

# WHEW! WARM SPOT. NEEDLES

### Thermometer Stands at 115 Degrees, Salem Tourists Discover

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road just about wide enough for one automobile and as we entered the first curve approaching a 5 mile climb we encountered a Yellowway stage coming down the mountain. Both cars must stop and carefully edge a passing which necessitated our driving in intermediate gear for several rods before getting into high gear again.

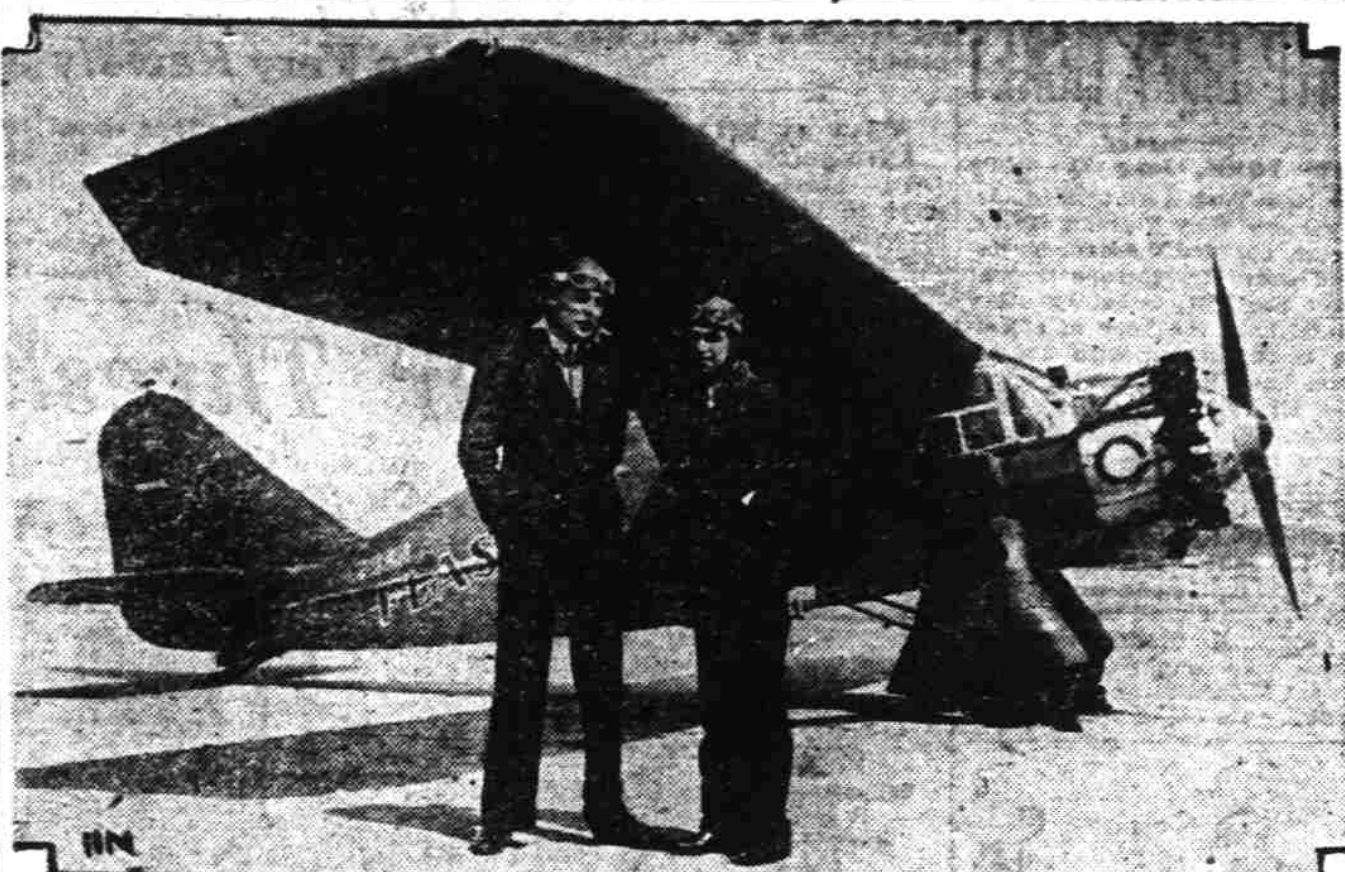
Many cars are standing along the road at passing turnouts as we descend on the other side of the summit with radiators steaming, hoods open and some even lifted entirely off the cars. Where water is available car owners are seen pouring water into the radiators in a constant stream in effort to cool the engines. We have had no trouble of this kind with our Nash "490" which has not heated to the boiling point at any time during the whole trip so far. We are now at Kingman, Arizona, making a short stop here and then away toward our destination for the night. The country through which we are now passing is pretty much the same and for the most part of very little special interest.

