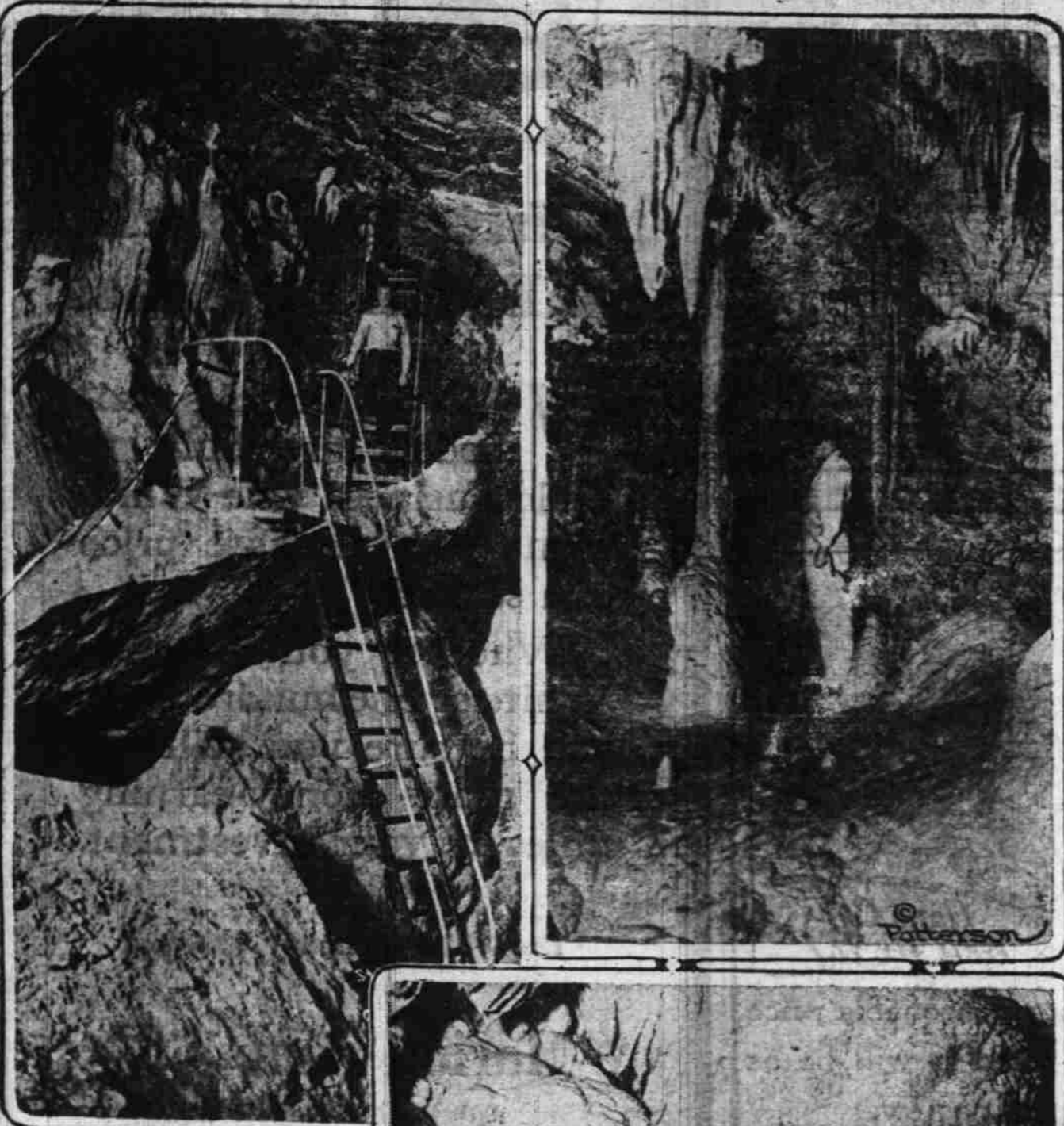


SEVENTY-FIFTH YEAR

SALEM, OREGON, SUNDAY MORNING, AUGUST 16, 1925

SCENES IN THE OREGON CAVES, THE UNDERGROUND WONDERLAND OF OREGON



A trip through the Oregon Caves with Guide Harold Isham, Willamette university student—By Ralph H. Kietzing.

