

PACIFIC HIGHWAY IS NOT PLEASURE ROAD

That Is, Not in the Douglas County Section.

SISKIYOU 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 Roseburg.

But 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.

From Albany to Corvallis, Monroe, Junction City and Eugene the going is good all the way, and from Eugene south of Cottage Grove is good for the most part.

EUGENE, Or., Jan. 1.—(Special.)—The Pacific highway through Lane county is in fine condition a greater part of the way with the best of pavement and all but three or four miles of the remainder good macadam.

Automobiles are getting through over the highway without any difficulty, although there is a bad place between Walker station and Cottage Grove in the southern part of the county, where a contract for grading a new stretch to eliminate three or four dangerous curves has not yet been completed.

COTTAGE GROVE, Or., Jan. 3.—(Special.)—All the automobile roads in this section are passable and in most cases have been made without trouble by the heavy rains.

ROSEBURG, Or., Jan. 3.—(Special.)—With the exception of an occasional 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.

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



three tourists from the north who reached here last night. All of these persons report unfavorably as to the conditions of the roads. The highway is apt to get stuck at various points along the way between Divide and the grades south of Glendale, though it is possible for a determined driver with a good car to get through.

GRANTS PASS, Jan. 2.—(Special.)—The Pacific highway in Josephine county from Grants Pass to the Jackson county line is paved, but in Jackson county it is in fair condition, except immediately after a hard rain. At such times there is much mud for short distances.

connecting the camp grounds on the two sides of the stream. The highway bridge across Eagle creek, was completely covered with snow that only the rock-faced arch itself was in evidence, showing that a bridge was there.

Plenty of Snowshoe Work. The party had planned to go as far as the Punch Bowl and get the unusual winter pictures along the way which the heavy snowfall made possible, but a short distance above the upper flat they discovered the trip was not feasible, as snow filled the cut where the trail ran and lay in a steep slope from the bluffs to the water's edge, making snowshoeing not only difficult but extremely precarious.

Tramp to Keep Warm. To keep warm the three put on their packs and tramped back and forth near the station until the train finally came along and carried them back to Portland.

When Car Skids to One Side Adjustment Is Fauty. "Brakes didn't work" has spelled the cause of many an auto accident. The brakes should bind tightly when pressure is applied, but they should be free and clear when not in use.

AUTO INDUSTRY IS LEADER

ONE OF EIGHT DECLARED TO BE BASIC ONES.

Council of National Defense Recognizes Essential Nature of Its Products.

WASHINGTON, Jan. 2.—The high position which the automobile industry holds in the industrial life of the United States is being recognized by the action of the council of national defense in recognizing it as a basic industry.

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TACOMA HAS TIRE FACTORY

Western Rubber Company Plant Soon to Begin Operations.

TACOMA, Wash., Jan. 3.—(Special.)—The Western Rubber company will begin to manufacture tires in its new plant in South Tacoma between January 15 and February 1.

KEEP THE BRAKES IN ORDER

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WHIPPED CREAM AS FUEL

IT'S A LITTLE MORE EXPENSIVE THAN GAS, BUT—

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

NEW YORK, Jan. 3.—To run on cream or whipped cream may sound absurd, but according to E. W. Blake, inventor of a new motor, it is possible.

The experiment was accomplished recently with the use of a Hvid engine, invented by E. W. Hvid of Chicago, 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, kerosene, olive oil, castor oil, melted butter, axle grease, and finally whipped cream.

"The Hvid engine," said Mr. Blake, "is applicable to motor boats, tractors 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 mechanism is employed by means of which a preliminary combustion is made to force the fuel into the engine without complicated pumps or systems."

The engine is said to have all the advantages and none of the disadvantages of the so-called Diesel, and will run on any oil that can flow through a pipe or any bi-product of distillation.

The first six-cylinder car was produced in England.

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HERE'S A REAL MYSTERY

WHAT CAN THIS STUDEBAKER BULLDOG BE?

Manager of Oregon Motor Car Company Says His Big Chief Isn't Even in Secret.

Over the salesroom of the Oregon Motor Car company hangs a dark, dank fog of mystery. Its impene-trable veil conceals a secret that many a rival automobile man would give the life of his second best salesman to solve.

In short, as Mr. Micawber would say, the truth must out. It conceals the identity of the star exhibit to be made at the coming automobile show by the Oregon Motor Car company.

Let us lift a small corner of the veil. Fred M. Leaton-Smith, manager of the Oregon Motor Car company, whose degree of interest in the merest peck, is speaking.

"Even W. C. Garbe, president of 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 will be worth traveling from Scappoose to Portland and back again for a look."

Those calling this the Studebaker Bulldog, that is to say, the factory is calling it the Studebaker Bulldog for the Studebaker exhibit.

Right now one of the noted specialists of the coast is rushing work on the Bulldog. What is the Bulldog like? With Sherlock Holmes' keenest eyes, you shall find out.

Exports to Increase, Too. Exports are now only about \$110,000,000, but this shows an increase of 25 percent during the next few years.

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1920 PRODUCTION TO BE 2,500,000 AUTOS

That's Estimate of National Auto Chamber Head.

INDUSTRY SECOND IN SIZE

Alfred Reeves in Prophecy of New Year Declares 425,000 Trucks Will Be Manufactured.

BY ALFRED REEVES, General Manager National Automobile Chamber of Commerce.

Notwithstanding the small production in the first three months of 1919, following the armistice, when the industry was on practically a 100 percent war basis, motor car manufacturers made such gigantic strides during the other nine months that the year's production of 1,821,000 motor vehicles exceeds all previous records.

Including that of 1917, when 1,868,000 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 automobiles were barred from Central park—yet within these two decades no year has gone by except the war years of 1918 which has seen an increased demand for these time-saving vehicles now such an important part of our American life.

Passenger car production was slightly less than in 1917, totaling 1,248,787 as against 1,740,000 for 1917. Truck production, however, increased substantially, rising from 227,000 in 1918 to more than 400,000 in 1919.

Average \$882 Per Car. The total wholesale value of passenger cars was \$1,399,232,955, an average of \$882 per car; while the truck value was \$1,740,000 for 1917. The total value of these products was \$1,897,232,955, which, when combined with the wholesale value of bodies, spare tires and accessories to equip the cars and trucks ready for the owner's use, brings the industry close to the two-billion-dollar class.

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Passenger Car Production

Year—Number—Wholesale Value

Table with 3 columns: Year, Number, Wholesale Value. Rows for 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910.

Average wholesale price for 1919, \$882.

Motor Truck Production

Year—Number—Wholesale Value

Table with 3 columns: Year, Number, Wholesale Value. Rows for 1919, 1918, 1917, 1916, 1915, 1914, 1913, 1912, 1911, 1910.

Average wholesale price for 1919, \$882.

Total motor vehicle production in 1919 was 1,821,000, valued wholesale at \$1,897,232,955.

Passenger car production in 1920 is expected to be 2,500,000 cars with truck production 425,000 trucks.

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