FALL AUTOMOBILE SHOW TO BE STAGED ON AUGUST 21 TO 26

First Event of Kind Will Be Held in the Meier & Frank Co. Store Building.

SELLING PRICE IS LIMITED

Exhibit to Be Open Each Day During Business Hours; Exhibitors Are Named.

The first fall automobile show ever held in Portland will be staged August 21 to 26 in the basement of the Meier & Frank store. The big firm extended an invitation to the Portland automobile dealers which was promptly accepted and a committee appointed to handle the detail arrangements.

The entire Sixth street basement of the big store and most of the Fifth street store will be devoted to the show and the store's decorators are making a special effort to produce an exhibition of the 1917 models which are now arriving that will not be eclipsed by the big salon shows of other cities.

The cars will be limited in price to those selling under $1500 and about 30 of them will be in the show. C. L. Howe of the Mitchell, Lewis & Staver Co., C. M. Menzies of the Northwest Auto Co., and W. D. Doan of the Saxon and Paige distributors, are members of the committee having charge of all the arrangements.

The show will be open each day during the hours of the store, but not at night. Special lighting and other features will serve to make the show one of striking appeal.

Exhibitors Are Named.

Those who will exhibit in the fall show are:

Mitchell, Lewis & Staver Co., Mitchell Sixes.

Overland-Pacific Co., Overland and Wyllis Knight cars.

Northwest Auto Co., Cole, Reo and Dart cars.

Ford Motor Car Co.

Kissel Kar Co., Kissel Kar and Briscoe.

Dulmage-Manley Auto Co., Hupmobile and Grant cars.

Oregon Motor Car Co., Studebaker cars.

D. C. Warren Motor Car Co., Velie Sixes.

H. L. Mann Motor Car Co., Haynes Sixes.

Paige Motor Sales Co., Paige and Saxon.

Oakland Motor Sales Co., Oakland fours, sixes and eights.

Benjamin E. Boone & Co., Chevrolet.

Covey Motor Car Co., Dodge Brothers' car.

C. L. Boss & Co., Maxwell.

H. L. Keats, Chalmers 6-30.

Braley Auto Co., Scripps-Booth.

Oldsmobile Co., Oldsmobile Eight.

Howard Auto Co., Buick Sixes.

Harrison & Sons Co., Elkhart cars.

New Firm to Handle Willard Batteries

Auto Electric Equipment Co. Takes Over Business and Will Move Into Enlarged Quarters in Few Days.

