

The OREGON STATESMAN, Salem, Oregon, Sunday Morning, June 16, 1929

Stewart Writes Again of Trip to East by Automobile

Nash "400" Sedan Performing in Fine Style as Stewarts Continue Way East; Trip Thru Imperial Valley Described

Trip Through Death Valley Described by Salem Party; Telescope Peak Most Abrupt Rise in the World

Our last letter about our trip around the country in our New "400" Nash Special Six sedan closed with our best description of a magnificent sight peculiar only to the desert,—"the mirage"—which we were privileged to observe as we passed through the last of three great dry lakes on our route to "Death Valley" proper.

In a little while we can see the rims of three long extinct volcanic craters and traveling through a region of varied earth formations fascinating largely because of their weird, uncanny ugliness we arrive at Cave Springs which is to be our stopping place for the night. "Cave Springs" is on the rim of "Death Valley" at an altitude of about 5000 feet and receives its name from many caves which abound—they are just natural holes in the walls of the hills and provide sleeping places with fair amount of comfort for the tourists like ourselves who are to begin the descent into the Valley on the morrow.

Journey Gruelling One
Wednesday morning with our Special Six "400" we commence the gruelling journey which will throughout our lives always remain a vivid mind picture impossible of painting adequately by pen. One must be right here and experience the wonder of it all. The floor of "Death Valley" is now below us about 10 miles over roads with grades running up to 10 per cent and 15 per cent in places—winding, ever winding through sand, and now in silt, around shifting dunes of sand and big clay mountains—crossing and re-crossing the Amargosa river now a small stream but at times a raging torrent nearly a mile in width.

Down, down until we reach sea level and then continue until we reach "Bennett's Wells", an oasis in this awful sink. We pause for a moment at the U. S. Geological Survey Post which is marked 286 feet below the level of the sea. From this point to the northward we can observe what appears to be a terrible white looking marsh three or four miles distant. We are told that the repulsive looking swamp is the lowest point in the United States and 400 feet below sea level. But in another direction we are privileged to view massive "Telescope Peak" a giant mountain rising almost straight into the heavens about 11,000 feet and covered with a mantle of snow glistening in the sunlight. Telescope Peak is said to be the most abrupt 2 mile rise in the world.

View Unsurpassed
We are climbing again now and after a tortuous drive through much barren territory we come to "Dantes Point" about 5000 feet high where the view is characterized by world travelers as being unsurpassed. One can look over the entire floor of "Death Valley" distant points in which are brought to close vision by aid of field glasses. Surely it is a grand

experience to gaze upon scene of mystery and awe. We are inspired to wonder what nature had in mind when fashioning this temple of desolation. But again, there is a rift in the clouds of desert loneliness as we turn to view Mount Wilson rearing its proud form to the highest point in our country and majestic in its snow crowned beauty glittering like a million diamonds hanging in the sky.

See "Devils' Golf Course"
Our luncheon over and we are driving along through a region known as the "Devils' Golf Course." This is a bed of salt-formed stalagmites set in fantastic columns rising and falling in grotesque fashion throughout a stretch of country 15 miles long and nearly two miles in width and terminating in what seems to be a veritable "Garden of Eden" in the desert, "Furnace Creek Ranch."

Furnace Creek ranch is a marvelously beautiful irrigated section fairly blooming like a rose in the land of barren wastes. The ranch is owned by the Pacific Borax company and was used for years to supply fresh meat, vegetables and subsistence products for the employees in the Borax mines and other crops for the maintenance of the ranch such as alfalfa, hay and grain. Since the closing of the mines the ranch has been used as an experimental date farm.

Driving a few miles to Furnace Creek hotel, a delightful tourist hotel with all conveniences and excellent accommodations we pause briefly before resuming our travel. Our route out of the valley lies on the opposite side and is taking us through another weird section known as "Funeral Range" where one feels as though something "spooky" was around and about him all the way. Climbing and winding our way through canyons and miles of sand brings

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HUDSON OUTPUT BIGGEST EVER

194,570 Cars Put Out in 1st Five Months of Year According to Records

The Hudson Motor Car Co. shipped 42,086 Hudson and Essex cars in May, completing the largest May Hudson has ever known. This total compared with 32,450 cars a year ago, an increase of nearly 30 per cent. For the five months to June 1 Hudson has shipped 194,570 cars as compared to 151,887 a year ago, which was the largest year up to that time.

Hudson officials describe the sales situation as strong. Orders from the field already have been received to more than cover June production, which will be carried forward to meet the second quarter's schedule of around 120,000 cars which was announced early in the year. This will make the largest quarter's shipping Hudson ever has known.

Hudson, the industry's paradox, more or less, because its price range does not place it under the wing of the great big Volume. The delights of anticipation are ours as we pore over maps or pamphlets and think of the days to come.

