The OREGON STATESMAN, Salem, Oregon, Sunday Morning, August 25, 1929

PLANNING ROUTES FOR DIRIGIBLES

Goodyear Interests Look for Weekly Trips to Honolulu With Big Airships

"Walle the flight of the German Graf Zeppelin holds the publie attention because of its romantic and spectacular daring, the practical work" says Frank Doolittle, Codyear dealer in Salem. "of or, anizing commercial airship anyle a in going forward rapidly, particularly in the United States and Great Britain."

Two British airships, each larger than the Graf Zeppelin, are condition, one for service to Canada and the other to India, The results have been surver I am I terminals at Montreal Caire, and Karachi are already present. The British government plan : to operate these vessels un til they become vital to commer cial tents-port interests, when they will be reliment hed to them.

In the United States, the Zup pelin Reense, the Goodyear-Zeppelin curper tion of Akron, Ohio, vice a by airships of the Zeppelia type, but modified to American airship engineering practice which

vice president of the Goodyer- the world the great wealth which in Los Angeles in connection with the development of the trans-Pa- chief products of eastern Oregon. cific service, which contemplates a weekly airship service to Honolulu with pastengers and mails, ricultural area of the state and It is understood that the plans of reaches to a district around Vale the Goodyear-Zeppelin corpora- and Ontario where great irrigation look to an association with the tion projects are now being conenterprise of some of the principal structed. transportation interests entering California by air, rail and water,

DE SUTO SIX SETS

corporation, at Detroit.

of popularity that began when it was first introduced, De Soto completed its first year with sales of more than \$0,000 cars -a new world's record for a first-year car.

"The actual figures show that \$1,065 De Soto sixes had been shipped from the plant since August 4, last year." Mr. Peed declared. "All previous records for first-xear cars regardless of class or price, have been broken by De-Soto, evidence of the enthusiastic manner in which the new car has been accepted by the automobile

"This first year has been a year of achievement. When it is taken into consideration that Soto six appeared, no dealer organization had been recruited to merchandise the new car, the De-Soto record is remarkable, Every effort consistent with Chrysler Motors' high standard of manufacturing practice, was made to increase production and meet the demand for ears. Plant facilities vere expanded and production roon reached a point where the factory was only slightly behind the orders that continued to come in from all parts of the nation.

"Back of this unprecedents ! success of the new De Soto Six, is the fact that its enviable record has been built entirely on merit. Success was assured from the first because of the outstanding value the car offered in its price field. That this was true is no mere accident. The car was created to fill a definite need. Before the De-Soto was introduced, there existed a demand for higher quality, more power, increased comfort and better performance in lowpriced six-cylinder cars. The demand was realized by Walter P. Chrysler, whose engineers met it with a new car, an entirely new six of highest quality throughout - a car that reflected the same fine qualities, the same flashing performance, and the same mechanical dependability that has mous the world over.

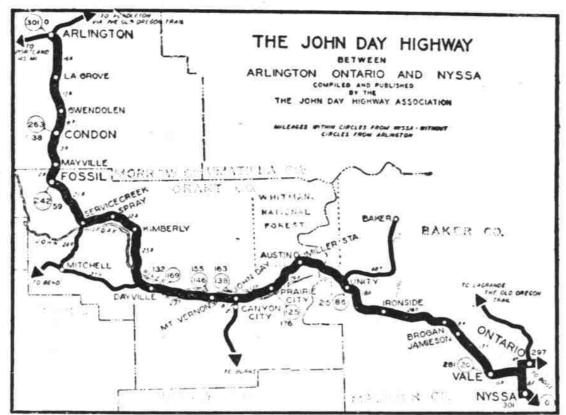
"Nothing short of these and a widespread and almost over- to the limits of the level valleys, whelming popularity this new car has experienced.

