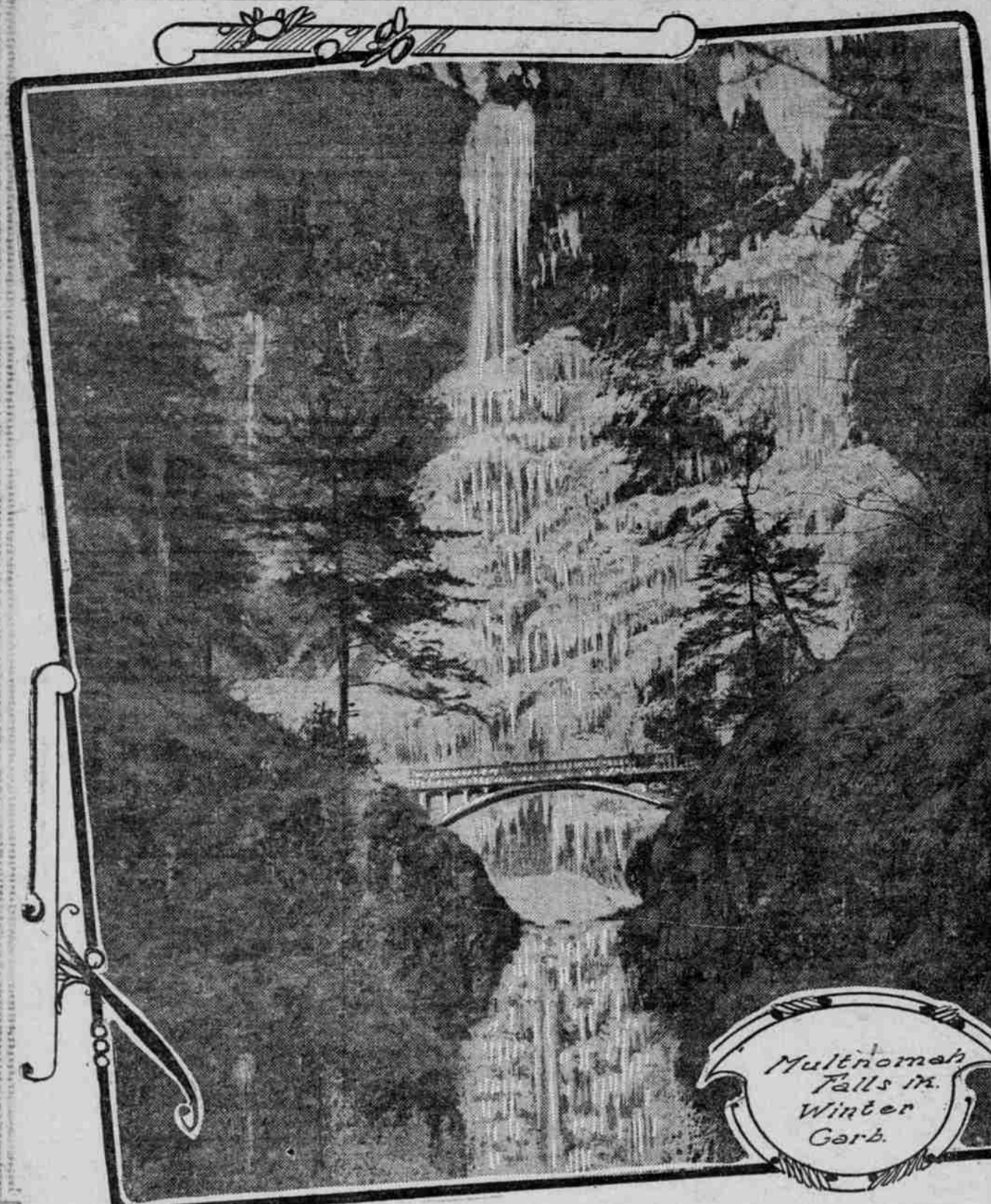


COLD WORKS FANTASTIC TRICKS WITH FALLS ON HIGHWAY

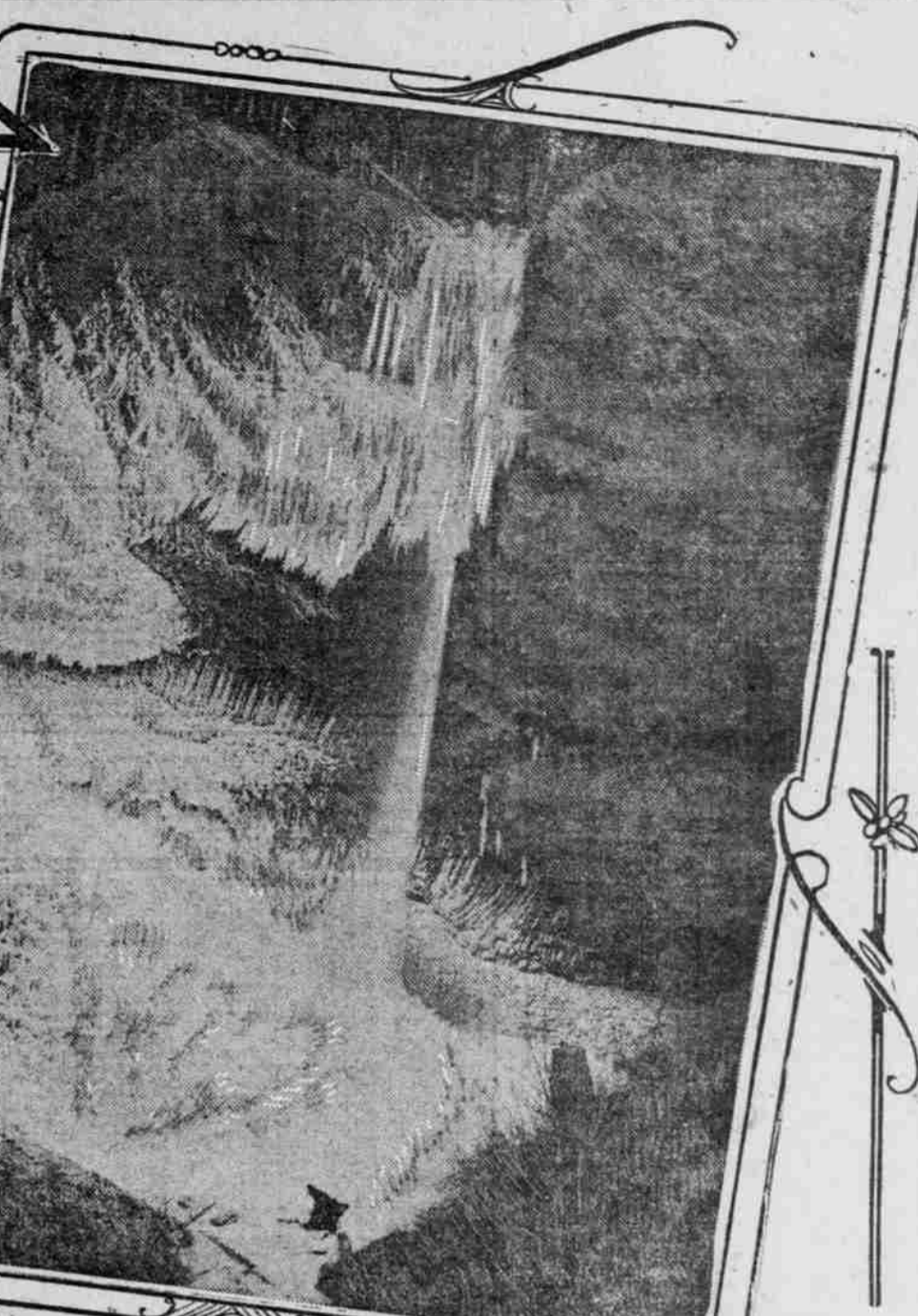
Towers and Castles Formed in Ice Make Scenery on Sides of Driveway More Beautiful Than in Summer.



Multnomah Falls in Winter Garb.



Gordon Falls, A Shell of Ice Under Which the Water Flows.



Latourelle Falls.

THE Columbia River Highway and its waterfalls present a scene of entrancing beauty at any time of the year under ordinary conditions, but since the start of the unusual cold snap, under Jack Frost's hands, fantastic towers and castles of ice have been built where Multnomah Falls, Coopy Falls, Latourelle, Gordon and the other famous falls usually foam in the mild Winters and Summers of Oregon's climate, making them more beautiful than ever.

The man who drives out there these days is given a view of nature not seen in this section of Oregon for many years. The cold has not been excessive but the snap has been much longer than is usually the case in Oregon. While it has been colder in other years, it never has had a chance to build up towers of ice 25 to 50 feet high at the foot of the falls and on the face of the cliffs.

