

SUMMER SHOW TO BE HELD NEXT WEEK

Probably 30 Cars of the Less-Than-\$1500 Type Will Be on Exhibition.

PLAN ON ELABORATE SCALE

Display Will Be in Basement of Meier & Frank Store and Will Be Open Only During Daytime. Admission Will Be Free.

BY CHESTER A. MOORES.
Ladies and gentlemen, with your kind attention, the automobile dealers of Portland will, for the week commencing August 21 (that's a week from tomorrow), stage the first midsummer auto show ever conducted in this community and perhaps the first full-fledged display of its kind to be held in a department store anywhere.

Almost the entire basement space of the Meier & Frank department store building will be used for the display of every car represented locally which sells for \$1500 or less at the factory. No admission fee will be charged and the show will be open only on a daylight schedule, or during the hours that the entire department store is "at home."

At a meeting of Portland automobile dealers in Meier & Frank's tearoom last Thursday noon the various automobile dispensers decided unanimously to conduct the show, and named the following committee to handle the project: W. B. Doan, Paige and Saxon distributor, chairman; C. M. Menzies, sales manager of the Northwest Auto Company, and C. L. Howe, of Mitchell, Lewis & Staver Co. The show is not to be conducted by the Portland Automobile Dealers' Association, several of the dealers, including Chairman Doan himself, not holding membership in that body.

About 30 Cars to Be Shown.
All told, about 18 different Portland companies will be represented at the midsummer exhibition, which indicates that the coming show will be one of the largest auto displays that has ever been held in Portland.

COLUMBIA RIVER HIGHWAY OPEN TO TRAFFIC AT ALL HOURS.

Roadmaster Yeon announced Friday that the complete length of the Columbia River Highway in Multnomah County has been paved and that it will no longer be necessary for motorists to pass over the final portion of the highway during the noon hour or after working hours at night.

The county road officials thought the road work between Fairview and Troutdale would be completed yesterday, thus opening the Sandy boulevard route for its full length, but it will still be a few days before this route will be open. Meanwhile the accepted approach to the highway is the Base Line road to its extremity at Melrose Farm, where the left-hand road is taken through Troutdale and connection made with the Sandy route, which is open and paved from that point forward.

been held in Portland. The fact that no admission will be charged guarantees attendance considerably larger than usual. Probably more than 30 cars will be on show, as most of the dealers handle more than one make of car, and different models of each car will be shown. The idea back of the midsummer show is that now is just the time for prospective buyers to close their bargains, as the high tide of the motoring season has arrived.

No decision has as yet been reached as to whether or not accessories and side lines will be displayed in connection with the automobiles. An orchestra has been engaged to supply music for the show and, as Chairman Doan puts it, "the old base drum will be sounded as it has never been sounded before." The dealers all seem enthusiastic over the prospect of a successful show, and every visible sign bears out their optimistic predictions.

Models of the following cars will be displayed in the coming show by their respective agents: Mitchell, Overland, Willys-Knight, Reo, Cole, Kiesel, Briggs, Ford, Grant, Hupmobile, Studebaker, Velie, Maxwell, Dodge, Buick, Haynes, Saxon, Paige, Oldsmobile, Scripps-Booth, Chalmers, Chevrolet and Oakland. As a result of this broad representation nearly every automobile agency in Portland will participate in the 1916 Summer display, a situation unheard of in years gone by.

Best Cars May Be Seen.
In case the new models of the Dorr car arrive this week it will probably be represented at the show and it would not surprise anyone to see Frank C. Riggs return from the East with an agency or two tucked under his wing, thus making an additional entry possible.

A total of 23 new G. M. C. trucks have been sold in Oregon since the first of the year, instead of 18, as credited by the last statistical statement, according to Charles G. Irwin, of the Columbia Carriage & Auto Works, Portland dealers in G. M. C. trucks. One or two of this number were, however, delivered outside the State of Oregon, and perhaps all of the trucks sold have not yet been tagged with new 1916 Oregon license numbers, which accounts, in a measure at least, for the divergence in the official and the private reports.

Among the prominent visitors in Portland last week were W. E. Sills, of New York City, general sales manager of the Chevrolet Motor Car Company, and Norman DeVaux, head of the Chevrolet Motor Car Company, of California, who visited J. J. DeVaux, Oregon distributor.

P. C. Dressel has invented and perfected a distillate generator to be used on automobiles using distillate as fuel and the patented appliances are being manufactured in Portland by the inventors, H. W. Garland and J. C. Dressel.

Soldier Gets Leave to Enter Race.

