

# MANY SCENES MISS NOTICE

## Side Roads of West Coast Abound in Unwritten Nature Wonders

(Continued from page 11) thy and yet which is a legitimate subject for writing home to the folks.

There's so much to see that few, indeed, among the touring public, and almost nobody else has viewed all the major sights of the west. "Yosemite? Oh, yes, I've been to Yosemite," we say, and never stop to think that out back from Yosemite run trails and passable roads that lead through a very wonderful. We prate of the seven-enteen-mile drive and picturesque Monterey, but when some candid soul forces us down to original cases, we only remember of these that on the one we saw plenty of trees and a lot of ocean, while in the other we ate abalone chowder.

Somebody mentions the Columbia highway, and we are willing enough to announce that we've been over it, but the chances are less than a dozen out of the hundred that we really SAW it, that we remember anything more definite than a fine road along cliffs above a great river.

The Victory highway or the Lincoln highway bring up visions of a red gravel road across the sands of Nevada; we think of El Camino Real as the coast route to Los Angeles, over which we go in a hurry.

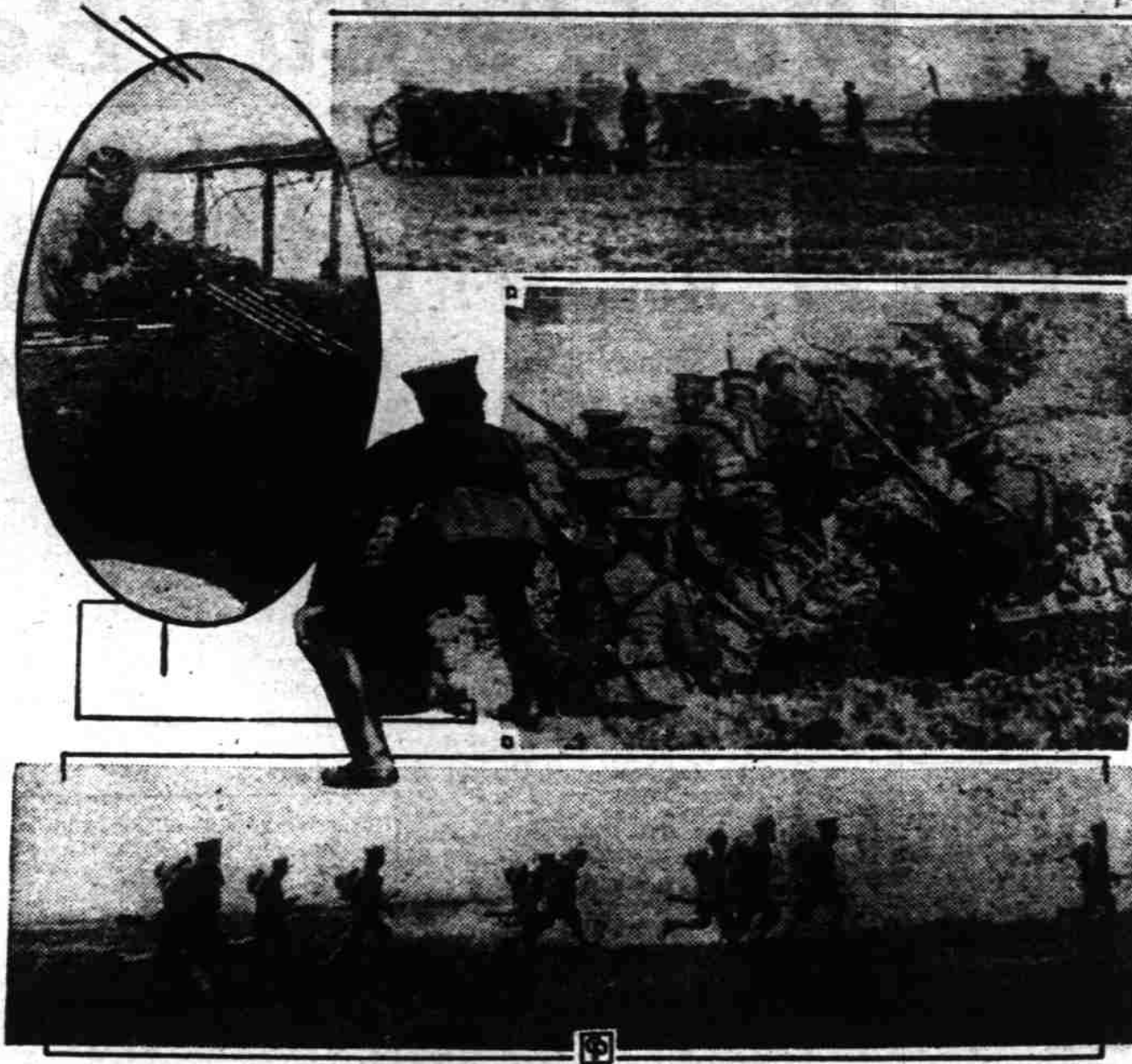
And so it goes. Yet all the while there are scores—yes, hundreds—of places within half a day's drive of our chief cities that are each worthy of a separate and special trip to see. Go out, for instance, from Los Angeles. Forget the conventional jaunt through the orange groves, though admittedly it's a pretty and a worth-while drive, and head east and south into the desert. If you can't find wonder and color and beauty in the misty distances, the blue of mountains a hundred miles away, the jagged shapes of the cañon and sometimes the vivid colors of the desert wildflowers, why, then, there's something wrong with your eyes.