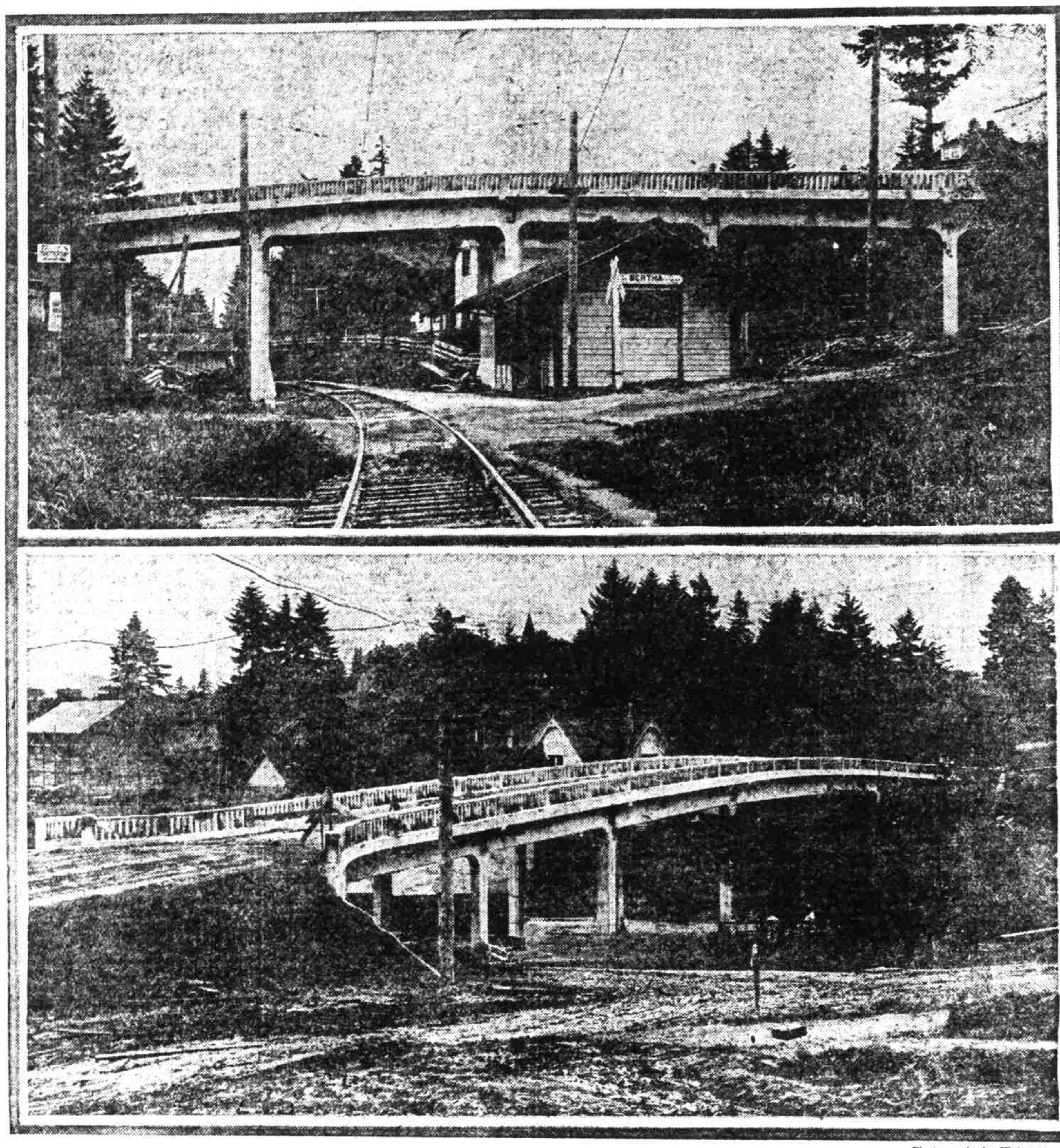
The Auto Electric Equipment Co. has succeeded the Willard Storage Battery Service Co. in the Portland field, and with the change in ownership also has announced a change of quarters. In a few days it will be found at Sixth and Burnside in the big storeroom of the Commonwealth building.

W. C. Allen is the new manager of the firm and bought out the interests of E. W. Wright.

The firm continues as the service station of the Willard battery and with the larger space will increase the size of its battery room and other parts of the service detail.

With the increasing number of cars which are equipping with Willard, the business of the Portland firm has expanded. In the new quarters, the station will be well equipped to take care of all business, as the space is almost three times that at present occupied on North Broadway.

CONCRETE VIADUCT AT BERTHA ELIMINATES CROSSING



—Photographs by Weister.

Two views of new concrete viaduct that eliminates grade crossing at Ber tha.

The recently finished highway viaduct at Bertha is along the standard lines that have been adopted by Multnomah county. It is of reinforced concrete and of the girder type. It is 228 feet long with a 20 foot roadway, the maximum grade of which is five per cent. It has an ornamental pre cast railing and a stairway leading to the lower roadway.

The cost of the viaduct will approximate $8000. One half the cost is to be borne by the county and the other half by the Southern Pacific Railroad company.

Motorcycle Picnic Is a Great Success

Races Prove Exciting and Laughable When Riders Get Falls in Road; Motorcycle Talk Is Given.

The Indian motorcycle picnic held last Sunday in Dabney park, on the Columbia river highway, was attended by about 150 motorcycle enthusiasts.

