NO. 1

## PACIFIC HIGHWAY IS NOT PLEASURE ROAD

That Is. Not in the Douglas County Section.

### SISKIYOUS NOW ARE OPEN

Reports Indicate Highway Can Be Traveled, Though Very Bad in Southern Section.

The Pacific highway from Portland south to the California-Oregon line in the Siskiyou mountains is at present passable to automobile travel, though there is very bad going on the Wolf creek and Sexton mountain sections south of Glendale and over the new grades in the Yoncalla-Oakland section north of Roseourg.

Though passable in between rains, o motorist should attempt the jour-ey south at present as a pleasure trip, for in the sections named there are places where shoveling will have to be done if a car once sets stalled in the mud. The word passable is used in the sense that it is possible to get through, not to mean that it is easy to do so, though after any considerable period of dry weather conditions will be much bettered. But

don't try it after a heavy rain.

Aside from the places mentioned, the highway is in fairly good condition all the way through Oregon. After the big snow storm last month the Siskiyou mountains were for a time covered too deeply with snow for cars to cross into California.

### Snow Off Sisklyous.

the same chinook wind that melted the snow in this section has cleared it off the road there. Latest reports received by The Oregonian are that though somewhat soft in a few places cars can make it readily.

This time a year ago the Pacific highway would have been impassable from about the middle of October un-til well into April or May. The fact til well into April of May.

that it can be traveled now and is in good to fair condition except in a few sections indicates how much has few sections indicates how much has three tourists from the north w... been accomplished in the state high-way construction programme in the past year. The places where going is

the main in excellent condition. It is paved now most of the way to Salem on the main east side route, and the short unpaved section between Canby and Aurora and that in the Lake Labish district, just north of this city, the roads including Roberts mountain grades, are in 'very and condition. In the hill country and condition. and Cottage Grove the highway is in

Take Labish district. Just north of Salem, are good enough even in bad weather.

The Marion-Turner route still is probably the best of the several routes between Salem and Albany, the new highway grade not as yet being in very good condition. While rough and rutty, the Marion-Turner road is passable, which is the main thing.

### Soft Near Cottage Grove. From Albany to Corvalis, Monroe, Junction City and Eugene the going

is good all the way, and from there south of Cottage Grove is good for the most part. There is one soft spot just north of Cottage Grove where the new highway grade is quite slippery in wet weather.

Following are reports to The Ore-

The Pacific highway through Lane not interrupt travel, although going county is in fine condition a greater is much easier after a day or two of part of the way, with 12 miles of bright weather. From Grants Pass pavement and all but three or four north to the Dougtas county miles of the remainder good macadam. much trouble is experienced at Sex-although the recent freezing weather ton mountain or Smith hill, as it is made the latter somewhat soft in otherwise known. Small cars often places. The Lane county road deare stalled. Plenty of power is repartment, however, has been active quired and a clearance of ten inche

culty, although there is a bad place between Walker station and Cottage all points. Travel is continuous from Grove in the southern part of the Grants Pass to Medford and the top ounty, where a contract for grading of the Siskiyou mountains new stretch to eliminate three or four dangerous railroad crossings has not yet been completed. The new grade is rough and muddy in places. but spreading of rock is progressing and it is expected that the entire grade will be open for traffic early in the spring. Traffic has to take the old highway in places on the east side of the Southern Pacific track, The new west side highway be-tween the Benton county line and Junction City is in excellent condition, having been macadamized dur-ing the fall. The east side highway between the Harrisburg ferry and Junction City is also in good shape. A 64-mile stretch of new pavement extends south from Junction City to ward Eugene and from the end of the pavement into Eugene the macadam on the old river road is in good

motorist finds another stretch of pavement six miles long, ending at Goshen. From Goshen to Walker, where the new stretch of walker, pavement six miles long, ending at loshen. From Goshen to Walker, where the new grading begins, the lold highway is in good condition and loshed to be supported by the council of the cou

The road south to Roseburg is the motor fruck as well as the autorough in spots where rock has been laid on top of new grading, but no cars have reported any serious trouble in getting through.

