

PLANNING ROUTES FOR DIRIGIBLES

Goodyear Interests Look for Weekly Trips to Honolulu With Big Airships

"While the flight of the German Graf Zeppelin holds the public attention because of its romantic and spectacular nature, the practical work" says Frank Doolittle, Goodyear dealer in Salem...

Two British airships, each larger than the Graf Zeppelin, are now in construction, one for service to Canada and the other to India...

In the United States, the Zeppelin Corporation, the Goodyear-Zeppelin Corporation of Akron, Ohio, has proposed a Trans-Pacific service...

DE SOTO SIX SETS NEW SALES RECORD

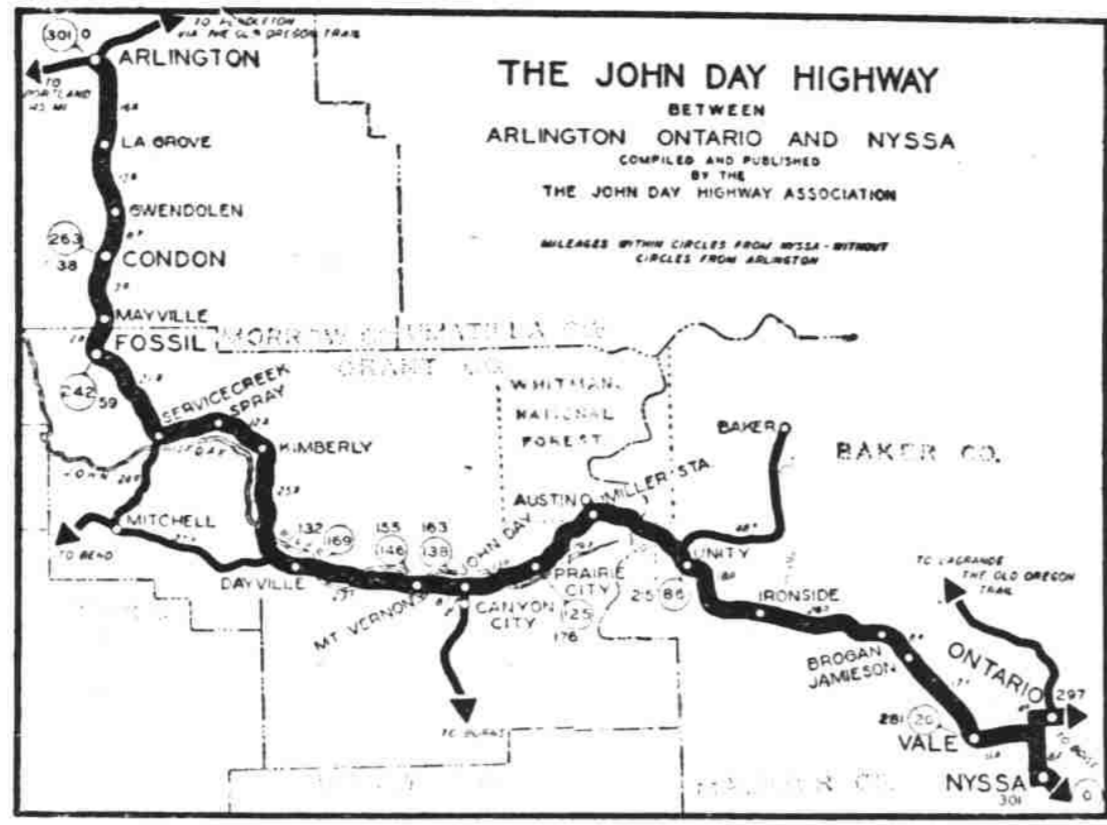
During the past 12 months, the DeSoto six has broken all existing sales records for any first-year car in the entire history of the automobile industry.

This statement was authorized today by L. G. Peed, general sales manager of the De Soto Motor corporation, at Detroit.

Riding on the crest of a wave of popularity that began when it was first introduced, De Soto completed its first year with sales of more than 80,000 cars—a new world's record for a first-year car.

"The actual figures show that 81,065 De Soto sixes had been shipped from the plant since August 4, last year," Mr. Peed declared. "All previous records for first-year 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 buying public."