The Oregon Caves, the marble halls of Oregon, are very truly named the underground wonderland of Oregon. Not until one has actually visited these wonderful caves can he realize their grandeur. The two hours and one-half seems but a few moments spent in the cavern which extends 3300 feet into the mountain and 1600 feet below surface.

Harold Isham is a remarkable guide and the enjoyment of our party in making the trip through the caves on Monday, August 10, was increased by his careful explanations, his stories and his jokes. His "line" is good.

The Oregon Caves are located in the Siskiyou National forest, in Josephine county, southern Oregon 49 miles southwest of Grants Pass, 275 miles south of Salem. They were discovered in 1874 by Elijah Davidson. The formation is blue marble, 93 per cent lime, 7 per cent silicate. The ledge of marble in which the cave is located is 40 miles long and 300 feet thick.

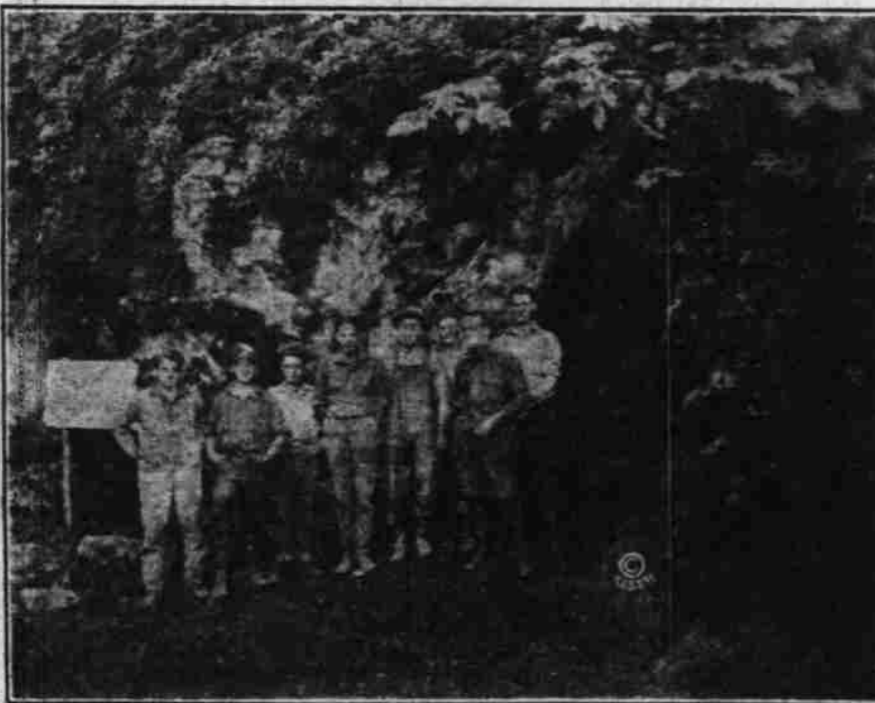
On entering the caves our guide told us of how they were discovered and showed us where a large bear had been killed by the discoverer. His descriptions of other points of interest were as follows: Satan's Cradle where he rocks all little devils he makes soup for. The one-eyed catawampus. A rubber was shown us lying on a ledge.

"Here we see only the rubber shoe of the old lady that was lost three days ago" explained our guide. Fat ladies' misery and fat man's grief. The bottomless pit—90 feet deep. The jaw bone of the whale that Jonah swallowed. Satan in bed with his toes sticking up. Niagara Falls from the American side—because it was dry. Cave nursery where all small cave children up to the age of one receive a warm lunch at all hours. The grave yard, so named because it used to be necessary to crawl and wiggle all the way up to this room and always two or three who were nearly dead. The Atlantic ocean—ship wreck out of sight around the bend. Ghost room—rock ready to drop—widow maker or mother-in-law maker drops every thirty days.

