AUTOMOBILE SHOW PLANS UNDER WAY

Second Week in January Is Favored by Some of Dealers.

NEW MODELS WILL BE HERE

Concerted Action Is Lacking in Absence of Dealers' Organization. Co-operation Suggested as Means to Avoid Trade Evils.

Plans are on foot to hold the annual Automobile Show during the second week of January, and at a much earlier date than heretofore. Several reasons are advanced by the local dealers who are fostering the preliminary plans for the event for such procedure, and the principal one in that it is their belief that all the new modeled cars will have arrived here in time to be entered in the show, thus avoiding the possibility of conflicting with a similar display to be held in Seattle and other Coast cities in the early Spring.

While the plans proposed by the few dealers interested in the affair are elaborate in the extreme, there is an apparent laxity of concerted action to that end by all the dealers. This fact again brings to the surface the evident need of closer relationship among the dealers. With an organization of some nature confined strictly to automobile lines, plans for an exhibition of new cars could be furthered to better ends than under the existing circumstances. Few other cities of the size of Portland, which proudly boasts of its standing in motordom, are without dealers' associations. Experience has proved to dealers in other localities that their organization and concerted action on matters of benefit to them is essential to the uplift of their business.

Dealers Need Mutual Protection.

Innumerable benefits are to be derived by a cemented relationship, not only from the accomplishment of beneficial purposes with greater ease, but in the protection of dealers in the trade. Very often it occurs that a purchaser has a car which he desires to "turn in" on the purchase of a new model. With this end in view he approaches the dealer that handles a car that strikes his fancy. Naturally the dealer will quote a figure on the old car in an effort to interest the purchaser. For his own protection he is compelled to hew close to the line in order to play safe, to make a marginal profit. Should the purchaser hesitate and repair to the local agent of his old car, he may be allowed a handsome advance over the first dealer. Consequently the second dealer accomplishes a deal with the purchaser for a new model car. The result is that a car other than the one which struck the purchaser's fancy is foisted upon him, with a loss to the first dealer because of his inability to handle the second dealer's car on an equal margin.

Trading Prices Could Be Fixed.

With an association of dealers, a schedule of prices could be arranged, as is done in other cities of the country where dealers are affiliated, on cars of certain models, and would be adhered to in the matter of trades.

The plans for the show now being formulated could without doubt be expedited and be made a success if all the dealers of the city would co-operate to that end. Formerly all automobile displays were held under the auspices of the Portland Automobile Club, to which organization belongs a great credit for the propagation of the enthusiasm in local motordom. It is safe to prophesy that the head and all members of the local motorists' organization will co-operate in any feasible venture that the dealers of the city might exploit toward the betterment of the doings in motordom.

WHITE ENGINE IS DIFFERENT

Intake Gases Heated Before Going Into Cylinder.

One of the most conspicuous features of the new White cars on exhibition in local salesrooms is the engine. The mechanism is unique and can be found on no other American-made machine. The intake gases are heated before being admitted to the cylinders, and the exhaust gases are cooled immediately after leaving the cylinders. A single intake pipe leads from the carburetor to the engine. Forming an integral part of the engine casting are intake passages communicating with each cylinder. The charge of gas from the carburetor is heated in these passages, so there is no condensation of gasoline vapor, and the cylinders receive a uniform mixture of proper richness.

The exhaust gases, on leaving the cylinders, are conducted through passages which, like the intake passages, are a part of the engine-casting. These passages are water-jacketed and the exhaust gases are immediately cooled, thereby reducing the pressure and, incidentally, reducing the noise to a minimum. So slight is the back pressure from the exhaust gases that a muffler of very simple construction is used, and it is not necessary to provide it with a cutout.