Route of John Day Highway



How many Willamette valley people know of the great enterprise of eastern Oregon. To many it is thought of simply as a vast wasteland, hot in summer, cold in winter, with limited resources.

Through the courtesy of the Oregon State Motorist we are privileged to publish a map of the highway and the following description of the country.

The John Day highway is really a wonderful motor road, leaving the Old Oregon Trail at Arlington and joining the trail again at Ontario, Southern Oregon can reach the John Day by way of The Dalles-California highway and the Mitchell-Daville cut-off, now under construction.

Leaving the Columbia river at Arlington, the tourist has a gradual upward climb for miles and reaches the high plateau lands stretching back from the palisades of the Columbia. As far as the eye can reach over these plateau lands there are rolling hills of grain fields that are changing in their seasonal 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 great combines drawn by horses or tractors.

At Condon is found the shipping center for the grains, stock and wool from the vast areas that stretch to the blue horizon in all directions. Continuing eastward from Condon, the tourist drives through rock-walled canyons that break the monotony of the rolling plateau and finally reaches an open valley where the hillsides are jugged with rock cliffs and clay banks that hide mysterious of the primeval ages when this vast area was the habitat of sabre toothed tigers, three toed hoys and other creatures that inhabited the continent eons 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 roamed 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 cliffs have given away to the erosions of time until they resemble huge vari-colored cathedrals, pipe organs and towers, the highway leads into a mountainous district where tall branching pine trees give one a greater realization of the primeval growths that once covered the entire area. Dropping down again into a land of deep gorges, canyons and rock cliffs that tower above fertile stretches where prosperous ranches stretch to the limits of the level valleys, the tourist whizzes eastward through Dayville and Mt. Vernon and finally reaches the once rich mineral valleys of the John Day river where Canyon creek seems to have poured a wealth of gold through the pine-clad mountains that border the realm of the John Day valley at this point. And then the road leads into the town of Harney, a city built upon the tailings of the early mining operations of Canyon creek which joins the John Day river at this point.

Judge. To the historically inclined this section of the John Day valley holds much interesting lore. To the sportsman-tourist this district is alluring in its trout fishing and hunting possibilities. The mountains that rise from the old mining gulch abound with mule deer and the crow and flutter of the ruddy-plumed Chinese pheasant attracts his attention from the meadows of the great stock ranches that fill the valley to the foot of the Strawberry mountains that rise into snow-blotched peaks to the south.

East of John Day the valley spreads to the limit of its breadth where hayning operations reach goodly proportions as the large stock ranches lay by their stores of forage that are necessary to provide for their flocks during the winter months. In the center of this expanse of the valley is Pringle City, the terminus of the Sumpter valley railroad which finds its way into this interior region from Baker city across the Blue mountains.

Upon leaving Pringle City the motorist follows the grade of this railroad for a considerable distance over pine-clad mountains where every turn of the highway reveals new vistas and panoramas of the wooded mountainsides and the valley that finally slides into the distance as a farwell is waved to the John Day river valley. Then the summit is reached and the highway continues on through approximately 20 miles of wooded mountains that finally give way to great open expanses of sage covered plains where the roadway may be seen fading out in the distance. This is truly the great open space where the stretches of road lie before the motorist for four and five miles without a twist or a turn, until this great wasteland fades out and a fade-in of orchards and meadows occupies the

screen of this varying cinema that is interesting even through the wastelands in the ever-changing scenes presented.

Through this land of orchards and meadows that has been rescued from the desert through the ingenuity of man in diverting water for irrigation, the road leads down the Malheur river valley to the town of Vale, and on to Ontario, where the John Day highway loses its identity in its confluence with the Old Oregon Trail.

Willys Knight Goes To Volume Output

TOLEDO, O., Aug. 15.—Production of the Willys-Knight great six has now reached the stage of 2500 units per month, a large volume for a car in its price class.

The Willys-Overland company for a number of years past has relied upon models in the price class of the great six as important factors in earning power, and the lack of such a model during the earlier months this year has naturally deferred a considerable profit.

Missouri has the largest lead mines and limestone deposits in the world.

WOLF TIRE SHOP TAKES ON FISK

Announcement has just been made that the Wolf Tire Shop, corner Commercial and Ferry street, has taken on the Fisk tires. Mr. Wolf came here from Forest Grove recently and opened the Wolf Tire shop in the building formerly occupied by the Zosel Tire shop.