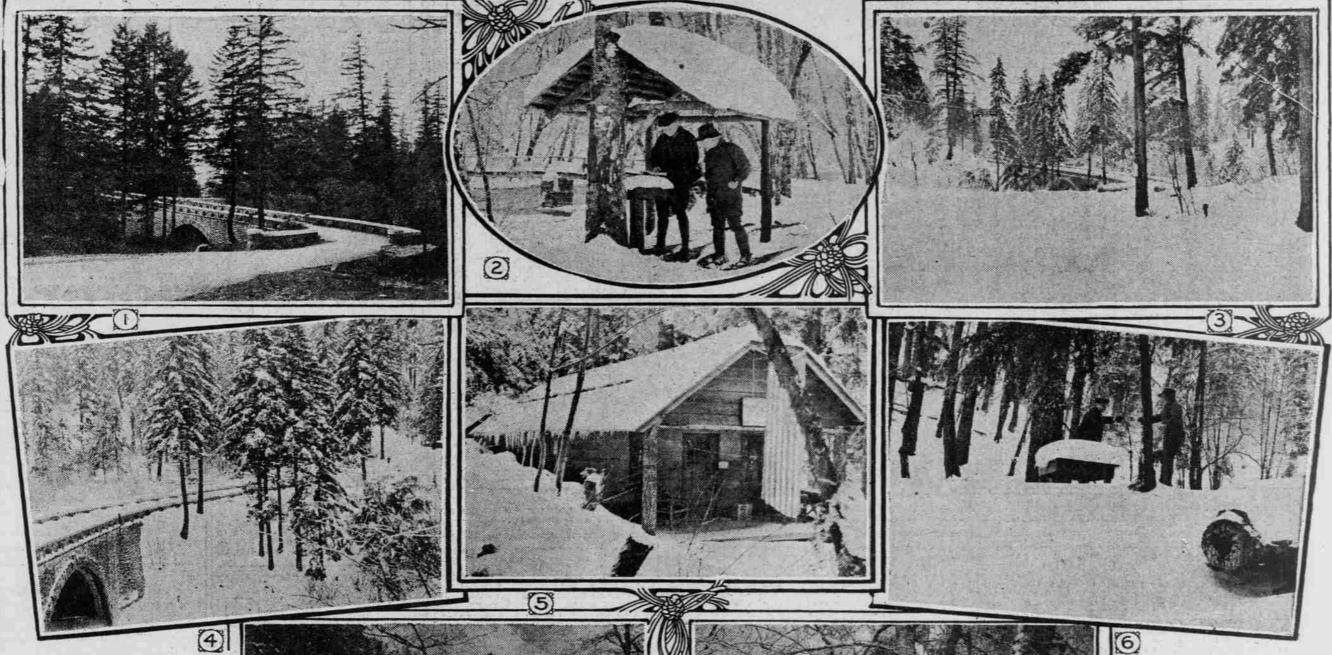
The road south to Roseburg is the motor fruck as well as the automobile in the transportation of materials, supplies, equipment, men and other factors that enter into their distributing activities.

TACOMA HAS' TIRE FACTORY

TACOMA HAS' TIRE FACTORY

-With the exception of an occasional

## HERE ARE A FEW GLIMPSES OF THE EAGLE CREEK CAMP GROUNDS AS THEY LOOKED IN BIG SNOW



reached here last night. way construction programme in the past year. The places where going is difficult now are so chiefly because of new construction work.

From Portland south to Eugene and Cottage Grove the highway is in the construction will be constructed by the construction of the construction will be constructed by the construction of the c

grades and some gravel in the can-yon between Leona and Divide are an improvement over the mudholes of former years, places almost impass

GRANTS PASS, Jan. 3 .- (Special.) The Pacific highway in Josephine county from Grants Pass to the Jackson county line is paved, but in Jack gonian from various towns along the son county from the line to the tow highway, noting highway conditions of Rogue River is in fair condition except immediately after a hard rain At such times there is much soft mud for short distances. This does since the snow disappeared and is is necessary to traverse the bad spot rapidly getting the macadam in shape in the Sexton mountain road fo for heavy traffic again.

Automobiles are getting through ever the highway without any diffientire distance.

In general, the road is passable a

## **AUTO INDUSTRY IS LEADER**

BE BASIC ONES.

new road. The new road has now the normal street and support hill, which caused the trouble, have been eliminated.

