

# RICHFIELD TO ERECT STATION THIS SUMMER

### Norman Type Architecture to Feature Beacon Air Way Chain

Within 90 days a Richfield beacon light and service station is to be under construction on South Commercial street according to advance announcement made by the Richfield company which several months ago acquired a suitable site locally for its Salem station. While the oil company will not erect hotels it is expected to lease hotel sites at the location of its various service stations.

LOS ANGELES, April 27.—First announcement that service stations of the Richfield Airway beacon chain in the northwest will be of Norman architecture, in striking contrast to the Spanish style of the stations in California, was made in Los Angeles by W. H. Cotrel, service station manager for the Richfield Oil company.

The announcement came as a surprise in view of previously published statements that the ideal stations of the great Richfield-Neon "Lane of Light" from Mexico to Canada would be uniform in design.

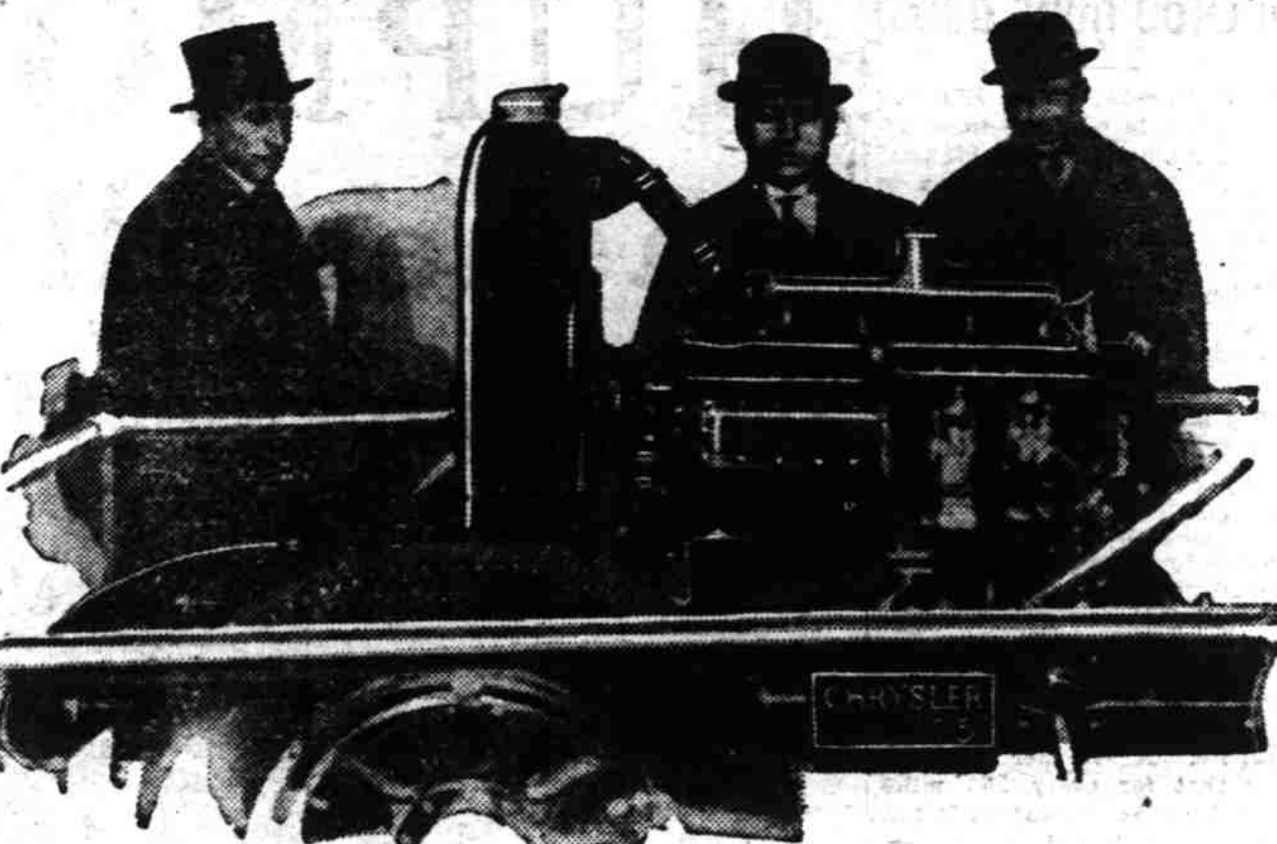
### Conform With Nature

The contrasting character of the natural beauty of the northwest was ascribed by Cotrel for the decision to vary the type of design. He showed press representatives preliminary sketches showing the proposed stations' design marked by the sharply towering roofs and timbered walls characteristic of Norman construction. "The beauty of Washington and Oregon is a rugged one—gigantic forests, towering hills, mighty rivers," explained Cotrel. "It is different from the more languorous charm of southern California with its placid sea, palmed hillsides and Spanish-like atmosphere. This difference our artists have caught, we believe, in the contrasting design for the airway-highway stations south of Mt. Shasta, and those north of that point.

### Type Distinctive

"The low-built, white stucco, red-tile-roofed design of the southern stations, Spanish-American in tone, is most suitable to California. Just as appropriate—equally as beautiful—will be the distinctive

## Chrysler Motor Interests Mussolini



ENTRANCED! Premier Mussolini showed keen interest in the Chrysler "75" cut-away chassis on display at the annual automobile show recently held in Rome. When Premier Mussolini is not reviewing the black shirt troops of the Fascist organization, or directing affairs of State of the Italian Government, his interests usually center around mechanical achievements, particularly automobiles. Photo shows "Il Duce" with members of his staff examining the Chrysler motor, in which his interest is pronounced.

English-Norman stations which will line the highways in Oregon and Washington enroute to the Canadian line.

Within the next 90 days, it is announced, beacons and towers will rise at 11 points in Washington and Oregon while the service stations will follow these beacon towers as rapidly as construction plans will permit.