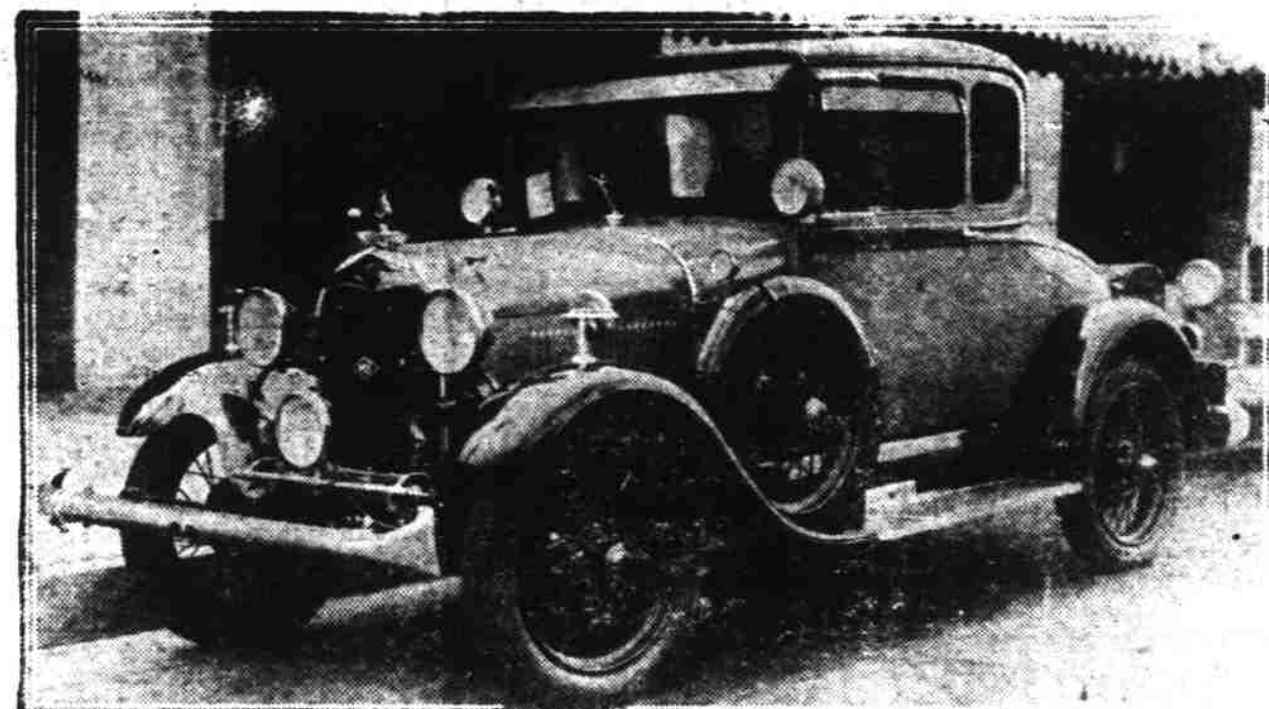
Canada offers attractions unsurpassed in their diversity. East, west or north the roads lead to opportunity and adventure. In order to assist the tourist in planning his trip, the Canadian government, through its Department of the Interior, issues a series of maps, showing the main automobile roads in Canada and the northern States. The sheets which make up the series are the "Atlantic," "Great Lakes," "Middle West" and "Pacific." The sketch map reproduced on this page indicates the area covered by one of these maps, which, however, contains much more detail than can be shown here.

In addition to the series mentioned, a general map covering the whole of Canada and all ex-

COWL VENTILATORS SMART
Smart side cowl ventilators operated by foot control on the new Oakland All-American Six, in addition to heightening the beauty of the unusual body lines, offer utility in that they send a refreshing sweep of air across the foot-boards in warm weather driving.

BRAKES ALL ENCLOSED
Possibility of squeaks and faulty operation of the four-wheel brakes of the new Oakland All-American Six has been reduced to a minimum, as the brakes are entirely enclosed. Self energizing and of the internal-expanding type, the new brakes are protected at all times.

Now It IS "Fully Equipped"



If you wonder what there is left to buy in the way of accessories for a new car, take a close look at the above picture. This Ford coupe, belonging to a South American mining engineer, was outfit-fitted by the Western Auto Supply Company with more than five hundred dollars worth of automobile accessories.

Choosing of Spot for the Annual Vacation Now Lies Before One as Large Task

Now that summer is here, a favor leisure hour topic with a large number of people is the annual vacation. Memories of glorious days, spent on the roads and trails through forest or mountain and by lake or stream, lure one's thoughts to plans for the future. The delights of anticipation are ours as we pore over maps or pamphlets and think of the days to come.

