

## MOTOR CYCLE CRAZE STORMING COUNTRY

Fifteen years ago we were going through one of the greatest crazes ever known in the history of sport. This was bicycling. Young and old—rich and poor—man, woman and child—seized upon this two-wheeled vehicle as the one predominant machine for amusement and health. The era of the bicycle was an era of acquaintance with American out-of-doors to millions of people who otherwise would have scarcely known the natural wonders and delights of their country.

This self-same era is repeating itself today by means of the motorcycle. But with an undreamed of comfort and tenfold pleasure.

Gone is the fatigue of pedaling up hills and against head winds—all the exertions of cycling have disappeared with its motorization. Likewise its gratifications have increased.

Fresh regions are constantly opening up to the motorcyclist; thousands upon thousands of miles of smooth state roads—macadamized and oiled—await his preference.

Not that a motorcyclist needs fine roads. Steep grades, sand, the narrow riding space, rough surfaces mean nothing to this machine. It has the power, control, and comfort of an automobile—positive features too little realized by those who have not given the motorcycle a careful consideration.

On the other hand, the running cost of a motorcycle is next to nothing per mile. Sixty-five miles on a gallon of gasoline, or five hundred miles on a gallon of oil, are average performances. Repair charges are correspondingly low. Official reports of the Detroit police motorcycle squad using Indian motorcycles show the average cost of upkeep per machine to be \$2.18 for 5,000 miles.

The motorcycle needs no garage, and requires a minimum of care. It is always ready to take you to any point within a twenty-five radius within an hour's time. Throw a leg over the saddle—give a twist of the wrist—and off you go. You are master of the machine whether throttling down to a walking pace in congested traffic or opening up to sixty miles an hour on a cleared road.

These brief facts explain why you see motorcyclists everywhere—in many places where you do not see an automobile because the motor car cannot negotiate all the highways and byways that a motorcycle easily rides. The motorcycle has a universal place as a pleasure vehicle. You will see this summer a legion of motorcycle enthusiasts touring the Berkshires, the White Mountains, the scenic grandeur of Maine, visiting the Adirondacks, the Shenandoah valley, the gay resorts of seacoast and Great Lakes.

At the athletic meet, at the ball game, at the links and tennis court—at all the out-of-town gatherings—you will see the motorcyclist in increasing numbers, the machine par excellence for ready service at a moment's notice, putting you in quick touch with points of interest far and near.

But the fact must not be overlooked that the motorcycle has its practical side—for example, as a help to the student in many of his scholastic activities.

It is always available for immediate use on observation trips; for making field surveys at points near by or at a distance; for carrying the student of mining to localities where interesting geological formations can be examined at first hand. The student of agriculture can use his leisure moments to take runs through the nearby country, seeing practical demonstrations of the theories and methods covered in his course of work.

Indeed, the practical uses of the motorcycle are almost unlimited.

The doctor uses it for emergency calls, where quick action is imperative. The architect finds the motorcycle a time-saver and an energizer in keeping every department of his work under his immediate supervision. By its ready aid the civil or sanitary engineer can widen the radius of his activities and crowd more vital accomplishments into a day's work than with any other means of transportation.

In farm life, the trips to town—the little errands for which it is hardly worth while to hitch up the horse—are taken care of quickly by the motorcycle. The long days are made pleasanter—fuller of achievement—through its ever-ready service.

Our national government and our city administrations have been quick to realize and avail themselves of the potentialities of the motorcycles. It is in successful service in the bureau of forestry, for field work. It is used

in the police and fire departments of many cities—giving not merely satisfaction, but made the subject of marked praise because of its marvelous efficiency.

Its all-reaching adoption by all classes of people is but the recognition due the cheapest and most efficient motor vehicle with the lowest running cost that mechanical ingenuity has ever developed.

Improvements in the past few years have been numerous and revolutionary. The cradle spring frame brought out last year for instance. This device, which absorbs all road shocks and vibration, has made the motorcycle fully as comfortable to ride as an automobile. The most conspicuous and valuable advance in 1914 has been the development of motorcycle electricity—that is, the electrically equipped machine including electric starter.

