

Short Arizona Loop Is Rich In Romantic Scenery

(By NEA Service.)

PHOENIX, Ariz., June 8.—Only a 200-mile trip around a circle, the Apache-Superior loop in southern Arizona is an outstanding feature in itself.

Although it can be made in a day, this trip fills the tourist with so heavenly a beauty that it is remembered for the rest of the year. It combines the yellow parched desert waste with the bluish mountain tops in a virtual rainbow of color. The crags and canyons that are sighted along this short trip thrill the soul.

Yet, along with this fill of beauty, there are the history and romance that make this district even more entrancing. Here, years before a white man ever stepped on American shores, the warlike Apache Indians beat out what is now the Apache Trail.

This vestige of ancient civilization leads the motorist directly into the most modern atmosphere, for at the end of the trail is the famous Roosevelt Dam, supplying power and irrigation to the surrounding territory.

Desert and Mountainside.

The route leads east from Phoenix, for thirty miles over a paved state highway beyond Mesa, on to Apache Junction. The ride here is through the undeveloped Arizona desert, with some of the many varieties of cactus now in bloom.

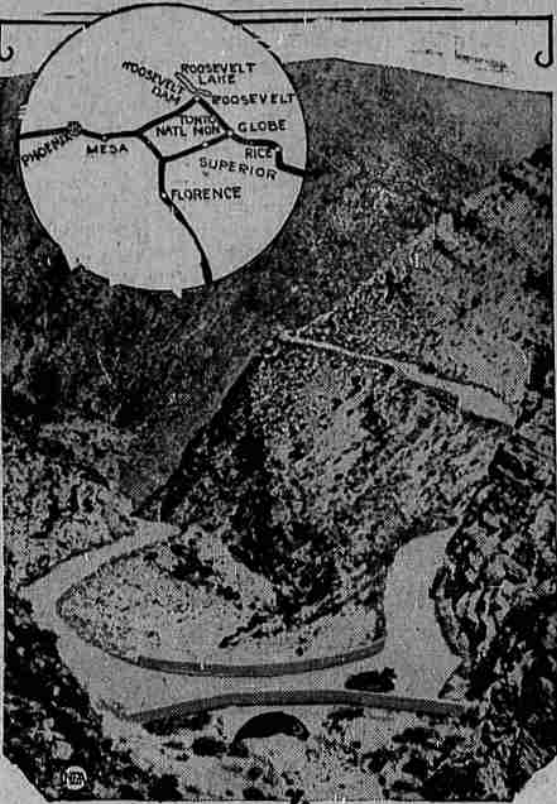
Then a turn is made northward toward Roosevelt Dam, and the Roosevelt Lake that has been formed by this dam. Superstition Mountain rises to the left, while on three sides and in the distance loom other mountains.

For ten more miles the trip is over the surfaced road, to the Apache Trail, veritably a ledge cut into the sides of the mountains.

Scenery begins to rival that of the Grand Canyon in color and splendor. Hairpin turns follow close upon one another. From several spots the motorist can see as many as four different road levels, so rugged is the contour of the canyon country. On one side of the car a rock cliff may tower a thousand feet high, on the other side may be a sheer drop of half a mile.

Along More Canyons.

From a mountain top, the tourist catches his first glimpse of Roosevelt Lake at the dam where Francesco de Binedo, the Italian world flyer, came down on his flight across America. The lake is a tranquil sheet of blue water extending five miles into the mountains.



Great, winding trails like this take the motorist up and down mountainsides, on the Apache trail in Arizona. Map in inset shows the loop followed.

Down again, the trip goes, this time winding southward for thirty miles to Globe, along deep canyons and oversteep distant mountains and valleys. In this thirty miles there is a long nine-mile climb over the Pinal Mountains into the copper mining area of Globe.

Now the route turns westward again along another scenic highway past Superior and across the desert to Apache Junction. From this point the same road is traversed to Phoenix that was taken eastward to the Apache Trail.

People living all year round in the vicinity of the Apache Trail are planning to light the entire trail with electricity for a stretch of more than 90 miles. The electric power will be furnished free, for there is plenty of it from the generating station at the dam.

