

BANKERS PROMINENT IN VISITING THROGS AT AUTOMOBILE SHOW

Financiers Display Much Interest and Show Familiarity With Mechanism.

The bankers of Portland put their stamp of approval on the Fifth Annual Automobile show that is being held at the armory, Tenth and Couch streets, last night. During the evening seven or eight of Portland's best known financial men appeared at the show and displayed much interest in the different exhibits.

J. C. Alnsworth of the United States National bank showed a personal knowledge of the mechanical construction of many of the best make machines being exhibited and on several occasions put questions to the salesmen that staggered them regarding certain features of their own exhibits.

Elliott Corbett of the First National bank was also present and pronounced the show one of the best he has ever attended on the Pacific coast.

Regardless of the fact that tomorrow night, Friday, has been set aside by the show committee as society night, many of Portland's society folk were recognized among the large attendance. The addition of women in evening clothes added greatly to the beauty of the display.

The show committee sent a special invitation to the officers of Vancouver barracks to be present tomorrow night as the guests of the Portland Automobile Trade association. Although definite acceptance has not yet been received, it is thought there will be no doubt about their accepting. The bright uniforms of the army officers will add color and dash of just the right sort to society night.

The Chalmers stripped chassis of the master six continues to attract many interested spectators, and it keeps King, salesmanager for the Keats concern, busy explaining the many new features to the crowds. The Rauch Lang electric, also of the Keats display, with its luxurious upholstery brings forth many expressions of praise from the fashionable crowds.

There was noticed among the crowd last evening a bright red necktie, accompanied by one of the congenial head of the Northwest Auto company.

The Auto Painting company is distributing a small booklet on how to keep the appearance and luster of your car. With this book is a coupon. Saturday night they will have some disinterested person select a number, and the person holding the duplicate will be presented a credit slip for \$25 to be applied on the repainting of an automobile.

Joseph I. McMullen, president of the Jeffrey Auto Sales company of San Francisco, who is a visitor to the local automobile show, received a letter from his little six-year-old boy yesterday which began after this fashion: "Dear Daddy—R you having a dood time?" This morning the young hopeful received a night letter signed "Dad," assuring him that Lou, Rose and one Bradford were devoting a great part of their time entertaining him.

Robert Atkinson, manager of the Pacific Car company of Seattle, was a visitor at the show last night and Bob expressed himself as being greatly pleased with the decorative scheme of the 1914 automobile show. Mr. Atkinson was local manager of the J. W. Leavitt company last year and was one of the committee members at the fourth annual automobile show for Portland.

The Berger supply company received their cyclocar yesterday and had it on display in the accessory department last night. The new model shows great improvement over the first car shown in Portland and is attracting much attention. The most noticeable improvement is that the new car has the hood extended over the motor which makes it look more like an automobile.

B. E. McDonald of the Oregon Automobile school, gave a short lecture last night on automobiles. The student-baker boys allowed Mr. McDonald to talk from their booth and his talk on the necessity of thoroughly understanding an automobile before venturing on the streets of Portland was very instructive.

Pearall Is President.

Centralla, Wash., Jan. 29.—At a meeting of the directors of the Washington Fruit Growers' Association in Centralla Tuesday night G. V. Pearall was re-elected president and Frank Reisinger vice president.

BUSINESS OUTLOOK IN EAST MOST FAVORABLE

Will Lipman Says Hard to Believe How Much Better Conditions Are.

Better times, renewed business activity and confidence are before the nation, according to the personal observation of Will Lipman of Lipman, Wolfe & Co., who is now in the east. Writing to members of his firm here in Portland from New York Mr. Lipman says in part:

"In Chicago and here in New York the outlook for business is better than it has been for two years. It is hardly believable how changed things are and how people talk; every one is optimistic and the president's trust message is most flatteringly and favorably commented on by all the papers, this morning and last night. "On every hand, Wilson is highly commended by Republicans, as well as Democrats. He has certainly created confidence, which is the basis of all business. "Money is 4 1/2 per cent, which is lower than for the longest time. "I believe there will be a greater city-wide reaction towards better times in all sections."

J. S. BEALL RETIRES FROM JOBBING FIRM

By a transfer of stock formally consummated today, John S. Beall retires from the firm of Beall & Co., wholesale and jobbers of roadmaking machinery. The new owners of the concern are C. W. Hodson, E. L. Thompson and W. O. Feenaghty.

Mr. Feenaghty was chosen president of the reorganized company. Mr. Thompson vice president and Mr. Hodson secretary. Mr. Beall will devote his time to the manufacturing concerns in which he is interested, and expects to do considerable independent work in the cause of good roads.

The firm of Beall & Co. was organized in November, 1901, with a capital stock of \$5000. It is now a \$50,000 corporation and is said to be the only concern in the United States handling road machinery exclusively. Its offices and salesrooms are at 309-315 East Yamhill street.

