

STEEL SPAN OVER COLORADO GORGE

In the distant geological past, long before man began his uphill battle against the lower animals and the still more bitter elements of the great Colorado started its erosive carving through the colorful rocks that mark the table land of the American continent.

Today man is conquering the Grand Canyon of the Colorado at a point where there is no present means of spanning the great river save by a make-shift ferry for a distance of more than five hundred miles either up or down stream. The 1,500 tons of structural steel that is being woven into this vast, spiderweb like work has had to be carried by motor truck across more than a hundred miles of rock desert from the nearest railroad. The span itself will be nearly 500 feet above the stream and it will seemingly hang in mid-air for the bases are concrete-filled tunnels burrowed back into the solid rock of the vertical walls.

Recently the site of this great structure was visited by an Oakland All-American Six, furnished by the Oakland Motor Car company and driven by L. W. Moore of that company. Moore was accompanied on the trip by Willard M. Wood, well known amateur photographer and writer and an expert on the lore of the desert and mountain country.

They made the trip out from Flagstaff, Arizona, more than 100 miles across the desert where the roads are rough, narrow and in places, dangerous at best, to the motor driver. Wood reports that a new road with easier grades and turns, and much wider will be available when the new bridge is completed, which will be late this fall, and that traffic both ways between the transcontinental highways of the north and south will then be not only possible but quite attractive to the motor tourist who desires to combine in a single trip the varied views to be had from both sides of the Grand Canyon of the Colorado; within the great Kaibab national forest; at Bryce and Zion Canyon in Utah, and at the interesting Pipe Springs national monument of Utah.

The beauty and grandeur of this region is beyond the descriptive power of mere words as those who have visited even a portion of this vast "roof of the continent" can testify. Mountain peaks and ranges are hundreds of miles away, are drawn up under the eye as by the finest prism glass.

The walls of the canyons are of hues so varied that an artist might tax his palette to match the colorings. Bryce and Zion Canyons are especially brilliant.

There are remains of ancient Indian civilizations that thrived perhaps before Moses left Ur of the Chaldees for the fertile valley of the River Jordan; perhaps before the Cro-Magnon man appeared and began his battle upward. From the little excavating that has been done this may well be the cradle of the race in the western hemisphere, for the remains cover widely separated periods of time. Then too, the Oakland Six party reports that there are items of more recent historic interest to be found, such as government forts established early in the days of the Indian wars. Mormon forts to protect the settlers from the Indians; and even at Lees Ferry, only seven miles from the new bridge, is the old Lee store cabin in which Lee himself lived for years. Lee is said to have been shot but federal troops for his alleged part in the Mountain Meadows Massacre.

The state of Arizona is sponsoring the new bridge and the Colorado for which it is contributing the sum of \$320,000. The bridge is of unique design and will span the giant gorge at a height of approximately 400 feet.

Chevrolet Landau Sedan Choice of Golf Instructor



Golf, which has become the national pastime of America, has brought into use many thousands of motor cars all over the United States. You will find Chevrolet in constantly increasing numbers parked about the municipal links as well as at many more exclusive clubs of the city. Fred Frye, professional instructor at a Pacific Coast Municipal Golf Links is shown on the "green" with his personal car, a new Chevrolet landau sedan, in the background.

The Lonely Spots on Earth

When the Bremen found its tiny land-fall in Belle Isle Strait a few weeks ago, New York oriented atlases and span globes to latitude 52 north, longitude 60 west. The point did not look very far away. Then for three weeks New York waited to give its civic welcome, and while news was relayed out from a mainland radio station miles away from the Bremen, a stern faced crew of men and the Montezum steamed unavailingly into the ice pack that held them prisoners by sea. Nothing left but a pallid fringe of Antarctica. No sea serpents, no spouting whales, no mermaids or polar bears—only dotted lines of steamship routes familiarized by the travel bureau.

Yet there was the Bremen and her crew marooned by the hazards of Nature only a few hundred miles away.

Off the Carolinas 100 barrier islands fringe the coast, as dense in sub-tropical jungle, as sweetly solitary and uninhabited as when William Teach carried his ships in their sandy coves, and up his beard in ribbons and went ashore, cutlass in hand, rolling his terrible eyes north from the Isles of Shoals, 200 miles and more to Grand Manan, a maze of islands dot the Maine coast, as inviting and fragrant in June as they are windey and snowbound in winter and most of them are isolated at any time of year.

Canada's vast area is still lonely, with a population lower than that of New York City. The shores of Hudson Bay are little more frequented now than when twenty beaver skins were worth a yard of woolen cloth and a bit of twist tobacco. Winter travel in the New northern countries of Quebec and Ontario is still by dog team and snowshoe.

West by north, the beautiful and fertile Peace River country offers solitude that would make Alexander Selkirk feel thoroughly at home, writes Catherine MacKenzie in the New York Times magazine. Eight hundred miles, from the foothills of the Rockies, the Peace River flows majestically to join the Athabasca sweeping north to Great Slave lake. There the mighty Mackenzie river rises for its northward flow of 1000 miles to the Arctic. The whole region is inaccessible landings in the Peace River region would find at least clear winter skies, no blizzards, and now and then a breath of the warm Pacific chinook blowing down from the mountain passes.

