

LONG TRIP BY AUTOMOBILE FROM SALEM TO ARKANSAS DESCRIBED BY TRAVELER

(By DONALD STEELE.)

On leaving Salem May 19, I headed south over the Ankeny hill through Jefferson, Albany, crossing the Willamette river at Albany to the west side of Eugene; from Eugene to Roseburg; roads in places were muddy. Roads were very slippery from Oakland to Roseburg, arriving in Roseburg at 3 p. m., leaving there at 9 a. m. the following day. I found roads fairly good south; took on gas at Wolf Creek, 40 cents per gallon. From Grants Pass to Medford roads exceeding fine; all through this part of country to Ashland crops looked prosperous. Leaving Ashland at 7 p. m., in a short time I crossed the state line and bade goodbye to dear old Oregon. Arrived in Yreka at 8:29 p. m.; found the roads good with steep climbs all along the Shasta river. Leaving Yreka the following day at 8 a. m. I found roads rough and the curves dangerous on account of recent land slides; this condition existed until I reached Red Bluff, and there I bade farewell to the mountains and rough roads. Fourteen miles south of Red Bluff, I turned to my right and detoured through Thelma; crossed the Sacramento river, then on to Vina, here I found the roughest roads of all; striking the pavement again 15 miles north of Chico; grain was getting ripe, but cattle in the mountains were very poor, except in Oregon. Passing through Sacramento at 10 a. m.

did for the next two days. Mohave Desert Entered. On the morning of May 27, I again headed east over the San Bernardino mountains, into and over the Mohave desert, via Bagdad, crossing the Colorado river at Needles; on this desert one passes through the hottest place this side of hell. You will find extinct volcanoes and lava beds, which make careful driving necessary to save cutting tires; at times on the desert, you will be pulling your car through the sand and out of the pit holes on low until your car will boil like a tea kettle. Here one will get the first touch of loneliness. Arriving at Needles, I camped for the night; from there I followed the National trail through the desert of Arizona via Flagstaff; then through the petrified forest to Gallup, N. M. Now I want to advise any one anticipating this trip to carry an extra supply of water, gas and oil, for if anything were to happen to your car, you would find yourself miles from any one and alone on a lonely desert. Through these deserts you will find some of the hardest climbs of the entire trip, caused by loose sand backed up by steep grades; here you will find yourself saying to your car: "If you make this climb, there is no place I would fear to face." After facing this heat of 118 degrees for days, you will find your self at night bathing your eyes and holding your head. Then from Gallup via Albuquerque to Santa Fe and Las Vegas; there leave the National trail for the Ozark trail to Amarilla. The deserts of New Mexico that we have just passed through are far more hilly and rougher than the Arizona deserts. Here you will see no one but Mexicans and Indians which to me looked like varmints.

being advised by everyone who seemed to know that I was foolish to make this trip alone on account of the many hold-ups and murders that were being committed on the deserts. I kept my pistol strapped to my belt in plain sight, as I thought it would be the best bluff I could use. Livestock Are Poor. From Amarilla, Texas, I still followed the Ozark trail to Oklahoma City. I might add that crossing the Rio Grande river in New Mexico, I found it to be everything I expected and the only decent looking stock I saw were feeding on the low lands of the Rio Grande, for all the horses, cattle and goats on the desert were very, very poor, equalling in all appearances the surroundings of their owners. In entering Oklahoma, I saw the first real prairie and civilized people. From Oklahoma City, I traveled northeast to Tulsa, arriving there a few days too late soldiers in charge of the city; to see the race riot; here I found from there, I drove through Muskogee to Fort Smith, Arkansas. In Oklahoma, the oats crops was very poor, but other crops looked good and people seemed very prosperous. This country I liked very much, especially the eastern part, spending several days in Fort Smith and finding real southern hospitality. I again headed north through the Ozark mountains, over rough roads for miles, but I have not driven over any good roads since leaving California, to Sulphur Springs, Arkansas. Happy Resort Found. Here I found what they call the place of a million smiles—the playground of the Ozarks with its four mineral springs, a beautiful lake and scenic drives. This place has hundreds of tourists, from all parts of the states; some pleasure bent, some seeking health. I have had the pleasure of seeing most of the wonderful sights of the Ozarks, but to me the caves are the most wonderful and interesting—the most noted being the Ozark, Cathedral, Spanish Treasure and Robber Cave—the latter being used by the James boys for hiding horses which is the most interesting to me. I can see why in the picturesque Ozarks Harold Bell Wright was inspired to write his famous books. After spending a few weeks here, we again headed north, via Joplin, Mo., Wichita and Topeka, and on this drive, I saw my first real wheat fields, one could look as far as the eye could see and see nothing but the golden wheat, although not as good crop as usual, it means millions of bushels. If you are a good dodger and can dodge the electric storms, you are lucky. From Topeka we made the beautiful drive down the Kaw river to Kansas City; this drive reminded me of the drive on the Pacific highway along the Willamette river; there you find the richest land in Kansas. From there to St. Louis, we passed through the greatest country of all. From there we returned to Sulphur Springs via Springfield. Some of this country is rich and prosperous; some poor and barren.

