

WILLYS - KNIGHT
IN HEART OF WILDS

Martin Johnson, Famous Explorer, Uses Knights in Dark Continent

From the denseness of the almost impenetrable jungles of darkest Africa, comes word from Martin Johnson, famous explorer, that his expedition has just completed a 4,000-mile journey over almost impassable trails, with his caravan of seven Willys-Knight cars and trucks, and adds "I know of no other cars that would stand up under such severe and cruel service."

Mr. Johnson, together with Mrs. Johnson, who has also won fame as an African hunter and explorer, are making their fourth expedition into darkest Africa to continue the work of their previous adventures of photographing wild beasts in their native haunts. Much of the territory to be penetrated by the Johnsons during their two years' stay has never before been visited by whites.

The primary purpose of the present expedition is to reproduce in colors and in sound all of the life of the jungle, this being the first time that sound pictures have ever been made in the African wilds. These reproductions are expected to be invaluable to scientists.

As in previous expeditions the Johnsons depend entirely on products of the Willys - Overland Company for transportation, the present cars and trucks they are using having been shipped early last fall. Their motor equipment includes Willys-Knight passenger cars and trucks.

Prior to his leaving the United States last November, Mr. Johnson said: "In planning such an expedition great care must be given in selecting the right motor cars. They must stand a terrific strain and have great power and endurance. For this reason we have again selected Willys-Knight cars. We have used them on previous trips and know from experience how well they stand up."

Mr. Johnson said that he has trained native boys as drivers of the Willys-Knight cars and trucks and that they have become quite proficient in their work.

That the Willys-Knight cars being used by the Johnsons in the dark continent have again proved their power, stamina and durability in penetrating the trackless wilds, is indicated in the cable which he sent this week to the Willys-Overland factory at Toledo. The cable reads in full:

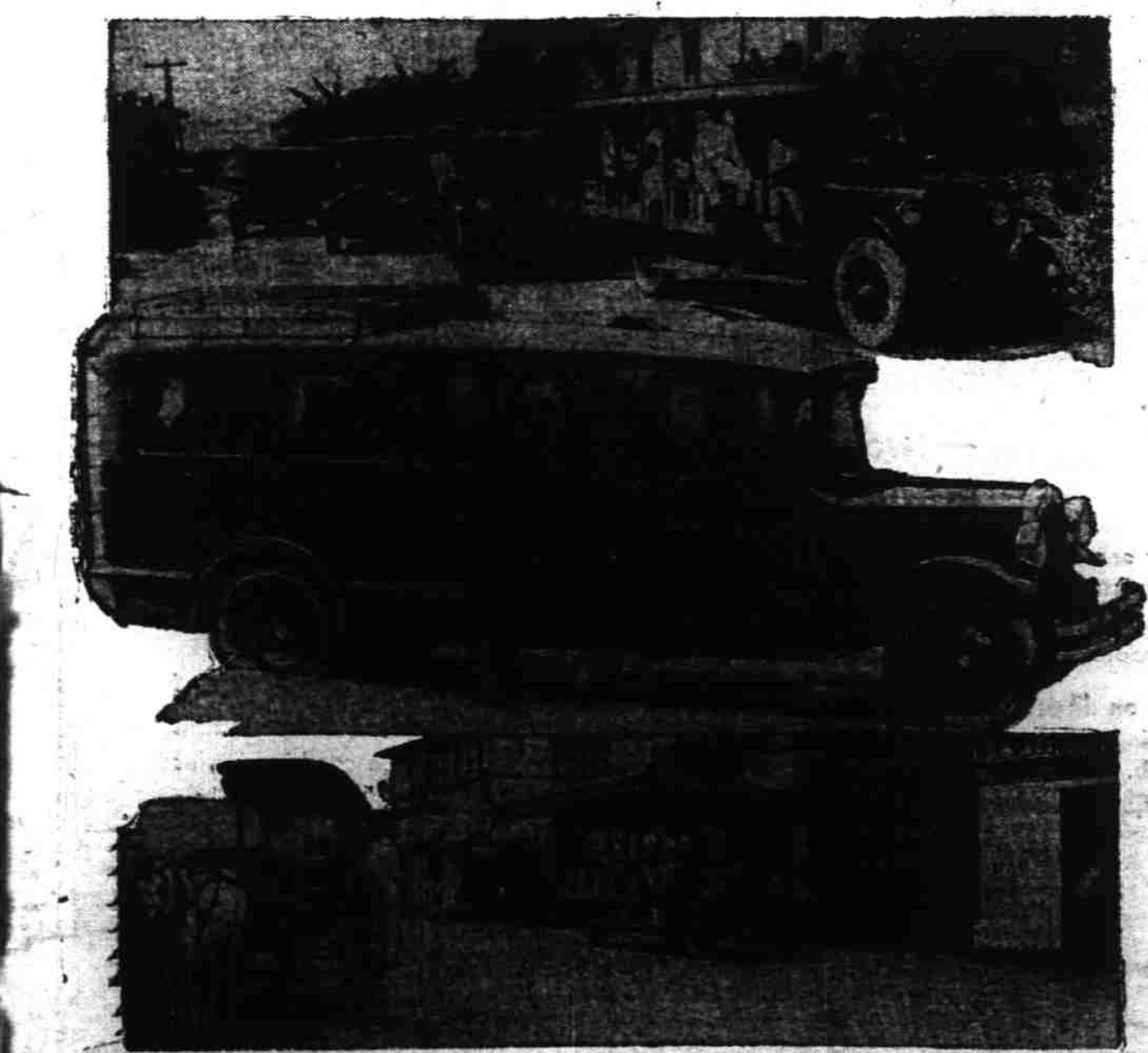
"Covered 4,000 miles on 60-day safari into heart of Africa over almost impassable trails. All seven Willys-Knight cars and trucks in perfect condition. Their performance was wonderful and had no trouble. I know of no other cars that would stand up under such severe and cruel punishment."