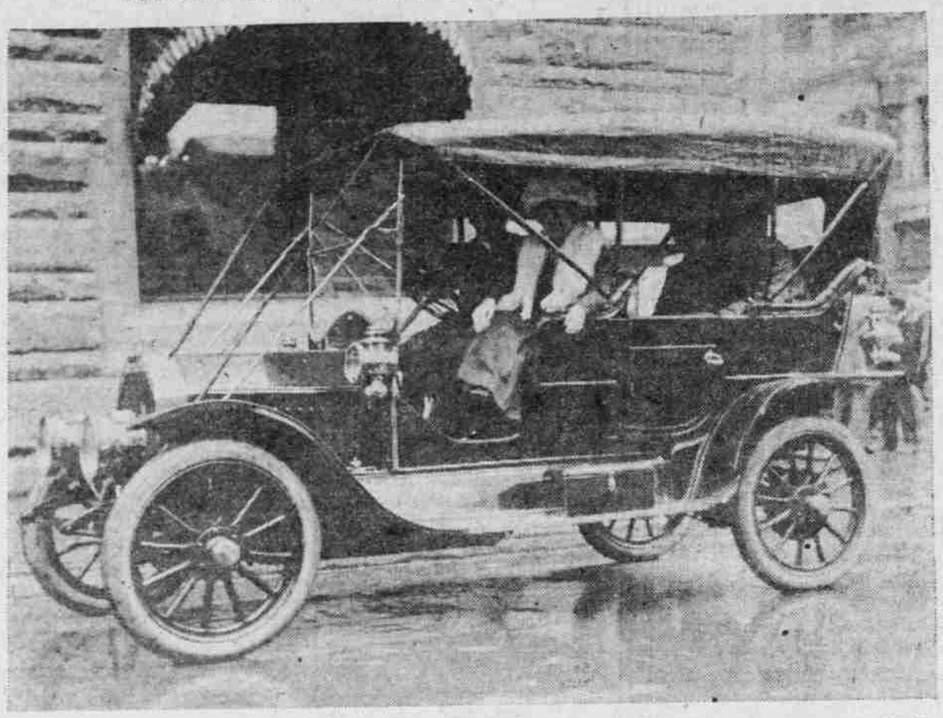
CLARKE SHIFTS TO QUARTER

Captain of Oregon Eleven Will Direct Game Himself.

UNIVERSITY OF OREGON, Oct. 23.—(Special.)—Captain Dudley Clarke, of the varsity football squad, has been shifted from half to quarterback by Coach Forbes and will probably play that position for the rest of the season. This move fills the weak spot in the Oregon line-up, as neither Latourette nor Chandler, who handled the quarterback position between them last year, has shown up as well in all departments of the game as had been expected.

Clarke played quarter Thursday and Friday in practice and in a full game today. As soon as the big fellow gets used to whipping the ball around he gives promise of making one of the strongest quarters in the Northwest. Clarke is very fast, and is considered the premier punter in the West, and he runs the team in fine style. If he continues to play here it will give Oregon four heavy men behind the line, as Clarke weighs 182, and the highest of the other backfield men, Taylor, tips the beam at 166. This will be an immense advantage in making an impregnable interference and strengthening the team's attack. George Sullivan will probably play Clarke's left half, while Latourette will be held in reserve for the present.

THEATRICAL PARTY GUEST OF MANAGER OF AUTOMOBILE AGENCY.



MISS BESSIE CLIFFORD, OF "THREE TWINS" COMPANY, IS BESIDE THE DRIVER, JAMES BAYLISS. VICTOR MORELY, OF SAME COMPANY, AND W. T. PANGLE, OCCUPY REAR SEATS.

Few, if any, of the sights of interest about Portland were overlooked by at least two members of the "Three Twins" company during its engagement here last week. Victor Morely and Miss Bessie Clifford, two of the principals were guests of "Jimmy" Bayliss, manager of the Northwest Buick Company here and a former theatrical man himself. The accompanying illustration depicts the two thesplans under the guidance of W. T. Pangle and with their host at the wheel on a jaunt about the city in a 1910-model Buick touring-car.

MUCH HOPED OF NEW CAR

HUPMOBILE SAID TO BE BEST FOR SIZE IN LAND.

Local Agency Secured by Forrest Smithson—News Furnished by Local Agencies.