## FRUITLAND NEWSLETS

Mr. and Mrs. Edgcomb left Tuesday for Omaha where they will spend the summer. They will return this fall.

A hard time social was given at the Enberg home near Pleasant View Saturday evening. About twenty were present and a good time reported.

Mrs. Stephens and Martha were guests at the E. L. Davis home in Payette Tuesday.

Miss Vaye Bowers won the medal in the declamatory contest given last Friday afternoon between the two divisions of the Freshmen English class.

Mr. Grant Fisher bought a fine automobile last week.

The concert in the M. E. church last Friday evening given under the direction of Prof. Neilson by the high school was enjoyed by an attentive audience.

Miss Grace Bowman, who has been teaching school in the interior of Oregon returned home last week.

Mr. E. E. Hunter returned Saturday evening from his Florida trip.

Plummer Grimes is on the sick list.

Mr. C. W. Young and A. H. Ramey shipped two cars of hogs from here Friday. Mr. Ramey went to Portland with the shipment.

Mr. and Mrs. Boor have spent several days here left Friday for their home near Ironsides.

Chas. Swab and family moved last week into the S. F. Taylor house.

Mr. Wm. Hollenbeck is enjoying a visit with his son who lives in Kansas.

Makinsons spent Sunday at the C. E. Stewart home on Whitey bottom. Chancy Shamberger will go to Bethany Bible school, a brethren institution at Chicago, to take training to preach. At an election held for a minister the choice fell upon him. T. D. Shubert and wife were elected deacon and deaconess and all were installed. Rev. Waltham of Nampa conducted the services.

Miss Rowena Robinson spent the week end at her home in Nampa. Her mother came back with her to visit at the Robin Crow Cott home this week.

Mr. Colwell and R. G. Wilson left Tuesday for Midvale to work at the carpenter trade several days.

The ball game played here between the business men and farmers was won by the farmers, the score was 5 to 5.

The W. C. T. U. met at the Baptist church Tuesday this week. The unions of New Plymouth and Ontario and Payette were invited. The meeting was very enthusiastic and profitable.

### Administrator's Notice.

In the County Court of the State of Oregon for Malheur County.

In the matter of the estate of G. W. Downs, (otherwise known as George W. Downs), deceased.

Notice is hereby given to all whom it may concern, that the undersigned has been duly appointed by the County Court of the State of Oregon, for Malheur County, administrator of the estate of the said G. W. Downs (otherwise known as George W. Downs) deceased. All persons having claims against the estate of the said deceased, are hereby notified to present the same to me for allowance duly verified as required by law, at the office of C. McGonagill, at Ontario, Oregon, within six months from the date of this notice.

Dated at Ontario, Oregon, this 30th day of April, 1914.

O. S. SMITH, Administrator.

### Warrant Call.

Notice is hereby given that I have funds on hand to pay all General Fund Warrants ordered not paid for want of funds.

Interest ceases May 5th, 1914. Dated at Vale, Oregon, this 24th day of April, 1914.

J. R. WEAVER,  
County Treasurer.

Sample  
Suits

# On They Come

Model  
Suits

Second shipment of our Special Purchase "High Art" Sample Suits. Purchase now here. Every one a model suit—Every one the height of tailor's art. Tailored throughout by hand; contains every style, color and pattern of the season

## English Soft Roll, Patch Pockets, Norfolks

and conservative style business suits, Blue Serges as well as fancies, including a splendid showing of the popular Black and White patterns.

# \$13.50

For The Plums of this Purchase

# \$8.75

for \$12.50 and \$15.00 Suits



We have augmented this line without consideration to cost and all you men who want a pure wool business suit of very good making at a price that spells a saving of from \$3.50 to \$5.00, better look these suits over. All colors and models, **\$8.75** Blue Serges, Greys, Browns and Black and Whites at

**\$1.00 to \$5.00** Panamas and Sailors—A splendid assortment to choose from In All Straws and Shapes.

### New Togs for Boys

New Suits—Norfolks with two pants and belt. New patented Mothers Friend Waists, no more strings to knot and break. **50c to \$1** Silk caps, silk hats and straw hats. Our Boys Exclusive department is now ready for you.



# ALEXANDER

ONTARIO

One Price Clothier

OREGON