At Peach Springs, Arizona, we stopped at the hotel over night and in the morning had our breakfast with a large crew of highway builders who are working on contracts in this section which they told us was to have fine roads in the near future. Our next interesting visit was in the Hualapai Indian reservation where we were splendidly treated by the inhabitants who showed us very courteously through the varied portions of the reserve, the homes and occupations of the Indians and told us about their habits and customs of life.

Everything in sight is changing now. Here is our first glimpse of country similar to Oregon and northern California, for the pine, cedar, and juniper trees abound. Roads are gravelled and pretty good. Ranch life is more apparent. There are thousands of cattle, sheep and goats to be seen grazing in almost every direction. It is rather pretty country with the green foliage which we are told will soon turn to brown under the summer tan. Then too, it is cooler and much more comfortable, as we near the Arizona city of Ashfork where we are to partake of our first meal at one of the celebrated "Harvey House" restaurants. Ashfork is real attractive and we have visited the restaurant, have had a fine meal and wonderful cups of coffee all of which gives us a fine feeling of appreciation for what we are able to see and enjoy in this little city. The "Harvey" people have a large room in the restaurant literally filled with Indian curios and we spent considerable time looking at the varied articles manufactured mostly by hand of the Indian. There were so very many novelties that we could not resist the temptation to make several purchases, just as most of the tourists nearly always do.

Now we begin to climb in the mountains again. The hill sides fairly bristle with pine and hemlock like Oregon and Wisconsin and the scene is beautiful. Cooler weather is in the offing. The change comes quickly and much snow is in evidence on the higher hills and now considerable snow is lying in places along the roadside. Arriving at the city of Williams we find that three inches of

## It's All in the Breaks Say Fliers



Capt. Lewis A. Yancey, navigator, and Roger Q. Williams, pilot, standing under the wing of the "Green Flash" as it was poised for flight at Old Orchard, Maine. The breaks were against the "Green Flash" however for when it attempted to follow the "Yellow Bird" in its flight across the Atlantic the "Green Flash" broke its gear and dashed to the earth, without injury to the fliers.

snow had fallen the night before and although the walks were clear much of the snow remained on the lawns and in places shaded by trees or buildings. This (Williams) is a very pretty city of especial interest to tourists as the gateway to the wonderful Grand Canyon of the Colorado. We replenished our supplies and refueled the Nash "490" here in preparation for our after luncheon drive to Grand Canyon.

**Rough Roads Seen**

Rough roads are encountered just as we leave the city of Williams but become smoother after some miles and the last 30 miles to Grand Canyon we traveled like the wind arriving at this most interesting destination a little after two o'clock in the afternoon. We registered in at the Government Camp, located our cabin (No. 18) and then went immediately to view the afternoon reflections of the sun and to watch the sunset which is a spectacle of wondrous beauty.

Returning to our cabin we find that no convenience has been overlooked by operators of this camp. The cabins are strictly modern in every respect and equipped with all the conveniences of a hotel or home. The tourist could not desire more in comfort than is offered here. We were up early to view the picture in the sun's morning rays and we simply can't describe the feelings of ecstasy that swept over us. This would require the combined genius of the artist, the sculptor and the poet—we must leave it to such a genius. By day, the Grand Canyon is just a great rift in the earth four to fourteen miles in width and about one mile in depth with the Colorado river flowing like a

## 900 MORE CARS ARE LICENSED, MAY, '29

Automobile registrations for the month of May, 1929, exceeded those for May, 1928, by more than 900 cars. This increase would no doubt have been greater still, except for the new law providing for the issuing of automobile licenses on and after June 4th at the three-quarter fee, many operators buying new cars or who had not previously licensed their cars for the current year, taking advantage of the saving permitted under the new amendment.