Or drive out from San Francisco. Seascape anywhere to the west of you, great bridges, the green hills of Marin county, Diablo's rocky slopes, Tamalpais, the rice paddies and orange groves of the Sacramento valley and the blooming orchards to the south—driving past them all some day when you have the time, and from Red Bluff or Redding turn off to Shasta. I've lived in the state nine years, passed Shasta two or three times on the train and flown by it twice—but I've never set foot on its slopes. I'm a good Californian—I brag about my state and don't know its beauties myself.

Start from Portland, or Roseburg, or Eugene or Medford. Drive up the Willamette and the Rogue. Go over the mountains to Crater Lake. Better yet, go up through the Umpqua and the Siskiyou with the snow on them, as seen from a great elevation, you need not worry about it because that scene is enough for one man in one lifetime.

And there's plenty in Washington; too. Puget Sound is a thing apart, something that no other state has or can approach. It's glorious blue, its magnificent sunset effects, its green islets like emeralds set in a bed of turquoise

# MEXICO MOVES TO SUPPRESS LATEST REVOLUTION



Scenes from the revolution districts of Mexico where Mexican federalist troops are preparing to meet the advance of the forces stirred to revolt by General Jesus Aguirre in Vera Cruz, and Governor Fausto Topete and General Gonzalo Escobar, in Sonora. Top left, an army plane at Valbuena field, Mexico, turning up before a flight; right, Mexican artillery in action during a previous uprising in Vera Cruz; center, Mexican infantry practicing trench warfare, and below, federal forces moving to an attack during a previous revolution, also in Vera Cruz.

the long vistas it affords across the water. In distant mountain peaks—sir, these are things to be treasured in the memory. There's much more, too, inland, not least of it the lake region—Wenatchee, Chelan and the rest.

Over the hill in Idaho are mountains that will make an easterner sob pitifully for his misty days among the mole-hills of Pennsylvania, New York and Vermont. And streams, And lakes. And trout. And how! But how many Idaho mountain ranges can the average Idahoan even name?

They're better down in Utah, but not much better. These Utahans discovered Bryce canyon and talked congress into creating a national park, but there's a wonderful lot of country there that no white man had ever seen 20 years ago and probably only a few have seen since. When Gregory and the Yale expedition went into southern Utah, they found three natural bridges that only the Indians knew existed and that was only in 1912!

Arizona, Blue range. White mountains, the marvelous sombre hills beside the Gila, lava peaks, sun and sand and green cases where irrigation has been developed—oh yes, I'm partial to Arizona. And yet—and yet—nobody knows that huge state too well. Picturesque old Florence, Colossal Cave, Fort Apache, the ruins of San Xavier del Bac, Canyon de Chelly, Sonoito—how many have seen even half this brief list?

Now the moral of this homily is that touring is not worn out, that even for the experienced there are plenty of new objectives at whatever distances may be most convenient, and that, with modern automobile comfort and economy what they are, nobody has an excuse longer to neglect the heritage that kindly old Dame Nature provided for his eyes.