Mud Disappears on river where Canyon creek seems Lincoln Highway through the pine-clad mountains

Lincoln highway (U. S. No. 30) no John Day, a city built upon the longer fear rains and mud roads tailings of the early mining operain lowa. Of the 365 miles of Lin- tions of Canyon creek which joins coln highway passing through the the John Day river at this point. state, lowa has paved or under Two miles up Canyon creek is construction 336 miles. The other the old mining town of Canyon 29 miles, now gravel surface, will City where many pages of Ore-

is connected with the Lincoln | 15 million dollars in gold was takhighway by 32 miles of concrete en out of the gulch that is now road south from Ames, the loca- but a jumble of placer tailings. It tion of the state agricultural col- was here that such characters as lere. Iowa is building this year Joaquin Miller resided and contriover 738 miles of concrete paving, buted his bit to the historic chapleading all state in new constructiers of Oregon as he officiated as

Route of John Day Highway



-Courtesy Oregon Motorist

tario, where the John Day high-

TOLEDO, O., Aug. 15 .- Pro-

Missouri has the largest lead

FEEL the thrilling get-away and speed of this latest "45" Twin, the perfect balance of its low

riding position, the com-fort of its saddle and big

balloon tires. What a

Here is the ideal solo

mount. A wonderful per-

former, with running

costs amazingly low -

barely 2 cents per mile.

We're open evenings. Come and see this re-

markable Twin, and the other 1930 Harley-

Tel. 68

motorcycle!

HARLEY- DAVIDSON

Harry W. Scott

147 S. Commercial

great six has now reached the

lays in reaching present

How many Willamette valley judge. To the historically inclined screen of this varying cinema that people know of the great empfre this section of the John Day val- is interesting even through the of eastern Oregon. To many it is ley holds much interesting lore, wastelands in the ever-changing ing the stok for Mr. Wolf and getthought of simply as a vast waste To the sportsman-tourist this disland, hot in summer, cold in win- trict is alluring in its trout fishter, with limited resources. The ing and hunting possibilities. The new state highways are opening mountains that rise from the old up this empire and revealing to mining gulch abound with mule sheep, cattle, alfalfa are still the ant attracts his attention from the the town of Vale, and on to On-The new John Day highway penetrates an important part of the ag- of the Strawberry mountains that | fluence with the Old Oregon Trail. | times as hard as that obtained in | Reaching the wooded country the

Through the courtesy of the Oregon State Motorist we are privileged to publish a map of the of forage that are necessary to highway and the following des- provide for their flocks during the cription of the country, wonderful motor road, leaving lie City, the terminus of the Sump-

WEW SALES RECORD the Old Oregon Trail at Arlington and joining the trail again at Ontario, Southern Oregon can reach tario, Southern Oregon can reach tarios. Dalles-California highway and the Upon leaving Prairie City

Leaving the Columbia river at Arlington, the tourist has a gradual upgrade climb for miles and reaches the high plateau lands stretching back from the palisades of the Columbia. As far as the eye there are roiling hills of grain fields that are changing in their seasonable garbs from the rich black earth to the green of sprouting and growing grain and then to the golden yellow of ripened wheat that is finally cut by the creat combines drawn by horses

or tractors. At Condon is found the shipthree months before the first De ping center for the grains, stock and wool fro mthe vast areas that stretch to the blue horizon in all directions. Continuing eastward from Condon, the tourist drives through rock-waailed canyons that break the monotony of the rolling plateau and finally reaches an open valley where the hill sides are jutted with rock cliffs and clay banks that hide mysteries of the primeval ages when this vast area was the habitat of sabre toothed tigers, three tood hora ses and other creatures that inhabited the continent cons ago when the status of man was a question. Scientists have delved into the locked chambers of this mysterious valley and unearthed remains of these pre-historic animals that have served to lure many into the realms of this interesting valley in search of information regarding the denizens that rounted the hills and vales of that district "When you was a tadpole and I was a frog."

From this valley where the clay bank formations and rock cliff: have given away to the crosionof time until they resemble huge vari-colored cathedrals, pipe organs and towers, the highway leads into a mountainous district where tall branching pine trees the primeval growths that once made Chrysler Motors' car fa- covered the entire area, Dropping host of other important De Scto down again into a land of deep features could have caused the gorges, canyons and rock cliffs that tower above fertile stretches where presi crous ranches stretch the tourist whizzes eastward through Dayville and Mt. Vernon and finally reaches the once rich mineral valleys of the John Day to have poured a wealth of gold that border the realm of the John Motorists bound for Chicago Day valley at this point, And then and other eastern points via the the road leads into the town of

gon's early mining history were Des Moines, Iowa's capital city, written, a place where more than clerk of the court and county

deer and the crow and flutter of the gaudy-plumed Chinese pheas- down the Malheur river valley to meadows of the great stock ranches that fill the valley to he foot way loses its identity in its conrise into snow blotched peaks to