NEW BATTERY IS REAL FEAT
All-Rubber Storage Device is Announced by T. A. Willard, Inventor
LONG SERVICE POSSIBLE
Case of One-Piece Rubber Almost Proof Against Wearing Out

An all-rubber storage battery—this is the achievement in the development of the electrical system on the modern motor car. Announcement of this advance was made this week in Cleveland by T. A. Willard, inventor, and founder of the battery manufacturing company which bears his name. Nearly All Rubber. In this improved battery everything is of rubber excepting the plates or grids. The wooden battery box is done away with, and replaced by a hard rubber case. This change has made possible another important one, for with the wooden box there passes the separate rubber jar heretofore required for each battery cell. The new case being of rubber, it has been found practicable to mould it with seamless partitions which eliminates the necessity for jars. The term "Monobloc" which has been applied, describes the one-piece construction very satisfactorily. Device Goal of Industry. Between the plates, threaded rubber instead of wooden separators are used. This use of rubber, however, is not entirely new, having been started six years ago under Willard patents. It is in the development of the new case and the bringing together of rubber container and rubber separators that the latest important advance has been made. An all-rubber battery has been the goal of the industry for years. The biggest obstacle was the apparent impossibility of making practical rubber separators. This was due to the fact that no way could be found to provide for the free passage of the battery solution between the plates without making holes in the separators so large as to cause trouble. Decay Is Resisted. The use of thousands of tiny threads, which act as wicks, finally overcame this difficulty and paved the way for the all-rubber unit. The moulded rubber case, besides eliminating the separate battery jar, resists decay and corrosion, in much greater degree than the wooden container, being unaffected by the acid solution or by water. Also, since rubber

is a con-conductor, it markedly reduces electrical leakage, which is especially likely to be present with wooden cases in damp weather. It has a tensile strength of 3600 pounds to the square inch and must stand 18,000-volt electrical test. In making this the two wireless transformers capable of sending 1000 miles, were used. Steady Service, Object. In a statement given out by him regarding his most recent contribution to the development of the storage battery, Mr. Willard said that it was the result of an effort to produce a unit that would give as nearly uninterrupted service as possible, and the various parts of which would have not only longer but also more equal life. "My purpose has been," he continued, "to make a battery like the one-horse shay, all parts of which would live to a ripe old age and lay down their different burdens at the same time."

"You call this a novelty musical act. I grant it's musical, but where's the novelty?" "Why, that's the novelty," Judge. Patience—How would you like to go on a wedding trip in an airplane? Patrice—No me, I like tunnels too well.—Yonkers Statesman.

TRUCK DRIVERS ARE ARRESTED
Nine Face Charges for Overloading as Result of Coos County Drive

In Coos county, during the past week, nine trucks were weighed by traffic inspectors working out of the secretary of state's office and none was found to be wanting—in weight. As a result, nine drivers were arrested—three of whom were working for the county—and at present face charges of overloading. This information was given out yesterday by T. A. Rafferty, chief traffic inspector of the state, who explained that county officials in Coos county gave his operatives all possible assistance. In making the nine catches, scores of trucks were stopped and weighed by the use of weighing jacks, or loadometers, Chief Rafferty said. The state at present has in operation two sets of the jacks. The second set is now being used on the roads in Linn and Benton counties.

