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## FIVE ROAD BILLS INTEREST WEST

Federal Program Most Constructive; West to Benefit

WASHINGTON, D. C. March 22.—The program sponsored by congress for the development of western highways was characterized here today as the "most constructive" in the history of road legislation.

This statement was made by Dr. E. B. McDaniel, chairman of the Good Roads board of the A. A. A. and president of the Oregon State Motor association, who spent three weeks in the national capital conferring with government officials and members of the United States senate and the house of representatives on various phases of the national road situation.

Included in the group with which the A. A. A. official conferred were: Senators McNary and Stetson of Oregon; Senator Oddie of Nevada; Congressman Hawley of Oregon; Congressman Colton of Utah; Congressman Englebright of California, and Congressman Dowell of Iowa, chairman of the roads committee of the house of representatives.

Before leaving for home Dr. McDaniel declared that he felt confident that five major measures in which the west is vitally interested would be acted on favorably in this session of congress. These are:

First, the Federal-Aid appropriation bill, which provides \$125,000,000 as the government's quota for road building on the Federal-Aid system, an increase of \$50,000,000 over previous appropriations.

Second, the Colton authorization bill, providing for a \$12,500,000 appropriation for forest roads an increase of \$5,000,000 and including a proviso which safeguards the special requirements of the Pacific coast where states are already taking care of forest roads on the Federal-Aid system.

Third, the Englebright bill directed at the control of forest fires through the development of roads and trails at strategic points and providing an appropriation of \$4,500,000 for 1933 and 1934, \$4,200,000 for 1935 and \$4,000,000 each year thereafter.

Fourth, the National Park Service bill, providing that the National Park Service take over the maintenance and improvement of the local roads which form approaches to the National Parks.

Fifth, the Colton bill providing that the federal government construct and maintain main highways through unappropriated federal land in the public domain states.

Said Dr. McDaniel: "At the moment, the Federal-Aid bill is held up in conference committee of the two houses by reason of a senate amendment increasing the per mile limit of federal participation from \$15,000 a mile to \$25,000 a mile. This provision in itself meets with general approval and the only hitch appears to be as to whether it should be done in this bill or in special legislation.

"In the meantime, however, the deadlock in the committee in the federal-aid bill is holding up the launching of road program in at least half a dozen states and is thus contributing to unemployment.

"At the same time, the status of the federal-aid bill is holding up consideration of the forest road appropriation bill, which is still pending in the house roads committee. The increase of \$5,000,000 in this bill is in line with the increase in the Federal-Aid bill, since the appropriation for forest roads has always been ten per cent of the total amount of the Federal-Aid bill. I regret the delay, but I am confident that both measures will be enacted.

"The Englebright bill, while of particular interest to the west, has great national importance as a conservation measure. It only need to be pointed out that in the last ten years, forest fires burned an area of approximately 170,000,000 acres, equivalent to an area of one and two-thirds times the size of the state of California.