All about the West Indies, little islands and keys, unknown to tourists and reached only by rockhops little sloops, dot the blue Caribbean. Life is lonely enough there, for all the commerce of the great world steams grandly past toward or from Panama and troop ships laden with United States marines drop by every so often.

Solitary Tristan da Cunha

In the days of the whaling ships lonely islands in far seas were regular points of call—lands that had fresh water, breadfruit trees and wild pig. Sails became fewer, the smoke of freighters streaked the horizon, and the islands were lonely again. Tristan da Cunha, the Southern Trinidad, Juan Fernandez, Easter Island, Pitcairn—many a sea captain once reported one or another of them on every voyage. Now it may be not often that once in three years that a steamer calls at Tristan da Cunha. The others are seldom visited.

Thus a flier from Cape Town, roaring across the horse latitudes, might drop down on Tristan da Cunha and be given up for lost for years. The nearest land is St. Helena, 1300 miles away. There is no harbor. Once fifteen men and boys, almost the whole male population, were lost while putting off to a liner in a small boat. Still the island has inhabitants who do not wish to be transported to a better part of the world. The wind shrieks down the slopes of the dead volcano that forms the bulk of the island. Ruofs not securely lashed to foundations are torn off by the gales that almost constantly blow. Provisions run low at times, and then the population subsists on the eggs of sea fowl. There is always dearth of the common necessities of life. Year after year, the people watch the dark, heaving Atlantic for a sail.

The southern and solitary Trinidad, 500 miles off the coast of Brazil, is another neglected way station of the South Atlantic. It is even less accessible than Tristan da Cunha, but it has had its inhabitants. It is known only for the sporting venture of a group of

London barristers who went out with Mr. Knight in the Alert in 1839 in dig for buried gold. Trinidad is one of the several islands reputed to hold the lost treasures of the cathedral at Lima.

Across South America is Robinson Crusoe's Island, Juan Fernandez, an far out of the trade routes now as it was when Alexander Selkirk was put ashore there from an English privateer because "he had an objection to the captain." There he lived for four years and four months before he was rescued.

Mysteries at Easter Island

Two thousand miles from the western coast of South America the trade winds fling their spray upon the extinct volcanoes of the most mysterious island of the South Sea, Easter Island. Early sea captains reported that it was circled with idols, their backs turned to the seas. Its circumference of three dozen miles is indeed ringed with great burial platforms, that are now prone. Flung down in some ancient conflict of man or upheaval of nature. Five hundred of these stone figures, some of them unfinished in the quarry, have been found on Easter Island. Their usual height is from fourteen to sixteen feet; the largest is thirty-seven feet high; and all are carved from a gray lava rock in the rough outline of the human trunk. What people etched out their scornful lips, their menacing chins? What tools did they use? In what age did they accomplish a task that must have occupied tens of thousands of laborers for long years? No one can answer.

Fourteen hundred miles of empty sea separate the island from its nearest neighbor, Pitcairn. Pitcairn Island was the scene of that strange drama that followed the mutiny aboard the ship Bounty in 1789. The British government sent out this sheep-of-war in command of Lieutenant Bligh, who had an overbearing temper and visited it on his officers and men. A quarrel with his first officer, Fletcher Christian, led to mutiny. Bligh was seized and put off in the ship's cutter, with navigating instruments such supplies and as many of his men as the boat would hold. Bligh made land in one of the most remarkable small-boat voyages in history. Christian and the rest of the mutineers vanished.

Twenty years passed, and then the American ship Topaz chanced

Wilkins landed in his jump from Alaska. From there, too, the Italian dirigible, Italia, recently sailed into the dangerous polar skies, and to a fate as yet undetermined. Down toward the opposite end of the earth lie a few small islands that, though almost forgotten except by the sheep ranchmen who inhabit them, gave their name to the one decisive naval battle of the World war. Off the lonely Falkland Islands a British fleet put an end to Germany's menace in the Atlantic.

But the seeker for lonely places need not go to the ends of the earth to find them. The interior of Newfoundland is as much lost to the world in winter as the south pole. There are districts in northern Maine and New Hampshire that see no stranger between October and May. There are valleys in Colorado where ranchers expect to be snowbound and shut off from towns and railroads and newspapers for months at a time. There are hamlets in New York state that all but hibernate. The pensive soul who dislikes crowds need not sail to the South Seas to find repose. The United States still holds great open and lonely spaces in plenty for him.

BUSES TRAVEL FAR IN AUTO CAPITAL

Detroit, the nation's motor capital, has developed bus lines to a position where, the 290 Graham Brothers motor coaches included in the equipment—travel more than 700,000 miles a month, according to figures recently tabulated by officials of the Department of Street Railways.

The oldest Graham Brothers bus in this service has traveled approximately 14,000 miles. Buses are operated from twelve to twenty hours a day, supplying the city's demands for speedy and efficient transportation.