In this connection, Mr. Cotrel took occasion to deny a rumor that Richfield has been planning the construction of hotels at the beacon sites. He explained:

"Highway Communities, Inc., the company working with us on the plan for this monster chain of stations and towers of light, expects to grant leases for various construction. Hotel leases—not Richfield—will put up roadside hosteleries, it may be anticipated, while garages, restaurants, and other concessions are sure to follow. Richfield, however, is not in the hotel business—we are concerned only with aiding aviation with our beacon chain and supplying motorists with convenient service-comfort stations."

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## LOCAL LAD WINS PRIZE

### Kenneth Morris' Essay Ties for First Place

## THIS CITY IS SUBJECT

Following is the essay written by Kenneth Morris, now a student at O. S. C., which tied for first honors in the contest recently sponsored by the Marion county federation of community clubs. Morris is the son of Dr. and Mrs. Henry E. Morris of this city. The other essay for first award was written by Mrs. J. L. Strickland of Hubbard. Young Morris' essay is called "Salem, a Community of Community Builders."

Salem, the cherry city, the city beautiful, looms into view as the great Fokker monoplane roars down the fertile valley of the Willamette. It is an inspiring sight that one sees. In the center of the city is the capitol and the supreme court building, surrounded by their luxurious grounds.

We circle the city, slowly volplaning down to Salem's wonderful new airport. We land and are immediately whisked away to a fine new hotel. We spend a restful night and awaken the next morning, feeling happy and in perfect physical condition. An excellent meal is set before us, and before we rise from the table we have consumed a meal of excellent Oregon products. A car from the chamber of commerce is placed at our disposal as well as an energetic young business man who is to act as our guide.

idences. Salem is known as the "city beautiful" and its fine homes certainly justify that appellation. Finally we leave the state house and visit the various industrial sites of the city. There are ten canneries in the city, two of which are perhaps the largest in Oregon. One of them, the Hunt Bros. cannery, put out a world's record pack of 312,000 cans in 24 hours. These cans, if placed end to end, would reach from Salem to Albany. We visit the Oregon Pulp and Paper company, a thriving paper concern with an excellent business future. It produces linen cloth equal to the best Irish linen. Another textile concern is the Kay Woolen mills whose goods are of premier quality. And last, but not least, we visit the gigantic saw mill, the C. K. Spaulding mill, which supplies the building materials for the larger share of the upper Willamette valley.

