Assault Charges Placed.

Daniel Ferris and John Erickson, who

were arrested by Patrolmen Ford and Abbott early yesterday morning after a fight in which Abbott shot Erickson's leg, which was slightly wounded, is sufficiently well to allow him to leave St. Vincent's Hospital.

Never Mind the Snow

Come to the Show Any Way and See

ARMORY THIS WEEK

Portland Automobile Trade Association, Inc.

The Hardware and Implement Dealers' Association of Oregon, which opened its session in the Imperial Hotel yesterday morning, will hold its most important meetings today. Election of officers for the coming year and consideration of plans for the organization of an independent mutual insurance company will be considered.

The consideration of the insurance question will be made in executive session. The officials who have been working upon the plan have declined to make public any of its details.

The membership of the association is about 250 and the adoption of a system of mutual insurance may have an effect upon the old-line insurance companies in the state.

Other features that will be brought up were suggested by J. R. Craven, president, and H. J. Aitnow, secretary, in their annual reports. Among these are a movement in behalf of the establishment of penny postage and protest against "restricted resale prices" on patented articles.

Secretary Aitnow urged that dealers should endeavor to inspire in their customers a spirit of patronizing home industry and helping the upbuilding of the state through buying home products, by practicing as far as possible the custom of purchasing their own stocks from Oregon manufacturers.

Mayor Albee, gave the address of welcome, Rev. Luther R. Dyott gave the invocation, and E. M. Underwood, of Portland, and J. H. Abrams, of Spokane, addressed the gathering.

The meeting opened with about 75 delegates present. It is believed that the attendance will be increased to 150. Several manufacturing companies have installed exhibits on the second floor

CLUB TO HOLD "EATS"

PROMINENT YOUNG WOMEN WILL APPEAR IN CABARET.

Entertainment to Be Supplied at First Social Event of New Theatrical Benevolent Association.

The first social function to be given by the Theatrical Benevolent Association, to be known as "eats," will take place at the banquet hall of the Villa St. Clara tomorrow afternoon, from 4 until 7 o'clock. Several young women well known in local social circles have organized themselves together and will give a genuine cabaret that will continue all through the three hours the "eats" are being served. Rehearsals have been conducted the last week at the Baker Theater under the supervision of Mary Edgett Baker, and among the fair entertainers, whose services, needless to say, have been donated for the good of the cause and the "fun of the thing," are Misses Josephine Miller, Mary Edgett Baker, Doris Skoel, Edith Shapner, Mrs. James Elias, Miss Capt. John Holmes, Miss Nancy Duncan and Leo Shapner, who play the piano.

The Theatrical Benevolent Association, although only a few weeks old, bids fair to become one of the leading theatrical organizations of the country. Starting with a dozen enthusiasts, it now has a membership of more than 100.

