

# GRANDS FLOCK TO SEE BIG AUTO SHOW

All Makes of Cars Displayed in Armory Where Buyers May Hold Inspection.

## PANORAMA DRAWS EYES

Wonderful Scenery Along Highway Illustrated—Trucks and New Pleasure Machines on View. Club Plans for Night.

BY RALPH J. STAEHLI.

Portland's seventh annual automobile show opened last night in the Armory at Tenth and Couch streets and from the standpoint of beauty of decoration, appearance of cars on display and number of exhibitors, the exhibition which continues until next Saturday night, is an immense success.

The first feature which immediately attracts, is the panorama which walls in the entire exhibit of cars. This is in the main room of the Armory and gives an idea of the scenery from Portland to Hood River over the Columbia River Highway.

The work is a wonderful portrayal of the beauties along the "Wonder Road of America" caused as much comment as any feature of the show.

More than 100 pleasure cars and commercial vehicles are on the floor of the Armory under a beautiful canopy which comes from high under the vaulted roof to the edge of the scenic painting.

This canopy is purple and gold, complimentary to the Portland Automobile Club. The lighting system is most unique. The flood comes from an inverted trough which is around the walls of the Armory. This places the cars in a soft light which helps much to bring out their attractive lines.

Demonstrations of many new cars are popular but the running space has disappeared. It seems that the average motorist has been educated to the point where he can tell much of the value of the car by a thorough inspection. This has eliminated the 10 feet of space in which some of the dealers formerly showed how a car acted when it is reversed or went through the gear steps.

The trucks are in the foyer of the Armory and many new models are shown. The dealer who proposes to extend his service and cut down the expense of delivery will find every size and type of truck from the 500-pound to the five ton.

Every type of transmission and body style, and solid and pneumatic tired commercial vehicle is to be seen.

In the accessory room are many things of interest to the man who already owns a motor car. Several of the oil companies have interesting demonstrations. One of the most interesting shows a Ford car with half the cylinders cut away and otherwise opened up to show the motorist exactly what happens when a drop of oil is put into the cylinders.

In this room also are the big paintings by Routledge which will be taken to San Francisco to advertise the Columbia Highway in the Transportation building.

Another valuable prize has been put up for the entrants in the Grand Prix race of the Panama-Pacific International. The Rajah Auto Supply Company, makers of the Rajah spark plug, announces that they will give \$300 in gold to the driver making the fastest time in the first 100 miles.

The big race will create much interest up and down the Coast among the automobile fraternity. W. L. Huggins, of the Huggins & Merton Company, chairman of the race, has in receipt of numerous requests for seats for the Vanderbilt race February 22 and the Grand Prix contest February 27.

The first reservation came from Harvey Firestone, who will be there with his family. J. W. Leavitt expects John H. Wylie, his guest and has made heavy reservations. F. S. Wilson, of the Thermoid Rubber Company, will have as his guests the wives of all the drivers using Goodyear tires.

Other reservations have been made by Charles Howard, of the Howard Auto Company; J. B. Lund, branch manager of the Ford Motorcar Company; H. R. Cousins, of the Horace De Lasser, president of the Ajax Greib Rubber Company; George A. Kissell, Kissell-Kar maker, and O. B. Henderson, of the Pacific Kissell-Kar Company.

Coming back home—Frank W. Watkins and Jim Appleby are among the first to sign up for the event. Those two could not keep away from anything like that. As a matter of fact, Mr. Watkins is thinking of taking his office along with him, as he will be there the busiest time of the year, with all those track meets, auto races and swimming races to watch.

Two distinctions have now attached themselves to Sherman Hayes, who is identified with the Ceringer Motorcar Company. The first is that he is grandson of the late Rutherford Hayes, formerly President of the United States. The second distinction is that he is going to sell King Eight, the first one of which arrived in Portland Friday in time to take a place at the Auto Show.

Mr. Hayes, who is a young man, had not chosen a vocation until the King Eight was announced. When that came out he decided then and there to become a salesman for the car with the eight lungs.