The first event of the day was the race against time in the sand on the beach of the Sandy river, in which event Henry Kurtz and Ernest Long tied for first place.

The second event was a race between Long and Kurtz, and in this event Kurtz won. The sand made riding very difficult and a lot of spills taken by the riders furnished amusement for the crowd.

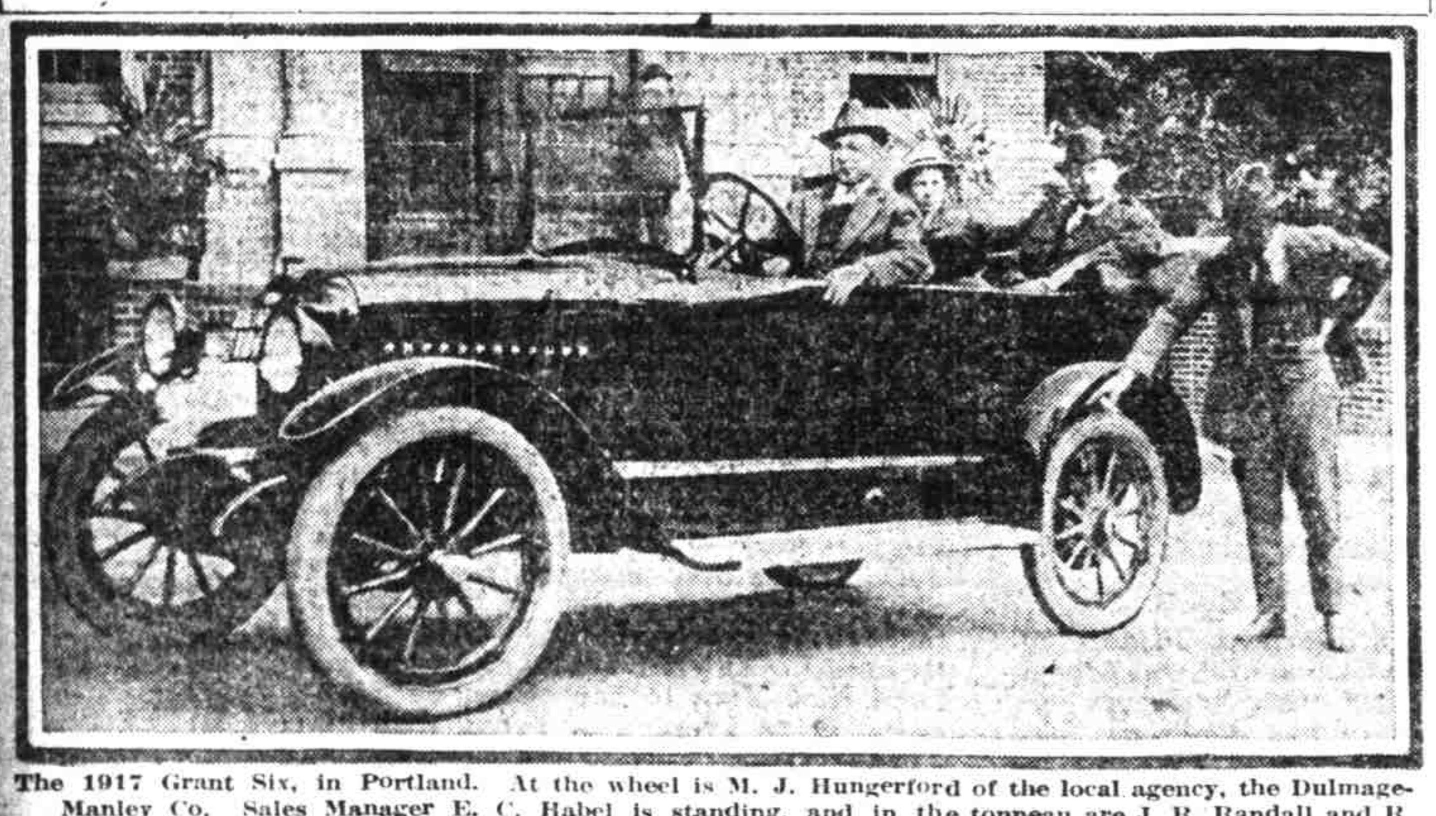
F. J. Wyatt gave a talk on the Indian motorcycle from the time of the first 2¾ horse power diamond frame Indian manufactured by the Hendee Co., to the Powerplus Indian of today.