UNIVERSITY'S FIELD IS NOW WIDE ENOUGH WITHOUT ENGINEERING

Former Regent Declares Removal From Curriculum Would Harm O. A. C.

To the Editor of The Journal—All sorts and conditions of men seem to be taking a hand in the argument whether the board of higher curricula should award the teaching of civil engineering to the University of Oregon or to the State Agricultural college.

As one of the first regents of the college, the first secretary of the board, a member of the executive committee and the sole survivor of the committee of three who arranged the first curriculum of college studies, it is natural that I should wish to be heard in this discussion.

For five and twenty years we have been urging the college on, to extend its courses, enlarge its classes, improve its equipment, enlist more faculty members and demand higher qualifications from both teachers and students.

For the first time in its history we see now an arbitrary purpose to dismember one of its most important, even obligatory, groups of studies. Costly equipment for such teaching has been gathered at great cost, through a series of years, and at great expense to the state of Oregon. The removal of such special teaching to the university involves the duplication of that equipment, as one of the important outlays involved in such change.

College Beneficiary of Government. It seems to be forgotten by many of our citizens that the Agricultural college is the special beneficiary of the federal government. By the acceptance of the very large appropriations, coming from Washington to the college, year by year, under the Morrill act, the Hatch act, and subsequent extensions of the state of Oregon bound itself to construct buildings, provide experimental grounds, and furnish thorough equipment, whereby instruction in "agriculture and the mechanic arts" should be secured to students of

the then passing, and of future generations. By a liberal, but reasonable, interpretation of the term "mechanic arts," shown in the curriculum of the college submitted to the officials at Washington, and by the detailed annual accounts of the purposes for which such appropriations were spent, the purpose of the board of regents of the college to extend the teaching to what is generally termed "applied science" was made clear. By the continuing approval of the Washington authorities their sanction of these plans cannot now be challenged. So precedents were established under which the development of the usefulness of the college is known to all men.

Two Schools Are Open. The college provides for the first two years of its course instruction in the usual branches of liberal education. This conforms to the law of its constitution under the Morrill act. Then there are two great and wide schools opened to its students. One is in agriculture and its allied or evolved subjects—the other in engineering, in its various branches. In that there are included civil engineering, mechanical engineering, electrical engineering, mining engineering, and irrigation engineering. Grouped with these are geology, mining, forestry and land-surveying.

In the entire course the college student has the special aim set before him of practical preparation for the special line of work which he eventually adopts.

It needs but little thought to be convinced how intimately these subjects are connected, one with the other. To eliminate one is to destroy the symmetry of the whole course. Shall the college have to say to the engineering student who desires to specialize in one of these subjects, "Very sorry, but we are not allowed to carry you any further—if you resolve to qualify yourself further in civil engineering

you must leave the college and go elsewhere, to new teachers, new comrades, different equipment and make a fresh start in your term of preparation." Deals With Applied Science. Or, take the common every day experience that an intending student in engineering is attracted by the variety of the college engineering studies, and desires to know more of them all before he determines on which he shall specialize. Shall he be debarred from these all round opportunities by the intimation that the door to civil engineering is shut for him? I sincerely trust that it is not too late to recall all interested to the plain distinction between these two great schools—each of which is an honor to so young and sparsely settled a state. The college deals with applied science. The university's special functions may well embrace teaching in literature and art, in languages, in the exact sciences, in all the branches of history, in sociology, in the learned professions of law, medicine and the higher teaching, in domestic science, and in natural science as commonly taught in universities in the United States. Surely this field is wide enough. WALLIS NASH.

STRIKE INVESTIGATIONS TO BEGIN NEXT WEEK

Washington, Jan. 29.—Two separate house committees were scheduled to leave next week to investigate the strikes in the mining regions of Colorado and Michigan. The Colorado inquiry will be conducted by a committee headed by Chairman Foster of the house mines committee. Congressman Taylor will direct the investigation in Michigan.

Use common sense—buy Superior coal, \$6 ton. Main 154-A-154L. (Adv.)

BAY CITY VOTES FOR MUNICIPAL WHARVES

Bids Will at Once Be Called for on Bond Issue \$5500.

(Special to The Journal.) Bay City, Or., Jan. 29.—A special election was held in Bay City Tuesday for the purpose of voting bonds to the amount of \$5500 for building municipal dock and wharf. The issue carried by 59 votes for to 6 votes against the issue. Bids will be advertised for at once and will probably be handled by local contractors.

Averill Is New Sealer. Pendleton, Or., Jan. 29.—Edgar F. Averill has been appointed by the county court of Umatilla county to serve as official sealer of weights and measures. Mr. Averill is already district game warden, the duties of which office require him to make trips into all parts of the county. For this reason as well as for other qualifications, he was appointed.


