MANY ENTRIES IN HORSESHOW

Two Special Trains Coming From California and Some Already Here

The greatest horseshow in the history of the Oregon state fair has been promised by A. P. Fleming, manager. Two special trains left Pomona, Cal., Thursday morning and will arrive in Salem Sunday morning with prominent exhibitors and their spleudid horses.

Some of the California and Pacific northwest exhibitors are already here, and others will arrive Saturday. Important to the success of the show is the excellent balance in the various classes. In the exciting jumping classes, however, it is impossible to escape the observation that this will be the greatest contest of the show.

The popular big-six driving contests for heavy draft horses will be held three nights, Tuesday, Thursday and Saturday.

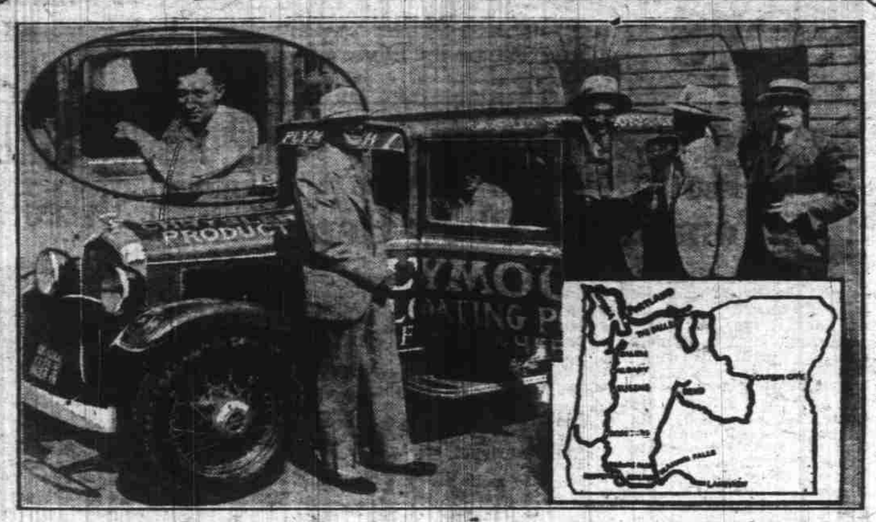
The old-fashioned buggy parade, with prominent citizens, state and federal officials as drivers, will be held Tuesday night and will be repeated if a demand exists.

Exhibitors Here Will Number 67

The list of 67 exhibitors compiled by A. P. Fleming:

Alexander Acres, Bloomington, Ill.; W. D. Alexander, Bloomington, Ill.; Orrie Anderson, Lincoln, Neb.; Bridgeford & Radford, Joy, Ill.; Bridgeford Bros., Joy, Ill.; L. R. Banks, Portland; D. F. Burge, Albany; Sergeant M. E. Bullock, Vancouver, Wash.; Mrs. Scott Bullitt, Seattle; Carnation company, Seattle; W. A. Cooper, Buffalo, Ill.; Mrs. Laura Castlon, Seattle; Miss Rose Alice Castlon, Seattle; Miss Mildred Calder, Portland; Miss Frances Calder, Portland; Mrs. Harvey Dick, Portland; Harvey Dick, Portland; Carl Friden, San Francisco; Harry Gorham, Morris, Ill.; George S. Howell, Portland; Dr. J. H. Held, Portland; Mrs. J. H. Held, Portland; Miss Adele Herrmann, Vancouver, B. C.; Mrs. Floyd B. Hart, Sacramento, Cal.; I. F. Hunt, Portland; J. D. Huston, Seattle; Jo Mar Farm, Salina, Kan.; Jacob G. Kamm, Portland; Mrs. Wayne W. Keyes, Tacoma, Wash.; G. L. A. Lauer, Seattle; Dr. Ralph C. Matson, Portland; Mrs. T. M. Meanley, Miramar, Cal.; Capt. J. T. Murray, Vancouver, Wash.; Miss Arlene Martell, Oak Park, Ill.; K. W. Monroe, Canby, Ore.; Miss Hilda McCormick, Portland; M. C. Mogansen, Martinez, Cal.; Mrs. Albert Mathieu, Portland; G. P. McNeil, Sacramento, Cal.; Miss Flora Jane McBride, Portland; Phil O'Connell, Stockton, Cal.; Shine Ogan, Milwaukee, Wis.; Art Phillips, Stockton, Cal.; Miss Nancy Lee Plummer, Seattle; A. C. Ruby, Portland; Mrs. W. A. Radford, Chicago; Ruby Stock Farm, Portland; Frank Robinson, San Francisco; Ruby Golf Links, Portland; W. L. Runyan, Vancouver, Wash.; Alex Sysin, Martinez, Cal.; Jack B. Sullivan, Portland; A. Schab, Shaw, Ore.; Glen L. Sadler, Edenburg, Ill.; Emile Philip Schandien, Milwaukee, Wis.; Scripps-Meanley Stables, Miramar, Cal.; Mrs. Fred Sidles, Lincoln, Neb.; Robert Thorburn, Vancouver, B. C.; F. Tiedemann, San Francisco; Mrs. Tressie G. Taaffe, San Francisco; Earl Teeters, Bloomington, Ill.; Mrs. A. C. Thompson, Chicago; D. G. Welty, Lincoln, Neb.; William Wilson, Portland; Harvey White, Garfield, Wash.; Hube Young, Pomona, Cal.