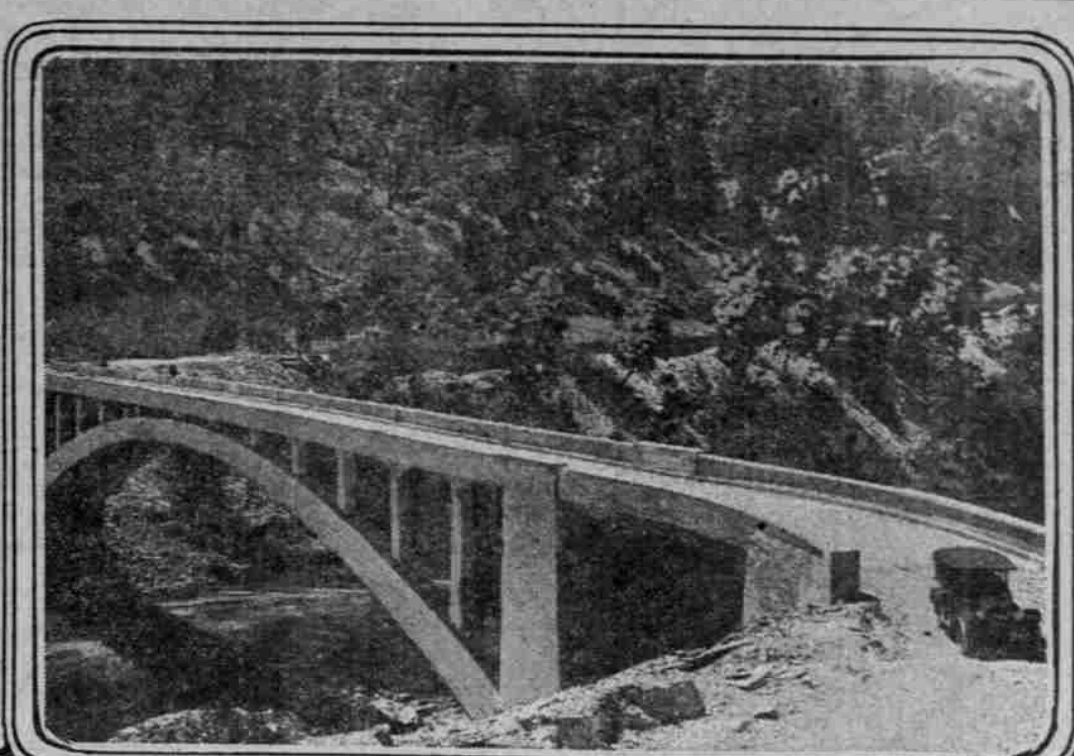
Christians, the Belgian speed king, now serving with the British Aviation Corps, is to be seen in competition in the Vanderbilt cup and International grand prize races at Santa Monica on November 16 and 18, according to advices received from the beach city recently. Christians has been granted an additional six months' leave of absence and will appear in the cup classics with the Sunbeams, in the report.

MOTORIST WHO HAS TOURED PACIFIC HIGHWAY MANY TIMES MAKES TRIP THIS SEASON AND FINDS ROUTE MUCH IMPROVED

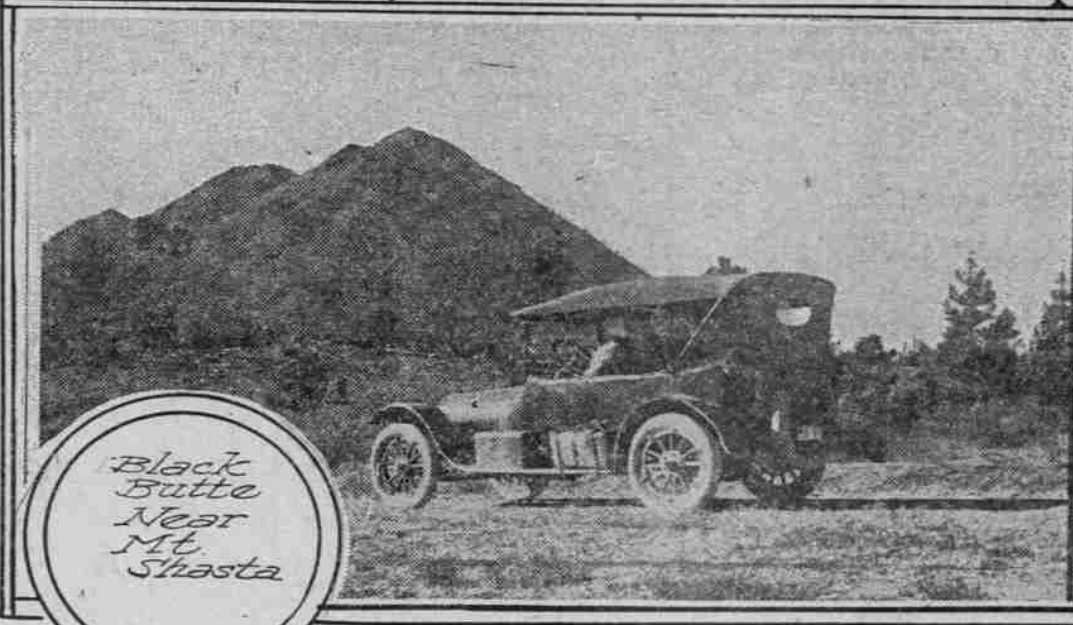
C. A. McGee, Who Holds All Elapsed Time Records for San Francisco-Portland Run, Tells of Many Stretches of Improved Road Between Bay City and Oregon Metropolis—Bad Going Now Narrowed Down to 25 Miles—Bridges Replace Ferries—Buick "Six" Averages Nearly 20 Miles to Gallon of Gasoline for 793-Mile Drive.