A car with everything a big car has, save size, and which, from present prospects, promises to make an excellent showing during the coming season in this section, is the little "Hupmobile," the local agency of which has been acquired by Forrest Smithson, the world-beating hurdler. The "Hupmobile" is just as complete as the most expensive car made, only of a miniature construction.

The engine is of the four-cylinder, water-cooled type, with three-quarter-inch bore and three-and-three-eights-inch stroke, developing 16-horsepower. Features of the engine are the off-set crankshaft, fan-bladed flywheel in front, Parson's white bronze bearings and noiseless cam shaft. Transmission is of the selective sliding gear type. The clutch is of the cone type, self-adjusting, and is inclosed in the gear case, running in oil. Shaft drive is used with Hyatt roller bearings, the shaft and universal joint being inclosed and lubricated by oil from the crank case through the transmission.

The steering gear is of the rack and pinion type with a rakish slant, a 15-inch steering wheel with an aluminum spider being used. The carburetor is a Breeze, with hot air connection. Ignition is by means of a Bosch high-tension magneto, doing away with spark-coil batteries and connecting wires. Two foot brakes of the internal expanding type and two emergency brakes of the same type, all operating on the rear hubs, are used. Semielliptical springs are used in front and a patented cross spring in the rear. The radiator is of the Mercedes type with vertical tubes and straight fins. The frame is of pressed steel, the wheel base being 86 inches. The weight of the car, complete with regular equipment, is 1100 pounds.

* * *

Following the road race given under the auspices of the Automobile Club of California at San Francisco yesterday, the principal motor events of the future are as follows:

October 28-30, Dallas, Tex.—Three-day track meet, Dallas Automobile Club.

October 30—Vanderbilt Cup race, Long Island motor Parkway, Motor Cup Holding Company.

November 8-9, Savannah, Ga.—Georgia highway reliability contest to Atlanta, Savannah Automobile Association.

November 9, Atlanta, Ga.—Track races, Atlanta Automobile Association.

November 20-21.—New Orleans annual Fall meet, New Orleans Automobile Club, Homer George, secretary manager.

November 22, Denver, Colo.—Start of chassis, 120-mile stock chassis and two 200-mile stock chassis races form part of card. In more than one case there are several events of the aforementioned classes on the programme, the difference being in the matter of piston displacement qualifications.

* * *

A car which it is hoped will revolutionize all motordom is now under construction by the Brush Runabout Company at Detroit. The price of the car will be $485 at factory and it is designed to meet the requirements of farmers as well as townsmen. The manufacturers acclaim it as "every man's car" and one which will spring into instant favor. Anticipating a run after its placement on the market, the Brush concern is manufacturing 10,000 of the little cars. The lines of the Brush output heretofore are adhered to closely in the new venture. It is expected to outclass all competitors in the cheaper grades of cars. The manufacturers have accomplished a great achievement in constructing a balanced motor. The result is single cylinder simplicity, reliability, light weight and low gasoline and oil consumption, with four-cylinder power and smoothness. Among the remarkable features claimed by the manufacturers of the new model are: Wheel base lengthened six inches over its competitors, Mercedes typed motor with new selective control, universal coupling shaft, improved dust commutator, multiple disc, low and reverse clutches, transmission control levers entirely housed and oil tight.

* * *

New light is shed on the automobile racing proposition as now handled in the following from Henry Ford, president of the Ford Motor Company, on the rules of the American Automobile Association, under whose rules all sanctioned races are held:

"The proper racing classification is one that considers cylinder displacement only.

"A 300-inch car should be considered the rightful competitor of every other 300-inch car.

"Another ruling which, while not an A. A. A. ruling, finds favor among promoters and, in its use, works a hardship on builders of light cars, is the rule under which so-called economy tests are conducted. Instead of the car which actually runs farthest on the least fuel winning, it's the car that makes the most ton-miles.

"The average buyer wants to know which car will use the least fuel and be the least expensive to own and operate. The economy test tells him that, while this car or that car will not go very far on a gallon, it does go a long distance considering how much it weighs. Here again cylinder displacement should govern."