If this is done, the Apache Trail, winding recklessly along mountainsides, will be as safe and as marvelous at night as it is by day.

HIGH RECORD IN TIRES

Tire manufacturers in Akron have been exceeding former records in production lately. One firm produced more than 45,000 tires in one day and expects to reach the 50,000 mark soon.

ACCOMMODATING

College Dean: "Do you know who I am?"
Student Motorist: "No, sir, but if you can remember your address, I'll take you home."—Answers.

JUNK YARDS AWAIT BOOM IN OLD CARS

(By NEA Service.)

NEW YORK, June 8.—Junk dealers are rubbing their palms in gleeful anticipation of a booming business from the worn-out automobiles that are expected to be scrapped in great numbers henceforth.

This is the year when, it is believed, the great impetus in junking used cars will begin, for it is the fifth anniversary of the tremendous jump in the sale of new cars in 1922. Five years is what some engineers believe to be the automobile's average life. So the death knell for most of the cars bought and in use in 1922 is being tolled this year.

The automobile junk business wasn't considered much of a specialty until 1925, when the number of cars scrapped jumped 100 per cent.

Doubled in Year

In 1924, the National Automobile Chamber of Commerce reports, the number of automobiles scrapped amounted to 789,759. The next year it went up to 1,503,127. Last year it is estimated to have risen to the 2,000,000 mark.

This year, the junk yards will receive more than 2,500,000 derelicts for disposal. That's a conservative figure, for 1922 showed an increase of 60 per cent in the registration of automobiles in the United States. Given only five years for existence, the cars of 1922 should therefore increase the junking business by almost that amount.

Roads Halt Junking

Improvement of products, however coupled with better roads, may delay this end perhaps to 1928 or even 1929. Figures of the automobile Chamber of Commerce show the useful life of the automobile to be increasing gradually.

OIL COSTS MORE AT HOME

(By NEA Service.)

MEXICO CITY, June 8.—Motorists in this vicinity, situated in the midst of a rich oil area, have to pay nearly twice as much for their fuel as do motorists far from oil fields in the United States.

Here, for instance, the cost of fuel has gone as high as 38 cents a gallon.

The reason is the crude oil has to be shipped to the United States for refining and then back to Mexico for sale. This incurs heavy freight charges both ways.

until now it is as long as eight years for the better cars. But that doesn't discourage the junk dealers. Auto manufacturers and dealers are encouraging them, in fact, by selling a great many used cars as junk, in order to make room for the sale of new cars.

NOTED BIOLOGIST SUED FOR BIG SUM IN FAMILY SPLIT

(Associated Press Licensed Wire.)

NEW YORK, June 8.—Society was stirred today by an alienation case in which the defense is that a debutante was swept off her feet by an impecunious man.

Dr. Fenton Benedict Turck and his wife, Mrs. Avis Paline Turck, are being sued by their son-in-law, Alden S. Condict, for \$150,000.

Condict charges that before her parents' "subtle influence" caused his wife to leave him March 10, he and she lived happily together.

Counsel for Dr. and Mrs. Turck denied the charges and characterized the suit as "the move of an impecunious man to gain something from a wealthy wretched-law."

Condict is a lineal descendant of John Alden and a great-grandson of Jonathan Dickinson, first president of Princeton University. His marriage to Miss Katherine Paline Turck on November 7, 1925, was a social event of the season. The bride was a member of the Junior League, ultrafashionable organization.

The Condicts have a six-month-old daughter, who is now with her mother. Dr. Turck is a widely known biologist.

OLD CARS DOOMED

Pennsylvania has adopted a new law, to go into effect January 1, 1928, by which the secretary of highways will have the power to order decrepit and outworn passenger autos and trucks off the road. He may do this by refusing to register such vehicles.

WASHEE-WASHEE

"We most cleanly and carefully wash our customers with cheap prices as under—Ladies \$2 a hundred; Gentlemen, \$1.75 a hundred."—Laundry sign quoted in "Chinese Fancies."

