

## Trip Over the Oregon Trail Told by Autoist

Editor Statesman: After filling up on 21 cent gasoline in East Portland, on July 25, afternoon, we hit the old Oregon trail on all four. Some contend this should read all six or eight, under the erroneous idea of imaginary difficulties to be encountered in road conditions, but in our simple optimism we expect to "Dodge." The haves and get through in four, we had a purpose in mentioning the pride of gas on our start, but in order to save time, pencil push and printers' ink, I will say that prices of this indispensable article seemed to be governed by altitude, distance, cupidity, and all other factors you can enumerate between 21 and 35.

The Columbia river highway is too well known all over the land to require mention here, but its wonderful beauty that finds its climax in the Vista house we are sure has not been properly emphasized. Nowhere else have we met with the artistic blending so harmoniously with rugged nature. All honor to those who conceived this master piece of art. Let everybody know more of the Vista house.

On leaving the pavement just out of The Dalles, we found the gravelled road so perfect, we scarcely detected the change. This condition held all the way to Pendleton. Crude oil, under heavy rollers, binds the mass into a semi condition of permanency.

It is for and away the best street of gravel road we have found in our 3000 miles of trail. Harvest was on in eastern Oregon, and the golden grain, was falling in rhythmic tune to the himn of the great combine so generally in rise in this wheat belt. The yield was fair to good, and a general spirit of optimism seemed to prevail. Many herds of purebred cattle in the pink of condition are passed. Comfortable, even artistic homes are in evidence all the way to Ontario. The Oregon cities and towns we pass en route all seem to be prosperous, and most of them growing heartily. Any one will give you an ear full of great things in the near future if you are generous enough to give audience. We passed out of Oregon into Idaho from Ontario, with open minds, ready to be convinced. If—but we knew before we crossed the Snake. This would be impossible; that Oregon was the greatest, most glorious haven of blissful statehood in good old America. Yes, that's the generous open minded way we meet all comers, and we win our case everytime to our own satisfaction. You see Idaho at its best on crossing this bridge, for it loids you on the famous "Payette bunch," covered by a wonderful irrigation system that renders fruit and vegetable conditions ideal. Here we find the finest apple orchards the state can boast and, frankly, they are very extensive, and in splendid condition. The town of the same name is an ambitious little city, with many beautiful homes bordering, well kept paved streets.

The old Oregon trail on through to Pocatello is gravelled and in fine condition. A few miles of paved highway is met with around Twin Falls. Everywhere it is plainly marked. Caldwell and Nampa are next passed. Large sections are under irrigation producing excellent crops. It seems impossible that the desert wastes of a few years ago are today the beautiful homes of a prosperous, contented, happy farmer folks as you can find anywhere. They all seem to go in for flowers and clipped lawns, and some of their yards are perfect bowers of beauty. Many fine herds of cattle are met with and dairying seems to thrive. Mixed crops to the rule.

Corn probably leads, wheat and oats in order. Potatoes everywhere, and as Idaho has eight large beet sugar factories, we are not surprised to pass large sections devoted to this crop. At Nampa we pass the new million dollar plant of the American Fruit Express company, where in future they are to build all their refrigerator cars for handling fruits. At Boise we go into the municipal cap grounds for the night. The keeper apologizes for having to hold us up for 50 cents. The park is quite large well provided with shade trees, much nice sward, no gravel, and every convenience at hand. In the community kitchen probably 20 or more families could be accommodated at one time. I believe the heat was gas, though at some camps we found electric heat for cooking. Ample laundry and bathing facilities, with all the ice you wanted free, made this an ideal camp—all for 50 cents. It is a mighty good advertisement for the city, as the many campers attested.

Boise is a beautiful city, somewhat larger, I assume, than Salem, full of bustle and stir. The interior of her state house is the most artistic and beautiful I have seen anywhere in the west. In this Idaho certainly "blowed" herself a plenty.

Passing on you are advised to carry all the water possible to get over the desert, with sharp grade, and on some days an inferno of heat. We found conditions not so bad. Probably 10 or 12 miles out some enterprising chap dug, or drilled, a well and built a road house. The water was free and excellent. Of course he had a filling station and was selling gas 1 cent cheaper than we paid in Boise. A few miles farther on we espied another small oasis by the roadside—a last filling station, but scant water supply. Before entering his domain we found this sign posted by the roadside in big letters: "City limits; speed 100 miles; Fords do your best."