PLYMOUTH SETS 31-DAY PERFORMANCE RECORD



This Plymouth sedan driven by Gus Duray (inset) ended a 31-day non-stop performance test at City Hall, Portland, Oregon recently, when Mayor George L. Baker shut off the ignition in the presence of witnesses. Duray and his relief driver drove the Floating Power Plymouth over the roads of Washington and Oregon for 21,662 miles during which they averaged 698.77 miles every 24 hours and crowded a year's service into one month. The motor was never shut off. Crankcase and speedometer were sealed and the car was checked for its stock specifications by H. W. Drake, chairman of the Oregon chapter, Society of Automotive Engineers. Map shows route followed by this car.

HOW DOES YOUR GARDEN GROW?

By LILLIE L. MADSEN

Among the few exceptionally interesting gardens which our country has to offer is the Missouri Botanical gardens of the United States. It is situated on Tower Grover avenue at St. Louis, Mo. I think that I shall always remember that it is situated on "Tower Grove" because of an amusing incident that occured in our search for the garden when we visited St. Louis late in August.

Lillie Madsen

We asked a traffic officer how best to reach the garden. We were told—or so we understood—to go out on the "Tarred Road" until we came to the garden. It did seem a little odd to us to be told to follow a tarred road as usually there are so very many roads with some form or other of tar top dressing. However, as we were seeing many of brick, we thought that perhaps a tar road was a regular "milepost" in St. Louis. But we searched St. Louis in vain for any tar road that would stand out from concrete or brick. In desperation we asked another officer where the "tarred road" could be found. We followed his direction — for seemingly he understood us at once—and to our consternation we came out on "Tower Grove". Only then did it dawn on us that we were in the South where things are not always what they sound.

But to go back to the garden. Unlike most botanical gardens, the Missouri Botanical garden was the creation of one man, Henry Shaw. The garden grounds were once his country home, built on the fertile Prairie des Noyers outside the growing city of St. Louis. He was a native of Sheffield, England, who came to this country as a young man and established himself in business in St. Louis. In 1840 he retired from active life, and it was shortly afterwards, while on a trip around the world, that he conceived the idea which eventually resulted in these gardens. He opened the garden to the public about 1860, and from that time until his death in 1889 it was maintained under the personal direction of its founder. While virtually a private garden, it was, except at certain stated times, always open to the public. Although popularly known as "Shaw's Garden," the name Missouri Botanical Garden das designated by Mr. Shaw as its official title. By a provision of Mr. Shaw's will the garden passed at his death into hands of a board of trustees. The garden receives no income from city or state, but is supported entirely from funds left by the founder.

One might almost say that the first cursory glance of the garden takes in the whole works, for it has grown into a world wide institution. It is world-wide in the location of its various branches. There is the original garden at St. Louis; sixteen hundred acres in the Gary Summet Extension at Gray Summit, Missouri, some forty miles west of St. Louis; a special tropical station in the Canal Zone on land belonging to the government, where the original Powell collection of orchids and later additions have the advantages of tropic heat and tropic rainfall; and there is a permanent representative in England, who keeps the garden in touch with the latest horticultural developments in Europe.