Sh! It's a deep, dark secret. Something is going to happen to the automobile dealers. We are not going to be implicated in the plot to the extent of telling what is going to happen to them, but we will say that dealers had better keep "shy" of the tire and accessory men for the Auto Show week.

The accessory men have been mighty busy, and it's up to the auto men to keep an ear to the ground.

C. S. Lancaster, consulting engineer of the Columbia River Highway, has donated to the show the use of many of his best lantern slides depicting beautiful scenes of the Columbia River Highway. These views were taken with a new color process and show some of the wonderful coloring along the highway. These pictures, with interesting reels of motion pictures, will be shown in the accessory room, on the second floor of the Armory.

R. G. Hunter, formerly with the John Deere Plow Company, is now ready for business under the name of R. G. Hunter & Co. at East Tenth and Burnside streets. Mr. Hunter's business will be that of disposing of second cars for individuals and corporations.

"However, we are not opening a bargain shop," says Hunter. "Our aim is to put the second-hand car business on a basis where it will cease to be a gamble for both the dealer and the buyer."

## SHOW COMMITTEE OF THE PORTLAND DEALERS WHICH HAD ACTIVE CHARGE OF THE SEVENTH ANNUAL AUTO SHOW, AND MANAGER RIEG.



W. S. Dulmage, Vice-President Dulmage-Mantley Auto Co. H. M. Covey. Joseph M. Rieg. F. W. Vogler. Geo. E. Johnson, Mgr. Chancellor-Lyon.

## NEW ROAD BILL DUE

State Highway Commission May Sponsor Building Plan.

Way Open for Contract

GERMANS CAPTURE RACERS

Robert Laly and R. F. L. Crossman Are War Prisoners.

INDIANAPOLIS, Jan. 23.—Robert Laly, mechanic to Rene Thomas in the Delage that won the 1914 Indianapolis 500-mile race, has been captured by the Germans and probably will spend the rest of the war in a concentration camp, according to advices received here from Paris.

Laly vanished shortly after the beginning of hostilities, and it was feared for some time that he had been killed, inasmuch as he was last seen in the region between Lunville and Mossheim, where the fighting was heaviest. Now it develops that he was taken prisoner during an unusually fierce assault, which ended in the surrounding of his entire company.

As companion in misery Laly has Robert F. L. Crossman, another 500-mile race veteran, who rode with Guyot in 1913. Crossman was captured some time ago, during the operations in Belgium.

INDIANAPOLIS, Jan. 23.—Robert Laly, mechanic to Rene Thomas in the Delage that won the 1914 Indianapolis 500-mile race, has been captured by the Germans and probably will spend the rest of the war in a concentration camp, according to advices received here from Paris.

Laly vanished shortly after the beginning of hostilities, and it was feared for some time that he had been killed, inasmuch as he was last seen in the region between Lunville and Mossheim, where the fighting was heaviest. Now it develops that he was taken prisoner during an unusually fierce assault, which ended in the surrounding of his entire company.

As companion in misery Laly has Robert F. L. Crossman, another 500-mile race veteran, who rode with Guyot in 1913. Crossman was captured some time ago, during the operations in Belgium.

INDIANAPOLIS, Jan. 23.—Robert Laly, mechanic to Rene Thomas in the Delage that won the 1914 Indianapolis 500-mile race, has been captured by the Germans and probably will spend the rest of the war in a concentration camp, according to advices received here from Paris.

Laly vanished shortly after the beginning of hostilities, and it was feared for some time that he had been killed, inasmuch as he was last seen in the region between Lunville and Mossheim, where the fighting was heaviest. Now it develops that he was taken prisoner during an unusually fierce assault, which ended in the surrounding of his entire company.

As companion in misery Laly has Robert F. L. Crossman, another 500-mile race veteran, who rode with Guyot in 1913. Crossman was captured some time ago, during the operations in Belgium.

INDIANAPOLIS, Jan. 23.—Robert Laly, mechanic to Rene Thomas in the Delage that won the 1914 Indianapolis 500-mile race, has been captured by the Germans and probably will spend the rest of the war in a concentration camp, according to advices received here from Paris.

