

DEALERS TO HOLD FORDSON EXHIBITS

Big Displays to Be Held in Seattle Tomorrow.

SHOW WILL BE LARGE

Educational and Entertainment Features Are Provided by Exposition.

SEATTLE, Wash., Oct. 14.—At a meeting of seventy western Washington Ford dealers at the Motor Dealers' club here this week, final plans were formulated for the success of the huge Fordson industrial exhibition to be held in Seattle at Fourth avenue and Blanchard street October 16 to 21. Among the important announcements made at this meeting was the arrangement of visitors' dates, which are: Monday, October 16, dealers' day; Tuesday, October 17, club and organization day; Wednesday, October 18, manufacturers' and farmers' day; Thursday, October 19, southwestern Washington day; Friday, October 20, northwestern Washington day; Saturday, October 21, Ford day.

Exhibits for the show are now all on hand and the heavier industrial machinery which will be included in the showing has been set up. The grounds are being put into shape and the main tent, which will house many of the exhibits, and the motion picture tent, in which will be shown the latest releases from the Ford motion picture laboratories, have been put up.

Preparations are also being made for the out-of-doors exhibits, where mechanical and commercial equipment too large to be shown under a tent will be displayed. The committee in charge of arrangements for this Ford power circus are preparing an elaborate program of special features to accommodate the various industrial and commercial leaders who are planning to study the new phases of Fordson and Ford activities.

The mechanical exposition as developed in this Fordson show is a new thing for Seattle and an important addition to the industrial and commercial history of the city as well as of the state of Washington. It comes to Seattle after being shown in thirty of the largest cities of the United States and wherever it has been held it has received the unqualified endorsement of men prominent in the industrial development of the state.

The electric lighting feature of the show, the lights being furnished from a Fordson generator, will attract unusual attention. The contrast between work of this nature requiring steady operation of the tractor power plant under conditions of fixed load, and many other types of work showing extreme variability under conditions of fluctuating load will be of marked importance to students of power.

All features of the exposition, including even the motion picture exhibit, are educational in nature, the picture program being varied by entertaining and amusing films without charge and the show will well. Admission to all exhibits will be open from 10 A. M. to 6 P. M. throughout the entire week during

ROBERTS TAKES FEDERAL HEAVIER TRUCK ADDED TO LINE OF LOCAL FIRM.

Republic Will Continue to Be Handed as in Past; New Home on East Side on Way.

The Federal motor truck is again represented in this section, the Roberts Motor Car company, pioneer truck organization of this section, having taken the Federal agency for Oregon and southwestern Washington. Such was the attitude of an announcement made by the Roberts Motor Car company last week following the conclusion of arrangements with the big truck factory. Talking on the Federal will in no way interfere with the handling of Republic trucks, it is the policy of the company will continue as representative for the popular Republic line as in the past.

O. W. Roberts of the company, in making the announcement, stated that it was only after thorough analysis of the truck field that the Federal line was taken. The local company has had marked success with the Republic, but has felt the need of a recognized work-drive truck to complete its line, he said.

A new building, twice the size of the present home, is now under construction and will take the Roberts Motor Car company to the east side at East First, East Second and Pacific streets. This building when ready for occupancy will be one of the most up-to-date truck sales and service stations in the northwest, Roberts declared.

A large stock of Federal parts is on the way from the factory. Mr. Roberts said, and the company is already in a position to extend service to Federal owners as well as to Republic owners.

CUSHMAN ROAD PROGRESSES

Southern Pacific Building Highway to Replace Right-of-Way.

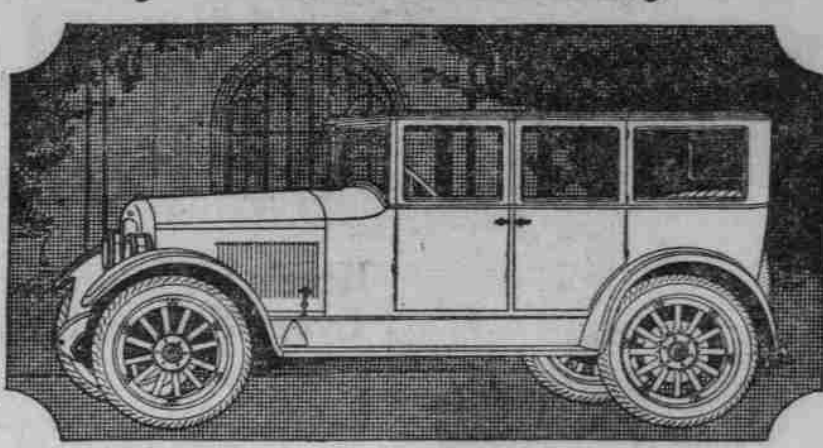
EUGENE, Or., Oct. 14.—(Special.)—The Lane county court has received notice from the contractor on the Manlyton-Cushman road, being built by the Southern Pacific company, that the second section of three miles has been completed and the court soon will send the county engineer to inspect the work. This makes a total of 4 1/2 miles of the 12 miles completed.