Takes Training in
Auto Body Work

Elmer Lewis, of the body repair and paint department of Wood-Wheaton Motor company, has just returned from a two-week course at the Fisher body plant in Oakland. He took special work in car-body building, repairing and painting. In consequence of his taking this special work the Wood-Wheaton company can now advertise as "Authorized Fisher Body Station."

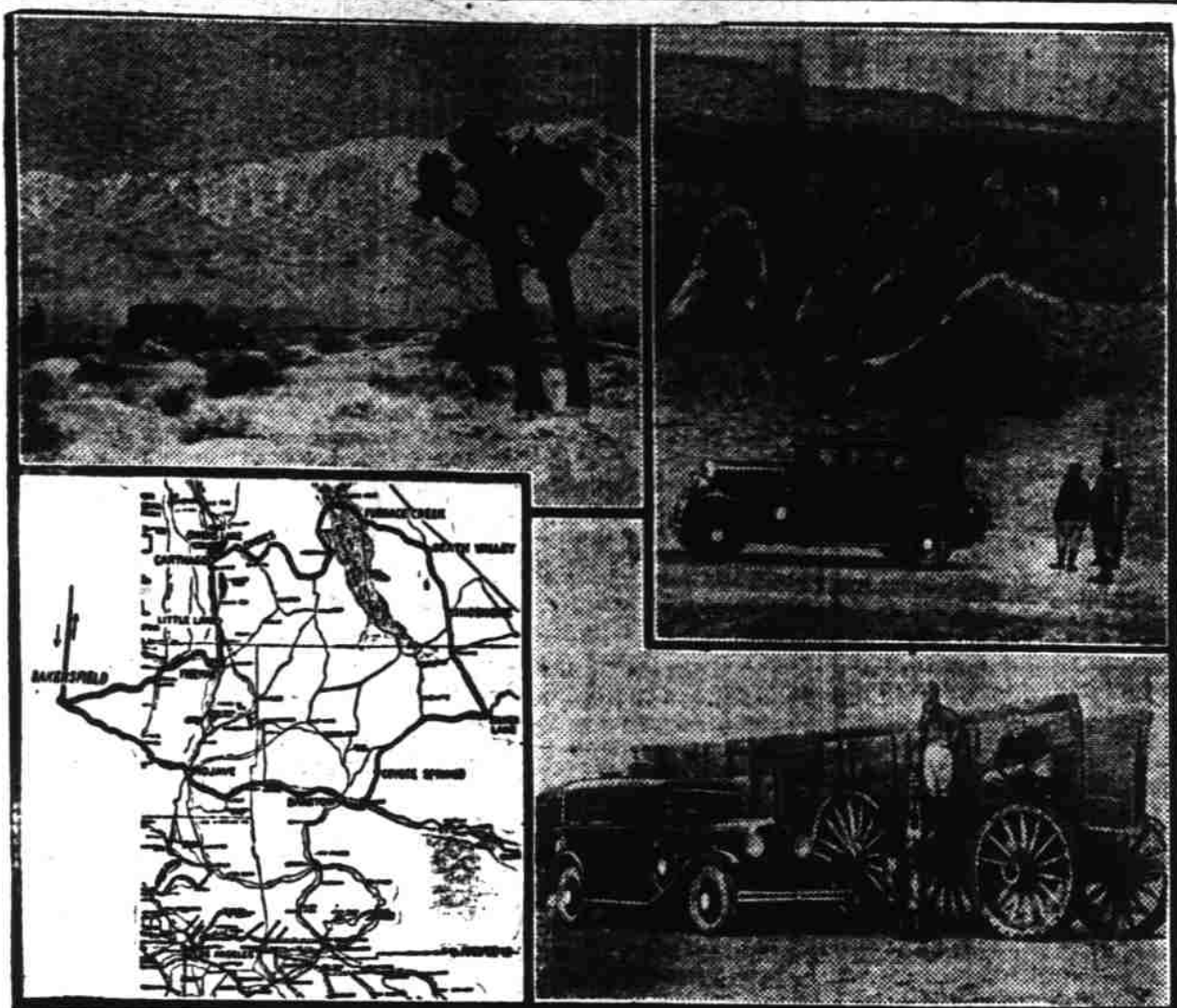
Spring and summer time is travel time. make application for The Statesman Travel and Traffic Accident policy. One dollar per year to Statesman subscribers and members of their family.

FILIPINO WARRIORS NOW RIDE BUSES



Above—The Filipinos consider this type of bus luxurious transportation, and it is said to be the most comfortable of riding in a modern de luxe motor coach such as the latest Dodge Brothers model shown in the center illustration. Below—The new and old buses are providing stiff competition for the horse-drawn carriages, the rickshaws of the Philippines shown at the left in this picture. At the right is part of the Batangas Transportation Company fleet of 50 Dodge—the most used make of bus in the island.

DEATH VALLEY AND BACK IN TWO DAYS