Laly vanished shortly after the beginning of hostilities, and it was feared for some time that he had been killed, inasmuch as he was last seen in the region between Lunville and Mossheim, where the fighting was heaviest. Now it develops that he was taken prisoner during an unusually fierce assault, which ended in the surrounding of his entire company.

As companion in misery Laly has Robert F. L. Crossman, another 500-mile race veteran, who rode with Guyot in 1913. Crossman was captured some time ago, during the operations in Belgium.

INDIANAPOLIS, Jan. 23.—Robert Laly, mechanic to Rene Thomas in the Delage that won the 1914 Indianapolis 500-mile race, has been captured by the Germans and probably will spend the rest of the war in a concentration camp, according to advices received here from Paris.

Laly vanished shortly after the beginning of hostilities, and it was feared for some time that he had been killed, inasmuch as he was last seen in the region between Lunville and Mossheim, where the fighting was heaviest. Now it develops that he was taken prisoner during an unusually fierce assault, which ended in the surrounding of his entire company.

As companion in misery Laly has Robert F. L. Crossman, another 500-mile race veteran, who rode with Guyot in 1913. Crossman was captured some time ago, during the operations in Belgium.

INDIANAPOLIS, Jan. 23.—Robert Laly, mechanic to Rene Thomas in the Delage that won the 1914 Indianapolis 500-mile race, has been captured by the Germans and probably will spend the rest of the war in a concentration camp, according to advices received here from Paris.

Laly vanished shortly after the beginning of hostilities, and it was feared for some time that he had been killed, inasmuch as he was last seen in the region between Lunville and Mossheim, where the fighting was heaviest. Now it develops that he was taken prisoner during an unusually fierce assault, which ended in the surrounding of his entire company.

As companion in misery Laly has Robert F. L. Crossman, another 500-mile race veteran, who rode with Guyot in 1913. Crossman was captured some time ago, during the operations in Belgium.

INDIANAPOLIS, Jan. 23.—Robert Laly, mechanic to Rene Thomas in the Delage that won the 1914 Indianapolis 500-mile race, has been captured by the Germans and probably will spend the rest of the war in a concentration camp, according to advices received here from Paris.

Laly vanished shortly after the beginning of hostilities, and it was feared for some time that he had been killed, inasmuch as he was last seen in the region between Lunville and Mossheim, where the fighting was heaviest. Now it develops that he was taken prisoner during an unusually fierce assault, which ended in the surrounding of his entire company.

As companion in misery Laly has Robert F. L. Crossman, another 500-mile race veteran, who rode with Guyot in 1913. Crossman was captured some time ago, during the operations in Belgium.

## ELECTRICS RISE, TOO

Don't Judge Car by Old Type, Warns Anderson Agent.

## NEW MACHINE IS SPEEDIER

Simplicity of Auto, Long Recognized as Most Economic, Can Be Operated by Any of Family—Hill-Climbing Tests Met Well.

"Those who judge electric from their knowledge of types of those economical vehicles that have been in use for several years do not appreciate the rapid progress that has been made in recent models," said Elliott Higgins, Coast representative of the Anderson Electric Car Company.

"It is just as fair to judge the modern electric by the performance of the old one and two-cylinder gasoline cars as it is to compare the modern electric with those built a few years ago. A gas car owner nowadays who wants to be up to the times knows he must have a six-cylinder car and some think they must have an eight-cylinder."

"The public does not realize that the modern electric is a 42-cylinder job, and that, too, with a 15 plate stroke. In the old days electric were made with as few as 12 and 16 cylinders, or cells of battery, but the modern electric is equipped with 42 and this difference in battery capacity is a fair index of the difference in ability and general usefulness.

**New Power is Developed.** "The Anderson Electric Car Company through its years of experience in the use of cars in the hilly cities of the Pacific Coast has developed the Detroit Electric to the point where it will do anything required of such a vehicle. For climbing hills, for speed and mileage, the new Detroit vehicles are eye-openers to those who have planned their faith to and have had experience with electric of earlier construction.