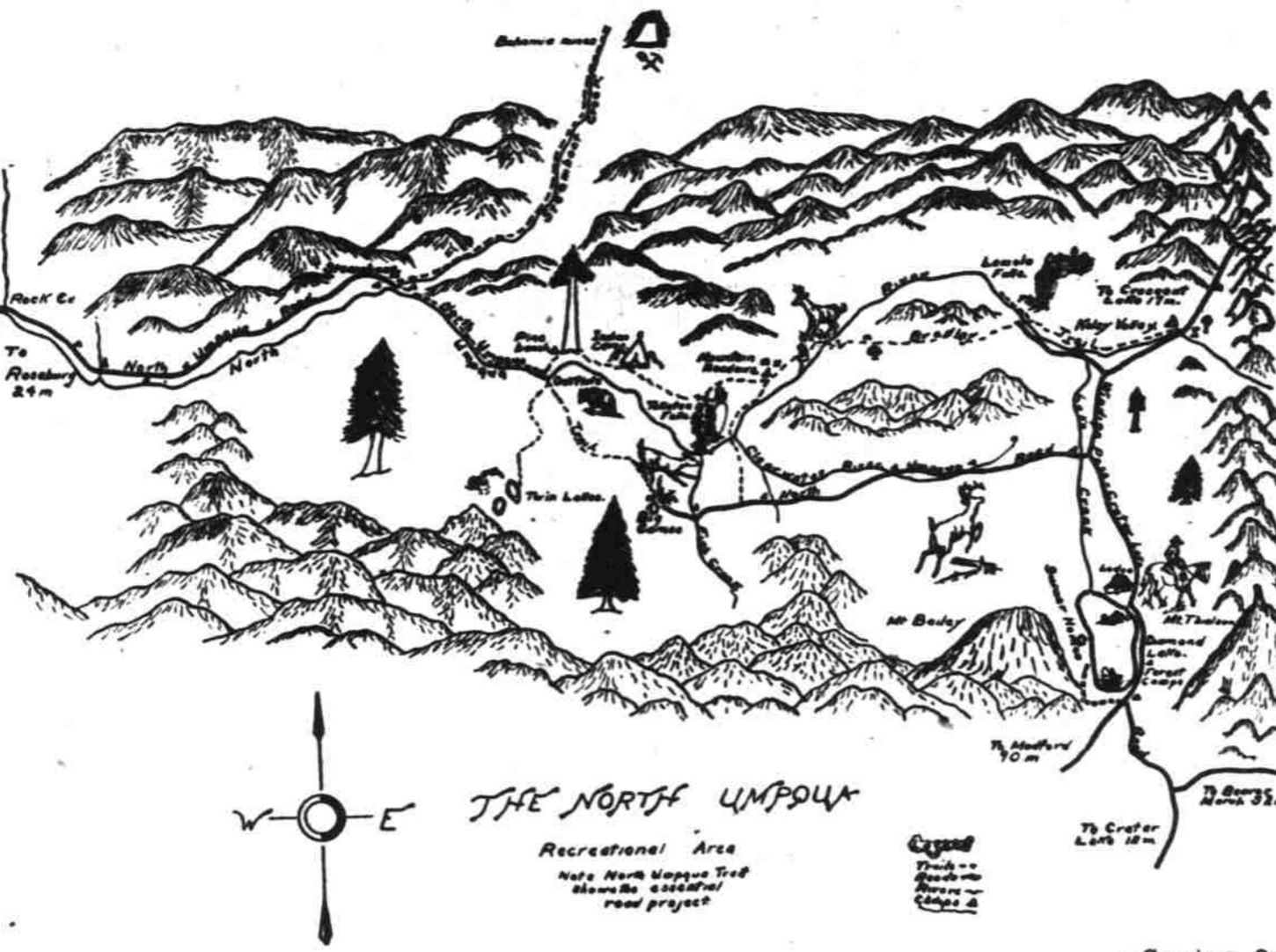
"It has been recognized for some time that the local approaches to the National Parks are quite inadequate to meet the needs of modern motor travel. Hence, the sound and economic policy is to tie these local roads into the administration of the national parks in such a way as their development will be assured.

"The Colton bill bearing on the maintenance by the government of main roads through the unappropriated federal lands already been considered by the roads committee of the house. This is the same bill that was passed by President Coolidge. There is every reason to believe, however, that there exists a better understanding now in regard to its purposes and the fairness of this assumption of responsibility by the government, and that it will eventually become law."

GENOA, Italy—(AP)—The mayor of this city has ordered printed in one volume and in Italian, French, German, English and Spanish, copies of all documents relating to Christopher Columbus now kept in the libraries here. The mayor announced that the book would prove the Italian birth of Columbus beyond doubt.

FRANKFORT—(AP)—Oil has been found in the Rhineland but whether in commercial quantities is doubtful. Borings near Hirtzbach yielded petroleum at a depth of 265 feet just beneath a 10 foot layer of sand.

## MAP OF NORTH UMPQUA AREA



Freehand sketch of recreational area of North Umpqua heading at Diamond Lake.

## North Umpqua Wilderness Lure to Outdoor Lovers

Twenty-Two Miles of Road Need Be Finished to Open up Area to Motorists

One of the great wilderness areas in Oregon is the North Umpqua region. The North Umpqua basin heads at Mount Thielsen at whose foot is Diamond Lake. Diamond lake is now accessible by automobile road from Medford and Crater Lake, but the road up the North Umpqua has not been completed. Various efforts have been made to complete this road and a vote is soon to be held on a super-highway district to promote construction.

A. C. Marsters of Roseburg, president of the state fair board, and greatly interested in the opening up of the North Umpqua area, recently contributed an article to the March issue of the Oregon motorist in which he describes the recreational paradise of Douglas county. With the permission of the Motorist we are printing a portion of his article and running the accompanying map which sketches the region under consideration.