Associated with Mr. Wolf is J. O. (Jim) Gilmore, who is in charge of the service department. Mr. Gilmore has been connected with one of the largest tire outfits in Portland for the past seven years and will see to it that all customers of the Wolf Tire shop receive the proper treatment.

Jack Conover, who is the district representative for the Fisk Tire Company Inc., has been in Salem for the past week arranging the stock for Mr. Wolf and getting the boys started right with the Fisks. Mr. Conover is an expert in the sales line having received national recognition for his sales ideas.

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

The hard surface is obtained through the process of "nitriding," a product of research by Dr. Adolf Fry in the Krupp laboratories at Essen, German, and later by metallurgists at Paris.

Trip to Silver Creek Falls Easily Made From Salem

Silver Creek Falls has attracted thousands of people in the decades since human beings took up their dwelling in what is now Oregon. Getting there used to be a slow and tedious trip by hack or wagon. Now the automobile takes one there in a short while, and with further road improvement the falls will be even better accessible and the loop trip more popular.

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 the first turn to the left. This is a paved road going through Macleay and on up through Waldo hills. The paving 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 the town of Shaw, and on beyond the road divides, the right turn leading to Stayton and the left going on to Silver Creek falls. It is almost impossible to lose the road, so numerous are the signs. Reaching the wooded country the road climbs a sharp ridge between Drift creek and Silver Creek. Deep canyons stretch below on each side. On the ridge there are some very good farms.

Through the village of Silver Creek and past the store one comes to the entrance to South Silver Creek falls. If you are willing to pay 10c a head "to help pay the taxes" you may enter the grounds. The owner of the property has a gatekeeper to collect the dime and on a Sunday the receipts must go a long way toward taking care of "taxes." The falls

are beautiful enough that they should be made into a state park. The thin stream drops 184 feet over a ledge of rock. Striking the rocks below the water runs into the pool at the foot of the falls. Singularly beautiful is the great semi-circle of rock in the center of which the falls are. Erosion has worn away the rock behind the falls so the water has a sheer 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 gravelled 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 north falls is more interesting with cascades and pools above the drop-off, and great rock masses lying below.

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

CHICAGO—(AP)—Snakes in the extensive collections at the Field Museum here are exceptionally realistic, and the reason is that they are not snakes at all.

The museum specimens are reproductions in cellulose-acetate made by a special process invented by Loun L. Walter of the museum staff. Bodies of actual reptiles are used for models and to obtain accurate coloration. More lifelike results are thus obtained than by mounting the real snakeskins.

MAKE MILLION NEW CHEVOLET SIXES

DETROIT, Aug. 16.—A million six 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 more 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 for this convention, which will be the largest of its kind ever held by the company.

The following dates will show the rapidity with which Chevrolet has produced and sold cars this year: First six... January 1; 250,000th... March 6; 500,000th... April 24; 750,000th... June 18; 1,000,000th... August 5. It is reported that nearly every state in the union had a share in the building of this million Chevrolet sixes, Pennsylvania, Ohio, and Michigan furnished the steel; the south and west supplied the wood; the south and northeast supplied the cotton and wool; the rugger came from Ohio, Illinois and California; the glass from Pennsylvania, Ohio and Illinois and the Duco and enamel from New Jersey and Michigan.

ANNOUNCING

Vulcanizing that stays The Appointment of Phone 786 for road service

WOLF'S TIRE SHOP

OPPOSITE MARION HOTEL—SALEM As Distributors of

FISK All-Cord TIRES

For the Salem Territory FOR PRICE COMPARISON

Table with 2 columns: FISK Windsor Cords and FISK De Luxe Cords. Lists tire sizes and prices.

Other sizes correspondingly low priced WOLF'S TIRE SHOP, 198 S. Commercial St. "Walt" Wolf SALEM, ORE.



It's the '45 twin for 1930 FEEL the thrilling get-away and speed of this latest '45' Twin, the perfect balance of its low riding position, the comfort of its saddle and big balloon tires. What a motorcycle!

HARLEY-DAVIDSON

Harry W. Scott "The Cycle Man" 147 S. Commercial Tel. 68