"For several years it has been recognized that the electric is the most economical type of automobile from the standpoint of operating cost. The simplicity of this type car making it possible for practically every member of the family to operate establishes this fact.

"Within the past year the electric pleasure car has forged its way to the front and now demands attention of every prospective automobile owner. The electric is the real utility car. Its field of usefulness really knows no limits. There was a time when men hesitated in purchasing an electric, as their sphere of operation was limited. Today statistics show that 98 per cent of all automobile trips today are within the limits of a good electric car and for this 98 per cent of trips the electric is considerably less expensive to run, so that everything considered, the electric is the practical car, and a wise investment.

**Electricians Invade Hilly Seattle.** "Another good reason for calling the electric the practical car is based on the fact that the electric has ample power and hill-climbing ability to go anywhere. This fact is proved by citing Seattle as an example. Seattle's residential sections are located in much hillier sections than Portland's, but the streets of Seattle are dotted with electric cars, whereas a few years ago there were comparatively few seen. Taking our own city, for instance, three years ago few electric cars traveled our streets, but now this type car can be seen at any time in Portland's shopping district.

"Another reason for the increased popularity of the electric car is its increased speed. The new Detroit Electric, for instance, can make 26 miles an hour easily, a rate much faster than our city ordinance allows. The speed is a marked contrast to what electric cars of a few years ago could do.

"These facts—economy, the wider range of usefulness, increased power and increased speed in traveling—all tend to increase the wide use of electric cars today.

"A good modern electric moves with absolute silence. It is far safer to drive and easier to operate and more economical to operate than any type gas car produced. Its appearance is elegant and luxurious. In the rainy season particularly the owner of an electric appreciates his or her car, as he can avoid the annoyances of gas cars, such as cold carburetors, frozen radiators and other exasperating troubles."

## ROAD BENEFITS SHOWN

GOVERNMENT BULLETIN CITES INCREASE IN LAND VALUES.

Construction of Highways Also Has Decided Effect on School Attendance, Federal Report Indicates.

Interesting statistics are quoted in bulletin No. 136, just issued by the United States Department of Agriculture, showing the effect of road building upon the land values in various sections of the country.

The following items from the bulletin are self-explanatory: Madison County, Florida, built 64 miles of macadam and shell roads. From 1911 to 1912 land on the road increased in value \$20 per acre, and land a mile away from the road showed an increase of \$10 per acre.

Spottsylvania County, Virginia, improved 41 miles of road, and land which formerly sold on an average of \$24.74, changed hands within three years at an average of \$44.74 an acre.

In Dinwiddie County, Virginia, where 125 miles of road were built, land between five and 10 miles out from Petersburg advanced on an average of \$15.25 to \$30 an acre in about 15 instances, while land 10 miles from town increased on an average, in 15 cases, \$16.32 an acre.

In Franklin County, New York, where 124 miles of road were built, eight pieces of land selected at random showed an increase of 27.8 per cent after the improved roads were built, while in Lee County, Virginia, which built 81 miles of road, land similarly advanced 35 per cent.

The construction of the bond-built highways in several of the counties herein mentioned has been of decided benefit to school attendance. In Spottsylvania County one consolidated school replaces three one-room schools, and another consolidated school is planned. In Dinwiddie County school attendance increased 17 1/2 per cent in one year on improved roads, and several school wagons carrying 24 pupils each have been put in service. In Lee County school attendance along the improved roads shows an average of 71 per cent against 62 per cent along other roads. In Wise County, Virginia, several successful school consolidations have been effected since 1909. The Polo Bridge school in this county on the road from Coburn to Wise replaces four one-room schools.

Horse Haulage Costs More Than Auto. Some instructive figures showing the

# The Jeffery "Chesterfield" Six

Beautiful in outline, Simple and classic in appearance, elegant in appointments, embodies

## That Something

which denotes its superiority over other cars that pretend to be the Jeffery's competitors. A careful analysis of the Jeffery's mechanical construction is convincing.