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Franklin Car Is Making Big Gain

Representing by far the biggest gain in the world's fine car market reported this year, shipments of Franklin cars during the first five months of 1929 smashed all previous records and were better than two and one half times more than the record established last year, officials of the Franklin Automobile company of Syracuse, N. Y., announce.

Shipments for the first five months of this year totalled 7,315 cars as compared with 2,904 cars shipped during the corresponding period of 1928.

CHRYSLER CAR HAS FAVOR OF WOMEN

An ever increasing popularity of Chrysler cars with women is reported from all over the world. Women driving Chrysler cars are recording achievements of which the best men drivers need not be ashamed. The manner in which these cars respond to control, according to women who have spent hundreds of hours behind the wheel, makes these achievements possible.

An unusual tribute to the stamina and ease of operation of Chrysler cars was paid by Mrs. Vivian W. Adams, wife of Major John Quincy Adams, United States Marine Corps, in a communication received recently by the Chrysler Sales corporation, in which she vividly describes a 10,000 mile trip in a Chrysler "72" coupe through southern Europe, accompanied only by her friend, Mrs. Gertrude T. Baskin.

Desiring to visit parts of southern Europe, unfrequented by the average tourists, Mrs. Adams and Mrs. Baskin, against the advice of friends, left New York with a Chrysler Coupe which had already covered 30,000 miles, with the intention of driving from Cadiz, Spain, to Turkey.

Markers' Absence Due to Lack of State Authority

The absence of standard U. S. highway markers in cities through which U. S. highway routes pass is explained by the Oregon State Motor association by the fact that state highway departments have no jurisdiction over city streets and can erect markers only on the highways under their jurisdiction.

City streets which are connecting links are under the direction of municipal authorities and consequently the erection of the markers within the city limits rests with the city officials. A few of the cities have recognized the necessity of erecting the markers within the limits and have placed the standard U. S. marks on their streets.

"The State Traffic patrol is the official hospitality commission for the State of Oregon," state George O. Brandenburg at the annual meeting of the state traffic forces. "The motorist tourist within the state judges the state by the courtesy and thoughtfulness shown him by the state's official representatives."

"The motor association, representing the motorists of the state and affiliated with motorists of every other state, has heard practically nothing but compliments from our visitors for the treatment they have received."

Alvan Macauley New President of Auto Chamber

Unanimously endorsing the program of motor transportation promotion throughout the world which has been a major policy of the National Automobile chamber of commerce, the members of that body this Wednesday elected Alvan Macauley as president for the ensuing year. He is president of the Packard Motor Car company.

Other officers elected were: Alfred H. Swayne (General Motors), first vice-president; A. R. Erskine (Studebaker), vice-president, passenger car division; A. J. Broseau (Mack), vice-president, commercial car division; John H. Willys (Willys-Overland), secretary; H. H. Rice (Chevrolet), treasurer; Alfred Reeves, general manager.

OAKLAND'S HEAD GETS NEW WORK

Vice Presidency of General Motors Shows How Fast Glancy Traveled

Keen interest in the recently announced election of A. R. Glancy, president and general manager of the Oakland Motor Car company, to a vice-presidency in General Motors, is evidenced in automotive circles.

Mr. Glancy in point of years of service with the corporation is among its youngest major executives. It is pointed out, his election a vice-presidency climaxed an unusual record of achievement. In his new capacity with General Motors, Mr. Glancy will remain in active charge of the Oakland division.

Although affiliated for some time with the Du-Ponts, Mr. Glancy first became identified exclusively with General Motors in 1924 as general manager of the Samson Tractor Co., at Janesville, Wisconsin. In 1924 he was made vice-president and assistant general manager of the Oakland Motor Car company. The following year he succeeded to his present title of president and general manager.

Company's Growth Great
During the four years of his exclusive control, the Oakland Motor Car company has revealed an amazing growth. Five years ago it occupied a minor comparative position in the industry. In the official rating for the 1929 National Automobile Show, it ranked in fourth place among all members of the National Automobile Chamber of Commerce.

Annual production five years ago hovered around the 44,000 car mark, while last year it was in excess of 260,000 Oakland and Pontiac Sixes, with this year's schedule calling for a substantial increase.

During Mr. Glancy's early connection with the Oakland division the manufacturing facilities of the company were confined to a small factory with cramped working quarters, while today the plant is housed in a mammoth structure with a roof area of more than 100 acres, which is claimed to be the newest and most modernly equipped automobile plant in the world.