Tramp Held as Suspect. Los Angeles, Jan. 29.—T. P. Mettler, a tramp, was arrested on suspicion that he is the man who robbed a Southern Pacific train near Tropico a month ago.

Gas Explosion in Detroit.

Detroit, Jan. 29.—A gas explosion in a sewer main did \$50,000 damage to sewer, gas and water pipes, pavements and neighboring buildings and narrowly missed injuring several persons.

Death of Albert Bear.

Marshfield, Or., Jan. 29.—Albert Bear, son of John Bear, died at the home of his parents in this city, aged 29 years. His death came after an illness of nearly a year.



The Chalmers chassis will interest you. It will show you in many ways why the CHALMERS MASTER SIX is the car to buy.

AT THE ARMORY ALL WEEK

H. L. Keats Auto Co.

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

"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

A Cole Motor Car Climbed One and One-Half Miles Higher on Mt. Hood than Any Automobile Ever Climbed

You may never want to climb Mount Hood. You may never want to motor across the perched Great American Desert. You may never want to creep down Washington Street in Portland at two miles an hour in high.

But no matter where you go, or what you ask of YOUR CAR—you WILL feel a wonderful thrill of satisfaction if you know that the name of the car is



The Standardized Car

You will be proud of the fact that your car is like the car which Chief Engineer Charles S. Crawford of the Cole Motor Car Company put through these stunts—SUCCESSFULLY.

SEE IT AT THE AUTO SHOW

Northwest Auto Company

Broadway and Couch F. W. Vogler, President
FACTORY DISTRIBUTORS

ONLY FOR



OWNERS

Buick Warranty

All pleasure cars manufactured by us are warranted to be free from defects in material and workmanship, and we will make good at our factory any part or parts thereof which shall within one year after delivery of the car to the original purchaser, be returned to us, transportation charges prepaid, and which our examination shall disclose to our satisfaction to have been thus defective.

We make no warranty whatever in respect to tires, rims, ignition, apparatus, lamps, gas tanks, signaling devices, generators, batteries or other trade accessories, inasmuch as they are warranted separately by their respective manufacturers.

Howard Guarantee

The Howard Automobile Co. will, at their place of business in this city, make such replacements as are allowed under the Buick warranty, and will install such replaced parts free of charge to the Buick owner.

Howard Service

The word "service," as applied to the automobile buyer, has been given a new definition by the Howard Automobile Co., Pacific coast distributors of Buick automobiles, through the inauguration of what is probably the most comprehensive service as yet established on the Pacific coast.

The lubrication of an automobile is the most important item in its maintenance, and the attention that is given to lubrication determines to a great extent the life of the car.

To insure the proper attention to this important detail, we have inaugurated a service system which will enable Buick owners to have their cars looked over and oiled once a week for a year without labor charge.

This system consists of a card bearing the owner's name, the date of purchase, the model of his car and number of the motor.

The card is divided into two sections; one contains a list of the chief mechanical features, the other a list of the principal points needing lubrication.

The border of the card is made up of a series of squares which are numbered from 1 to 52.

When a car is purchased, one of these cards is made out and turned over to the head of the Service Department, who files it with the next week's cards. The new owner is instructed to bring his car to the Service Department once each week and have it looked over and oiled. When this inspection is made, the man in charge of the work makes a note of any parts that are being neglected. This enables the Service Department to give such further instructions to the owner as may be necessary. When the car is delivered back to the owner, the service card is punched in the No. 1 square and advanced to the next week's file. This operation is repeated 52 weeks. Should an owner neglect or forget to bring his car in for inspection, his card will be found in the file at the end of the week and a note sent him calling attention to the oversight.

Howard Automobile Co.

MEL. G. JOHNSON, Manager
Phones—Main 4555, A-2550. 14TH AND DAVIS STS.

THE SENSATION OF THE YEAR

CHANDLER LIGHT-WEIGHT SIX

\$1875.00 in Portland

Just what the American public has been waiting for for several years—a small, light-weight, powerful six. **This is it.**

The production of this car marks an epoch in automobile history.

To own one of these cars is to be in a class by yourself.

A demonstration will convince you.

Built by Men Who Know!

Show in booths 14 and 15 at the Automobile Show.

PACIFIC MOTORS CO.

H. C. COLTER, Manager
682-684 Washington Street, Portland, Oregon



Overland

\$950

F. O. B. Factory

Overland Model 79

We are not exhibiting at the Automobile Show

but will be glad to receive those interested in



CARS at Our Salesroom

J. W. LEAVITT & CO.

529-531 Washington Street

The Big Event

in Portland this Winter is the

AUTOMOBILE SHOW

AT THE Armory

PORTLAND AUTO-MOBILE TRADE ASSOCIATION, INC.