NO DANGER

First Stew: "I'm afraid mah wife is goin' to have her face lifted."

Second Stew: "Aw, nousehens, ol' sport, don't worry. Who'd ever want tuh steal a face like that?"—Judge.

Autos Create New Era For The Puncture Vine



A two-pointed burr, the puncture vine of California, sticks to tires and is spread fast over the country. That it's sharp, the photo at right proves.

(By NEA Service.)

SACRAMENTO, June 8.—Today, the coming of the automobile hasn't brought any fire trees, sparkplug bushes or windshield orchards.

But it has developed the puncture vine as well as the gasoline plant.

The auto has been a blessing to farmers here in California. But through the spread of this motor-

ized flora, it has brought one of the farmer's worst troubles.

Centuries ago, the plant developed in Africa. Somehow, it reached America and came to California.

Point Always Ready

Its peculiar burr has two sharp spines, each the size of a carpet tack and set at right angles, so that no matter how the burr lies one point always will be sticking up.

Apparently it developed this peculiarity through centuries of attaching to the feet or the hair of animals so it could spread its seed. It developed also a peculiar habit of lying prostrate as a vine, and of growing on hard-packed well-traveled ground.

California became motorized. So did the puncture vine. It seemed to travel straight for the highways in the earlier days, and secured its state name from its disastrous effects on old fabric and bicycle tires.

When the country began traveling by auto, so did the puncture weed.

Carried off by Autos

By growing into the roads, its burrs affix themselves to tires, and are carried hundreds of miles before they fall off or are scraped off—to start in a new location and overrun valuable ground.

The California Department of Agriculture has a given serious study to the puncture vine and has instituted some highly effective control work. This includes frequent cultivation of crops menaced by the vine, and spraying the pest at times with fuel oil, to destroy both plant and seed.

Motorists have been asked to help by seeing that any tire they may change in this infested area is entirely free from puncture weeds when it is put on the spare rack, and that running boards, rubber heels and clamping kit are free from the pest.

STATE P. T. A. OFFICER WILL BE SPEAKER

Mrs. W. W. Gabriel, state president of the Oregon Congress of Parents and Teachers, will be a visitor in Roseburg Friday, June 10, and will be the chief speaker at a public meeting to be held in the auditorium at the Junior High School building at 8 o'clock in the evening.

Mrs. Gabriel is a fluent speaker and a woman of unusual ability. Her subject is of the utmost importance and school patrons and all interested in educational matters will especially enjoy her talk.

Mrs. Gabriel is returning to her home in Portland after attending

the annual conference of the Association of Teachers in Technical Institutions, held in London, England, and also the National Congress of Parents and Teachers, which took place in Oakland, California, the latter part of May.

The meeting is one which will interest the general public as well as those who are members of the Parent Teacher associations, and as solutions to problems arising in association work will be a part of the address which Mrs. Gabriel will present to the audience, the meeting should be well attended. No admission fee is being charged.

No admission fee is being charged.

SOUTH DEER CREEK NEWS

Mr. F. P. Betts spent the week-end with his son, J. J. Betts, of Roseburg.

Miss Lorone Gross and Ellen Guyle spent the week-end with Ruth Blood of S. D. C.

Mr. Dick Melton was in town Saturday visiting friends and attending to business matters.

Mr. and Mrs. Post and daughter, Eunice, of Drain, visited at Minnie Cox's home of S. D. C.

Mr. Palmer Davis, Thomas Melton, and Beecher Emmert spent Sunday at the home of S. D. C.

Mr. Glenn Cox spent the week-end with his parents, J. W. Cox of S. D. C.

Mr. H. M. Cox and family, C. H. Bailey and family and Winona Trussell went on a picnic Sunday.

Mr. Dave Buenbark and family spent Sunday with F. E. Duncans of S. D. C.

Mr. and Mrs. I. L. Thompson and family spent Sunday evening at the home of Lucious Patterson.

Mr. Alva Hunter was a caller at the Paul home Sunday.