This road extends down the north bank of the Siuslaw river and is being built to take the place of the road that was destroyed when the railway company built its Coos Bay branch. The estimated cost is \$75,000, of which the county court agreed to pay \$10,000.

Truck Hire Cheaper Than Coolie.

Small Chinese firms have found it cheaper and more efficient to hire a truck than to employ the necessary number of coolies, says Consul-General Edwin S. Cunningham, Shanghai, in a report to the department of commerce. A Shanghai newspaper has estimated the expense of operating one truck for a day at about \$21. To do the same work 60 coolies would be required, at a cost of from \$26 to \$48 for labor alone, exclusive of all other expenses.

A Roomy Sedan of Sturdy Strength



6 Cylinders—50 Horsepower—5 Passenger—\$1465

The price of the Jewett Sedan is so astonishingly low that unless one has personal knowledge of the character and quality of this car of amazing value, a false classification is not an unnatural impression.

The Jewett is not a "light six" Sedan. It is a roomy, powerful, five-passenger enclosed car of distinction. It is powered with a six cylinder, 3 1/4 x 5 inch motor installed in a husky chassis in which every unit is built for excess strength.

Here is a Sedan that can be matched only by enclosed cars selling for at least \$500 more than the Jewett. This is a statement certainly worth investigating. You can prove its validity by a demonstration which will be arranged to suit your convenience.

It is Sold and Serviced by Paige Dealers Everywhere

COOK & GILL CO., Inc.

Ninth at Burnside St. Broadway 7751

Jewett—Oregon Distributors—Paige

JEWETT

A Thrifty Six Built by Paige

FORD FIRM CELEBRATES TALBOT & CASEY OBSERVES FIFTH ANNIVERSARY.

Interesting History of Authorized Ford Concern Told; Casey Now Sole Owner.

Five years of dealing in new and used cars at the location of their modern garage on the southwest corner of East Ankeny and Grand avenue has been the inspiration for the observance of anniversary week by the Talbot & Casey firm, authorized Ford dealers, during the past week. Five years ago October 12, H. J. Casey, sole owner of Talbot & Casey, leased the 18,000 feet of floor space in the brick structure at the present location and as one of the six original Ford distributors for Portland began doing business. This week has been set aside as the anniversary week of the firm in observance of the progress which has placed it among the foremost Ford dealers in the state.

The success and achievement of the firm is due largely to the tenacity and progressive spirit of Mr. Casey, who, although starting business under the firm name of Talbot & Casey, purchased his partner's share just two months after the opening at the present location five years ago, and has conducted the business under his own personal supervision since that time. A total of 250 cars have been sold during the period the concern has been in existence and this from the small total of 25 cars in the one year in 1918. Prior to opening the garage at East Ankeny and Grand avenue a small service station and shop was operated by Mr. Casey at East Twenty-second and Belmont streets, and among these was the appointment of H. J. Casey as one of the top among the automobile dealers of Portland has not been an easy one. Before conceiving the idea of embarking in the automobile business for himself, Mr. Casey was in the employ of the Portland Gas company, keeping their cars and trucks in repair and cleaning them after their day's work was finished. This position he held for several years before being employed as a car washer in the Ford Motor company's assembling plant in Portland when Ford work first being introduced to Oregon. From the job of washing cars he was advanced rapidly, due to his ability along mechanical lines, to the position of shop foreman.

Embarking in business for himself, Casey maintained his repair shop on Belmont street until in 1917 came the appointment of six original Ford distributors in Portland, and among these was the appointment of H. J. Casey as one of the top among the automobile dealers of Portland has not been an easy one. Before conceiving the idea of embarking in the automobile business for himself, Mr. Casey was in the employ of the Portland Gas company, keeping their cars and trucks in repair and cleaning them after their day's work was finished. This position he held for several years before being employed as a car washer in the Ford Motor company's assembling plant in Portland when Ford work first being introduced to Oregon. From the job of washing cars he was advanced rapidly, due to his ability along mechanical lines, to the position of shop foreman.