Passing over this 50 or 60 miles of dry sage brush plain, we again enter an irrigated section, that extends with slight interruption all the way to Pocatello. These wide valleys, or plains, of the Snake are immensely rich, and are constantly extending their farming operations by enlargement of dams, impounding more and still more water. At American Falls and again at Idaho Falls, immense dams are being enlarged. The government project is below and has built up a prosperous community of considerable extent, with the little city of Twin Falls as its center. At Pocatello we meet our old friend, J. L. Brady, recently connected with The Statesman, and his charming wife. He is engaged in editorial work in publications formerly established by the late Senator Brady, his brother. They live at the splendid "Hotel Bannock," another fine monument he left the state and city. They showed us every courtesy possible, and while seeming prosperous and contented, they sang the praises of Salem and its good people. Pocatello is a very prosperous city of some 7000 or 8000 people, with a number of wholesale houses to supply the inter mountain trade. It is important as a railroad center, as the map discloses, and the center of a grain growing region that reaches an altitude of some 7000 feet. The trade of this rich country, particularly above Twin Falls, is being diverted to California. Portland merchants should wake up, they have a down hill pull and ought to grease the skids. At Pocatello we leave the old Oregon trail and start north for the Pook, through lanes of thickly settled farmsteads under irrigation. On the one line of telephone poles we count 50 wires as

we near the thriving little city of Blackfoot, where we go into camp in a most beautiful park with all conveniences free to tourists. An excellent band discoursed sweet music through the evening, and the city turned out en masse. Possibly Brady had sent word we were coming.

On the morning of the 29th of July we pass Idaho Falls, St. Anthony and Ashton, on splendid mountain roads. At Ashton we fill up for the final forty mile climb to the west gate of the Yellowstone Park, which we reach in due course; but, as we are all tired, we will take a rest together. —DINGBOT.

### SAFETY CAMPAIGN IS INSTITUTED BY NATION

(Continued from page 1.)

The C. T. A. was to devise ways and means for increasing the sales of bicycles, to do this most effectively it was early decided that the safety of the rider was of paramount importance.

With this in view, expert bicycle demonstrations were engaged and sent all over the country for the purpose of actually illustrating the doctrine of "Safety First." These field men have been working for years, spending a full week in each city visited, calling at schools and giving the collective classes instructions in the proper way to ride bicycles; the proper observance of traffic rules and signals; the necessity for carrying lights at night; discouraging such practices as riding an extra passenger on the handlebars; cautioning the riders to regularly inspect the safety brakes on their bicycles, and, in fact, advising them in everything that would tend to promote the utmost safety at all times, under all conditions. These talks are followed in every town by a "Safety First" parade, in which every man, woman and child who owns a bicycle is invited to participate. Suitable prizes are awarded for various features, and hundreds of riders line up in every parade, with some cities turning out more than a thousand riders. Since the opening of school last year, children in 75 cities have been instructed in "Safety First" methods.

**Bike Accidents Lowest**  
As a result of this missionary work by the C. T. A., field men, bicycle accidents have been reduced to minimum, and the annual compilation of fatalities prepared by the individual states shows bicycle accidents the lowest in percentage of all vehicular accidents.

Cooperative advertising is one of the leading accomplishments of the C. T. A., and several times a year more than 700 newspapers in all parts of the country are used to advertise the bicycle with advertisements by local dealers surrounding the national advertise-

ment to inform the readers where they can purchase bicycles and accessories.

**Bicycle Production**  
The C. T. A. has functioned for nine years. It serves some 15,000 bicycle dealers in all parts of the country, helping them in every conceivable way to increase bicycle sales, dwelling particularly in impressing upon them the importance of successful merchandising. It has aided many young men in getting started in the bicycle business. All its executive officers are men who have been identified with the industry practically since its inception. In these nine years they have witnessed a healthy growth in bicycle sales, the annual production now being between four and five hundred thousand machines, valued in the neighborhood of \$15,000,000, in contrast with the output of a dozen years ago when production was less than 250,000 machines annually.

**Has Nothing to Sell**  
The C. T. A., Inc., has absolutely nothing to sell. It cannot take orders for bicycles or for accessories. It has no recommendations to make for one machine in preference to another. Its sole object is to help bicycle dealers to a bigger and better business and to stimulate safe riding by every bicycle owner.

### Keeping Fit at Hollywood

Hollywood movie folk have to keep in the best physical trim at all times. Especially is this true of the army of cinema beauties, who firmly adhere to a strenuous daily regimen of athletics to restrain the waistline from wandering, the poundage from increasing, and to preserve perfect girth-control.

Among the stars the bicycle is the favorite means of keeping fit. Hundreds of them pedal around the lots and on location daily. Viola Dana, for instance, finds it indispensable. "Cycling," says the fair Viola, "is one of the best exercises for keeping the figure slim, the muscles supple, and for making one feel like a million dollars."

Miss Dana recently became the bride of Maurice Flynn, the film star and former Yale football hero, himself an ardent bicycle booster.

### Bicycle Is Responsible for Today's Good Road

One of the leading bicycle manufacturers was asked the other day to what agencies and conditions he attributed the great spread of the good roads movement throughout the United States.

"The bicycle," he replied. "With the inferior and wholly inadequate system of roadways which obtained back in the 80's

in all but a few favored states, improvement was bound, in time, to come; but it might have been a much longer time in coming had it not been for the great wave of effort, agitation, and favorable influence that spread through the country with the coming of the bicycle. I may say in answer to your question that, without reservation, I attribute the improvement in the highway system of the United States directly to the influence exerted by the American bicycle. Whatever may come afterwards, the bicycle must go down in history as the pioneer of road improvements in this country."