The road south to Roseburg is

"It is natural, therefore, when the leading and prominent executives in the eight basic industries started their truck or touring car, whose drivers are exceedingly optimistic as to what their machines can do, the Pacific highway in Douglas county is practically closed to automobile traffic at present, owing to the bad condition of the roads. Among the recent machines to arrive from the south was a powerful truck employed in telephone line construction work, and





-This picture shows the Columbia river highway bridge over Eagle creek at the Eagle creek camp grounds of the United States forest service, as it looks in ordinary times. In photograph 3, taken on December 18, Mr. Van Scoy caught an unusual view of it under the white mantle left by the big snow, while photograph 4 is another snow picture of the same ridge from a different viewpoint. 2—Tourists register at Eagle creek camp ground at all times of the year, snow or no snow. But before they could register these pertinacious ones had to brush off a couple of feet of snow from the registry book. 3 and 4—Eagle creek bridge. 5—Here's the Eagle creek ranger station, with Old Glory in front, frozen stiff by the zero weather, but always Old Glory. 6-A cold snack at one of the forest service luncheon tables for tourists. 7-Recognize this? It's looking up the automobile lo

Forest Examiner, United States LTHOUGH, according to the for-est service. 150,000 persons with snow that only the rock-faced A visited Eagle creek camp arch itself was in evidence, showing grounds during the last outing sea- that a bridge was there.

Son, none of them saw these grounds clad in their white winter mantle as did W. A. Van Scoy, Ray Conway and H. H. Riddell of Portland, who picnicked at Eagle creek a few days after the recent big snow storm.

Equipped with snowshoes and skis, armed with cameras, and clad for a position whiten the automobile industry; is certain to held in the industrial life of the nation in the future is foreshadowed by the action of the recognized of national defense in recognizing it as a basic industry.

Touching on this water.

Son, none of them saw these grounds clad in their white winter mantle as did W. A. Van Scoy, Ray Conway and H. H. Riddell of Portland, who picnicked at Eagle creek a few days after the recent big snow storm.

Equipped with snowshoes and skis, armed with cameras, and clad for a winter outing, the three stepped off the privacy of the wilderness, were absolutely deserted save for the three on the privacy of the wilderness, were absolutely deserted save for the three on the picnicked at Eagle creek in 18 inches of snow, through which they made their way slowly up the steep slope in the privacy of the wilderness, were absolutely deserted save for the three on the cut where the trail ran and lay in a short distance above the unusual winter pictures along the way which the heavy snowfall made forth near the station until the train of the upper flat they discovered the

down to the camp grounds, where a strange new landscape greeted their wondering eyes. The familiar ferns and small shrubbery had disappeared under a dazzling white blanket of snow which covered the whole place. Snow draped the somber fir trees and lay in fantastic-shaped heaps on buildings, tables, plenic stoves, and of the camp grounds when the returned to their retreats.

It is indeed a dull day at Eagle to the family to remain until winter wears itself out. The picture of the canyon around the first bend of the trail above the scenes taken when the foliage was on the returned to their eyes, might have been a scene taken when the farryland of child-the camp grounds, taken a drink at the creek and then returned to their retreats.

It is indeed a dull day at Eagle forest of iclicles appeared above the gun erection of a shelter house, which

mobile and the motor truck inter- buildings. Delay was experienced in in the shaps of a buffalo's horns, with If a brake shoe binds when the pres woven throughout the final plans, getting delivery on equipment The road south to Roseburg is the motor truck as well as the auto-

Part of the crude rubber of the country comes through Puget sound ports. The Soon to Begin Operations.

TACOMA, Wash. Jan. 3.—(Special.)

The Western Rubber company will begin to manufacture tires in its new president of the country comes through Puget sound ports. The plant will save much money, officers of the company say. The plant will start with a working force of 125 men. Elmer Dover, former secretary of the national republican committee, and later Pacific coast manager for Byllesby & Co., operators of public service plants, is president of the company.

son, none of them saw these grounds of silence, the mysunusual winter pictures along the their packs and tramped back and
clad in their white winter mantle terious silence of snow lands. The way which the heavy snowfall made forth near the station until the

Oil Can Grip.

connects the camp grounds on the ing their names. It is very probable back to earth, when they trans; two sides of the stream. The highway bridge across Eagle on snowshoes to register at Eagle station at Eagle creek and waited for a train whose degree of lateness for a train whose degree of hithey had no way of knowing.