Under the Detroit system, the motor coaches supplement regular street car service on some thoroughfares, and carry the entire transportation burden on other streets. Recently, the city has developed a system of express surface car schedules, in which the street cars make the express stops and motor coaches make the local stops. Free transfers are provided in making changes.

FOREST GROVE—C. J. Gillette and Hugh McGilvra buy the "News-Times" here.

STAYTON—Local woolen mills increase equipment and output.



See for Yourself why Experienced Owners Demand Bodies by Fisher

In Oakland-Pontiac showrooms throughout the United States a special Fisher Body Demonstration opens Saturday, June 16. Cooperating with the Fisher Body Corporation, Oakland has arranged to demonstrate to automobile owners everywhere the reasons for the superiority and popularity of Fisher bodies.

Come to our showroom during the Fisher Body Demonstration. Learn how Fisher builds bodies and what high quality of material is used. See for yourself why experienced owners demand bodies by Fisher. Don't miss this opportunity to gain a sound understanding of such an important part of your automobile.

Oakland All-American Six, \$1045 to \$1265. New Series Pontiac Six, \$745 to \$875. All prices at factory. Check Oakland-Pontiac delivered prices—they include lowest handling charges. General Motors Time Payment Plan available at minimum rate.

SANDERSON MOTOR CO. SOUTH BARTLETT AND 8th STS. PHONE 1385

Robinson Motor Co.—Ashland, Ore.

OAKLAND-PONTIAC PRODUCTS OF Sixes GENERAL MOTORS

CLASSIFIED ADVERTISING GETS RESULTS

EFFORT MADE TO STOP ACCIDENTS

Accidents do not just "happen" but are due to causes that, in many instances could be prevented, according to Thomas H. Stambaugh, general service manager of Oldsmobile. The automobile owner who has his car inspected frequently and repairs any adjustments made, is a true disciple of accident prevention, he says.

"In numerous communities at this season of the year the officials are holding free inspection campaigns," says Mr. Stambaugh. "Automobile owners may visit certain designated localities and have their brakes, steering mechanisms and headlights tested without charge. If these are found in good condition the motorist is given a sticker to place on his windshield showing the car has passed inspection. If a defect is found, he is informed and advised to have it corrected.

"These free inspection campaigns are not universal nor are motorists compelled to take advantage of them, but it behooves all automobile owners who desire to prevent accidents to have their cars checked at frequent intervals to make sure that brakes, headlights and steering mechanisms are in perfect order. These three may be classed as the most important safety factors on an automobile.

"It also is advisable to keep the tires properly inflated. An under-inflated tire influences steering and braking, due to its having more road traction than the other tires which are carrying more air pressure.

"Through the Oldsmobile flat rate inspection and service system these inspections and adjustments can be had at a nominal cost. They will improve car performance and, of more vital value, will provide a substantial safety factor."

Classified advertising gets results

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MEDITERRANEAN 1929 CRUISE

FROM New York City you sail, on February 4, aboard the palatial *Empress of Scotland*. You visit 19 ports, in 16 nations. You return via France and England. All the time, Canadian Pacific is your guide and manager. The whole voyage takes 72 days - costs as low as \$900. Come in or write for literature!

Canadian Pacific Steamships
Clippers of the World Ocean
CANADIAN PACIFIC
Wholesale and Retail Distributors
55 Third St. Portland, Maine
Hotel Bldg.

The Bus Driver

Buses have to operate on schedule and we make sure of dependable service by using **Champion Spark Plugs**.

Champion is the better spark plug because it has an exclusive silt-mantle insulator specially treated to withstand the much higher temperatures of the modern high-compression engine. Also a new patented solid copper gasket-seal that remains absolutely gas-tight under high compression. Special analysis electrodes which assure a fixed spark-gap under all driving conditions.

CHAMPION Spark Plugs
Toledo, Ohio
Dependable for Every Engine

Auto Supply & Parts Co.
Wholesale and Retail Distributors

THE PACKARD EIGHT is available in forty luxurious models at a wide range of prices—from as low as \$3450 to \$8725 at Detroit

Doubled Demand for the Packard Eight

JANUARY 1st the prices of Packard's own Custom Eight models were substantially reduced.

March 1st Packard announced a complete line of Standard Eight cars at prices below the custom range.

In less than four months since the first of these announcements the Packard factory has been forced to double production on Packard Eights to satisfy the demand for America's finest car.

Not alone is this a tribute to the remarkable new values offered by the Packard Eight. It is a tribute to the position held by the Packard Eight in the minds of motorists everywhere—the recognized leadership among all fine cars which the Packard Eight has so justly earned.

In introducing the Standard Eight, Packard only met an existing desire among motorists for the great Packard Eight power plant, and the advanced Packard Eight chassis with its "Instant" lubrication system—without, of necessity, custom bodies. And the public has been quick to respond.

When may we place one at your disposal for whatever demonstration you prefer? When may we tell you about our liberal, business-like payment plan and what your present car is worth?

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