CHICAGO GETS MORE BALL

New Park Building in Windy City. Association May Invade.

CHICAGO, Oct. 23.—Ground will be broken soon for a new steel and cement grandstand on the proposed American Association baseball ground site at Sheffield avenue and Addison street. The property was bought last Spring in the name of Charles S. Havenor, owner of the Milwaukee American Association Baseball Club. Mr. Havenor acted as agent in the transaction, and, although the majority owner, other association magnates were interested in the deal, among the rest being M. E. Cantillon, of the Minneapolis Club, and his brother, Joe, late manager of the Washington team.

The real plan back of the enterprise, it was said yesterday, was to bring John Kling, the former Cub catcher, here from Kansas City, to be at the head of a semi-professional team, in which case the city league would be reorganized or else enlarged to eight clubs.

In Rio de Janeiro the entire public-utility system—streetcars, electric lights, gas and telephones—is owned by an American-Canadian syndicate.

COLTS TO PLAY TODAY

J. G. MACKS WILL TACKLE CASEY PLAYERS.

Amateurs Composed of High-Class Talent to Oppose Leaguers on Vaughn-Street Diamond.

Pearl Casey's Colts, comprised of both Pacific Coast and Northwestern League players, are scheduled to meet the J. G. Mack & Co. team, one of the fastest local aggregations, on the Vaughn-street lot, this afternoon.

Casey had his players out for practice once or twice during the week when the weather permitted, and the lineup presented quite a formidable front. So much so that Casey wired Mike Lynch to secure a game with the Seattle team if that aggregation had not disbanded, but Lynch sent back word that his team had scattered and a game was impossible.

The J. G. Mack team is comprised of some high-class young talent, and is bolstered in places with former league players. Collie Druhot, formerly of the St. Louis Nationals and the Indianapolis team of the American Association, will do the pitching for the Mackites, and Phil Nadeau, formerly a popular outfielder on the Portland Pacific Coast League club, will play second base.

Frank Turk, a young Tri-City Leaguer who made a fine record in the Inter-Mountain League during the Summer, will also be found in the Mack lineup. Turk is a speedy youngster, and looks to have a most promising future. Joe Fay, "Red" Rupert and Ray Hinkle will also grace the Mack team. All three are fast youngsters and capable of putting up a strong game.

Charley Moore, the Columbia University lad, who played second base for McCredie's champion team in 1906, and who has since been one of the stars of the Aberdeen Black Cats of the Northwestern League, will cover the short field for Casey's team. Fred Adams, Ed Kennedy, Jack Bassey, Buddy Ryan, Big Bill Chenault, Win French and Charley Armbruster will fill in positions on the leaguers' nine.

Lou Mahaffey, the former Pacific Coast and Northwestern League umpire, now residing in Portland, has been secured to officiate in this afternoon's game. The game is called for 2:30 o'clock. The teams will line up as follows:

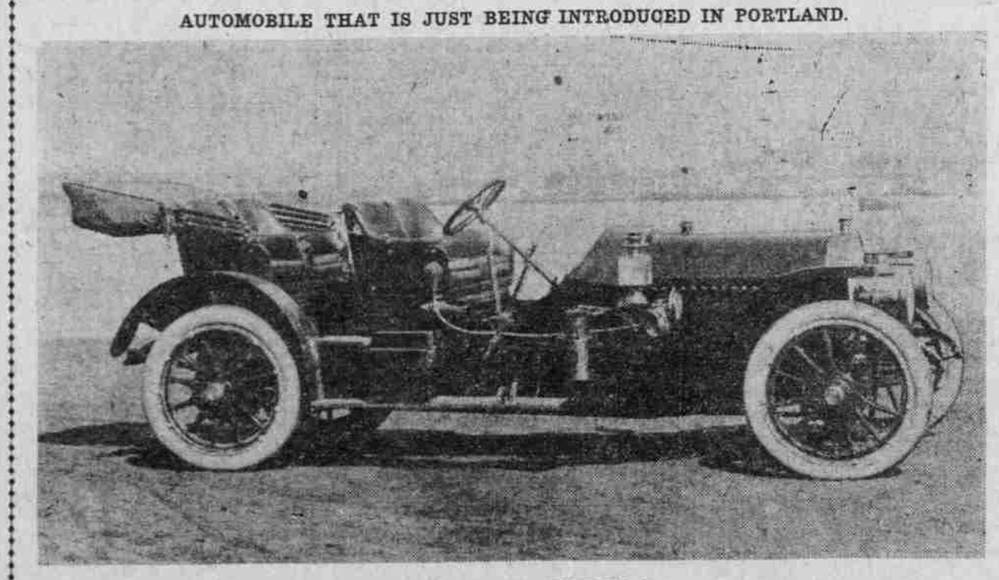
Northwests.	Position.	J. G. Mack & Co.
Armbruster	c	Shea, Brock
Chenault, Fitchner	p	Druhot, Lake
Kennedy	1b	Montag
Casey	2b	Nadeau
Moore	ss	Turk, Fay
Adams	3b	Newell
French	rf	McElwain
Ryan	cf	Rupert
Bassey	lf	Hinkle

Vanderbilt's Horse Wins.

PARIS, Oct. 23.—W. K. Vanderbilt's Gambaizeuil won the Prix Marly at Auteuil today.

The wine storage houses in France are now using cement tanks lined with glass instead of old wooden ones. The glass lining is used for two reasons—the acids in the liquor decompose the cement, while the cement absorbs the bouquet of the wine. A tank in Havre has a capacity of 290,000 gallons.

AUTOMOBILE THAT IS JUST BEING INTRODUCED IN PORTLAND.



LOCO ROADSTER, TYPE NO. 1.

Among the recent arrivals of new model automobiles, the Type No. 1 Loco Roadster is destined to become popular. Taken as a whole, the car represents a high standard of manufacturer's art, and the records of its predecessors indicate service and durability. As its title indicates, the car is of the roadster type, with baby tonneau body, and a seating capacity for four passengers. Neate & McCarthy, Inc., 522-524 Alder street, have signed up for the agency.

HARD CLIMB MADE

Studebaker 40 Negotiates Bancroft-Avenue Hill.

FLYING START IMPOSSIBLE

Incline Is Five Blocks Long and Ascent Is at Angle of Nearly 45 Degrees, Increasing Near Top. Feat Done on Bet.

The hill climbing ability of a Studebaker 40 was tested Saturday afternoon when William Powell, a chauffeur in a local garage, ascended the Bancroft-street hill with apparent ease and won a wager made with a companion a few hours before.

The Bancroft-street hill in South Portland has heretofore proved a stumper to motorists. Scores of drivers have made futile efforts to reach its crest. Powell, in order to satisfy himself that the Studebaker car was all he claimed it to be, made a bet with a fellow driver. The failure of former drivers to succeed in reaching the top, caused his companion to cover the money immediately. Then both drivers motored to the hill, accompanied by several of their seconds.

The incline is a trail over five blocks long with an angle of nearly 45 degrees. Several hundred yards from the top of the hill the angle becomes more acute and consequently more difficult to climb. After reaching the base of the hill it was found that a "flying start" would be impossible, owing to the approach. In full view of over 100 persons, Powell got under power and began the ascent on a "dead start." Gradually the car crawled upwards, bounding and rebounding from the aggravating "niggerheads" and rocks that lay in its path. The obstacles, however, did not hinder the advance of the car. After reaching the precipitous incline near the top, Powell manipulated his levers dexterously. A few moments later the car was dragging itself nearer the brow of the hill. Then the front wheels were over the crest and the feat was accomplished. Powell won his bet and the Studebaker car won the distinction of being the first ever to accomplish the climb.