New Highway Over the Siskiyou Mts. Near Oregon-California Line



New State Highway Bridge Over Pitt River California State Highway



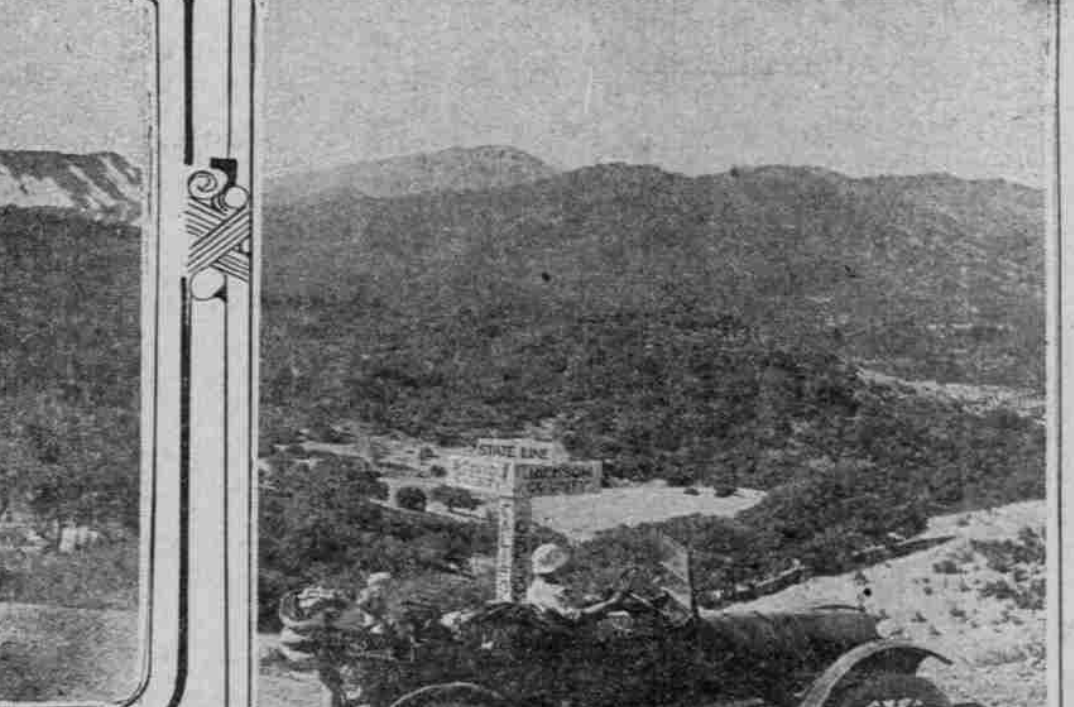
Black Butte Near Mt. Shasta



Stretch of New Road in Foss Creek Canyon, Oregon



Buick Six on Highway at Base of Mt. Shasta



Buick Six on California Oregon State Line

A STANDARDIZED Pacific Highway connecting Washington and Oregon with California is soon to be an accomplished fact, according to the report of C. A. McGee, of the Howard Auto Company, of San Francisco. McGee drove up over the highway last week with his family in one of the new six-45 Buicks and is loud in his praise of the road improvements, especially in the mountain districts of both California and Oregon.

There is probably no one on the coast in a better position to judge the actual amount of improvement that has been made on the Pacific Highway. McGee, in company with other members of the Howard organization, holds all elapsed time records between Portland and San Francisco, for both trucks and pleasure cars.