A. H. Patterson of Stockton drove an Oakland V-8 sedan from Stockton to Death Valley, and return in less than two days, and was out of high gear only 1.8 miles in the whole trip of 1011 miles. These views show the Patterson party in the famous valley, parts of which are over 300 feet below sea level. The Oakland is shown beside the remnants of a twenty-mule wagon used to haul borax in the olden days. Views of the desolation in the valley shown in the other pictures. The map shows the route followed by Patterson's "Golden Rocket" Oakland sedan in making the trip.

MEDALS PLANNED
FOR SEA AVIATORS

WASHINGTON (AP)—Naval fliers who blazed the first air trail across the Atlantic in the NC-4 will be honored with special medals.

Designed by Catherine G. Barton, Englewood, N. J., the awards will be struck from gold in the United States mint and presented by President Hoover in the name of congress.

Commander John H. Towers, who conceived and commanded the historic voyage in May, 1919, but failed to reach the goal in his flagship, the NC-3, and the six intrepid men who gained Europe successfully, will receive the medals. The honored personnel of the NC-4 is made up of Commander Albert G. Read, the seaplane commander; Lieut. Comm. Elmer F. Stone and Lieut. Walter Hinton, pilots; Lieut. H. C. Rodd, radio operator; and Lieut. J. L. Breese and Chief Aviation Pilot Eugene S. Rhodes, engineers.