The garden at St. Louis comprises about 75 acres. It is open to visitors week days from 8 in the morning to one hour after sunset, Sundays from 2 p.m. until sunset. It is closed on four holidays: Christmas, New Years's Fourth of July and Labor day. It is free to the public and every thing possible is done for the convenience and comfort of the public. Even an invalid chair is kept at the main entrance for the use of invalid visitors.

On the 75 acres there are 11,000 species of plants growing. The hardy forms, numbering about 5,000, are distributed in the various outdoor collections. The remaining 6,000 obtained from all parts of the world are mostly tropical and subtropical forms and are displayed in various conservatories. These are grouped under three heads. The conservatory, the greenhouse and the Linnean house.

Hagen Will Hold Open House at Remodeled Home

STAYTON, Sept. 26 — Oscar L. Hagen, who recently purchased a house near the Catholic church and has been remodeling it is inviting anyone who is interested in seeing what can be done to an old house to visit his Sunday from 12 noon until 4 p.m.

The exterior of the house has not been completed, it is to be covered with shingles, but the interior is ready for occupancy. The new plaster, tinting and painting in lovely pastel shades are most attractive. Mr. Hagen is a contractor and designer, having located here about a year ago, coming from Portland, where he built some of the lovliest homes.

Daughter Visiting At E. Warner Home; Two Sons Come Too

HOLLYWOOD, Sept. 26 — Mr. and Mrs. E. Warner of this district are enjoying a visit from their daughter, Mrs. Edris Brenkert of Detroit, Michigan. Mrs. Brenkert has visited with relatives in California and many interesting places along the Pacific coast expecting to return home about the middle of October.

Evert and Eldridge Warner of Roseville, Calif., are also visiting with their parents, Mr. and Mrs. E. Warner.

E. Warner's were pleasantly surprised recently with a brief visit from an old neighbor and friend, Merton Wood and wife of Broggsdale, Colorado.

Washington People Visit With Blairs

MONMOUTH, Sept. 26 — Mr. and Mrs. Daniel Heese of Republic, Wash., were guests this week of Mr. and Mrs. C. E. Blair, while on their way to San Luis Obispo, Cal., for a month's visit at the home of a daughter. They were neighbors for many years of the Blair family at Republic, where Mr. Blair was editor and publisher of the Republic News-Miner. That locality was in earlier days a famous mining center of northern Washington.

Building Gloom? Gobs of it; Situation Hopeless; But it Was Back in 1921, Not 1931

This is one of a series of stories prepared by the National Association of Real Estate Boards and published weekly in this newspaper for the information of its readers on real estate matters.

The National Association of Real Estate Boards presents the following digest of newspaper articles and reports of addresses given before business meetings:

August 7—The situation in building construction grows more discouraging. In addition to the ordinary difficulties to be encountered, disaster is increasing in almost every direction.

August 28—It has been said that if one could not say anything good about a man he had better say nothing. As the "Economist" could not say anything good about the building situation, try as it would, it had to content itself with printing the fragmentary news concerning new construction.

August 28—Conferences will not solve the housing problem in Chicago nor anywhere else.

October 2—Participants in the conferences to promote a revival of construction are beginning to realize that nothing can be accomplished by such conferences and are talking a little more plainly about things that are retarding a renewal of building. They are quietly reaching a conclusion that the most serious problem in the matter is the subject of wages. Ninety per cent of the cost of material and placing it into a building is paid out in wages.

October 30—Prices react further. Dun's reports show 97 articles down in week.

December 4—World poverty, the low buying power of Europe, and the high exchange rate rather than the restriction of credit are the principal factors in the break in prices is the opinion of George E. Roberts, vice president of the National City bank of New York City. "The situation calls for patience and co-operation all around. We want to get down to a permanent level of values gradually rather than by going over a precipice. Some people have been holding that the new level of prices and wages was permanent. I do not think so and I do not want to believe so. The readjustment of salaries and wages has been only partially made."

December 5—According to the calculations of the New York Federal Reserve Board in its monthly review, the largest declines from the top prices of the present year have been in rubber which has fallen 63.5; in corn which has fallen 52.7; sugar 54.5; oats, 57.4; coke 55.6; bituminous coal, 61.5; silks, 63.5.

December 16—Penrose predicts disasterous times, says closed mill and empty dinner pail as in 1896 face nation. Discussing the gravity of questions confronting the finance committee of the senate of which he is chairman and the ways and means committee of the house which is holding its hearings, Senator Boise Penrose offered gloomy predictions for the future this afternoon.