Ice cream, lemonade and hot frankfurters were furnished by the committee in charge, the committee consisting of Howard Lystul, J. E. Hook and F. J. Wyatt, Indian agents, and W. J. Finke of Ballou & Wright, distributors for the Indian. The picnic hereafter will be an annual event.

Drive Own Cars.

Private chauffeurs are getting fewer every day, according to automobile observers. One reason given is that Americans naturally like to do things themselves, and especially to drive their own cars. Another reason, we find, for the fading away of the private chauffeur is the simplicity of most of the American-made automobiles, which almost anybody is able to maneuver.

NEW AND PRETTIERLINES ARE SHOWN



The 1917 Grant Six, in Portland. At the wheel is M. J. Hungerford of the local agency, the Dulmage-Manley Co. Sales Manager E. C. Habel is standing, and in the tonneau are J. R. Randall and R. Reis, from left to right.

The new 1917 Grant car has arrived. The first shipment of these light sixes was received last Wednesday by the Dulmage-Manley Auto company and was placed on exhibition there the following morning. The new car, in general design, is similar to that of last season, but several features have been added by which the efficiency of the motor has been greatly increased.

Through a minor change in design more power and "pep" has been added to the motor. This resulted from the lengthening of the pistons and decreasing the combustion chamber. The compression thus was increased materially. The change added to the "pick up" and pulling power of the motor at all speeds.

More Accessible.

The valves have been made more accessible for lubrication and inspection, and are much easier to remove for grinding and clean the carbon from the motor. The motor is the valve-in-the-head type, which produces the greatest power possible in a given bore and stroke, and which permits of great fuel efficiency.

The gasoline tank has been placed on the rear of the chassis instead of in the cowl, and has been made of 12 instead of 10 gallon capacity. The fuel is brought to the carburetor by means of the Stewart-Warner vacuum feed system.

The Wagner two unit system, built especially for the Grant car, is used for starting and generating electricity for the lights, ignition, etc. This is improvement over the single unit system of last season.

The improvement in the body of the car also is marked. The lines of the new model are straight from the radiator to the cowl on top, and the front doors on the sides. From the cowl the lines dip and swell in the graceful, boat like proportions of the rear of the tonneau.

Comfort Is a Feature.

The compartments of the body are big, roomy and comfortable. The driver's compartment has plenty of leg room for both pilot and passenger. In the tonneau there is ample room for three passengers. The upholstery is high grade, deep tufted, comfortable leather.

The new factory of the Grant at Cleveland, which has been constructed to care for the immense business of the coming season, will be opened within the next two weeks, and when it is ready the output of the Grant will immediately jump to schedule. The present quarters at Findlay are too small to permit of scheduled production. Twenty thousand cars have been sold for the coming season by the Grant, and that number will constitute the production schedule this season.

AUTO HAS BROUGHT NOISE ELMINIATION ON CITY'S STREETS

Racket of Horse-Drawn Vehicles, If Still in Use, Would Be Intolerable, Is Assertion

DOBBIN IS INSANITARY

In One Place Move Is Being Made to Bar Horses From Streets Altogether.

Noise—its relation to city life, its elimination and comparison to the days of the horse drawn vehicle—formed the subject of an interesting discourse on modern city life, by H. L. Keats, the Portland Chalmers distributor.