East of John Day the valley Willys Knight Goes gines and parts. preads to the limit of its breadth where having operations reach goodly proportions as the large stoch ranches lay by their stores winter months. In the center of this expanse of the valley is Prair-

Mitchell-Dayville cut-off, now un- motorist follows the grade of this Now, according to company offi-DeSote six has broken all exist- der construction. When this link railroad for a considerable dis- cials, the great six model stands is completed there will be a direct tance over pine-clad mountains in a front line position among year car in the entire history of trans-continental highway from where every turn of the highway 1930 type motor cars. the extreme eastern to the west- reveals new vistas and panoramas | The Willys-Overland company This statement was authorized ern part of the state, and when of the wooded mountainsides and for a number of years past has retoday by L. G. Peed, general sales the Siuslaw highway has been fin- the valley that finally slides into lied upon models in the price manager of the De Soto Motor ished it will be possible to leave the distance as a farewell is wav- class of the great six as important the Pacific ocean in the morning ed to the John Day river valley. factors in earning power, and the Riding on the crest of a wave and reach eastern Oregon in the Then the summit is reached and lack of such a model during the the highway continues on through | earlier months this year has natapproximately 20 miles of wooded urally deferred a considerable promountains that finally give way to fit. Now with production having great open expanses of sage cover- fully swung into the anticipated ed plains where the roadway may volume to meet waiting orders, it be seen fading out in the distance, is expected that sales within this This is truly the great open spa- range will have a very helpful efcan reach over these plateau lands ces where the stretches of road fect on the company's financial lie before the motorist for four showing for the last half. and five miles without a twist or a turn, until this great wasteland fades out and a fade-in of orch- mines and limestone deposits in ards and meadows occupies the the world.

Important

Super-strength frame
 — drop forged fork.

5. Automatic increase of

Improvements

WOLF TIRE SHOP TAKES ON FISK

vestigation what line of tires to popular. feature Mr. Wolf decided on the Fisk. He states that he is of the opinion that these tires will give excellent service to the customers and also that the company are good to deal with and manufacture a real product.

Associated with Mr. Wolf is J. O. (Jim) Gilmore, who is in charge of the service department. Mr. Cilmore has been connected wit's one of the largest tire outfits in Pertland for the past seven years . ad will see to it that all custome s of the Wolf Tire shop receiv-s the proper treat-

Jack Conover, who is the district representative for the Fisk Tire Company Inc., has been in Salem for the past week arraignting the boys started right with Through this land of orchards the Fisks. Mr. Conover is an exand meadows that has been res- pert in the sales line having received national recognization for cued from the desert through the ingenuity of man in diverting wathis sales ideas. er for irrigation, the road leads

NEW PROCESSED STEEL

case hardening is being adapted road climbs a sharp ridge between to automobile and airplane en-

Progress in production and use To Volume Output of this new hard surface is one of very good farms. many advances in metallurgy during the last year which will be demonstrated at America's first of the Willys-Knight National Metal congress here September 9 to 13.

tage of 2500 units per month, a The hard surface is obtained large volume for a car in its price class. The incorporation of cermetallurgists at Paris. Automobile show accounts for de-

Trip to Silver Creek Falls Easily Made From Salem

Silver Creek Falls has attracted are beautiful enough that they Announcement has just been ades that the fel's lace !. made that the Wolf Tire Shop, known since human beings took corner Commercial and Ferry up their dwelling in what is now street has taken on the Fisk Oregon. Getting there used to be rocks below the water runs into tires, Mr. Wolf came here from a slow and tedious trip by hack the pool at the foot of the falls. Forest Grove recently and open- or wagon. Now the automobile Singularly beautiful is the great ed the Wolf Tire shop in the takes one there in a short while, semi-circle of rock in the center building formerly occupied by the and with further road improve- of which the falls are. Erosion has Zosel Tire shop. After careful ment the falls will be even better worn away the rock behind the consideration and much time in- accessible and the loop trip more falls so the water has a sheer

It is easy to make the loop from Salem to the falls and around through Silverton and home either on a Sunday or in the late afternoon. It is a cool retreat for a warm day to tarry for awhile in the woods about the falls. Fresh winds blow up the deep canyons and the mists from the falls help to temper the air.