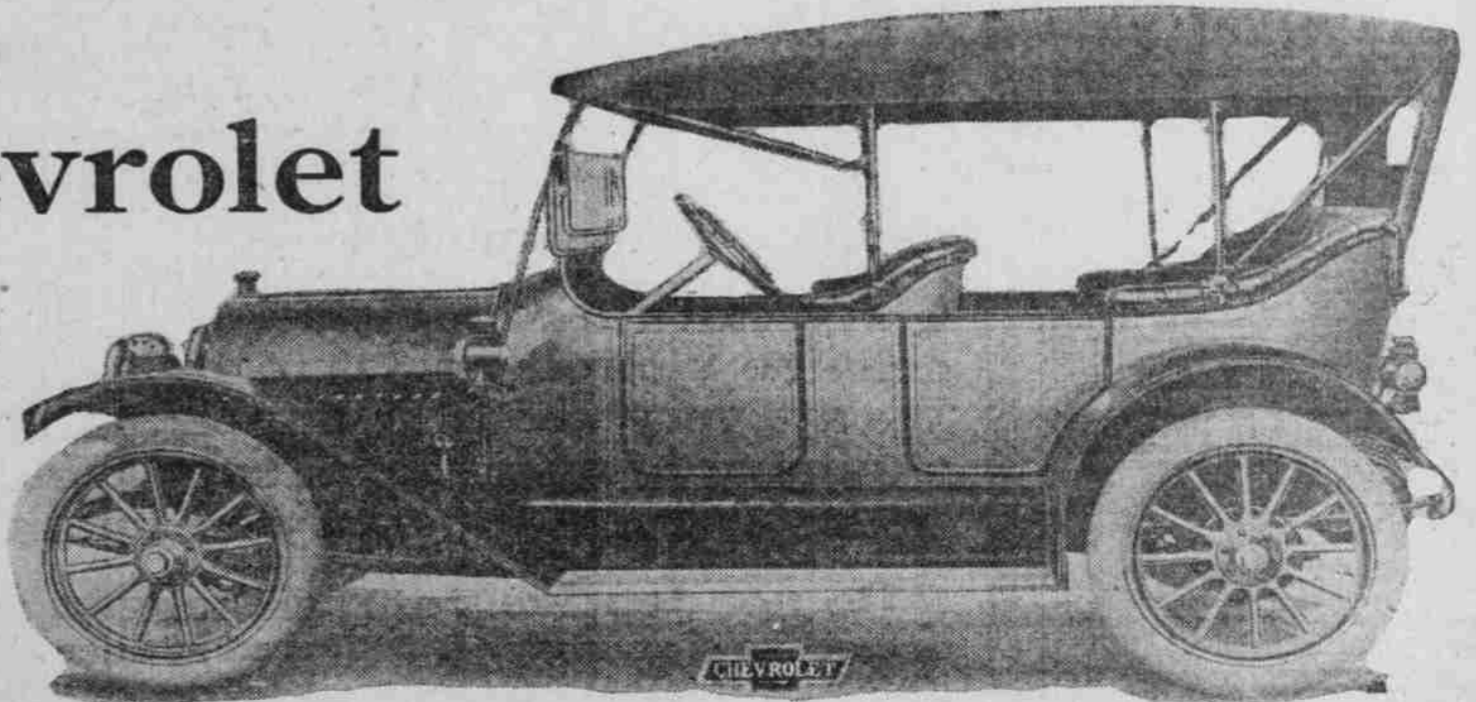
The officers are: Hugh B. McCabe, president; Edward C. Olander, vice-president; James Elias, recording secretary; A. Labreche, financial secretary; W. Frank Paine, treasurer, and George L. Baker, F. E. Van Ronk and Fred Henkle, trustees; Charles Bennett, marshal, and Harry Thorne, sergeant-at-arms.

Pastor to Be Honored. Members of the congregation of the First Methodist Church will give a dinner and reception at the church at Twelfth and Yamhill streets tonight in honor of their pastor, the Rev. Benjamin Young, and his family. Dr. Young's 48th birthday anniversary was last Sunday, and this entertainment is in the nature of a birthday celebration from the members of his congregation.

\$1000 Chevrolet

Every Inch a Motor Car

The Real Value at the Auto Show



"Baby Grand" Touring Car—perfectly proportioned, splendidly built—a fitting exponent of one of the world's great industries

The Northwest Chevrolet Motor Co.

Distributors for the Northwest Broadway and Couch Streets, Portland, Or.

"38" PACKARD "48" Packard cars receive their highest endorsement from experienced users of other cars, who when driving a Packard have realized for the first time the nearest approach to complete motoring satisfaction. A prominent motorist—owner and driver of nearly every so-called high grade car produced in America or Europe—reported in a personal letter, after a summer of high speed and strenuous touring in a Packard "48": "I did not believe it possible that such a perfect vehicle could be made." FRANK C. RIGGS COMPANY Cornell Road, 23rd and Washington Sts., Portland, Ore. LINCOLN HIGHWAY CONTRIBUTOR Ask the man who owns one

MAXWELL "25" \$825 in Portland The Car Without a Competitor This is the wonderful little car that you are hearing so much about. Staunchly constructed—light weight (about 1650 pounds). Apparently unlimited power—lowest maintenance cost. See it in booths 14 and 15 at the Automobile Show—ride in it—then you will buy it. PACIFIC MOTORS CO. H. S. COLTER, Manager. 682-684 Washington Street, Portland, Oregon.

AT THE SHOW The greatest variety of motor vehicles produced by any company in the world is a White achievement, the result of more than fifty years of practical manufacturing experience, and during all these years the name of White has been the guarantee of absolute responsibility and excellence of production. The White Co., Retail Factory Branch Broadway at Oak Street