"The situation is appalling," he asserted. "It cannot be exaggerated. We are rapidly reaching the point where we must sit down in the light of cold reason, without illusions, and reach a solid basis."

December 25—Many cancel orders and retail sale is under normal.

July 15—We are indeed in serious times and we must deal with subjects in a serious way. —Herbert Hoover.

July 15—Three and a half million men are out of work. One hundred and eight thousand are out of work in Cleveland.

These statements, typical of thousands, appeared in the years 1920 and 1921, and are taken from the New York Times, the Chicago Economist and the proceedings of the real estate association convention of 1921.

October 9, 1922, a year later, newspapers throughout the country carried this:

Building permits this year so far have greatly exceeded those for 1921. 110 cities report high increases, from 30 to 100 per cent, market conditions for residential property good in 65 cities, business property good in 66 cities. The first semi-annual survey of the real estate market, prepared by the National Association of Real Estate Boards.

Fatland Sisters To Visit Europe On Extended Tour

SILVERTON, Sept. 26.—Judith and Odetta Fatland, former Silverton girls who are at present with an organization known as the "Bricktops," will leave soon for an extended concert tour of Europe.

Both of the girls, who are daughters of Carl Fatland of Silverton, are accomplished musicians. Radio technicians have declared Odetta to be one of the best tuba players ever heard on the air. The orchestra with which the girls are playing has its headquarters in New York city, and on the stage the girls are known as Judy Joy and Peggy Price.

Cobb to Continue Manufacture Boxes And Other Articles

JEFFERSON, Sept. 26—W. L. Cobb has leased the Whitfield property on the corner of Hazel street and the Pacific highway, and expects to erect a building soon, in which the Cobb Manufacturing company will continue the manufacturing of paper boxes, wood carriers, and other articles.

Mr. and Mrs. Chester Galnes of Bend were recent guests of Mr. and Mrs. D. H. Looney. From here they went to Breitenbush to spend several days, and are expecting to return and join Mr. and Mrs. Looney at the state fair, Mr. Looney is exhibiting 18 of his fine thoroughbred Guernsey cattle at the state fair.

Keith Allen has leased the W. H. Gilmour farm, about two miles northeast of here, on the Jefferson road, and will take possession soon.

Mr. and Mrs. J. W. Lane and two sons were brief visitors Thursday afternoon at the home of Mr. and Mrs. Lyman Patton. They were on their way to Portland to visit Mr. Lane's sister, who is very ill. Mrs. Lane is a sister of Mrs. Patton.

End of Vacations Drawing Close at Roberts District

ROBERTS, Sept. 26—Everything is about ready for the opening of school next Monday morning. The floors have been scrubbed and newly oiled, desks revarnished and numerous other things done to brighten up the rooms. Mrs. H. B. Carpenter, is principal and will teach the upper grades. Miss Julia Query will teach the lower.

Mrs. Esther Query has returned home after spending the summer months at the coast.

Will Pettyjohn, George Higgins, Gordon Bowman and Roy Rice have returned after a four day hunting trip to the Bend country. They report a wonderful trip, but were not fortunate enough to get any venison.

Three Deaths in Industry Noted

There were three fatalities in Oregon due to industrial accidents uring the week ending September 24, according to a report prepared by the state industrial accident commission.

The victims included William M. Lowry, Fort Klamath, ranch worker; Lee Gentry, Lebanon, and Ben Brown, Vernonia, engineer. There were 669 accidents reported to the commission during the week.

ANOTHER SPEED RECORD for LION HEAD MOTOR OIL

.. OAKLAND TO LOS ANGELES 7 hours 26 minutes ... A NEW RECORD

IT IS becoming a habit. Whenever a driver sets out to smash a highway speed record, he demands Gilmore Lion Head Motor Oil.

Imagine!—425 miles at an average of 60 miles an hour—and only 1 quart of Lion Head Motor Oil consumed.

No wonder Clinton DuBois who piloted the speedy DeVaux Six in this record dash, is so enthusiastic about Gilmore Lion Head Motor Oil.

You'll be just as enthusiastic too, after you drain and refill with this 100% purest Pennsylvania Motor Oil. It improves the performance. Try it!