As Oregonians are planning their summer vacation camping or motor trips they will be interested to read about Diamond Lake and the North Umpqua. Mr. Marsters writes in part as follows:

The purpose of this article is to call to the attention of the people of Oregon and particularly the Oregon motorists, an area rich in its recreational possibilities, generous in its gifts of streams, mountains, lakes and wild life, but whose offerings are not being appreciated or developed as they deserve. This area is the North Umpqua River.

From Diamond Lake, a gem nestled between the snow capped peaks of the Cascades, to its junction with the South Umpqua at Roseburg, flows the North Umpqua, one hundred miles of health and happiness for civilization. And of the camps, scenes, mountains and lakes along this stream, I would like to point out to you some of the more interesting.

Starting at Roseburg we travel up the river through a farming country over twenty-four miles of market road. I might add that this stretch affords some mighty good salmon, steelhead and trout fishing. This brings us to Rock Creek. From here nature is less disturbed, the fishing improves, numerous quiet nooks afford

camp and picnic possibilities along the river. And from here on, spreading fan-wise to the summit of the Cascades, lies a million and a half acres of virgin forest. The next portion of this scenic trip we travel over twenty miles of forest and road winding, twisting along the river that breaks into white frothy rapids, then spreading into deep pools.

At the Steamboat guard station we are in a real paradise, the fishing is steadily improving, deer are to be frequently seen even along the road or in the camp. At this point we meet Steamboat Creek which flows in from the Bohemia mining district through an area accessible only by trail, an unparalleled retreat for those who wish to go where men are few, and wild life practically undisturbed. At Steamboat we will leave the car and the next twenty-two miles up the river will be over forest trails.

Here is virgin fishing, wild life around each bend of the trail, deer are met that stand staring stupidly for a moment then bound to cover. Eleven miles from Steamboat we come to Illahee Ranger Station, where the old Indian fairs were held in the fall after the hunting, where the races were held at the council fires twinkled. Here looms Eagle Rock and from this point, for those who wish to rough it, branches the Bradley trail—up the north side of the river through Pine Bench, where giant yellow pines stand in park-like grandeur, by the Indian caves where picture history of that vanishing race is recorded, through mountain meadows, along the ever-changing river where trout after trout can be taken—where deer are a common sight, past the Hot Springs, a natural bath tub with an inexhaustible supply of hot water, past Lemolo Falls, where the Umpqua drops two hundred feet in a seething foamy roaring mass of spray, past countless springs of pure clean water, numbering one and one-half miles to the junction of this trail with skyline road at the Kelsey Valley just below Diamond Lake.

But to return to the North Umpqua trail we will continue on from Illahee to Big Camas, across

the river up to the switch back to Oak Flats. Here in the fall, when acorns are ripe, we are almost certain to see a bear, at least we will see the tracks along the trail in the dust. From Oak Flats another trail branches to Twin Lakes, twin emeralds and a Fisherman's paradise.

At Big Camas, the end of this trail, we are again on a forest highway. However, a stop at Big Camas is certainly justified for we are in the heart of this recreational area. In the evening deer can always be seen feeding in the Big Camas meadow.

There is virgin fishing in Fish Creek and the river. Within hiking distance are the Hot Springs and Toketee Falls where the river makes a double plunge, the lower an 85-foot drop. From the hole at the foot of the falls the limit of rainbow trout can be taken in two hours.

At Big Camas we go across country through the fir and pine. Fast Walton Creek Falls three hundred feet of misty vapor, Clearwater and Clearwater Falls. A short side trip over a motorway to Lemolo Falls cannot be missed. Then out through the lodgepole fits across Lake Creek, Mt. Thielsen and Mt. Bailey begin to lift their snow caps into the scene.

At the end of this twenty-six miles is Diamond Lake. To the east is the Oregon skyline, jagged brown and white, broken nearest to the lake by Mt. Thielsen's spire towering 9,100 feet above sea level. To the west, more rounding, more snow covered but less forbidding, rising almost out of the lake is Mt. Bailey. The top of either is accessible in one day from camp. The lake is a crystal sparkling joy, the home of the rainbow trout. Here the low pumice shores make swimming possible, and then too, for your convenience one and one-half miles of lake shore camps with running water, saddle horses, if you would rather ride than hike to Bailey, Thielsen or over some other mountain trail.

Leaving Diamond Lake (or coming in by auto) one has the choice of via: Medford on the Pacific highway, Crater Lake, which is only twelve miles from Beaver Marsh on The Dalles-California highway or Crescent Lake and Century Drive.

The number of sheep and cattle in Montana has increased the past two years.