Read The Classified Ads.

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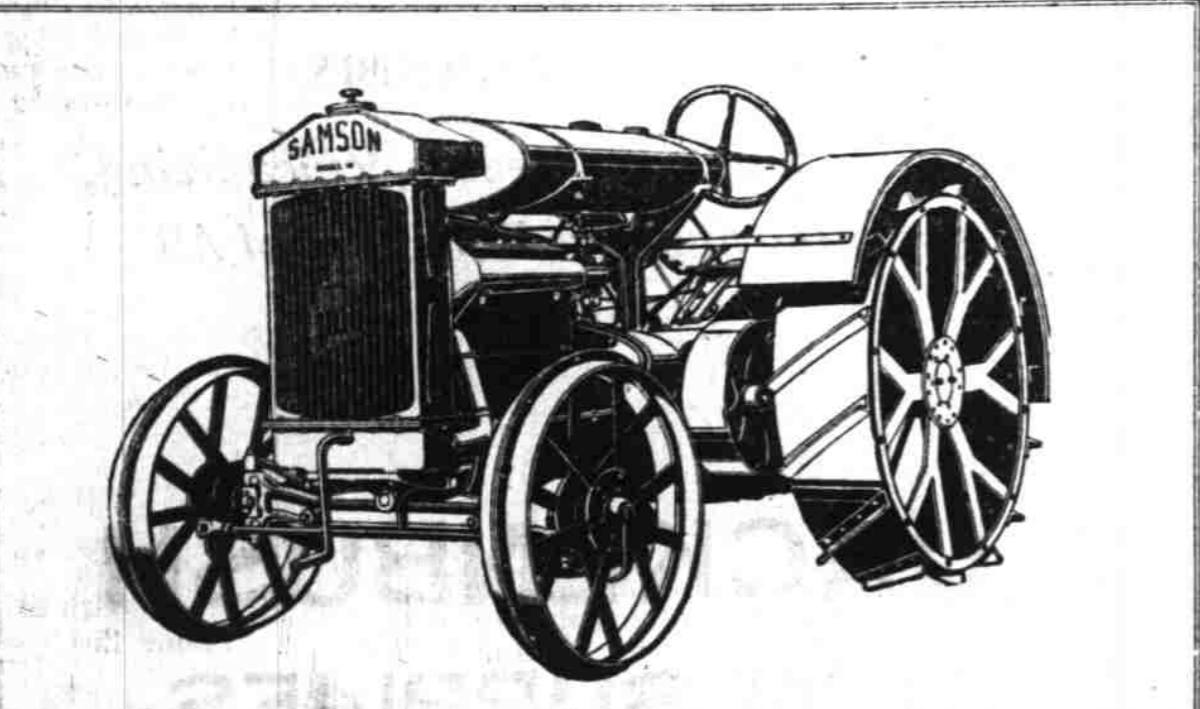
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22-Six-47 Five Passenger Sedan	2778	22-Four-37 Five Passenger Sedan	1925
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22-Six-49 Seven Passenger Touring	2051		
22-Six-50 Seven Passenger Sedan	3010		

All Prices F. O. B. Salem

Otto J. Wilson
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WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM



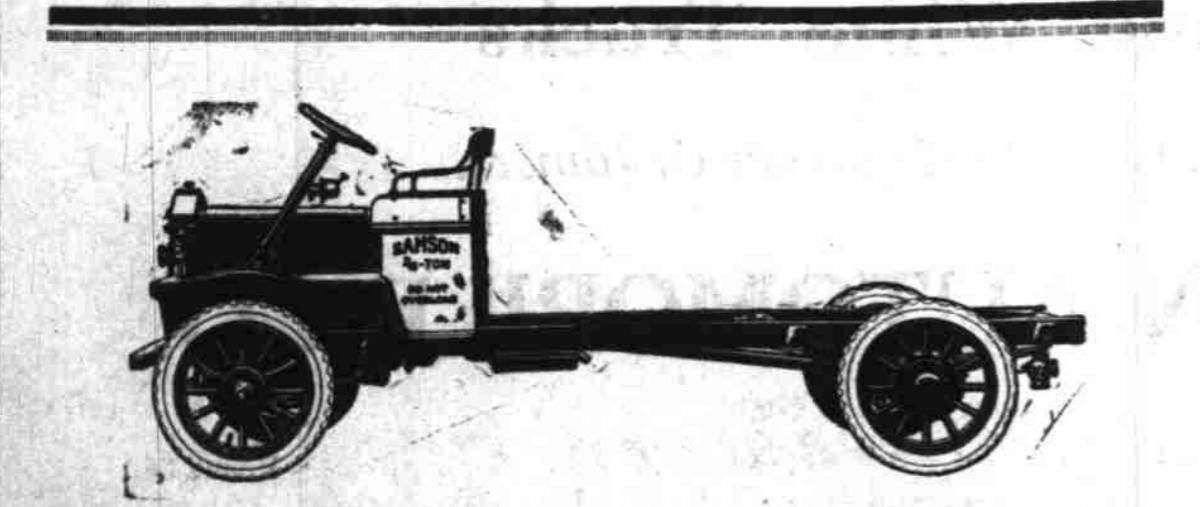
Mr. Farmer:

Do you realize that Samson Tractors, Trucks and Farm Implements at the new prices cost you less than ever before? Compare the old and the new prices below

	New Price	Old Price
Tractor	\$895.00	\$1295.00
3-4 Ton Truck	695.80	1021.00
1 1/4 Ton Truck	1384.50	1384.50
Samson 2 Bottom Plow	136.35	223.00
Samson 7 ft. 16 in. Disc Harrow	117.45	174.00
Samson 7 ft. 18 in. Disc Harrow	122.15	181.00
Samson Disc Plow	168.75	225.00

Consider these values and then come in and let us talk to you about Samson Products

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"FOUR-NINETY" IS CONTINUED

Popular Chevrolet Not to Be Replaced by Successor, Says Dealer

The Chevrolet Motor company announces definitely that its "Four-Ninety" model is to be continued for this season and will not be replaced by a successor model," says F. G. Delano of the Salem Automobile company, local dealer in Chevrolet passenger and commercial cars. "The model Four-Ninety chassis has been refined and improved in certain respects which makes it an even more thoroughly balanced, reliable, economical and comfortable motor car. With these changes and new low prices, the Four-Ninety line, which includes touring car, roadster, sedan and coupe, occupies a class alone in respect to value. "Chevrolet FIV models, which also include these same four body types, have likewise been refined and modified in minor details, to increase their already well-known quality and value. "These changes are in line with the policy of the company, announced a short time ago, of maintaining established models that have proved their merits and found favor with the public. It is pointed out that a creditable service record covering several years is the best selling argument. And in this connection attention is called to the fact that considerably more than half a million Chevrolet Four-Ninety models and more than a hundred thousand FIV models have been placed in use. "It is known that the Chevrolet Motor company is constantly conducting research work for the development of new and better methods of building motor cars. But the company points out that such developments often require years for completion and have little influence on current production plans."

The vacation season is now on and the mails are all cluttered up with picture postcards and the famous line, "Wish you were here."

Another Big Drop In Ford Car Prices

	New Price	Old Price
Roadster with starter and demountable rims	\$555.87	\$602.73
Tourings with starter and demountable rims	587.11	649.58
Coupes with starter and demountable rims	738.08	842.21
Sedans with starter and demountable rims	805.77	909.90
Trucks without starter and demountable rims	572.30	623.54

All prices are Salem Delivery

The Greatest value per dollar in the automobile world
Quantity production alone (as many as all other makes combined) permits this THIRD big reduction
Better select your model and place your order at once because the demand at these prices is going to make it difficult to take care of all orders promptly.

Valley Motor Co.

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