torrent through the Canyon bed. From the rim of the canyon the river looks to be about five feet wide but field glasses show us a very considerable stream of angry, rushing waters. During the day we visited "Yaki Point" an observation post at an altitude of 7529 feet, driving up the incline in the Nash "490" which surely is a marvelous car—ever faithful to our touch. We returned to camp at six for another glorious view of the sunset. Dinner over, we visited at the camp where we found tourists from over the whole world including a family from the home town in Wisconsin, where they had known Mrs. Stewart as a little girl. The next morning we were out early for the morning sun and then departed for Williams, Arizona, to resume our eastward journey. More about our trip later.

Sincerely,  
Mr. and Mrs. Alvin B. Stewart.

## Heard Along Auto Row

(Continued from page 11)

formerly manager of a store at Aurora, owned by Ed. Battleson. A new model, Chrysler 75 four-passenger coupe, in mid-night blue, is on display in the show rooms of the Fitzgerald-Sherwin Motor company. Also on display is the Plymouth Sport Coupe in a new light shade of sand.

Arthur Hobson and family of Scooby, Montana, accompanied by H. O. Edland, also of Scooby, drove through to Salem arriving here Wednesday to spend ten days with Ed Battleson, president of Capitol Motors.

F. W. Pettyjohn was in Salem Friday morning. When he returned to Eugene in the afternoon he took with him Karl Pease, bookkeeper for the F. W. Pettyjohn company in Salem. Mr. and Mrs. Pease returned to Salem Saturday.

M. D. Morgan, secretary of the Siuslaw Rod and Gun club has written to the State Game commission that coyotes have not only been killing deer, but slaughtering ewes and lambs of farmers in the lake section north of Florence. The report has been turned over to Stanley Jewett, leader of the U. S. government predatory animal control.

A rim will cut through the fliest rubber and fabric. Watch your tire inflation.

## SAMMONS ENDS TOUR IN DURANT

### Colorful Scenes Portrayed by Artist as He Journeys Over Country

For the second time within the year, Carl Sammons, nationally famous artist, whose reputation has come through his colorful presentations of western scenes, has completed an extensive motor tour of the western states.

This gifted artist, whose canvases grace the homes of many of America's greatest men, pays a high price for his contributions to American art. Sammons goes out into the desert and catches the colors that are found there when the desert air is cruelest. He goes into the high Sierras when the mountain passes are blacked with snow in order that he may authentically reproduce those cold colors that cannot be created in the imagination. As a result of Sammons' accurate reproductions of western scenery, his canvases have a strong appeal for both men and women who love the west.

Sammons largely attributes his reputation as an artist to his motor car. He says that his "partner" is his Durant Six coupe, in which he travels to the farthest corners of the western region in his search for scenes that will win the approval of lovers of western art.

## Bits of News For Sportsmen

### Gathered From All Parts of the Great State of Oregon

Diamond Lake will yield a take of eight million rainbow trout eggs for the hatchery department of the state game commission, this season, according to Matt Ryckman, superintendent, who has just returned from central Oregon. The number falls far short of that taken last season but the unusually large yield from Crane Prairie and Spencer creek makes the total take in excess of that of 1928. "Diamond Lake was frozen over to a depth of three feet and as a consequence many of the fish spawned near the shore line," said Mr. Ryckman. "The ice was three times as thick this season as it was last year, and that accounts for the shortage of rainbow eggs."

of sun fish are being caught. The cat fish were salvaged from Columbia Slough, near Portland two years ago and transplanted in Olalla Slough. Deputy Price reports that the catches made in the slough have greatly increased the number of licenses sold in Lincoln county.

Quite a number of the Shriners stopped in Portland enroute to the east from the convention in Los Angeles purchased non-resident angler's licenses and fished streams of Oregon. Several went to the Deschutes and others tried their luck at salmon fishing below Oregon City falls.