Lafayette Whitsett, of Roberts Creek spent Sunday with his sister, Mrs. William Melton, Sr. of S. D. C.

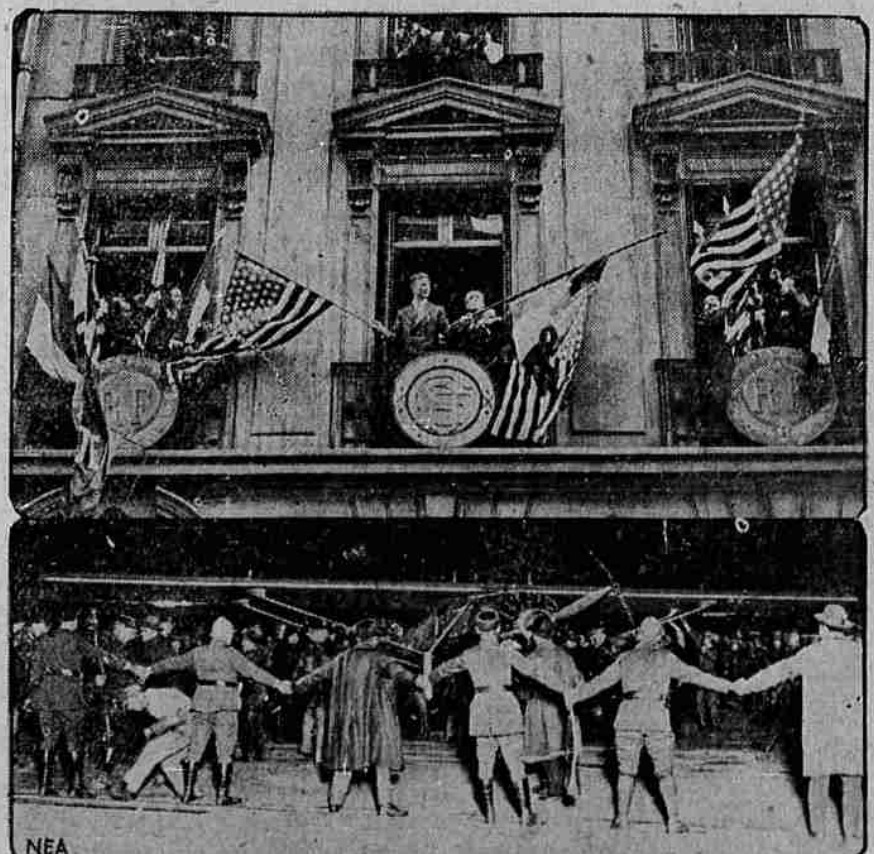
Mr. Ed Lyons, of Portland, and sister, Mrs. Mulky, of Myrtle Creek, were visiting their sister, Mrs. J. W. Cox, last week.

—X. X.

Used range with reservoir, \$35 at Powell's.

WHEN PARIS WENT WILD OVER "LINDY"

First Real Photos Tell Story of American Aviator's Tumultuous Reception



These first actual photographs to reach this country from Paris give a hint of the acclaim with which the French capital greeted Captain Charles A. Lindbergh. Above: Lindbergh is shown in the middle balcony of the American embassy, waving a French flag and an American flag in response to the tumultuous shouts of the crowd below; the lower picture shows a human chain of French troops guarding his airplane at Le Bourget flying field after souvenir hunters damaged it.



Glad in a badly-fitting suit borrowed from an embassy attaché—you can see how short the trousers are and how poorly the coat hangs—Captain Charles A. Lindbergh smiles bashfully as the throng before the embassy gives three loud cheers with Ambassador Myron T. Herrick, who is at Lindbergh's left, leading the demonstration.



It took plenty of police to hold the crowds in line when Captain Charles A. Lindbergh went around in Paris, as the upper photo shows. The car at the curb has just deposited the young flyer at the American Club; see how the eager Parisians press against the gendarmes in their desire to see the hero of the trans-Atlantic flight. Below are a close-up of Lindbergh, with his tousled sandy hair, and a view of him inspecting his plane the day after he landed.