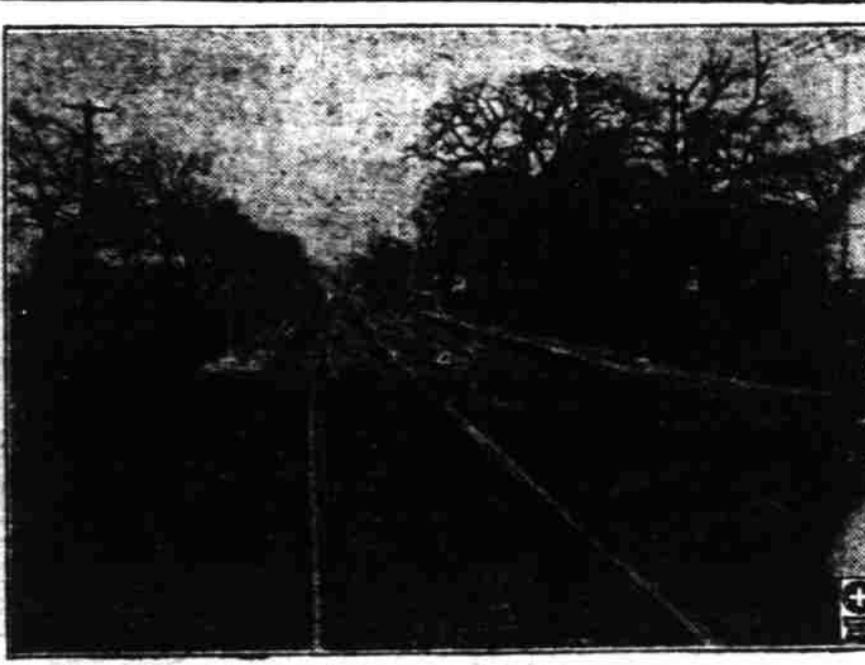
Time grows short and we must leave. There are yet many minor industries which our lack of time will not permit us to view. We have had time only to see the largest concern. "Sad tempus fugit," and we must go.

Again we are whisked to the airport. Another great Fokker monoplane roars out of the sky to come to a perfect three-point landing before us. We climb aboard and wave farewell. Our plane heads into the wind and we are circling the city. We look down and see the city, green with its trees and shrubs, colorful with its wonderful flowers. We look aside for a moment. We look back and the city has faded from view. It has vanished like a dream, but the memory lingers still.

And my thought turning back to the fair city I had left, I pondered upon the beautiful example of community spirit it had shown. The inhabitants of Salem had, through brotherly spirit and co-operation, given it great enterprises, fair homes, and real beauty thus forming an ideal in community and personal relationships of which the noblest philosophers would say "No plus ultra."

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## Safety Island a Mile Long



PROVIDENCE, R. I., has built two safety islands nearly a mile in length, on one of its many fine boulevards. The islands allow for street intersections, of course. The above photograph, snapped by a National Safety Council staff photographer shows how these islands have been constructed on either side of the car tracks. They not only give better protection to waiting car riders but they also furnish a mid-street sidewalk that can be used when necessary.

## O. S. C. IS ASKED TO HELP IN PORTLAND

PORTLAND, Ore., April 26.—(AP)—Oregon State college has been called upon by the city of Portland, through H. E. Plummer, chief of the bureau of buildings, to assist in working out some plan which will prevent deaths from carbon monoxide gas poisoning in private garages.

The problem is to fix a standard for openings in garages which will normally provide a clearing of the air within the structure if the motor of an automobile is left running while the car is housed. Mr. Plummer has asked the college how large such openings should be, how many may be needed and how they should be placed. Other information bearing on the subject will be welcome.

When the city gets a report from the college on the matter, regulations covering ventilation of private garages will be drafted and turned over to the council to be enacted as part of the city building code.

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30x5.00 (5.00-20)	7.27	8.50	9.74
31x5.00 (5.00-21)	7.46	8.88	9.95
30x5.25 (5.25-20)	8.36	9.74	11.21
31x5.25 (5.25-21)	8.50	9.95	11.35
30x5.77 (5.77-20)	9.93	10.97	11.95
32x6.00 (6.00-21)	11.21	12.95	14.82
33x6.00 (6.00-21)	11.35	13.25	15.15
32x6.20 (6.20-20)	.....	15.44	16.91
33x6.75 (6.75-21)	.....	19.81	20.19

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	Wear-well Cut 10,000-Mile Guarantee	Western Giant Penny 10,000-Mile Guarantee	Western Giant New Bismarck 16,000-Mile Guarantee
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33x4 . SS Oversize	8.50	9.93	.....
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