Records Fall Before Essex

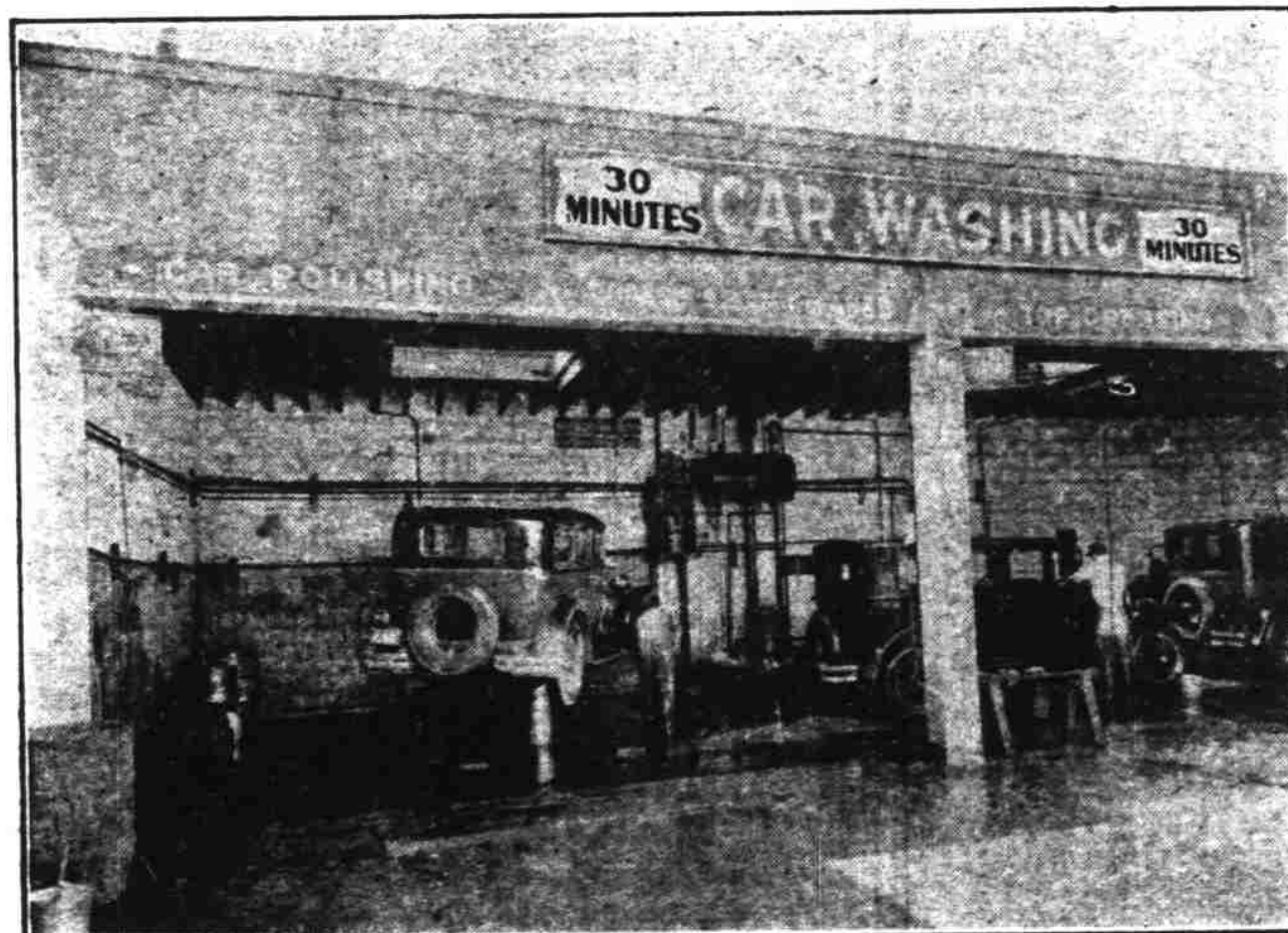


Scenes on Muroc Dry Lake where a stock Essex the Challenger Sedan was driven 1208.48 miles in 18 hours at a speed of 66.86 miles per hour. At the top is Leon J. Pinkson, dean of Pacific Coast auto editors, starting the sensational endurance run. The oval shows the pit men, who were directed by A. H. Harris of the Tide Water Oil Sales Corporation, refiners of Vedol motor oil, getting ready to refuel on one of the eight stops. The right center shows the Essex passing the starting point with Jean Shelton getting the time. Below is a group of the drivers, pit men, mechanics, newspaper men and officials. The San Francisco, Oakland and Fresno auto editors who timed the now famous run are at the right. The record is held to be a great tribute for Vedol motor oil and Associated Ethyl gas as well as for the Essex.

YOUR CAR WASHED IN A HURRY

NIGHT or DAY by men that know their stuff
THE COST IS SMALL

Washed and Greased While You Sleep
Phone 44



Your Car Called For and Delivered

The Station



With A Clock

"Jim" "Bill"
SMITH and WATKINS