Here in the ghost chamber 3300 feet in the mountain and 1600 feet below the surface our guide had all lights extinguished and called for ghost stories. It was totally dark. After all parts had been visited the guide called for



Above at left, some of the steel ladders inside the caverns, at right, the Grand Column, next below, Petrified Gardens, staff of government guides, and Swiss Chalet at the Marble Halls entrance.



A group of guides at the Entrance of the Caves

volunteers to lead the party out of the cave. Everyone thought that would be easy and the writer consented to do so. He didn't get very far, however, before he willfully turned his job back to the guide.

In our party which numbered 16 were people from Portland,

Salem, Los Angeles, Massachusetts and Illinois.

DIRECTORY OF FORMATIONS IN OREGON CAVERNS

The special points of interest in

(Continued on page 2)

OLDS ANNOUNCE PRICE REDUCTION

With New Improved Models Oldsmobile Announce Price Reductions

Enhanced beauty, more power and substantial mechanical betterments in face of a drastic reduction in prices of the Oldsmobile Six were announced today by the Olds Motor Works, Lansing, Mich. The latest Oldsmobile has low, racy lines and is finished in two-color Duco. Distinct individuality is expressed in its appearance, due to well proportioned lines and harmonious color combinations. Price reductions on some models are as great as \$260 a car.

A wide panel formed by moldings separates the two colors and runs around the body back of the cowl. The lower molding is continued forward to the radiator shell. This paneling not only increases the beauty of the body but also emphasizes the long, low lines of the car. The fenders have been deepened, this also adding to the beauty of the assembly.

The touring and sport touring are finished in two-tone Duco. Below the molding, which runs around the car to both sides of the radiator shell, the color is an attractive shade of Russian brown. Above the molding the shading is moleskin gray, which forms a panel strip along the sides of the car and a saddle over the top of the hood. Red striping just under the molding, on the louvers and on the spokes of the wheels forms a pleasing contrast. Both the touring and sport touring cars are upholstered in genuine grey Spanish leather.

The coach and deluxe coach are finished in Bucking grey Duco. There is a double molding, the lower beading extending out to the radiator shell. Fine green striping sets off the panel formed by this molding, as well as the hood louvers and wheel spokes. The finish above the upper molding is black Duco. The upholstery is a neutral shade of heavy cord plush.