Embarking in business for himself, Casey maintained his repair shop on Belmont street until in 1917 came the appointment of six original Ford distributors in Portland, and among these was the appointment of H. J. Casey as one of the top among the automobile dealers of Portland has not been an easy one. Before conceiving the idea of embarking in the automobile business for himself, Mr. Casey was in the employ of the Portland Gas company, keeping their cars and trucks in repair and cleaning them after their day's work was finished. This position he held for several years before being employed as a car washer in the Ford Motor company's assembling plant in Portland when Ford work first being introduced to Oregon. From the job of washing cars he was advanced rapidly, due to his ability along mechanical lines, to the position of shop foreman.

Embarking in business for himself, Casey maintained his repair shop on Belmont street until in 1917 came the appointment of six original Ford distributors in Portland, and among these was the appointment of H. J. Casey as one of the top among the automobile dealers of Portland has not been an easy one. Before conceiving the idea of embarking in the automobile business for himself, Mr. Casey was in the employ of the Portland Gas company, keeping their cars and trucks in repair and cleaning them after their day's work was finished. This position he held for several years before being employed as a car washer in the Ford Motor company's assembling plant in Portland when Ford work first being introduced to Oregon. From the job of washing cars he was advanced rapidly, due to his ability along mechanical lines, to the position of shop foreman.

A total of 40 employees are now working in the various departments of the firm's plant. Of this number 25 are in the shop department. Six of the men now in the employ of the firm began work with Talbot & Casey when the agency was established five years ago. Of these, W. E. Harbole, formerly superintendent of the Ford Motor company in its Portland plant, is now traffic manager and superintendent of the shipping and receiving departments.

500 Cars Wanted

To wreck. Condition, make or model no object.

We wreck them all. S. & S. Auto Wrecking Co. 501-507 Alder St. Broadway 0636

and Walter Taggersell has achieved the position of shop foreman.

Several appliances and patents for devices for the Fordson tractor and trailers have been perfected by Mr. Casey during the time that he has been a dealer for the Ford Motor company, among these being the Casey tractor traction wheel, the Casey trailer attachment, and a number of minor appliances. His success with the trailer attachment appliance and his knowledge along this line has secured for the firm the state distributing agency for the trailmobile.

Cadillac Heads Off to Europe.

DETROIT, Oct. 4.—President H. H. Rice of the Cadillac Motor Car company and E. W. Seasholtz, chief engineer, have sailed for Europe to attend the London and Paris automobile shows, and to investigate the trend of European design and business. They were accompanied by E. A. De Waters, dean of the Buick engineering corps. Other members of the General Motors executive forces are expected to join the party abroad.

New Auto Club Organized in Portland.

"Saturday - Aint - No - Day - To - Work" Association Formed.

"I don't bother work, and work don't bother me. From this day on, we're going to ride. Every Sat-ter-tee!"

That's the rallying cry of Portland's newest automobile club, "Saturday - Aint - No - Day - To - Work" association.

Cruicker Bros. store, 120 Union avenue North, has been named official headquarters for Portland. News of their appointment was received from national headquarters, Chicago, last week.

Portland is now lined up with Chicago, Detroit, Milwaukee, Pittsburgh, St. Louis, Seattle, San Diego and scores of other important cities which have membership in the club. Everybody in Portland and surrounding territory who owns a motor car, the particular make doesn't matter is invited to join. All that is necessary is a car and an inclination to tour, it is announced.

This position he held for several years before being employed as a car washer in the Ford Motor company's assembling plant in Portland when Ford work first being introduced to Oregon. From the job of washing cars he was advanced rapidly, due to his ability along mechanical lines, to the position of shop foreman.

Embarking in business for himself, Casey maintained his repair shop on Belmont street until in 1917 came the appointment of six original Ford distributors in Portland, and among these was the appointment of H. J. Casey as one of the top among the automobile dealers of Portland has not been an easy one. Before conceiving the idea of embarking in the automobile business for himself, Mr. Casey was in the employ of the Portland Gas company, keeping their cars and trucks in repair and cleaning them after their day's work was finished. This position he held for several years before being employed as a car washer in the Ford Motor company's assembling plant in Portland when Ford work first being introduced to Oregon. From the job of washing cars he was advanced rapidly, due to his ability along mechanical lines, to the position of shop foreman.

A total of 40 employees are now working in the various departments of the firm's plant. Of this number 25 are in the shop department. Six of the men now in the employ of the firm began work with Talbot & Casey when the agency was established five years ago. Of these, W. E. Harbole, formerly superintendent of the Ford Motor company in its Portland plant, is now traffic manager and superintendent of the shipping and receiving departments.