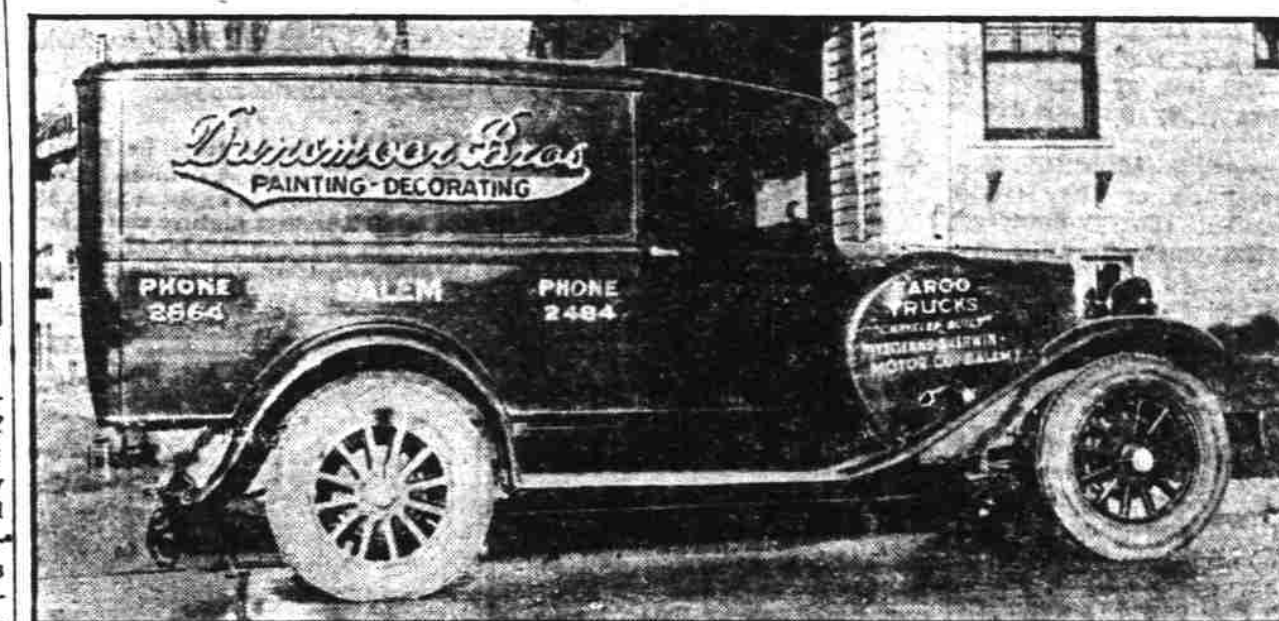
Cat fish planted by the state game commission in Olalla Slough, near Toledo, are being caught in large quantities, according to John H. Price, deputy state game warden. He also has reported that large number

Responsibility for the enforcement of the commercial fishing laws is imposed upon the state fish commission and not upon the state game commission, according to Harold Clifford, State Game Warden. "I wish to make this matter clear in order to correct a mis-

taken idea that is in the minds of many Oregon citizens," said Mr. Clifford. "The fish commission has exclusive jurisdiction over salmon. When a game warden makes an arrest for violation of laws protecting salmon he must have been specially authorized by the fish commission, and the offender must be prosecuted under the commercial code.

There is a constant agitation on the part of sportsmen who insist that the game commission should protect salmon, particularly Chinook and Silversides. The commission assumes responsibility for the protection of these fish in streams and waters closed to commercial fishermen. During the past year 50 arrests have been made, much property confiscated and \$2100 in fines imposed for violations of the commercial fishing code by efforts of our department. If the game department is to enforce the commercial fishing laws it must be given entire jurisdiction or else some method of raising additional funds must be provided."

A twist of the wheel may save a tire.



## WHIPPET TRUCK IS QUICKLY ACCEPTED

Designed to meet the requirements of practically every form of business, the new Whippet Six 1 1/2 ton commercial unit, recently introduced by the Willlys-Overland company, has met with an unusual acceptance on the part of users of this type of vehicle. The presentation of this new line completes the company's 1929 Whippet commercial car program.

Marked interest is shown in the mechanical features of the Whippet six commercial chassis, which includes four-speed forward transmission, "Finger-Tip Control", Invar-strut pistons, timing chain, heavy seven bearing crankshaft and full force feed lubrication, which have been incorporated in the chassis design to meet the needs of commercial car operators who demand power, speed, lower cost per ton mile and general reliability throughout.

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