Three flying boats, the NC-1, NC-3, and NC-4, took off from Newfoundland on May 16 for the Azores, following a line of destroyers toasting in rough seas. The NC-4 arrived at Horta the next day but its companion ships, landing in the ocean near the islands, were stalked by misfortune.

The NC-1, found by the steamship Ionia and taken in tow, sank in the heavy sea while the NC-3, buffeted by waves for 52 hours, taxied into harbor but was unable to fly.

The NC-4 carried on to Lisbon, Portugal, alone and landed in Plymouth, England, on May 31, with the Atlantic ocean conquered for the first time by aircraft.

Today the hull of the seaplane rests in Smithsonian Institution and its personnel scattered.

Towers is assistant chief of the bureau of aeronautics, Read is executive officer of the aircraft carrier Saratoga, Stone commands the coast guard destroyer Cum-

RAINBOW COLORS
IN NEW CHRYSLERS

Cobalt blue, Haig green, opal brown, imperial champagne tan. These aren't color schemes of milady's Easter chiffon creations that one expects to see at afternoon teas in fashionable society circles. Instead, they are only a few of the colors in which Chrysler cars are being finished this season.

The American motorist is definitely color conscious. He wants dash and brightness in appearance that is in keeping with the improved mechanical performance. Manufacturers alert to the fact that most buyers have developed an acute color sense, have dashed a rainbow of tints over their 1930 models, accord to the local Chrysler dealer.

Typical of the leadership in color that Chrysler has pioneered from the first car in 1924, charts sent out to dealers by the Chrysler Sales Corporation show that the various body types of the new Chrysler Six include such colors as Mobjack brown, Bolling green, Gettysburg blue and State blue. And there are harmonious color combinations used for striping and panels.

In other Chrysler cars, Arabian Mocha Stone brown and Thorn brown sound notes of the desert, while Marine blue suggests the brilliance of swift ocean currents. There is no mistaking March Bloodstone red, and Coolie blue carries its own Oriental note.

The "66" body models include such additional colors as Marquise blue, Marquette blue and Crown maroon. In the "77" line are found Pine Manor gray, Zircon brown, Sheffield green and yellow violet, and black as additional colors for the nine body styles offered.

All lacquers are subjected to rigid tests before they are allowed to enter into standard production. Only by such tests can Chrysler engineers be sure that the finish of the car will stand up under extreme weather conditions and retain its original luster.

A large baggage compartment is located at the rear and an emergency door is built at that end of the coach. A lavatory with hot and cold running water is provided.

The motor weighs 1800 pounds. It is anchored by four bolts. The engine is accessible by throwing back protecting panels at front of the bus. Brakes are operated by air pressure.

The stage exceeds the carrying capacity of large buses now in use by 20 passengers.

NEW HIGHWAY LINER
HOLDS 53 PERSONS

LOS ANGELES (AP)—A new Leviathan of the highways, built to carry 53 passengers, will be put in service on the Pacific coast this summer.

Tests of the bus, held to be the largest motor passenger vehicle ever produced, have been concluded successfully, engineers said.

Despite the great bulk of the stage, it has a top speed of 70 miles an hour, developed by a six-cylinder, 150-horsepower motor. The motor design permits removal and substitution of the power plant in 20 minutes.

The bus is of duplex construction, carrying passengers in two tiers. The body is built of aluminum with shatter-proof windows throughout. The driver's seat is placed on the upper tier.

A center aisle starting at the front runs back more than half the length of the coach. Single steps lead up and down into four-place compartments. Seats are adjustable, upholstered and covered with velour. All windows are curtained.

A large baggage compartment is located at the rear and an emergency door is built at that end of the coach. A lavatory with hot and cold running water is provided.

The motor weighs 1800 pounds. It is anchored by four bolts. The engine is accessible by throwing back protecting panels at front of the bus. Brakes are operated by air pressure.

The stage exceeds the carrying capacity of large buses now in use by 20 passengers.