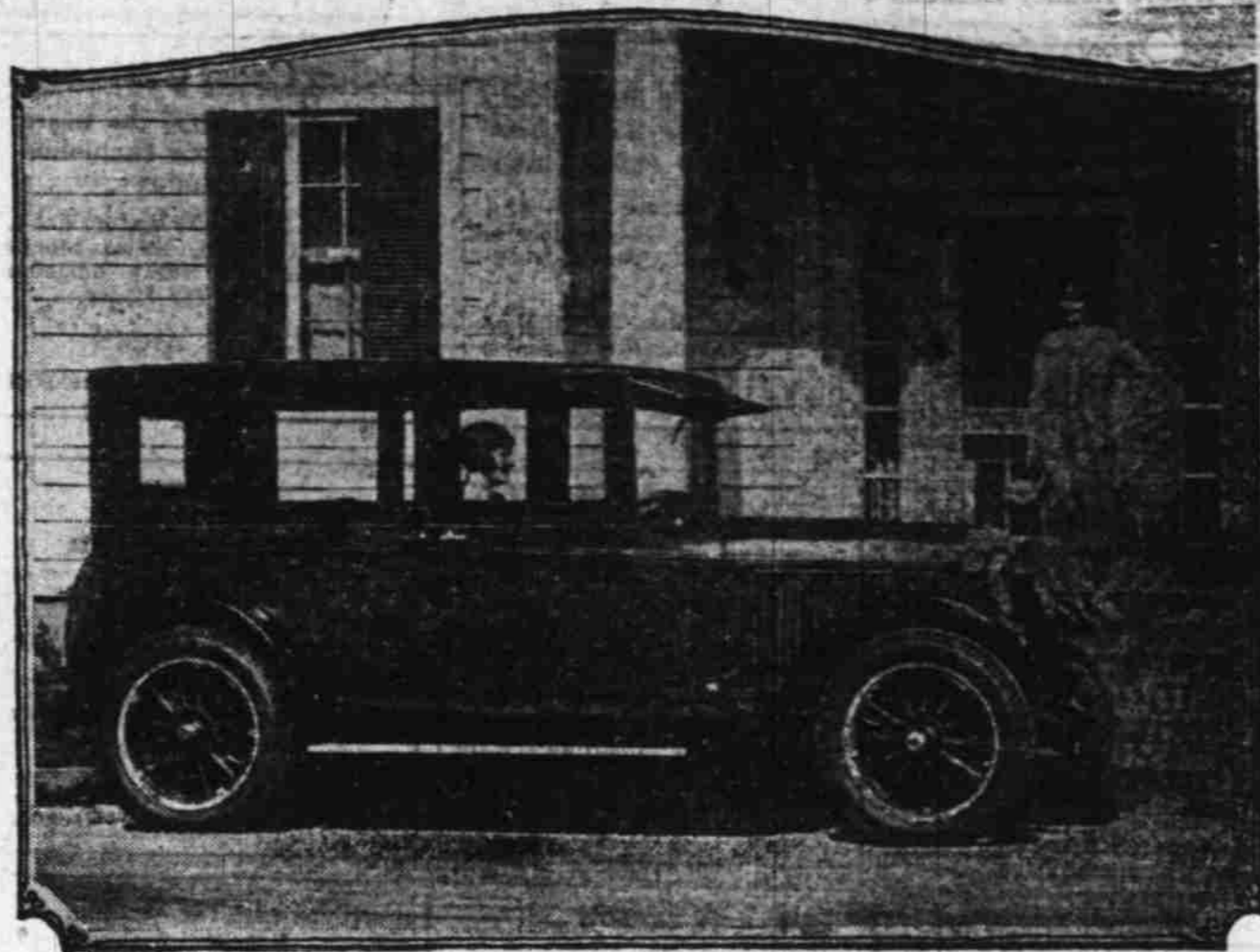
The sedan and deluxe sedan have an attractive aquamarine blue finish with white striping to set off the panel, hood louvers and wheel spokes. These, also, have a double molding, and are finished in black Duco above the panel thus formed. Heavy cord plush is used for the upholstery. These models have an instrument board gasoline gauge.

The deluxe or sport models are fully equipped with disc steel wheels, trunk rack, black enameled trunk, luggage rails, bumpers, kick plates, motometer, rear vision mirror, snubbers all around and spot light. The sport touring has windshield wings and natural wood wheels are optional.

Adoption of 21 inch balloon tire wheels—wood for standard and disc steel for deluxe and sport models—and changes in the springs and spring shackles have resulted in bringing the bodies closer to the ground, adding to beauty and riding comfort. The overall length of the coach body has been increased. This makes the coach even more roomy than formerly. Doors of both coaches and sedans have been widened. Clutch pedal pressure has been reduced, which together with lengthened gear shift lever, makes gear shifting very easy and produces smooth power application.

Several refinements in the power plant have served to increase the power of the Oldsmobile six cylinder engine, at the same time increasing its economy of operation. A new type of light cast iron piston is now used, with two compression rings and one oil regulating ring. This installation incorporates the newest features of automobile engine lubrication. The inlet valves have been enlarged, the valve lift increased and the cams given an improved contour, all resulting in smoother operation and greater power.

One of the major refinements in the power plant is the use of silent chain drive instead of gears for the operation of the cam



The Oldsmobile Six Sedan

shaft and generator. This change results in very quiet engine operation. The Carter carburetor is now used, giving greatly increased power throughout the entire driving range, especially in quick acceleration from low speeds.

Additional strength has been given the frame by the use of a tubular front cross member instead of one of pressed steel. Several other mechanical changes have been made to increase the strength and stamina of the chassis.

The many advancements found in the latest Oldsmobile which give additional beauty, comfort and mechanical performance, combined with a sharp price reduction, are illustrative of the constant and exhaustive research work being done by progressive automobile companies to improve their product. They also show why the automobile today is lower priced, in comparison with the purchasing power of the 1925 dollar, than any other kind of merchandise.