Considering the number of vehicles which are now engaged in the work of the world over the city streets and boulevards, Mr. Keats thinks that if all those vehicles were horse drawn, the roar of city traffic would be such that the modern "cliff-dweller" would soon have ear drums that would fit him for a job in a boiler factory.

"A few years ago, when we first introduced automobiles to Portland, we often heard the complaint that automobiles made too much noise, that it would be impossible to live in a place where very many of the machines were in use," said Mr. Keats, smiling as he remembered his days of pioneering in the local field.

Noiseless Car Promised.

The automobile then was about as a threshing machine to a bicycle, as compared to the average horse drawn vehicle. From what the factory men told us, we promised our friends that the automobile soon would be a practically noiseless vehicle, that many improvements would make it almost silent.

"Consider today.

"What if of the 10,000 or so cars in Multnomah county each was as noisy as the average horse drawn vehicle of a few years ago, with rattling chains on the tail gate, loose axle boxes, eight clattering hoofs and what not?

"The motor car today is as nearly silent as any moving thing can be. Take, for example, the Chalmers 6-30 with the high speed motor. Listen as you will, ten feet from the car you can not tell whether the motor is running or not. Move the car over the ground, further than the slight friction of the car on the road, you can hear nothing that would indicate motion.

Dobbin Is Insanitary.

"Take any wagon or vehicle of a few years ago and move it at all and you have a volume of sound not equalled by ten motor cars.

"City traffic will never be noiseless, but the motor car, even though found in far greater numbers than the vehicles of former years, has done much to quiet the life in a big city, which under the best of conditions is noisy and nerve-racking enough.

"In some cities the plan of barring horse drawn vehicles entirely has been broached because of "noise and insanitary conditions created." That seems rather funny, now, because very probably the people who now are against poor Dobbin were the first to cry against the automobile because it was noisy and smelled badly."

Ideal Auto Is Not Yet.

The ideal automobile is far in the future, according to A. Ludlow Clayden, chairman of the standard committee of the Society of Automobile Engineers, who recently discussed automobile possibilities at an engineering meeting in Detroit.

"The ideal machine," said Mr. Cleyden, "will be not only vibrationless but also noiseless. It will require no mechanical knowledge for its operation; also it will be inexpensive, both in first cost and in operation."

PURCHASER DERIVES A BIG BENEFIT FROM EQUIPPED MACHINES

Conditions Now Are Not What They Were in the Days of Old.

MAKERS SOLVE PROBLEM

Purchaser Today Gets All Necessary Belongings at Time Car Is Turned Over to Him.

Would you pay $150 for a top for your motor car?

Would you buy a car without a windshield, top, speedometer or compelte lighting system?

"Decidedly not," you say, and you add, "How utterly absurd," if you happen to talk that way.

Well, would you pay $7000, $6000, $5000 or even $4000 for a four cylinder, 24 horsepower, 92 inch wheel base, rear entrance tonneau motor vehicle without any of the attachments mentioned above?

We can't interest you? Then we'll have to turn over 12 pages of motoring history, one page for each of the last 12 years, and ask you to consider the purchase of a six cylinder, 30 horsepower, 120 inch wheelbase, stream line touring car with all the accessories which have been enumerated, and in addition demountable rims and electric starter, the whole outfit, car and complete equipment selling for $1500, or less than one-third of what you were asked to pay for less than one-third as much in motor car value 12 years ago.

Things Different Now.

Today it is not so hard to comprehend the extent of the present offering of the motor car manufacturer and to understand how he can give so much for the money asked as it is to figure out how, a decade ago, he could get so much money for the little he offered.

It is not so difficult to calculate how he can afford to throw in all the various items of equipment which his product now regularly carries as it is to understand how he could have ever sold it with none of them.

The buyer of a car in the no equipment days drove off first to the top maker and left from $50 to $150, or sometimes more, for a heavy top, almost impossible to manage.