* * *

E. Henry Wemme, president of the Portland Automobile Club, and several motorists made a run to Rhododendron and Welch's Camp on Mount Hood last Sunday. The run was for the purpose of ascertaining the amount of work required to reconstruct the road to the mountain. President Wemme intends to begin the work of reconstructing the highway immediately. The subscription he is "floating" among local motorists for that purpose already has a goodly number of signers and is being increased daily. A fund of $10,000 is being raised. One-half of this amount will be subscribed by farmers along the route and the remainder will be advanced by motorists at large in the city. Mr. Wemme has already collected a fund well up in four figures.

Preliminary work is already under way. The approaches to McIntyre Hill have been reconstructed and are now in fair condition. The roadbed has been graded and underbrush on either side of the road has been cut away for a distance of 50 feet. This method of reconstruction will be adhered to throughout the entire distance of 11 miles. The object of removing the brush is to permit the roadbed to dry more quickly after rains. The general work is expected to be under way in two weeks.

* * *

The H. L. Keats Company sold Chalmers 30's to the following Portlanders last week: Dr. James Wiley, J. B. Yeon, H. L. Cox. Orders for Chalmers 40's were taken from R. V. Jones, J. H. Wienandy and R. F. Cox. The little Hudson 20 again demonstrated its popularity among purchasers during the week. Cars were sold to Dr. N. W. Jones, R. C. Cox, and J. D. Moore. A carload of Hudsons was received and delivered during the week.

Notes of Local Auto Field.

L. E. Crowe, local manager for the Thomas Flyer, Oldsmobile, Overland and Marmon cars, is expected to return home from the East during the coming week. During his recent visit to the factories he signed up for the coming season with allotments increased from 50 to 80 per cent over last year.

During the past week J. Murray Page, Pacific Coast manager for the Locomobile Company of America, paid a visit to the agency here. He spoke enthusiastically of the future prospects for trade in this section and said: "The automobile business never looked so rosy for us as at the present time. Our cars are springing into popular demand and we have every reason to feel optimistic of the future."

G. De Vaux, of the Northwest Buick Company, returned last week to this city after an extended visit in the East. He secured an additional 100 Buicks to the present season's allotment during his visit to the factory at Flint, Mich. He signed up for next year with an increase of 100 per cent of the local agency's allotment.

J. A. Byerly, of Portland, purchased a Baby Six Pierce Arrow through the Covey Motor Car Company last week.

Fred Bennett, local agent of the Reo and Stoddard-Dayton, is homeward bound from the East, where he visited the factories and renewed contracts for next year.

Dr. A. M. Webster, of Portland, purchase a Model 10 Buick surrey through the local agency last week.

Howard M. Covey, president of the Covey Motor Car Company, was among the representatives of local motordom who visited the Portola Motor Show at San Francisco last week.

Advices were received here during the past week that the Oakland, Oldsmobile, Buick, Cadillac and Welch manufacturers have returned to the fold of the Association of American Licensed Automobile Manufacturers.

O. E. McCarthy, manager of the local agency of the Locomobile and Oakland, spent several days last week establishing agencies for his cars in Medford, Eugene and Salem.

George L. Baker, the local theatrical manager, purchased a 1910 model seven-passenger Peerless through the H. L. Keats Company last week.

Among the recent arrivals at the Northwest Buick Agency here are two clever little cars. The little Buick "White Streak," with its refinements over the old models is expected to continue to hold its position in popular favor. The Buick 40 roadster, or model 16, gives a wider range of options for the coming season. It is equipped with 34x4 wheels, front and rear, and may be purchased with a detachable double rear seat or with a toy-tonneau body of attractive lines. A choice of colors also prevails. A rich shade of dark red or deep blue with a cream-colored running gear are the predominating pigments of the new model.

Forrest Smithson, the world's champion hurdler and the popular manager of the Hupmobile, participated in the athletic events held at the Portola Festival incidental to his visit to the motor show at San Francisco last week.

J. J. Robertson, general sales manager of the Locomobile Company of America, is expected to arrive here this week from New York. He is making a tour of the Pacific Slope cities and visiting his respective agencies.

Turks Want Gotch's Title.