Shapes of Towers Fantastic. The shapes are fantastic and exquisite in the extreme. Multnomah Falls looks much like one of those castles which the "Bo-

hemian glass blowers" used to make at the sideshow of the circus. On each side of the falls are tall firs which the flying spray has made into pillars of ice. The rock walls all around are covered with ice, all with long icicles. At the foot of the falls is a pile of ice much of it washed down from the highlands, and more of it is formed by the spray of the falls.

Water Bubbles in Caldron. The water drops through a hole in the top of the ice and bubbles and boils in the caldron of its own making. To stand on the ice is a new sensation. The water has built many caves and holes in the ice, and as it rushes in and out of these and is thrown from one to the other, in its endless dropping, it occasionally whistles. At other times it roars and drums within the hollows of the ice caves until it seems that the small mountain of ice would burst into a thousand pieces.

The lower bridge looks like a painting in which the artist has shown 16.5 miles on the substitute; the Marmon made 12.2 miles on the substitute and the National touring car made 15.5 miles on the substitute; the Marmon made 12.2 miles on the substitute and the National touring car made 15.5 miles on the substitute.

Many Tourists Visit Falls. Below the highway bridge, the river

is frozen and is as smooth and clear as a mill pond. Multnomah Falls was the objective point of almost 100 tourists last Sunday, as the Columbia Highway is in good condition for travel. Roadmaster Yeon will leave it open as long as it is hard enough to stand the weight of automobiles.

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At the base is a hill of ice as at the Multnomah.

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MAXWELL 25 WHICH WON A REPUTATION FOR ITSELF ALONG THE STATE LINE AND MADE FRIENDS BY THE SERVICE IT PERFORMED.

NEW FUEL IS MADE

Substitute for Gasoline Is Subjected to Tests.

SUCCESS IS INDICATED

Compound Is Said to Drive Car at Faster Speed and Farther to Gallon and to Cost Only About 11-12 Cents a Gallon.

INDIANAPOLIS, Dec. 26.—(Special.)—The supposed discovery of a substitute for gasoline as a motive power for automobiles, successful tests of which have been made by officials of the speedway and experts from Indianapolis automobile factories, leads to the establishment of a new industry at Indianapolis. Those interested in the new product are said to be Carl O. Fisher, president of the Prest-O-Lite Company, Indianapolis Speedway and founder of the Lincoln Highway; James A. Allison, secretary of the Speedway and associated with Mr. Fisher in many adventures; H. B. Joy, of the Packard Company; Roy Chapin, of the Hudson Company; Howard C. Marmon, of the Marmon Company, and A. C. Newby, vice-president of the Speedway and president of the National Motor Vehicle Company.

With the marketing of the product it is predicted, the automobile industry will be revolutionized. It is said the new substance can be manufactured for 12 cents a gallon.

It was discovered by John Andrus, a Portuguese inventor, of McKeesport, Pa., who recently received \$20,000 from the United States Government for his discovery of a method of toughening armor plate.

Tests Are Made. Mr. Fisher brought Mr. Andrus to Indianapolis last July, where he has had the co-operation of the Speedway management and the officials of the National Automobile factory, in perfecting his compound. Since that time all kinds of tests and demonstrations have been made for automobile officials and expert chemists. The substitute is being made in a still at the Speedway and Mr. Andrus explains to those interested

the simplicity of his mixture, keeping secret only two of the ingredients which he says can be bought at any drug store. In tests for speed and miles per gallon the substitute has exceeded regular gasoline in every instance.

At a demonstration which was observed by expert engineers from the automobile factories, the instructor of chemistry from Michigan University and newspaper representative, regular stock National touring car with all equipment and four passengers. Using gasoline, the National attained a speed of 86 miles an hour; then, immediately after, the same car was driven at the rate of 81 miles an hour on the substitute. In a country road test of 157 miles a National Six made an average of 15 1/2 miles a gallon with gasoline. Experts who observed this test were surprised that the powerful National obtained such a wonderful mileage per gallon.

Two large stills for making the new mixture have been erected near the Prest-O-Lite plant and adjacent to the Speedway, so that more exhaustive tests can be made.

SPEED KING USES FIRESTONES Earl Cooper Decides on Tires for Next Season's Races.

Earl Cooper, veteran of many motor classics, visited Akron, O., December 10 and 11, to purchase Firestone tires for his next season's races. His personal visit also was prompted by the desire to learn how the Firestone factor makes the tires which, by their past performance, have caused him to stake his faith in them.