DeVaux-Hall Motors Corporation
Oakland, California

Los Angeles, Calif.
August 24th, 1931

Gilmore Oil Company, Ltd.
Los Angeles, California

Gentlemen:

Your Lion Head Motor Oil beats any lubricant I ever used. The pressure on the gauge remained at a constant high point through my gruelling pace in the DeVaux Six, showing that heat and high speed couldn't effect the oil. I maintained a speed of 60 miles an hour for long stretches.

I was amazed when it took only 1 quart to refill the crankcase to the proper level at the end of the record setting 425 mile trip. Gilmore Blue-Green Gasoline sure has power and speed too.

No for Gilmore Lion Head and Blue-Green every time.

Sincerely yours,
Clinton M. DuBois

GILMORE LION HEAD Purest Pennsylvania MOTOR OIL

GILMORE OIL PRODUCTS MONARCH OF ALL

Guaranteed 100% PURE PENNSYLVANIA OIL

GILMORE COLLEGE DAZE
Fridays 8:30 p.m. to 9:00 p.m.
Thursdays 9 to 9:30 After Sept. 27
KRJ . . . . Los Angeles
KFRC . . . San Francisco
KMJ . . . . . Fresno
KWG . . . . . Stockton
KFBK . . . . Sacramento
KOIN . . . . Portland
KOL . . . . . Seattle

GREATER GILMORE CIRCUS
Saturdays 7:15 p.m. to 7:45 p.m.
8:15 to 8:45 After Sept. 27
KPO . . . San Francisco
KFI . . . . Los Angeles
KGW . . . . . Portland
KOMO . . . . Seattle
and Tuesdays 8:30 p.m. to 9 p.m.
KNX . . . . Hollywood

THE MOST HIGHLY FILTERED MOTOR OIL IN AMERICA

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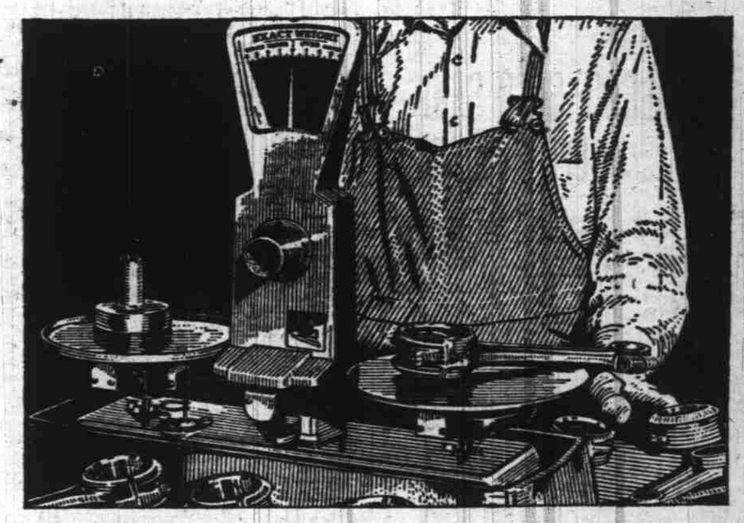

Chevrolet connecting rods are matched in sets of six to within one-quarter ounce, and are individually fitted by hand to the crankshaft. Bearings are of Babbitt metal cast into the rods under heavy air pressure and at 800° Fahrenheit.

Possessing the basic goodness of sound design and fine manufacture

From the selection of raw materials to the completion of the finished product, each process of building, assembling and checking the Chevrolet Six is marked by extreme care and precision. An exhaustive system of test and inspection makes certain that every part meets specified dimensions exactly. Many of these parts are held to limits of one ten-thousandth of an inch. No manufacturer in the industry uses more care or precision in building and testing than Chevrolet.

Just as every part of the car is soundly built, every feature is soundly designed. In planning the motor, Chevrolet engineers were not content to offer the public anything less than *tried* and *proved* design. They knew that the only satisfactory way to get smooth, flexible power in a car is to use at least six cylinders. So they adopted the six-cylinder engine without compromise. And this is what you get in today's Chevrolet Six.

As a result of this sound designing and sound manufacturing, you can buy a Chevrolet and *know* you are getting a genuinely good automobile—soundly designed, soundly built, basically and technically *right*.

Twenty beautiful models, at prices ranging from $475 to $675

All prices f. o. b. Flint, Michigan, special equipment extra. Low delivered prices and easy G. M. A. C. terms.

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The Great American Value

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