Next he drove to a supply store and laid out another $50 for a windshield. Then to the speedometer maker and left another half hundred. Sometimes he paid out $30 to $60 for a pair of wicker baskets to fasten on the sides of his car, in order that he might have a little carrying space for supplies, repair parts and another thing or two.

All Now Arranged.

When he was through buying the things he gets, but does not really pay for now, except in an almost painless manner, he had added from $300 to $1000 to his original investment and had something which looked like a cross between an old fashioned station carry-all and a New England tinware peddler's wagon.

Everything he had added looked like an afterthought of an absent minded man.

The buyer today derives a triple benefit from having his car come to him equipped. He pays one-fifth as much for his equipment, he doesn't have the bother and delay of buying it and having it attached, and the equipment fits, matches up and becomes part of the car itself.

If you ask yourself what the chief reason is that the motor car makers can offer so much more of a car at so much less of a price than they did 12 years ago, just consider the fact that there are now several manufacturers each of whom makes more cars in a year than were made in a similar period by all makers combined.

Overland People to Establish Big Warehouse Here

A. D. Plughoff, head of the Overland-Pacific and the Wyllis-Overland of California, arrived in Portland yesterday morning, for another conference to plan further and more expeditious distribution of the Overlands throughout the northwest.

One of the interesting things which he disclosed is that Overland soon will establish a big warehouse here, either building a new structure or else leasing one of the existent warehouses, which can be remodeled to meet the demands of the business.

With Mr. Plughoff at this meet were W. J. Pedlar of Seattle, manager of the Overland-Pacific with headquarters in that city; J. L. Wagner, coast service expert, and A. R. Thiesen, treasurer of the Overland Pacific.

Hot Weather Affects Some Men Strangely

Business Man in East Calls Woman "Sweetheart" While Passing Her; Another Asks "If It Is Hot Enough."

Hammond, Ill., Aug. 5.—Heat vagaries affects Hammond residents queerly.

Bert Hanlon, a business man, said "Hello, sweetheart," to Mrs. George Collins, on her way to a hospital for treatment. She was so enraged she had Hanlon arrested and fined and forgot to go to the hospital.

George Kain, who could not speak English, spoke to John Timmons in Hungarian. Timmons thought Kain said, "Is it hot enough for you?" and nearly killed Kain.

Kerosene Kills Child.

Kankakee, Ill., Aug. 12.—Sarah Maxine Palmer, two years old, is dead at Custer Park, near here, after drinking a quantity of kerosene which she found in a glass jar.

CONDITION OF ROADS

Portland Automobile club road bulletin for the week ending August 11 as furnished by automobile clubs and chambers of commerce throughout the state, is as follows:

Portland south via Oregon City, Newberg, Salem, Dallas, Albany, Corvallis and Eugene:

Portland to Newberg (via Rex-Tigard) 23.7 miles, fair.

Portland to Newberg (via Tualatin), 24 miles, good.

Newberg to Dayton, 7.8 miles, good.

Dayton to Salem (via Wheatland), 22.8 miles, good.

Dayton to Salem (via Amity), 35 miles, good.

Portland to Oregon City (via Oswego), 14.6 miles, fair.

Portland to Oregon City (via east side), 14.6 miles, under construction.

Portland to Oregon City (via Eighty-second street), under construction.

Oregon City to Aurora, 15 miles, good.

Aurora to Salem, 24.9 miles, good.

Dayton to Dallas, 35 miles, good.

Dallas to Salem, 25 miles, good.

Dayton to Monmouth, 30 miles, good.

Monmouth to Independence, 2.5 miles, good.

Independence to Corvallis, 22 miles, good.

Corvallis to Monroe, 17.3 miles, good.

Monroe to Eugene, 21.7 miles, good.

Salem to Albany, 26.8 miles, good.

Albany to Corvallis, 10 miles, good.

Albany to Harrisburg, 29.1 miles, good.

Harrisburg to Eugene, 18.4 miles, good.

Dayton to McMinnville, 6.2 miles, good.

McMinnville to Dallas, 34.6 miles, good.