Cooper is one of the top-notchers among speed kings, having distinguished himself many times in the past two years. The Montama Feste race at Tacoma on July 9, 1913, was one of Cooper's prize packages. On August 9, 1913, he also won the Santa Monica race, driving 145 miles at the rate of 73.5 miles per hour. Barney Oldfield won second place in this race. The annual Corona race, on September 9, 1913, was another one of Cooper's triumphs, when he drove 250 miles on a half-crowned track at the rate of 74.5 miles per hour.

MAXWELLS ENTER FIRST

INDIANAPOLIS 500-MILE RACE YET SIX MONTHS AWAY.

Billy Carlson Only Driver Named for Three Cars, With Tetslaff and Oldfield as Favorites.

INDIANAPOLIS, Dec. 26.—(Special.)—First entry for the next Indianapolis 500-mile race has been made already, three Maxwells being sent to the post six months ahead of the contest. Billy Carlson, the Los Angeles veteran, is the only driver to be named thus far, however. The rest are reserved for choice later on, with Tetslaff and Oldfield as favorites.

The design of the Maxwells, as last year, is attributable to Ray Harroun, winner of the 1911 500-mile contest. They are said to sport the last word in light-weight and high-speed construction.

The piston displacement of the cars

is frozen and is as smooth and clear as a mill pond. Multnomah Falls was the objective point of almost 100 tourists last Sunday, as the Columbia Highway is in good condition for travel. Roadmaster Yeon will leave it open as long as it is hard enough to stand the weight of automobiles.

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CAR TAKES THIEVES FAR

STUDEBAKER PUT TO HARD TEST TO ELUDE TRAILING POSSE.

Machine Returned and Men Held by Vigilant Corps in Service Department of Company.

After a highly adventurous month, during which it had left across five states, according to Little Rock, Ark. officers, a trail of grand and petty larceny, jumped board bills and cracked safes, a stolen Studebaker automobile has been returned to its owner and the three men who were its passengers are now in custody.

The car was stolen in Atlanta and recovered in Little Rock. Though police and private detectives had combed thoroughly the entire South Atlantic section for it, the recovery came about through the efficient method by which the Studebaker service department traces stolen automobiles, through the medium of its field organization.

As a touring exploit, the dash across

cars barely under 300 cubic inches, the limit prescribed by the speedway management. Their bore and stroke is 3 1/2 by 6 1/2, classifying them as of the so-called long-stroke type. Speeds are predicted for them up to 120 miles an hour, despite the fact that they are fully one-third smaller than the cars of last year. Refinement will more than make up their lack of size, it is said.

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FORD GAIN IMMENSE

MOTOR COMPANY'S REPORT SHOWS ASTONISHING SUCCESS.

Net Profits Are Said to Have Been \$22,000,000 or More—Business of Last Year Doubled.

The last annual report of the Ford Motor Company reveals astonishing success. Figures for the year ending September 30, 1914, show total assets \$61,622,257.16 and surplus \$48,827,032.97. Despite complaints of general business depression, these figures are practically double the corresponding figures of last year, when assets amounted to \$25,933,919.86 and the surplus was \$28,124,773.52.

Cash on hand and in the banks on September 30, 1914, amounted to \$27,441,468.79, against \$12,226,719.32 at the same time last year. Buildings and building fixtures now reach the total of \$19,714,928.45, compared with \$4,615,156.33 last year. There are also tremendous increases in factory equipment, office furniture and fixtures, power plant machinery, tools, patterns and patents.

The surprise is the enormous gain of cash on hand despite the distribution of profits among employees under the new profit-sharing system.

A surplus of \$48,827,000 for a company with a capitalization of only \$2,000,000 means a surplus of about \$2609 for every \$100 share of the company.

More remarkable still is the company's cash balance. On September 30 it amounted to \$27,441,000, or nearly \$1400 of cash for every \$100 share of stock.

During the year the Ford Company is understood to have paid dividends of 150 per cent in cash. Of this 60 per cent was the regular and 100 per cent an extra cash dividend paid in May. In 1913 an extra of 500 per cent in cash was paid. This 150 per cent called for \$3,200,000, but, of course, was a mere segment of the great bulk of net profits, which are understood to have run between \$22,000,000 and \$26,000,000.

"Invincible" Inter-tire is a form of leather interliner intended to be inserted between the tube and the casing. It is made of pliable chrome leather, with a ply of sea island cotton attached by rubber gum. The whole is molded to shape and vulcanized by a special process. It is said that the "Invincible" effectually prevents blow-outs by relieving the casing of all pressure strains.

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