CHICAGO, Oct. 23.—Antonio Pierri, importer of foreign wrestling talent, is coming back to America with another Turk with whom he expects to dethrone Frank Gotch from his position as world's champion. Pierri was the man that brought Yousof, the mighty Turk, who swept the boards clean many years ago, and last Winter he brought Yussef Mahmout here to beat Gotch. He failed by a wide margin, but when he departed, said he would yet get a man to beat the Iowa farmer. Now he writes that he is bringing Maxout Murat.

WORLD'S AUTO RECORDS FALL

Robertson and Oldfield Clip Seconds From Old Marks.

ATLANTA, Ga., Oct. 23.—George Robertson, driving his big Simplex, this afternoon reeled off five miles at the new Atlanta speedway in the remarkable time of 3:59 4-5. He then made a mile in 46 seconds.

Robertson's time clips 11 seconds off the record made at Indianapolis by Barney Oldfield in a Benz, when he made five miles in 4:11 3-10.

Robertson then made two miles in 1:34 flat.

Barney Oldfield, in his Benz car, made five miles in 3:52 2-5, beating his own record at Indianapolis by nearly 19 seconds.

Society Falls for Big Race.

NEW YORK, Oct. 23.—That the Vanderbilt Cup race to be held on Long Island on Saturday, October 30, will this year resume its former position as the social and sporting event of the year is indicated not only by the high character of the entries, which will include nearly every foreign and American make of car, but by the demand from clubmen and society folk for seats and boxes.

Zig-Zag Tire Chains

THE NEW, NOISELESS KIND

It does not require a mechanical eye to note the superior merits of the new-style zigzag tire chain over the old-style cross chain.

Besides being noiseless and positively non-skidding on side-hill roads, there are no cross chains to cut into the tread of the tire, and by actual test they will outlast two sets of the old-style chains.

If your dealer substitutes on your order and sends the old-style cross chains, return them and report the case to us.

If an unreliable dealer "knocks" the chains, take it from us that he is either tied up on a contract or overstocked on the old-style chains and wants to unload.

The new chains cost no more than the old ones. Insist on having the new ones.

A. J. Winters Co.

Vulcanizing and Re-Treading.
No. 67 Sixth Street, Portland, Or.
Reliable Auto Supply and Hardware Dealers

MEN FORGET the discomforts of shaving when they apply

ED. PINAUD'S LILAC VEGETAL

after a shave. No other preparation refreshes and comforts like this delightful, fragrant toilet water. Apply a few drops before drying the face. Only 75 cts. for a 6 oz. bottle, at drug and department stores. First-class barbers will give you an application on request. Insist that it be ED. PINAUD'S Lilac.

Send 4 cts. in stamps to our American offices for a sample bottle,

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DETROIT ELECTRIC
COVEY MOTOR CAR CO.
SEVENTH AND COUCH STS.

"Firestone" TIRES
Vulcanizing & Retreading. R. E. BLODGETT, 510 Alder St. Main 7005.

FORD FIVE-PASSENGER TOURING CAR MAGNETO INCLUDED $850
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GRAHAM MOTOR CAR COMPANY
FIFTEENTH AND WASHINGTON—PHONES MAIN 5468, A 3268.

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AUTOMOBILE MACHINISTS
Work Called For and Delivered
Satisfaction Guaranteed

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SEVENTH AND BURNSIDE

"Maxwell" AGENCY
E. E. COHEN Manager
Phones A 4944 Main 2583
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PALMER SINGER & SIMPLEX AUTOMOBILES
The name of Palmer Singer on anything is a sufficient guarantee of its worth.
FUNK & PROSSER
Distributers,
329 Everett St.
1910 cars now here for inspection.

STUDEBAKER Gasoline Electric CARS
Pone 1853 Chapman and Alder Streets

WHITE Steam and Gasoline AUTOS
White Motor Car Co.
86 TENTH STREET PHONES: Main 692, A 2234
C. A. EASTMAN, General Manager. G. S. BRACKETT, Secretary.