Tour Taken Seriously.
In speaking of road conditions and this recent trip in general, McGee says: "On the present trip no effort was made at fast time. We left San Francisco at 8:30 Friday evening, arrived at Roseburg, Or., Sunday at 8 P. M. Monday was spent in visiting relatives near Roseburg and the run to Portland finished Tuesday."

"The road improvements started as soon as we were off the Sausalito boat and continued until we were on the paved streets of Portland. There is at this time less than 25 miles of really bad road between San Francisco and Portland and in most instances this is caused by detours around construction work."

"The highway is mostly completed between San Francisco and Corning. What is known as the back road will be found best between Corning and Red Bluff. The highway between Red Bluff and Redding is mostly graded and is a big improvement over the old route. North from Redding the highway is graded to within three miles of Astoria and should be used by all means instead of the Kennet road."

Worst Road Near Dunsmuir.
"The worst roads on the entire trip are encountered between the end of this highway and Dunsmuir, but inasmuch as there is now only about ten miles of bad road, where formerly there was 55 miles, the experienced motorist will be patient for a while at least, as there is every indication that the highway is to be completed right through the Sacramento Canyon in the near future."

"A new concrete bridge has been built across the Sacramento River at

Redding and another one has been built across the Pitt River at Baird. These both take the place of ferry boats. Another big bridge across the Sacramento River at Dunsmuir is almost completed. This bridge will eliminate a bad grade and railroad crossing."

New Grade Fine.
"From Hornbrook, Cal., to Central Point, Or., there is only a break of about a mile in the highway. This is caused by a detour around an uncompleted bridge near Hill."

"This stretch of highway, which takes the motorist across the Siskiyou Mountains and from California into Oregon, is in marked contrast to the old road over the Siskiyou. On the old road there were several miles of low gear work for the most powerful cars and the man with the under-powered car was out of luck. The Buick 'Six' I was driving made almost the entire climb over the new grade on high gear."

"The road through Rogue River Valley is in good shape; in fact, with the exception of a few short, steep grades the roads are good clear through to the Douglas County line north of Wolf Creek. Douglas County is now building a new grade into Glendale, but as this is not yet completed the motorist is forced to use the old road, which is very steep for about a quarter of a mile."

"The roads through Canyon Creek into Canyonville and Riddle are much better than I have ever seen them and the new grade through Canyon Creek is a big improvement. Considerable work has been done in Pass Creek Canyon between Roseburg and Eugene and it is to be hoped that this piece of notoriously bad road will be entirely improved before another year."

Everyone advised us to follow the Pacific Highway from Albany into Portland instead of coming down the West Side, as we did in years past. We followed this advice and found the roads good right into Portland. Our speedometer on our Buick 'Six' showed a total of 793 miles for the trip when we arrived at the Howard Automobile Company's branch in Portland.

"In this distance, which contains all kinds of road and climatic conditions, not the least bit of trouble was experienced with either the Buick or its equipment of Goodyear No-Rim-Cut tires, which had seen several thousand miles of the hardest kind of service before the start of the present trip."

"Four quarts of cylinder oil and 40 gallons of gasoline were used on the trip. This is an average of approximately 20 miles to each gallon of gasoline."

MAXWELL BLAZING ALL-COAST ROUTE

Party Leaves Tia Juana, Mex., for Vancouver, B. C., Via Shoreline Highways.

GRIFFIN DIRECTING TOUR

Maxwell Touring Bureau Chief, Accompanied by 2 Magazine Writers, to Show Strategic Value of Motor Roads Along Pacific.

An item of National defense of particular importance to the entire western portion of the United States was inaugurated last Wednesday, when Wilbur Hall, magazine writer; Lieutenant Albert Gill Waddell, representing Federal interests and National motor publications, and Jack Griffin, of the Maxwell touring bureau, left Tia Juana, Mex., to blaze an all-Coast trail to Vancouver, Can. The party will endeavor to add to the practicability of the tour by utilizing an automobile that has already seen much vigorous service—the famous Maxwell touring car which some months ago established a world's record by traveling 22,022 miles without a stop of its motor.

Military strategists and preparedness advocates are indorsing the Maxwell trip. It is freely admitted that any foreign power, intent on invading our country, would have a hard time forcing entry through any of the larger Pacific Coast cities. Most of these are already defended by sufficient armament, or else the War Department has already laid plans for adequate fortifications.