Dallas to Blodgett (via King's valley), 32.5 miles, good.

Portland—South Coast.

Eugene to Cottage Grove, 21 miles, good.

Cottage Grove to Drain, 17.9 miles, fair.

Drain to Roseburg, 38.1 miles, good.

Roseburg to Marshfield, 91 miles, good.

Marshfield to Crescent City via Bandon road in good condition.

Roseburg to Glendale, 53 miles, good.

Glendale to Grants Pass, 21.5 miles, good.

Grants Pass to Medford, 23 miles, good.

Medford to Ashland, 12.6 miles, paved.

Ashland to Hornbrook, Cal., 30.6 miles, good.

Crater Lake.

Medford to Crater Lake, 80 miles, open to rim of lake in fine shape.

Portland-Bend.

Eugene to Central Oregon via McKenzie pass, 118 miles, very rough, but cars can get through pass.

Mount Hood.

Portland to Gresham, 14 miles, hard surface.

Gresham to Rhododendron, 34 miles, fair.

Rhododendron to Government Camp, 10 miles, fair.

Portland-Mt. Hood-Central Oregon.

Government Camp to Wapinitia, 19 miles, fair.

Wapinitia to Tygh valley, 24.7 miles, fair.

Wapinitia to Maupin, 18 miles, fair.

Maupin to Shaniko, 25 miles, fair.

Wapinitia to Madras, 23 miles, fair.

Portland Automobile Club road bulletin for the week ending August 11, 1916:

Portland East Via The Dalles.

Portland to eastern Multnomah county line, 45 miles, good to end of pavement.

Bonneville to Cascade Locks, 2.6, fair, narrow at places.

Cascade Locks to Hood River, 19.6 miles, rough.

Hood River to The Dalles, 24.2 miles, fair in spots, steep in some places, have full tank of gas on leaving Hood River.

Hood River to Cloud Cap Inn, 29 miles, good most of the way, one steep hill 20 miles from Hood River; upper valley road dusty in some places.

The Dalles-Wasco.

The Dalles to Wasco, 16.5 miles, good.

Wasco to Ione, 45 miles, good.

Ione to Pendleton (via Echo), 59 miles, fair, many chuck holes.

Ione to Pendleton (via Heppner and Pilot Rock), 74.7 miles, fair.

Pendleton to La Grande, 52.8 miles, fair.

La Grande to Baker, 55 miles, good.

Baker to Huntington, 50 miles, good.

Pendleton to Walla Walla, 45 miles, good.

Walla Walla to Dayton, 31 miles, good.

Dayton to Colfax (via Central Ferry), 63.4 miles, good.

Colfax to Spokane, 67 miles, good.

Dayton to Pomeroy, 26 miles, fair.

Pomeroy to Lewiston, 33 miles, fair.

The Dalles South.

The Dalles to Shaniko (via Tygh valley), 58 miles, very hilly.

The Dalles to Shaniko (via Wasco), 71.6 miles, good.

Shaniko to Madras, 52.8 miles, good.

Madras to Bend, 47.2 miles, good.

Bend to Crescent, 50 miles to La Pine poor, to Crescent good.

Bend to Burns, 140.7 miles, good.

Crescent to Klamath agency, 67 miles, good.

Klamath agency to Crater lake, 29 miles, open to rim of lake in fine condition.

Klamath agency to Klamath Falls, 31 miles, fair.

Klamath Falls to Ashland, 53.1 miles, good.

Klamath Falls to Lakeview, good.

Shaniko to Prineville, 57.9 miles, good.

Prineville to Bend (via Redmond), 36.2 miles, good.

Millican to Silver lake, 77.3 miles, good.

Silver Lake to Paisley, 51.2 miles, good.

Paisley to Lakeview, 42.8 miles, good.

Wasco South.

Wasco to Prairie City (via Rock creek, Condon, Fossil, Mitchell, Antone and Dayville).