### Frank C. Riggs Company

Cornell Road, Twenty-Third and Washington Streets

## At the Automobile Show This Week

count and one of the most interesting is a 'bus used by the John Rickett Taxi Cab Company, Boston, Mass. The 'bus being operated over some of New England's historic routes. The most interesting feature of the machine is a glass roof, the glass being wired, built-in in sections and flooding the interior with light, although it has no relation to the overhead vision of the occupants. The 'bus holds 22 passengers, all seats being transverse. Between each pair of cross seats is a hinged extension, which ordinarily drops down in the aisle behind the seats, but which, when raised, furnishes an extra aisle seat without a back. Opposite each row of seats is a detachable window, which, when not in use, is stored in a special cabinet suspended underneath the chassis frame.

Glass Roof is Late Feature.

To provide the greatest comfort for passengers has always been the aim of 'bus designers. Many unique constructions have been developed on this ac-

Get this

# SOUVENIR BOOK

at the Show

7500 Miles in 30 Days

## ROAD BENEFITS SHOWN

GOVERNMENT BULLETIN CITES INCREASE IN LAND VALUES.

Construction of Highways Also Has Decided Effect on School Attendance, Federal Report Indicates.

Interesting statistics are quoted in bulletin No. 136, just issued by the United States Department of Agriculture, showing the effect of road building upon the land values in various sections of the country.

The following items from the bulletin are self-explanatory: Madison County, Florida, built 64 miles of macadam and shell roads. From 1911 to 1912 land on the road increased in value \$20 per acre, and land a mile away from the road showed an increase of \$10 per acre.

Spottsylvania County, Virginia, improved 41 miles of road, and land which formerly sold on an average of \$24.74, changed hands within three years at an average of \$44.74 an acre.

In Dinwiddie County, Virginia, where 125 miles of road were built, land between five and 10 miles out from Petersburg advanced on an average of \$15.25 to \$30 an acre in about 15 instances, while land 10 miles from town increased on an average, in 15 cases, \$16.32 an acre.

In Franklin County, New York, where 124 miles of road were built, eight pieces of land selected at random showed an increase of 27.8 per cent after the improved roads were built, while in Lee County, Virginia, which built 81 miles of road, land similarly advanced 35 per cent.

The construction of the bond-built highways in several of the counties herein mentioned has been of decided benefit to school attendance. In Spottsylvania County one consolidated school replaces three one-room schools, and another consolidated school is planned. In Dinwiddie County school attendance increased 17 1/2 per cent in one year on improved roads, and several school wagons carrying 24 pupils each have been put in service. In Lee County school attendance along the improved roads shows an average of 71 per cent against 62 per cent along other roads. In Wise County, Virginia, several successful school consolidations have been effected since 1909. The Polo Bridge school in this county on the road from Coburn to Wise replaces four one-room schools.

Horse Haulage Costs More Than Auto. Some instructive figures showing the

Remarkable Tale of the Remarkable Run of a Remarkable Car.

## The Mitchell LIGHT FOUR

Ask for It at the Mitchell Booth

### Mitchell, Lewis & Staver Co.

East Morrison at First

Light Four \$1250      Baby Six \$1585

## POPULAR MEMBER OF BAKER PLAYERS AS THE TYPICAL MOTOR GIRL.

Brandt's headquarters are in San Francisco.

### CONVERTIBLE COUPE POPULAR

Hudson Model Designed for Winter or Summer Travel.

The most popular type of car noticed on the streets of the city this winter has been the convertible coupe or cabriolet, in which the greatest interest is being manifested by prospective buyers who are attracted by the ease with which the car may be adapted to its dual uses of a closed coupe and an open roadster.

Among the most attractive of these new models is the Hudson convertible roadster-cabriolet. This body, which is mounted on the celebrated Hudson six chassis, combines in one car all the snug coziness of the most complete and weather-proof coupe with the comfort and convenience of an open roadster with all traces of the closed car entirely concealed.

Wind, fog, cold and rain are completely excluded when the car is used as a cabriolet, and the three seats afford ample accommodations for a small theater or after-dinner party during the inclement winter nights, while it is but a few moments' work to alter the car to an open roadster when the sun is shining and it is too warm for a closed car.

Miss Mary Baker and Hudson Six