But the greater portion of the Pacific Coast is open to invasion. With the exception of a short distance in California, and a portion of Oregon, there are no roads over which a repelling force could be carried to the scene of a possible hostile entry. The coming of the motor car as a means of transporting troops and guns in sufficient quantities has answered one phase of the question of defense, but these troops and equipment cannot be carried to their destination if there are no all-year-around highways over which to send the gasoline-driven vehicles.

The Maxwell party will endeavor to force a route which will be within a few miles of the Pacific at all times. Its itinerary includes a run up the Pacific Coast from Tia Juana to Los Angeles. Then the Coast Highway is again followed to its terminus at San Francisco Bay. The route here leads slightly inland, and the broad Pacific is not in sight again until just before Eureka is reached.

From Eureka to Marshfield a Coast road has already proved practicable. But from Marshfield to Astoria no continuous sea level highway has ever been blazed, and it will be the duty of the Maxwell trio to force its machine through uncompleted lanes as a means of virgin forests in an endeavor to pave the way for a Pacific Coast road that will lead from Mexico on the south to Canada on the north.

The return trip to Tia Juana from Vancouver will be over the familiar and well-traveled interior route. This will take the Maxwellites through Seattle, Portland, the Willamette Valley and over the Siskiyou Mountains into the Sacramento and San Joaquin valleys of California. The inland feature of the tour is to ascertain if connecting links at frequent intervals cannot be made with the proposed Coast route. For strategic military reasons it is necessary that these be planned in order to make the Coast defense idea feasible.

To more fully impress members of Congress with the necessity for Federal action in constructing the proposed road motion pictures of the various points along the route will be taken. A careful log of road and topographical conditions will be kept, and at the end of the trip the findings will be submitted to the Federal Army and Navy officials, good roads and automobile clubs, and to the people of the country generally through the medium of the National Maxwell touring bureau, maintained by the Maxwell Motor Company to promote interest in comfortable automobile touring.

In order to demonstrate more forcibly the feasibility of the Coast route, the trail blazers are utilizing an automobile that is anything but new. The idea is to impress the picture-makers with the fact that the present-day standard motor car can be relied on to make the trip regardless of weather conditions, and to show that substantially transport troops and guns to the scene of action should our country be in danger of a foreign invasion.

ROAD REPORT IS MADE

Detailed report on road conditions from Portland through the Dalles, Condon, Fossil and way points to Prairie City, a point 331 miles from Portland, has been furnished H. H. Eling, manager of the Portland branch of the Overland Pacific Company, by E. M. Ward, of Prairie City, who recently completed the trip in a baby Overland.

Ward says he made the entire trip in 23 hours.

His notes follow:
"Left Portland 7 A. M., arrived at The Dalles at noon, 88 miles. Some steep hills from Hood River to Mosier, 25 per cent.; otherwise roads fairly good. The Dalles at 1:15, arrived at Wasco 4 P. M., 20 miles. Some sand on Columbia River, but roads otherwise in good condition. Wasco to Condon, 60 miles, arrived 7 P. M.; from Wasco to McDonald some rough roads. Up Rock Creek to French Creek Canyon, fair road, from there to Mitzakele road, rough and deep sand for 100 yards; good from this point to Condon, except in a few places."

From Condon to Fossil, 21 miles; roads being repaired in canyon, in bad shape at present; after leaving Canyon roads good to Fossil; from Fossil to Mitchell, 40 miles; arrived at 7 A. M.; good roads, Mitchell to Darville, 40 miles, arrived at 10:30 A. M. Roads good except creek crossing, dangerous gulches full of water at present. Darville to Prairie City, 47 miles, roads good, arrived at 12:30 P. M."

"From above description you will notice that I made a continual drive without sleep; weather was extremely warm in day. The run was made in 23 hours, used 14 gallons of gasoline, one quart of cylinder oil. The hood was not lifted in all the 231 miles from Portland."

THREE AUTOMOBILE OFFICIALS CHOSEN TO DIRECT PORTLAND'S FIRST MIDSUMMER AUTOMOBILE SHOW.



C. Menzies, Member Show Committee.



W. B. Doan, Chairman Show Committee.



C. L. Howe, Member Show Committee.

MOTORS EXHIBIT WAR VALUE

Five Hundred California "Rookies"

Carried 150 Miles in Four Hours.

Five hundred patriotic Californians, volunteering for the state encampment at Monterey, had occasion recently to find out the value of the automobile for military purposes.

Led by a 100-point six Kieselkar, a string of 54 cars left San Francisco at 8 A. M. and arrived at their destination, 150 miles distant, exactly four hours later, as scheduled.

In granting concessions for development of its recently discovered potash deposits south of the state encampment, the Federal Government has granted such parts of the salt as the government deems advisable.