Wasco to Prairie City (via Antelope and Mitchell).

Wasco to Mitchell. From Wasco to McDonald's ferry good up Rock creek to French Charlie. Canyon road fairly good, some sand. From there to Mitchell rough and deep sand for about 100 yards from there to Condon road. Condon to Fossil road being repaired. Fossil to Mitchell over new Rowe creek grade good all the way. Mitchell to Baker improving all the time. Fine to Prairie City. Good most of the way to Baker. Canyon City to Burns good.

Ferry The Dalles to Grandalles every day $1 for machine and four passengers (round trip).

Ferry Hood River to White Salmon $1.25 for machine and 25c per passenger.

Ferry Cascade Locks to Stevenson $1.25 for machine and 25c per passenger.

Ferry Cascade Locks to Carson, $5 for machine and driver and 50c per passenger.

Road open between Stevenson and Carson.

Sandy boulevard closed between Fairview and Troutdale.

Base Line road closed from Melrose farm to Automobile club. Turn left at Melrose farm and go through Troutdale, thence out highway or cross the bridge to club house.

Portland to the Beaches.

Portland to St. Helens, 27.9 miles, good.

St. Helens to Goble, 13 miles, good.

Goble to Rainier, 7 miles, fair, chains necessary.

Rainier to Clatskanie, 18.1 miles, fair, right hand turn to Clatskanie at sign.

Clatskanie to Astoria, 33.4 miles, fair, last six miles numerous bad spots.

Astoria to Seaside, 18.5 miles, paved.

Portland to Astoria and Seaside (via Inland route). Best via Forest Grove, Timber, Mist and Vernonia. Nehalem river road Vernonia to Pittsburg, Mist, Jewell and Astoria.

Tillamook Beaches.

McMinnville to Sheridan, 13.4 miles, good.

Sheridan to Willamina, 4.7 miles, good.

Willamina to Dolph, 19.6 miles, chains used between Hebo and Dolph.

Dolph to Tillamook, 22 miles, fair.

Tillamook to Bay City, 7 miles, good.

Bay City to Nehalem, 20.6 miles, good.

Portland-Newport.

Dallas to Blodgett, 32.5 miles, good.

Blodgett to Toledo, 33.3 miles, good.

Toledo to Newport, 9.2 miles, good.

Will be good via Falls City with a few more drying days. Best road is either by way of Kings valley or Corvallis and Wren to Blodgett, thence down the Little Elk road to Eddyville, thence via cutoff to Toledo and Newport. Road over Pioneer hill will be abandoned as soon as the road around is finished, which enters present road near Chitwood.

Portland north to Chehalis via Woodland, Kalama, Kelso, Castlerock and Toledo good.

Chehalis to Seattle, good.

Cars may go either by way of Goble or Vancouver, as the roads both ways are in very fair shape.

He Missed This.

Gliding down a long stretch of good road, with green fields and gentle hills stretching away on both sides, with a blue sky overhead, with a clean, sweet breeze blowing, with a genial companion seated just near enough, and a good lunch waiting 11 miles ahead, one finds it difficult to agree with the pessimist who wrote: "This world is but a vale of woe."

Maxwell

$595 F.O.B. DETROIT

The enormous increase in our sales (about 10,000 cars sold in July) is largely due to the good words spoken by Maxwell owners

YOU can get the most reliable information about any car by asking the people who own cars of that make.

Ask Maxwell owners. If you don't know any of them, we will give you their names and addresses.

There are more than 250,000 Maxwell cars in use in the United States.

The satisfaction of this army of owners is responsible for the tremendous asset of good will behind the Maxwell car and the Maxwell Company.

We are satisfied to rest our case with any Maxwell owner.

5-passenger Touring Car, $595 — 2-passenger Cabriolet, $865
2-passenger Roadster - 580 — 6-passenger Town Car, 915
5-passenger Sedan, $985

C. L. Boss & Co.

615 Washington St. Portland, Oregon