The party had planned to go as far as the Punch Bowl and get the

where the new grading begins, the withere is a good piece of macodam.

COTTAGE GROVE. Or. Jan. 5.—
(Special)—All the automobile roads in this section are passable and in most cases can be made without trouble by the heaviest care. There has been some difficulty just north of here after a rain, where a part of the products of that industry but it is proved there is no only a positive recognition of that industry but it is proved there is no only a positive recognition of that industry but it is proved there are no only a positive recognition of that industry but it is proved the whole place.

Eagle Creek Inky Black.

No wild life was apparent, but number of snow which covered the whole place, and small shrubbery had disappeared grows tracks showed where deer from the injection of child.

Show draped the somber fit trees and law in fantastic-shaped heaps on buildings, tables, plcnic stoves, and lay in fantastic-shaped heaps on buildings, tables, plcnic stoves, and better the recent industrial conference field in this city as the best possible in this section are passable and in this city as the best possible in the products of that industry but it is proved that the products of that industry but it is proved that the products of that industry but it is proved that the products of that industry but it is proved that the products of that industry but it is proved that the products of that industry but it is proved that the products of that industry but it is proved that the products of that industry but it is proved that the products of that industry but it is proved that the products of that industry but it is proved that the products of that industry but it is proved that the products of that industry but it is proved that the products of that industry but it is proved that the products of that industry but it is proved that the products of that industry but it is proved that the products of that industry but it is proved the products of that industry but it is proved the products of the products of the products

KEEP THE BRAKES IN ORDER

"Brakes didn't work" has spelled

The brakes should bind tightly when

pressure is applied, but they should

Tramp to Keep Warm.

a hole punched in the center so that it will fit under the spout, which is then screwed in place, makes an ad-

mirable finger grip and enables the the brake lining will cause the brakes to slip. If you see this is the cause, wash off the lining with gasoline and then see that the leakage of grease from the rear axle is the brake relined.

A tendency of the car to skid to

one side when the brakes are applied the cause of many an auto accident. is proof of unequal adjustment. The first six-cylinder car was pro-duced in England. A piece of sheet metal bent roughly be free and clear when not in use, duced in England.

# HERE'S A REAL MYSTERY

Isn't Even in Secret.

Over the salesroom of the Oregon Motor Car company hangs a dark, from 1898, are given in the following dank for of mystery. Its impenetrable veil conceals a secret that give the life of his second best sales

man to solve. In short, as Mr. Micawber would say, the truth must out. It conceals made at the coming automobile show by the Oregon Motor Car company. Let us lift a small corner of the

ager of the Oregon Motor Car company, holding up the curtain for the

company, who is paying the bills, doesn't know the whole of it," says he. "Nobody is going to know it until they see it in the show, but I will go this far and say that it be worth." doesn't know the whole of it," says he. "Nobody is going to know it until they see it in the show, but I will go this far and say that it will be worth traveling from Scappoose to Portland and back again for a look.

"We are calling this the Stude-

We are calling this the Stude en in this territory.

IT'S A LITTLE MORE EXPEN-SIVE THAN GAS, BUT-

Anyway, New Motor Invented by Chicago Man, Can Burn Cream, or Olive Oil, or Kerosene.

butter or whipped cream may sound absurd, but according to E. W. Blakeof the Society of Automotive engineers, at the convention of the fic gineers recently in session, this al-

ready has been accomplished.

The experiment was accomplished recently with the use of a Hvid engine, invented by R. M. Hvid of Chi-cago, and was performed in the presence of five engineers representing the Russian government.

The engine was kept running for a length of time on the following fuels:

Crude oil, fuel oil, kerosena oil a city of the control of the con

Crude oil, fuel oil, kerosene, olive oil, castor oil, melted butter, axle grease and finally whipped cream. "The Hvid engine," sald Mr. Blake-

ly, "is applicable to motor boats, trac-tors and pumps. 'It' is a straight four-cycle engine of conventional design, except that high compression is used to secure ignition, and a fuel injecting mechanage of grease from the rear axie is stopped.

If it is worn linings that cause the brake to refuse to hold, then have the brake relined.