It was only through the installation of the latest time and labor-saving manufacturing methods, many of which were devised by Oldsmobile engineers, together with increased output, that this latest Oldsmobile was made possible at the new low prices.

"THE FORDSON" FILMED

Among the latest films to be produced by the Photographic department is a 4-reel feature, "The Fordson."

The first three reels are titled "Manufacturing," "Transportation," "Lumbering," and explain respectively the important parts played by the Fordson in these activities. The fourth reel, which is not yet named, carries scenes showing the versatility and the amazing capacity for delivering results under any circumstances, which are earning for the Fordson a commanding position in the power world.



DOGS!

Fred Kohler
—and 900,000 other
—Clevelanders
—are safe in
—directing their
—"DOGS"
—into my store!
—no Net Here,
ONLY VALUE!



ZOSSEL'S TIRE SHOP
198 South Commercial
PHONE 471

New Harley-Davidson Is Announced With Many New Improvements on Display Here

Sixteen New Improvements Have Been Provided—Many Have Called to See New Model

The first shipment of 1926 Harley-Davidsons arrived last week at the show room of Harry W. Scott, 147 South Commercial street and are now on display.

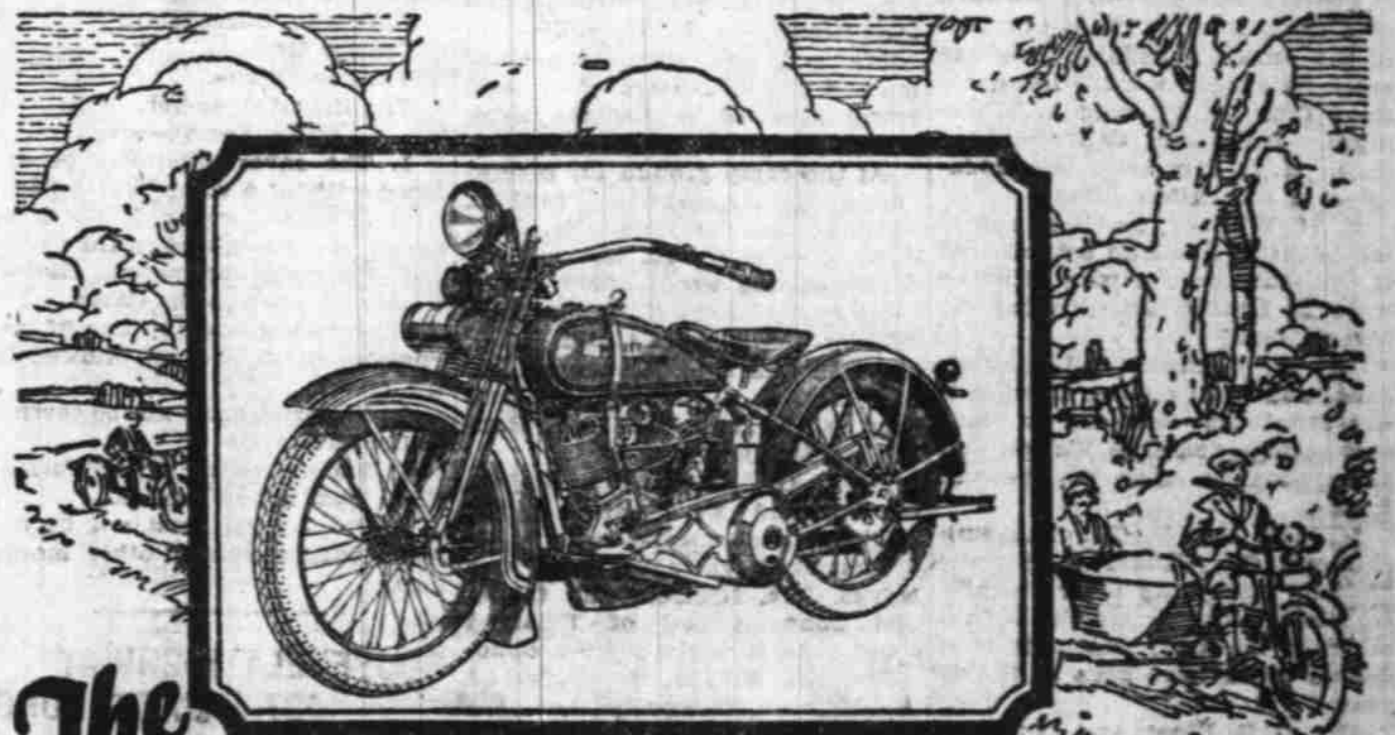
Sixteen new improvements have been provided by the engineers of the Harley-Davidson factory on the motors and sidecars. These are bringing much praise from motorcycle riders and enthusiasts that have given the new models the once over.