To get to the falls from Salem go out the highway past the penitentiary, past the service station at "four corners," then take paved road going through Macleay and on up through Waldo hills. The paying extends for several miles and then there is a good gravel road. It is a most beautiful farming country the road leads through, with well-kept homes and barns, giving the appearance of prosperity and stability.

The road keeps climbing, skirts he town of Shaw, and on beyond the road divides, the right turn leading to Stayton and the left CAN BE USED WITHOUT OIL going on to Silver Creek falls. It CLEVELAND, Ohio-(AP)- is almost impossible to lose the Steel with a surface three to four road, so numerous are the signs. Drift creek and Silver Creek, Deep canyons stretch below on each side. On the ridge there are some

Creek and past the store one through the process of "nitriding." grounds. The owner of the prop- tiles are used for models and to rugger came from Ohio, Illinois a product of research by Dr. Ad- erty has a gatekeeper to collect obtain accurate coloration. More and California; the glass from olf Fry in the Krupp laboratories | the dimes and on a Sunday the re- lifelike results are thus obtained | Pennsylvania, Ohio and Illinois at Essen, German, and later by ceipts must go a long ways toward than by mounting the real snake- and the Duco and enamel from taking care of "taxes." The falls skins.

thousands of people in the dec-should be made into a state park drop from the top ledge to the rocks at the foot. Paths lead around the rocks behind the falls.

It is about 25 miles from Salem to the south falls. The road is quite rough in places, but easily traveled, and altogether safe About two miles beyond over a good graveled road are the North Silver Creek Falls. There is more water, but the drop is shorter, 146 feet. In both cases the entrance to the falls is at the top: in each case paths lead down the wall to the bottom of the gorge. the first turn to the left. This is a The north falls is more interesting with cascades and pools above the drop-off, and great rock masses ly

Leaving the falls the road drops sharply to Silverton. There are splendid farms on the Silverton hills and new lands are steadily being reclaimed from the stumps. The trip is not complete without a stop at the Coolidge-McClaine park in Silverton with its perfect swimming pool in Silver Creek. The loop trip measures just under 50 miles.

SNAKE SCIENTISTS IMPROVE ON NATURE

the extensive collections at the 1,000,000th ... Field Museum here are exception-Through the village of Silver that they are not snakes at all,

comes to the entrance to South productions in cellulose-acetate and Michigan furnished the steel; Silver Creek falls, If your are will- made by a special process invent- the south and west supplied the ing to pay 10c a head "to help ed by Loon L. Walter of the mu- wood; the south and northeast pay the taxes" you may enter the seum staff. Bodies of actual rep- supplied the cotton and wool: the

MAKE MILLION NEW

ix cylinder Chevrolet automobiles have been placed on the market since January 1. This announcement was made at the central offices of Chevrolet, in the General Motors building, today, as assembly plants of the organization in various part of the country are operating on the greatest summer schedule of production in the history of the company.

According to observers, this is nore than three times as many six-cylinder cars than were ever produced by a manufacturer during a like period.

The record-breaking car rolled off the assembly line at the Flint, Mich., plant on August 5. It happened to be an Imperial sedan. The record breaker was welcomed at the end of the assembly line by W. S. Knudsen, president, and other Chevrolet officials.

Without any ceremony, the car left the plant for Detroit, where it will be presented as one of the interesting exhibits that will be a part of a mammoth Chevrolet sales convention in Detroit, August 14, 15 and 16. The entire Chevrolet supervisory force of nearly 2,000 men will be on hand or this convention, which will be he largest of its kind ever held y the company.

The following dates will show the rapidity with which Chevrolet has produced and sold cars this

First six 250,000th 500,000th

It is reported that nearly every the building of this million Chev-The museum specimens are re- rolet sixes. Pennsylvania, Ohio New Jersey and Michigan.

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The Appointment

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