## ARMENIANS LEAVE FARMS IN TURKEY

By PRISCILLA RING Associated Press Correspondent ISTANBUL, (AP)—What appears to be a general exodus of Armenians from the Turkish interior, is underway, though they remain 60,000 strong in this metropolis.

The rumor circulating here that the Turkish government had issued a general order for the 10,000 or more Armenians still in Anatolia to leave the country districts before spring of this year and migrate to the larger Turkish cities, has been denied by competent Turkish authorities and by leaders of the Armenian community here.

An apparent cause of the migration is the impoverished condition of Anatolia where three successive summers of drought ruined the crops of Turks and Armenians alike.

Muslim Turkish refugees from Thrace and the Balkans, to whom the Turkish government allotted lands in Anatolia, bear witness to the present hard times in the Turkish interior for many of them have returned to refugee camps in mosque court-yards of Istanbul and others have gone back to their old homes.

This winter 570 Armenians from the Cesarea and Tokak regions and from villages in the province of Sivas such as Zaza, Kotchisar, Divrik, Kangal and Manjink, have arrived, group by group, in this city. The majority are obviously poverty-stricken but show no evidence of ill-treatment during their exodus from Anatolia.

Shelter and where possible employment, are being procured for them by the local Armenian community of about 60,000 persons, many of whom are well-to-do merchants.

The greater stream of Armenian migration is flowing towards Syria. During the past year approximately 5,000 Armenians left the Turkish interior, especially Malatia, Diarbekir and other eastern regions, for Syria, and it is believed that several thousand more will follow in 1936.

## OLDSMOBILE AIMS AT DRIVING EASE

Engineers Produce Car to Give Maximum of Comfort

With many owners driving 600 or more miles a day, engineers of the Oldsmobile Six this year have concentrated in improving those features of car performance which increase driving ease and comfort. They have striven to make driving as effortless as a ride on the magic carpet of Arabian Nights fame.

While many factors enter into unconstrained driving comfort, the steering mechanism is of first importance. Realizing this, Oldsmobile engineers have devoted considerable study to this feature and this year are presenting an improved type of steering gear which provides exceptional handling ease.

The new steering gear is actuated by a worm working on roller bearings which operates a three-throw sector. The design is such that it provides ample freedom and smooth operation throughout the entire range of the wheel arc, thus giving the same ease when making sharp turns as when operating in the central range. Another feature of this type gear is that road shocks caused by the wheel striking bumps are absorbed before they reach the steering wheel. This feature is appreciated by drivers who frequently sit at the wheel all day.

The ease of operation and efficiency of brake and clutch mechanism are vitally important, particularly when driving in congested city traffic. Both of these features have been improved in this year's Oldsmobile.

The new brakes are of the fully enclosed, two shoe, pressed steel, internal expanding type. A high co-efficiency moulded brake lining is employed and is so designed as to provide quiet operation. The brake mechanism is of new design and is noteworthy for its simplicity and efficiency. Of most importance to the driver, however, is the fact that it provides a high rate of deceleration with soft pedal pressure.

The clutch action also has been softened and provides easy yet positive action without any tendency to grab.

The new Oldsmobile is now handled in Salem by the Oregon Automobile Co., 333 Center street.

## CONVERSATION WITH AUSTRALIA IS EASY

By ELLIS RAWNSLEY Associated Press Staff Writer PITTSBURGH (AP)—Radio-telephone communication with Australia is feasible—but not for

the subscriber who demands instantaneous connections. It is possible to chat with Australia. Operators of the Westinghouse experimental short wave station here do it. When it isn't, it is 11 o'clock that night in Sydney, Australia, and to have a communication there complaint of the heat at the moment the thermometer is nipping zero. Nevertheless, if one did not, at times, have to weed out the replies from the static that often butts in, and if there were not so many engrossing preliminaries, it might be easy to forget the 10,000 miles or so between one point and the other.

Then, too, even when communication has been established there arises the question, what to say? Bill Scott, operator of the local station, and Percy Boyd, official of station KDKA, can discuss programs and technicalities. But the casual visitor is without such helps. Besides, these are such a thing as a "microphone fright."

## COYOTES HUNTED WITH AIRPLANES

RAPID CITY, S. D. (AP)—Airplanes and automobiles are used in South Dakota to match the coyotes' cunning. Spurred by depredations of the animals, farmers and ranchmen have made coyote-hunting a profitable, popular sport. Finding poison bait and drives by professional hunters only fairly satisfactory, hunters have taken to cars and the air.