# Lindy's Girl as Seen by Home Town Folk Who Expected 'It'

By LESLIE P. EICHEL, ENGLEWOOD, N. J., Mar. 9.—This is Anne Morrow's town, 16 miles an hour's journey—from New York.

Already she's a tradition. Everybody (except those who knew her best) says all were aware her engagement to Colonel Lindbergh was about due to be announced.

But James M. Bullock was surprised. He's the colored caretaker at the Dwight Morrow estate. "Nobody ever told me," he asserts.

He saw Lindbergh there once—and James has been with the Morrow family 30 years.

"I saw Miss Anne grow up," he tells. "Well, what did she do... what about this growing up?" James shrugs his shoulders as he stands out in the cold uncompleted back yard of the new Morrow place.

"Nothing unusual," you see, she just "grew up" before he knew it. She was a sickly child, he thinks. Three girls, one boy, she was next to the youngest you know; he gets a bit mixed.

Anyway, she had a German nurse. "Fraulein." But she grew up strong and healthy.

New Year's eve, Lindy came. The house is low, rambling, painted white to make it look ancient. Its simplicity bespeaks taste and wealth.

One picture Lindy nervously seraping his snowy shoes at the front door.

Inside was a calm girl—always kind, always cheerful, "real people," James says. Known for her poetry and gentleness of spirit at Smith College, Northampton Mass., as was her sister, Elizabeth and her mother.

She's a girl much like Lindy—retiring, reticent, but a doer, so "they" (of Englewood) say. She desired a literary career. In the last few years she has had some beautiful poetry published. It tells of reaching upward, toward the sky.

Lindbergh's figure looms tall beside hers. He looks down with ease on her soft, brown, unbobbed hair.

He met her first when he flew to Mexico, and was overdue... met her in the calm of a romantic land.

Thence onward legends turn into fairy-tale romance. (This may not be the sequence, but it's the love-tale as legend now has made it for all time.)

Lindy's car ran out of gasoline in Englewood. He inquired for the nearest garage. He was directed to it. Lo, it was the Morrow's private one.

Then, once more, we find Lindy speeding through Englewood. He is stopped by Patrolman Kerrigan.

California license on the car. Late at night. Even for the rich of Englewood (for they abound there), late, Lindy was alone.

"Think you're driving an airplane!" legend has it the cop asked, all unbeknownst. "Give me your name!"

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# Armistice Day Release of Centralia Prisoners Aim Of Washington Movement

## Seattle, Wash., Feb. 17.—Out of prison before Armistice day, 1929!

This is the slogan of defense forces that are planning a liberation rally at Tacoma, March 10, in behalf of eight men behind the bars in Walla Walla penitentiary as a result of the Armistice day tragedy at Centralia, Wash., in 1919.

Four Men Killed  
Four American Legion parades—Warren O. Grimm, Arthur McElfresh, Dale Hubbard and Ben Casagrande—were shot to death by members of the Industrial Workers of the World.

"They attacked our hall before a shot was fired," declared the lumber workers, in exultation. "If you were only defending your hall, why is it that paraders were shot down by sharpshooters concealed on a distant hill? Those are not the actions of honest men defending their property from a supposed attack," say those who take the opposing position.

Seven Industrial Workers—Britt Smith, Eugene Barnett, Bert Blund, Ray Becker, O. C. Bland, James McInerney and John Lamb were sentenced to prison for 25 to 40 years on conviction for second degree murder. An eighth defendant, Loren Roberts, was adjudged insane and committed to the ward for the criminally insane at Walla Walla.

Another Industrial Worker, Wesley Everett, was lynched by a mob that stormed the Centralia jail on that mad Armistice night in 1919, when heavily armed possemen patrolled the streets and everyone looked askance at his neighbor.

Everett himself was a war veteran, although a member of the Industrial Workers, it is asserted by those individuals and organizations that are seeking liberty for the imprisoned men.

The American Legion does not deny this assertion, but at its recent annual state convention adopted a resolution asking that no special parole privileges be accorded the men in Walla Walla.

Seven of the 12 jurors in the case have signed affidavits asserting the prejudice and other improper factors played a part in their verdict. The presence of armed troops on the courthouse lawn, leading some of their number to believe that the government had seen fit to protect them from further "wobbly" outrages, influenced them in their verdict, say several jurymen.

Elmer Smith, an attorney, and himself an acquitted defendant in the trial, is one of the leading figures in the campaign for release.