NASH EXECUTIVE
RETURNS TO WORK

KENOSHA, Wis., April 26.—(Special)—The job of putting wheels under America is not alone the world's biggest industrial undertaking; it is also the most fascinating and satisfying occupation available in a land where the pioneer spirit still makes a man's work his chief interest. In the opinion of E. H. McCarty, whose return, April 15, to the Nash Motors company as vice president, general manager and director of the company, proved one of the most interesting events of the automobile year.

Long associated with the automobile industry and a central figure of the Nash merchandising organization, which he largely developed and over which he presided for seven years, Mr. McCarty resigned as vice president, director of sales and director about a year ago in order to fulfill a long measured ambition to live in the Pacific west and to pursue purely personal business and home interests. He purchased a fine home in Portland.

There was genuine regret throughout the great Nash family when he left. There was, too, no little envious comment among old timers of the industry that so active and prominent a figure could bring himself to "get out of the game and enjoy his hard won success at the height of his career."

"One year out of harness was entirely sufficient to convince me that a man's regular work is the most satisfying thing he has in life, and that the automobile business has a fascination unequalled for me at least, by anything else," Mr. McCarty declared today while receiving the welcome and congratulations of scores of industrial friends.

"I feel now that I am qualified to give any man who is thinking of quitting his regular work the best sales talk on keeping his job he has ever heard. I suppose that everyone has dreams of gaining personal independence and looking up the old desk. The dream may be all right as such, but when the desk is finally locked it becomes an irresistible magnet to any active man. I am more pleased and more contented in returning to the Nash Motors company and setting sail again under the inspiring Nash banner than at any time I can remember; and the assurances of cooperation and welcome that have come to me from old associates and the Nash workers on the firing line are possessions of inestimable value."

"We are entering a period in the industry's history when such close cooperation and earnest effort is certain to bear the biggest fruit in manufacturing and sales success."

David Smith Now
With Oldsmobile

David Smith, "Oldsmobile enthusiast," followed his favorite line from the Capitol Motors to Oregon Automobile company when the latter succeeded to the distribution of the Olds line in Salem and vicinity. Smith has been in the auto selling game for a good many years and is well pleased with his new connection. The Oregon Automobile company distributes Oldsmobiles and Hupmobiles here.

FIRE STATION BURNS
BAKER, Ore.—(AP)—It happened! Fire starting from a pipe leading from a stove and used in the basement to dry hose, set one of the local fire stations aflame here recently. Doors and floors were damaged.

der extreme weather conditions and retain its original luster.

PNEUMATIC TIRED LUMBER TRUCK



The Spaulding Logging Company at Salem has just put into service the first of the six-wheel Gerlinger lumber carriers equipped with pneumatic tires. These machines are to be manufactured at the Salem Iron Works and in Dallas and Klamath Falls.

Murder of Famous Indian
Chief Recalled as Notice
Posted on Bulletin Board

GRANTS PASS, Ore.—(AP)—It was only a legal notice such as the United States government posts when it is necessary to sell government property.

It occupied only an ordinary position on the bulletin board in the Grants Pass post office.

But its presence revived the memories of a tragedy and murder that snuffed out the life of one of the most famous Indian chiefs ever to imitate the call of the Rogue river wild turkey.

The bulletin said the government would sell on a certain date a certain piece of property, but to old timers those grizzled veterans of our tough days it revealed that the old stamping grounds of Chief Jump Off Joe was about to revert to the whites, after technically being held in the name of the Indian since 1855.

Chief Jump Off Joe, according to the stories which have been handed down from the days when the call of gold was rampant, was a character among the Indians and whites. On many occasions the unusual physical powers and the native cunning of the chiefs made him victor in deadly combat.

It was in the small plot of land lying 37 miles from Grants Pass, that the chief met a man, who if not his master, was his equal. It was in the gathering gloom of a murky November night that Chief Jump Off Joe and an Indian buck named Pico met in verbal clash.