One South Dakota rancher, Charles Cummins of De Smet, has a special equipped car in which he carries 12 dogs. When he sights a coyote he opens the door to a kennel in the rear of his car and the dogs spring for the animal.

Earle Wilson of Belle Fourche and Clyde Ice of Rapid City are among hunters using airplanes. When a coyote is sighted the plane swoops low enough for them to fire.

The South Dakota legislature, in efforts to reduce the number of domestic animals killed, has passed various measures aimed at annihilation of coyotes.

In 1923 a state hunter law was adopted which provided for a force of trained hunters. The system was not effective in thickly populated sections. Bounty plans also were tried, but were not entirely satisfactory.

Last year a new bounty act was passed appropriating \$25,000 annually to pay for killing coyotes. Six state hunters have been employed in a campaign to teach farmers and ranchers modern hunting methods.

If the campaign is successful, they believe almost all coyotes in South Dakota will be exterminated within two or three years.

## ALEXANDER HEADS NEW AUTO COMPANY

Oregon Automobile Company To Handle Oldsmobile and Hupmobile

J. P. Alexander, manager of the local branch of the Oregon Hupmobile company at 333 Center street, will be president and manager of the new company to be styled the Oregon Automobile company which will operate from the present location and will be distributors for both Oldsmobile and Hupmobile motor cars for Marion and Polk counties. The Oldsmobile representation is being taken over by the new organization, in addition to the Hupp line.

Mr. Alexander has been connected with the automotive business for the past 12 years in the northwest and is well known in motor circles in Salem and Portland. He came here some months ago with his wife and four-year old son from Portland to make the family home here; and has since handled the Hupp line in this territory. Alexander is a member of the Salem Elks and other fraternal and patriotic organizations. He entered the war service from Salem.

"I am well pleased with this new arrangement," said Mr. Alexander. "The two lines of the Hupp and Oldsmobile will give us a wonderful line of merchandise in different price ranges. Sales of Olds cars showed a fine gain in 1935 and are starting off well this year."

Frank R. Enos, of Portland, district representative of the Oldsmobile company of Oregon, was in Salem the past week arranging for the new dealership.

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## Chevrolet announces A NEW SERVICE POLICY

The Chevrolet Motor Company and its dealers are pleased to announce a new service policy—one of the most liberal ever offered on a low-priced automobile.

Put into force as a written agreement given to the purchaser by the Chevrolet dealer when the car is delivered—it offers the following provisions:

1 Every Chevrolet owner receives his car from the dealer in perfect condition—thoroughly lubricated, properly adjusted, and ready to operate efficiently from the first mile of ownership.

2 Every Chevrolet owner is entitled to free inspection and adjustment of his car at the end of the first 500 miles of usage.

3 Every Chevrolet owner is entitled to free inspection of his car every 1000 miles thereafter, so long as the car is in operation.

4 Every Chevrolet owner is entitled to free replacement of any part which may prove defective in workmanship or material, within the terms of Chevrolet's standard warranty. This includes both parts and labor.

5 Provision number 4 will be carried out by any Chevrolet dealer in the United States. As a result, the Chevrolet

owner may travel to any part of the country, with assurance that the guarantee on materials and workmanship will remain in force.

This new policy constitutes proof of Chevrolet's high quality—for such liberal provisions could only be made in connection with a car built of fine materials to exacting standards of workmanship.

Back of this policy, and assuring its successful operation, is one of the most complete and efficient service organizations in the world.

There are more than 10,000 Authorized Chevrolet Dealer Service Stations in the United States alone. Each employs skilled mechanics thoroughly trained at Chevrolet Service Schools. Each has specially designed tools and machinery developed exclusively for Chevrolet service work. And each has on hand, at all times, an adequate stock of genuine Chevrolet replacement parts.

Chevrolet's flat-rate charges, including both parts and labor, are the lowest in the industry on many service operations!

In considering the purchase of a low-priced automobile, think what this service means—in terms of lasting satisfaction, as well as in increased economy.

Chevrolet cars range in price from \$495 up, f. o. b. factory, Flint, Michigan

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FREE BRAKE INSPECTION "JIM" SMITH & WATKINS The Station With a Clock Invite Us To Your Next Blow-out Phone 44



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1928 Chevrolet Sedan	\$450
1928 Chevrolet Coach	\$425
1927 Chevrolet Delivery	\$265
1926 Chevrolet Coupe	\$225
1925 Chevrolet Coach	\$220
1925 Chevrolet Touring	\$125

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