"Four powerful defense committees are working in close cooperation to bring home to everyone in the state of Washington the truth about the Armistice day tragedy of 1919," Smith told the Central Press correspondent. "We will battle on with all our energy until the truth will rise triumphant, until fathers, mothers and children are again united after the terrible nightmare of the past nine years."

NOTICE OF INTENTION TO IMPROVE KEARNEY STREET FROM THE EAST LINE OF COMMERCIAL STREET TO THE WEST LINE OF LIBERTY STREET.

Notice is hereby given that the Common Council of the City of Salem, Oregon, deems it necessary and expedient and hereby declares its purpose and intention to improve Kearney Street from the east line of Commercial Street to the west line of Liberty Street, at the expense of the abutting and adjacent property, except the street and alley intersections, the expense of which will be assumed by the City of Salem, Oregon, by bringing said portion of said street to the established grade, constructing Portland cement concrete curbs, and paving said portion of said street with a six-inch Portland cement concrete pavement thirty feet in width, in accordance with the plans and specifications therefor which were adopted by the Common Council, on February 18, 1929, now on file in the office of the City Recorder, and which are hereby referred to and made a part hereof.

The Common Council hereby declares its purpose and intention to make the above described improvement by and through the Street Improvement Department of the City of Salem, Oregon.

By order of the Common Council the 18th day of February, 1929.

M. POULSEN, City Recorder.  
Date of first publication February 27, 1929.  
Date of final publication March 10, 1929. Dly to M10

NOTICE OF INTENTION TO IMPROVE KAY STREET FROM THE EAST LINE OF SEVENTEENTH STREET TO THE WEST LINE OF NINETEENTH STREET.

Notice is hereby given that the Common Council of the City of Salem, Oregon, deems it necessary and expedient and hereby declares its purpose and intention to improve Kay Street from the east line of Seventeenth Street to the west line of Nineteenth Street, at the expense of the abutting and adjacent property, except the street and alley intersections, the expense of which will be assumed by the City of Salem, Oregon, by bringing said portion of said street to the established grade, constructing Portland cement concrete curbs, and paving said portion of said street with a six-inch Portland cement concrete pavement thirty feet in width, in accordance with the plans and specifications therefor which were adopted by the Common Council, on February 18, 1929, now on file in the office of the City Recorder, and which are hereby referred to and made a part hereof.

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M. POULSEN, City Recorder.  
Date of first publication February 27, 1929.  
Date of final publication March 10, 1929. Dly to M10

NOTICE OF INTENTION TO IMPROVE GAINES STREET FROM THE EAST LINE OF LIBERTY STREET TO THE WEST LINE OF FIFTH STREET.

Notice is hereby given that the Common Council of the City of Salem, Oregon, deems it necessary and expedient and hereby declares its purpose and intention to improve Gaines Street from the east line of Liberty Street to the west line of Fifth Street, at the expense of the abutting and adjacent property, except the street and alley intersections, the expense of which will be assumed by the City of Salem, Oregon, by bringing said portion of said street to the established grade, constructing Portland cement concrete curbs, and paving said portion of said street with a six-inch Portland cement concrete pavement, about sixty-six feet in width, in accordance with the plans and specifications therefor which were adopted by the Common Council, on February 18, 1929, now on file in the office of the City Recorder, and which are hereby referred to and made a part hereof.

The Common Council hereby declares its purpose and intention to make the above described improvement by and through the Street Improvement Department of the City of Salem, Oregon.

By order of the Common Council the 18th day of February, 1929.

M. POULSEN, City Recorder.  
Date of first publication February 27, 1929.  
Date of final publication March 10, 1929. Dly to M10

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The Common Council hereby declares its purpose and intention to make the above described improvement by and through the Street Improvement Department of the City of Salem, Oregon.

By order of the Common Council the 4th day of March, 1929.

M. POULSEN, City Recorder.  
Date of first publication March 9, 1929.  
Date of final publication March 21, 1929. Dly Inc M21

### CLASSIFIED ADVERTISING

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ATTRACTIVE Hill Home. Built by owner. ARTHUR BARNHART. Phone 1800 or 122

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NEARLY new English type house. 4 bedrooms, 2 1/2 baths, garage, lawn, drive, garage, garden, berries and everything. Call for plans. Build for home. Owner leaving. Phone 2773.

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