500 Cars Wanted

To wreck. Condition, make or model no object.

We wreck them all. S. & S. Auto Wrecking Co. 501-507 Alder St. Broadway 0636

NEW HAYNES LINE HERE

SERIES 1923 SPORT MODELS RECEIVED BY STEVENS.

Both Open and Closed Styles Included, Equipped With All Latest Appointments.

Receipt of the first of the new 1923 model Haynes sport models was announced late last week by A. C. Stevens, local Haynes distributor, who unloaded a carload of the handsome new cars, the first so far as is known to invade the Pacific northwest from the factory at Kokomo, Ind.

The cars comprise a complete new series of fully equipped sport models in both the open and enclosed body styles, including the following: five-passenger sport touring car, two-passenger sport coupelet, three-passenger sport sedan and five-passenger sport sedan. The new cars received by Mr. Stevens were unloaded late in the week and are already on display at the Stevens showroom on upper Washington street, where they are attracting wide attention from motor fans.

As might be expected from the "sport" designation each of the new 1923 Haynes cars is fully equipped with the latest accessories. While the cars themselves are made beautiful and attractive with all the latest sport appointments, such as disc wheels, nickel-plated radiator, trunk rack, etc.

Some of the extra equipment for the sport models is given as follows: two extra wheels with cord tires mounted on the sides of the car at the front; polished protection bars at the back of the body; a smart looking trunk that conforms to the shape of the body, mounted on a new design trunk rack; nickel-plated radiator with ornamental radiator cap, nickel-plated headlights, Boyce motor, special Haynes design sun and vision visors, latest style windshield wings on the open models.

The open cars are trimmed with brown Spanish leather, while the tops of both touring car and roadster are finished in either black or

rubberized khaki as standard equipment. Bumpers—both fore and aft—are standard equipment on all models.

All of the new sport line are mounted on a 121-inch wheelbase chassis, and all are finished in a deep maroon color. Among the notable features are new individual steps of attractive design, unusually wide and with protective flares on each side. New type crown fenders are provided.

Carry Extra Oil Can.

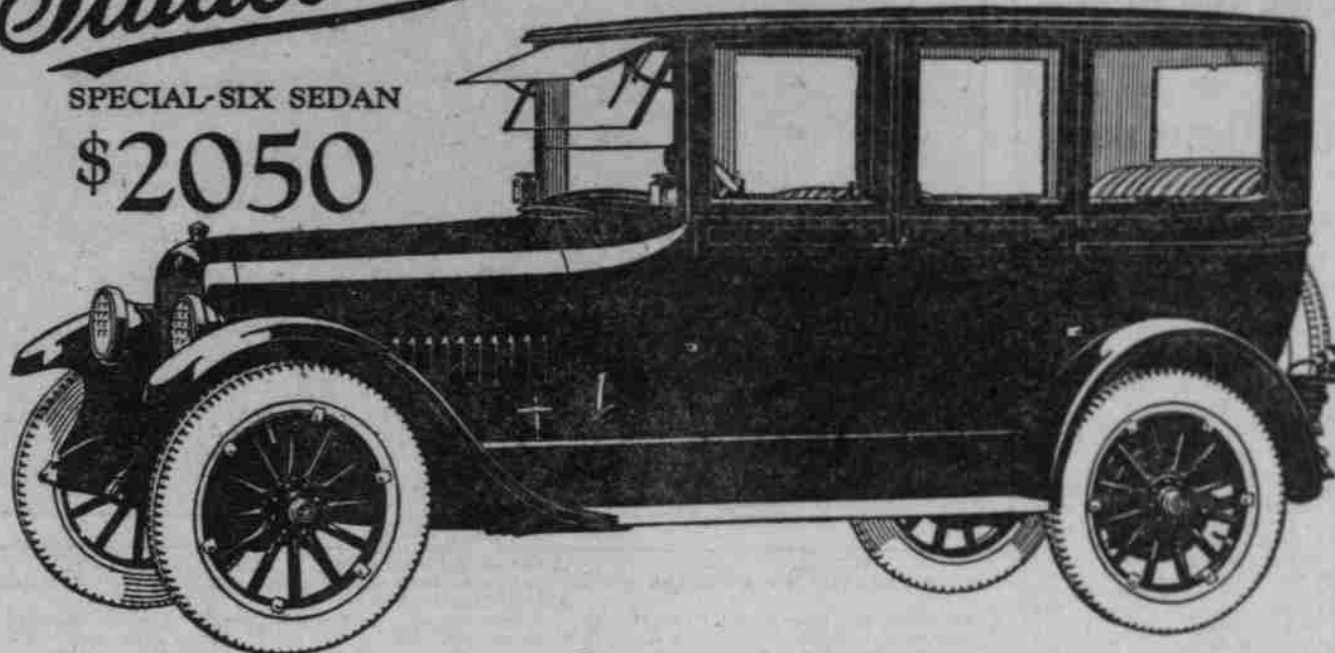
The prudent motorist will always carry an extra oil can on his trip, empty and clean, ready to be filled with whatever is necessary, gasoline for priming the cylinders or cleaning spark plugs, neatfoot oil for the clutch, kerosene to clean dirt out of the corners, or oil in case the other can is lost.