A tendency of the car to skid to the said to have a preliminary computed by the said to have all the adverse permits of increased pumps or air systems.

The engine is said to have all the adverse permits of increased production, which in turn complicated pumps or air systems. The engine is said to have all the advantages and none of the disadvan-tages of the so-called Diesel, and will

# 1920 PRODUCTION TO BE 2,500,000 AUTOS

Auto Chamber Head.

That's Estimate of National

Alfred Reeves in Prophecy of New

INDUSTRY SECOND IN SIZE

Year Declares 425,000 Trucks Will Be Manufactured.

BY ALFRED REEVES. eneral Manager National Automobiles Chamber of Commerce. Notwithstanding the small producion in the first three months of 1919, following the armistice, when the industry was on practically a 100 per cent war basis, motor car manufac-turers made such gigantic strides during the other nine months that the year's production of 1,891,929 motor vehicles exceeds all previous records, including that of 1917, when 1,868,990

cars and trucks were produced. The wholesale value brought the industry almost to the two-billion-dollar class. It was only 20 years ago when auto-mobiles were barred from Central park—yet within these two decades no year has gone by except the war year of 1918 which has not seen an increased demand for these time-sav-ing vehicles now such an important

part of our American life. Passenger car production was slightly less than in 1917, totaling 1,586,787 as against 1,740,000 for 1917. Truck production, however, increased substantially, rising from 227,000 in 1918 to more than 305,000 in 1919.

Average \$882 Per Car. The total wholesale value of passenger cars was \$1,399,282,995, an average of \$852 per car; while the truck value was \$408,311,585, an average of \$1238 per vehicle.

The total value of these products was \$1,807,594,580, which, when com-bined with the wholesale value of bodies, spare tires and accessories to equip the cars or trucks ready for the owner's use, brings the industry close to the two-billion-dollar class with a practical certainty that this year its position will be second only to steel among the manufacturing in-dustries of the country. The rapid advance of the truck has

WHAT CAN THIS STUDEBAKER
BULLDOG BE?

BULLDOG BE?

Manager of Oregon Motor Car Company Says His Big Chief

Isn't Even in Secret.

The rapid advance of the truck has resulted from its meritorious performance in the war, in general commercial life, in connection with rural motor express lines and in practically every other department of commerce. Buses are increasing in great number, it being worthy of note than in Newark, N. J., 18,000,000 passengers were carried by buses in the first half of 1919, the fares amounting to \$800,000.

Figures Show Industry's Growth. Some highly interesting figures in enection with the industry, dating

Exports to Increase, Too. jointly responsible with us for this exhibit. While I was at the factory a month ago I took up plans with a month ago I took up plans with R. H. McCarty, now assistant general sales manager but formerly manager for Studebaker in the northwest and together we went over plans for what I can truthfully say will be the closest approach to a humdinger ever seen in this territory. seen in this territory.

"Right now one of the noted special designers of Chicago is rushing work on the Buildog. What is the Buildog like? With Sherlock Holmes I will only say. Come to the show and you shall find out." past two years has been in the agri-cultural districts. The leaders are Tennessee, Alabama, Louislana and Georgia, where the percentage of increase over 1918 has ranged from 29 per cent down to 16 per cent. New York has the greatest number of cars registered, approximately 579,000. one for every 18 people in the state. Ohio is second with about 511,000. Nebraska and Iowa are pretty close for the honor of the greatest number of cars per capita, Iowa with 365,000 and Nebraska 201,000, or one car for

What Is Saturation Point?

Mississippi has the fewest cars reg-istered, less than one for every 50 persons, with Alabama next-one for NEW YORK, Jan. 3.—To run en-gines, using as a fuel olive oil, melted butter or whipped cream may sound. Just how many cars can be used in underground garages and parking places for cars not in use. There are many who believe that a few years from now will see 12,000,000 motor vehicles running in this country.
Notwithstanding its giant strides in
29 years, the industry has not been

> Many new companies now going nto the business will find the road difficult and success coming only enterprising, well-financed and well-managed concerns having vehicles on a par with those now in use.
>
> One of the real reasons for the

How Makers Co-Operate. The industry is looked upon as the leader of standardized production. In (Concluded on Page 6, Column 5.)

brought prices down still further.