Big wide front, rear and side mudguards, measuring 7 1/2 inches, add much to the appearance of the machine as well as offering more protection to the rider. A convenient switch panel has been added, located just back of the steering post within easy reach of the rider. One-hundred per cent increase battery capacity

also using a new design battery box making it easier to refill with water and inspect. New actuating mechanism on the clutch makes for easier operation. Generator capacity greatly increased, with armature wound with heavier wire and brushes much larger. The spokes and nipples are now made rust-proof by special plating process. Balloon tires are now standard equipment on all models.

Since guards of new design were installed on 72 wood shapers at the Iron Mountain plant, not a single accident has occurred on these machines.

Great Britain is in worse shape than we realize. A news dispatch says the aristocracy over there has the ukelele craze.



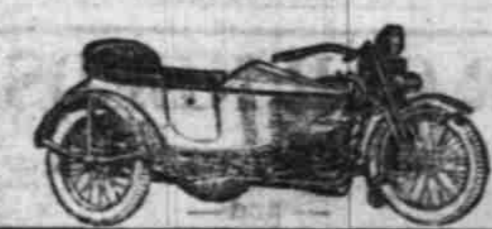
The 1926 Harley-Davidson Big Twin

Come and see it!—you enthusiasts who know the motorcycling joys that only a Harley-Davidson can give; and you who envy them!

Come and see it!—for here's the latest and best model of all—the 1926 Big Twin, with 16 improvements, more comfort, economy and "class" than ever.

Come and see it!—let us show you the new wide fenders, balloon tires, switch panel, and all the other new features.

Come and see it!—and then go out with us for a wonderful free ride over the Thrill Trail—a demonstration with a real "kick" in it!



Easy payments? Sure! You can Pay-as-You-Ride. Ask us.

HARRY W. SCOTT
"The Cycle Man"
174 S. COMMERCIAL STREET



One of the Cabins at the Oregon Caves Resort



Kiddies' Cabin, where children play while parents are in cave

ROOSEVELT HIGHWAY 407.7 MILES LONG

When Present Contracts Are Completed Highway Will Still Be 27.5 Per Cent Unimproved

When all contracts which have been awarded for the new Roosevelt Highway along the Oregon coast are completed, the status will be as follows. Figures compiled by the State Highway Department. Total distance from Astoria to California border, 407.7 miles.

Paved, 59.6 miles, 14.6%; surfaced, 155.4 miles, 40.6%; graded but not surfaced, 70.4 miles, 17.3%; unimproved, 112.3 miles, 27.5%.

Completion of the contracts now under way will leave 112.3 miles to be graded and 192.7 miles to be surfaced, in addition to the construction of several large bridges. It is estimated that additional expenditures to the amount of approximately \$6,000,000 will be required for this work. The figures given do not include the costs of bridges across the Yaquina Bay, Alsea Bay, Siuslaw River, Umpqua River, Coos Bay or Rogue River, which waterways are now being crossed by ferries.

Total expenditures, including state, federal and county cooperation from 1917 to the end of 1924 on state and forest projects amounted to \$6,035,000. In addition, some of the counties made expenditures under their own supervision, possibly amounting to as much as \$500,000, of which the highway department has no exact record.

Contracts awarded during the present year have amounted to a total estimate cost of \$2,250,000, covering 60.6 miles of grading, 28.6 miles of surfacing, 23 miles of resurfacing, and several bridges. Expenditures of \$520,000 have been made to date of July 31, 1925, leaving an estimated balance of \$2,455,000 to complete the work now under way.

Following is a complete report

(Continued on page 2)