Careless driving is both foolish and criminal.

Studebaker

SPECIAL-SIX SEDAN

\$2050



Judge Its Quality—Then Price

EQUIPMENT

- Automatic windshield wiper
- Rear-view mirror
- Beaded radiator
- Exhaust heater
- Courtesy light
- Jeweled eight-day clock
- Cowl ventilator
- Thief-proof transmission lock
- Rain visor
- Opalescent corner lights
- Massive headlights
- Artistic coach lamps
- Four doors that swing wide open
- Simple automatic window lifts raise or lower plate-glass windows

There's something alluring about the Studebaker Special-Six Sedan.

You notice it when you pass one on the street. It grows on you as you examine the car's details. It becomes even more pronounced when you take the wheel and drive it.

No wonder the Special-Six Sedan carries such an appeal! Its beauty of line, finish and appointments fascinates you. The delightful harmony of color in the upholstery, the completeness of the appointments and the soft carpeting afford real elegance—and at a low price.

The body is a striking example of the handicraft of Studebaker artisans. Built in Studebaker plants where the coachmaker's art has been handed down from father to son for more than two generations.

It is mounted on the same dependable Special-Six chassis that has added new fame to the name Studebaker wherever cars are known.

Compare its appearance, its endurance records, its comfort, its equipment and its recognized reliability with any car within hundreds of dollars of its price. Judge it on quality first—then price—because price alone is no indication of its intrinsic value.

You can have confidence in the quality of Studebaker cars—in the 70 years of business success and manufacturing integrity back of them—and in the sterling dollar-for-dollar value built into them.

The name Studebaker on your car insures satisfaction!

MODELS AND PRICES—f. o. b. factories

LIGHT-SIX 5-Pass., 117" W. B., 40 H. P.		SPECIAL-SIX 5-Pass., 119" W. B., 50 H. P.		BIG-SIX 7-Pass., 126" W. B., 60 H. P.	
Touring	\$ 975	Touring	\$1275	Touring	\$1650
Roadster (3-Pass.)	975	Roadster (2-Pass.)	1250	Speedster (4-Pass.)	1785
Coupe-Roadster (2-Pass.)	1225	Roadster (4-Pass.)	1275	Coupe (4-Pass.)	2175
Sedan	1550	Coupe (4-Pass.)	1875	Sedan	2475
		Sedan	2050	Sedan (Special)	2650

Cord Tires Standard Equipment

JOHN K. LEANDER COMPANY
Studebaker Automobiles

STUDEBAKER BUILDING, 10TH AND GLISAN STREETS
Phone Broadway 1895 Portland, Oregon

THIS IS A STUDEBAKER YEAR

STANDARD PRICE LEVEL



Because they run further they cost less

Real Economy

There's a vast difference between a cheap—and an economical tire.

A cheap tire giving but five or six thousand miles of service, is more expensive than one costing only a few dollars more but which consistently delivers two or three times more mileage than the cheap tire.

There can be no question as to the real dollar-saving-economy of Samson Tires. Mileage service ranging over 100% above the average performance of good tires is frequently recorded on Samsons, on heavy high speed buses,—as well as on all classes of motor cars.

The greatest dollar value—as measured in mileage service—is obtained in Samson Non-Skid Cords.

Distributed by

CUMMINGS-CARSON CO.
104 North Broadway
Phone Broadway 0372

Hupmobile

Important parts in Hupmobile construction are identical with those used in the highest priced cars. They are identical in the material used, and they are identical in the manufacturing cost.

MANLEY AUTO CO.

A. B. Manley, President Harry Mountain, Sales Manager
ELEVENTH AND OAK AT BURNSIDE—BROADWAY 0217

SAMSON SUPER SIZE-CORDS