For an hour, it is said, the men tramped through the woods until they arrived at a piece of land again about to be bought by white gold. Here the battle of death started. Stripped of their scant garments the two Indians, in the presence of a group of friends, battled. Nothing but brute force was used. Nothing but the craftiness of the clan was applied. Midnight came and the men battled on, glory, heaving men, but still fighting with a fierce determination. Friends from the campfire sought to intervene but to no avail. It was a battle to death with no quarter.

When the gray dawn crept in to the narrow walls of the canyon now known as Jump Off Joe

creek all was quiet. The fight was over. Death had won. Jump Off Joe and Pico were both dead. Their torn bodies were deserted by the warriors under a strange superstition that it was unwise to touch that which death had apparently held sacred as its own.

From that day to this so far as has been known, no Indian ever spent a night on the plot of land. It had previously been set aside by the government for Chief Jump Off Joe because of his repeated acts of friendship for the whites.

The Indians claim that on every murky night when the moon is in the last quarter the death struggle of Jump Off Joe and Pico can be heard from the fir wrapped hills adjoining the creek. It is because of this strange superstition that none of the relatives of the dead chief ever claimed the land.

HANGAR BURNED AS
TEST OF SPRINKLER

WASHINGTON (AP)—A newly built hangar will be deliberately burned here by fire control experts to test the protection of automatic sprinklers.

Obsolete planes of the army and navy, stripped of power plants and instruments, will be sacrificed before a federal "fact-finding" committee for data on a proposed code to regulate construction and protection of airports.

The hangar, donated by the national committee on wood utilization, has been built at the bureau of standards and will be fired before officials of the aeronautics branch of the department of commerce, the national board of fire underwriters, the army and navy, and others.

Blazes will be started in the walls, in airplanes, and in gasoline poured on the concrete floor in an effort to simulate actual airport fires.

The hangar is 80 feet long, 66 feet wide, and 28 feet high to the top of its arched roof.

INCREASED CALL
FOR TRUCK-TRAILERS

A marked increase in the use of light trucks in combination with trailers and semi-trailers is being reflected in the sales of Model AA truck chassis, according to officials of the Ford Motor company. This is particularly true, they say, among large fleet owners.

Economy of operation, ability to maneuver in tight places and time saved by disconnecting the trailer unit while it is being loaded or unloaded are factors influencing the new trend in commercial transportation.

By using a semi-trailer on a light truck chassis, the major portion of the load can be balanced over the trailer axle with only enough weight over the rear axle of the truck to give good traction. Consequently, by taking advantage of the draw-bar pull of the truck, three or four tons can be hauled easily by a one-and-one-half ton chassis.

Trailers and semi-trailers can be arranged to meet a wide range of transportation requirements. For heavy loads dual wheels can be used on a semi-trailer unit and the rear of the truck. When time consumed in loading and unloading is an important factor two or more trailers or semi-trailers can be used in the operation of each truck, and while one unit is being loaded, the truck can proceed with another. Thus one chassis, with the extra equipment, can perform the work of two or three trucks.

In some fleets different kinds of trailer units are used with the same truck chassis. For instance, one company uses a detachable tank semi-trailer and a stake-body trailer alternately with a single power unit.

Ford trucks with trailers or semi-trailers are being used extensively by gasoline and oil companies for the delivery of their products to service stations; by dairies, which use either tank trailers or trailer bodies to carry cans; moving and storage concerns, which utilize detachable trailer cars requiring a minimum of parking space; lumber companies and meat packers. With the introduction of dry ice and the consequent reduction in load carried, ice cream manufacturers are making use of the truck and trailer for deliveries to retailers. Many city governments are utilizing the light truck and trailer in street flushing, dumping operations and garbage and trash collection.

GOLDEN HORN FADES
AS WORLD SEA PORT

ISTANBUL (AP)—The famous harbor of the Golden Horn and the once lively maritime districts of Galata and Tophane are shrouded in a graveyard quietness. Turkey's greatest port is dying.

Before the war 21,000 ships a year visited Istanbul. Now that number has fallen to less than half. An average of 8,000 vessels a year touched Istanbul en route for Russia but now only one-fifth of that number go Russia-ward.

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DODGE BROTHERS SIX

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