### "Father of Good Roads"

One of the largest manufacturers of bicycles in the early days of the sport, and for years afterwards, was Col. Albert A. Pope. He was known as the "Father of Good Roads," having spent vast sums of money in his advocacy of road improvements. He published, at his own expense, a magazine called "Good Roads," of which S. S. McClure, publisher of McClure's Magazine, was the editor. This was Mr. McClure's first job upon graduating from Knox College.

### Bike Speeds Service

Telegraph companies estimate that their service in suburban and rural communities has been improved at least 25% in late years through the systematic use of bicycles.

Some telegraph offices now supply their messengers with bicycles, while others make it easy for the boys to purchase their own bicycles. In any event, the service is vastly improved, the boys are kept in better physical condition, and their all-round efficiency is notably increased.

### They Built Bicycles

Many of the first manufacturers of motor cars were connected with the bicycle industry. Henry Ford was closely identified and greatly interested in the industry. He was a trainer and a rider in his day. Others active in bicycle circles were Pope, Gormally, Jeffery, Haynes, Apperson, Lozier. They all built bicycles at one time or another, later branching into the automobile business.

## FORD BODIES ARE CHANGED GREATLY

Many Improvements Made on All Models; Ford Engine to Remain Same

Edsel B. Ford, president of the Ford Motor company, in a statement issued yesterday following the announcement of improved Ford bodies and chassis refinements, said:

"We do not want the impression to prevail that we are producing new Ford cars. "Bodies for Ford cars have been materially improved but the Model T chassis remains unchanged except for a lowering of the frame and a few other important changes. Bodies, in four types, have been completely redesigned and built lower to contribute to better appearance, driving and riding comfort and roadability of the cars.

"Body improvements and chassis refinements at this time are more pronounced than at any previous time since the adoption of the Model T chassis. They are, however, entirely in accordance with the policy of the Ford Motor company to give to the public the benefit of every improvement which we find practical for Ford cars.

"By preserving the design of the Model T chassis, the company is safeguarding continued good service for owners of approximately 5,000,000 Ford cars and trucks now in use throughout the country as well as for new car purchasers."

### THE USEFUL COW

In an out-of-the-way corner of a Boston graveyard stands a brown board showing the marks of age and neglect. It bears the inscription "Sacred to the memory of Eben Harvey, who departed this life suddenly and unexpectedly by a cow kicking him on the 15th of September, 1853. Well done, thou good and faithful servant."—Sheridan (Wyo.) Post-Enterprise.

### VACATION IS TAKEN

Morris Race and R. J. Brady, salesmen with the Valley Motor company, Ford distributors, are on their vacations. They will be back Monday. W. L. Phillips, manager of the company is now in Detroit.

### SALES FORCE MEETS

Salesmen of the Newton-Chevrolet company met Friday evening in a general discussion of new models brought out by the Chevrolet company. About 20 men attended the meeting.

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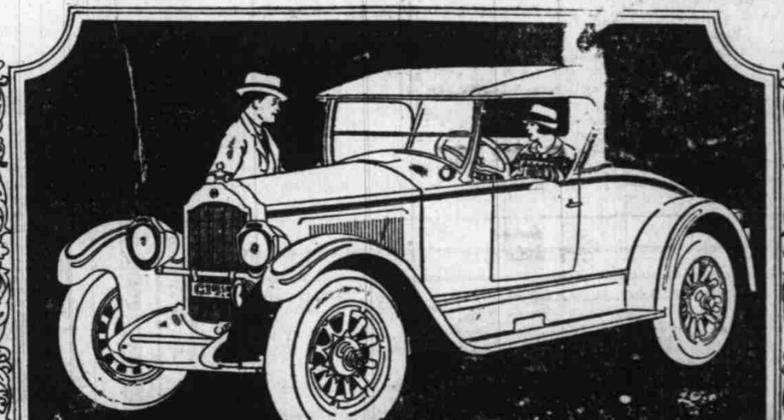
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## Used Cars

1923 Willys Knight Touring, new car guarantee	\$850
1919 Nash Sedan, new paint, only	\$450
1925 Brand New Ford Touring, never has been licensed; some extras, new car guarantee	\$450
1923 Maxwell Coupe, "see this one"	\$650
1924 Ford Truck with special transmission, steel cab and stake body	\$425
3 Ford Coupes, \$250 and up.	
1923 Oakland Coupe, new paint; to see is to buy	\$650
1922 Maxwell Touring, fine condition	\$350
1924 Tudor Sedan; "couldn't run nicer"	\$425
1924 Chevrolet Touring, "a dandy"	\$425
Paige Touring	\$250
Don't miss this one—	
1924 Studebaker Special Touring, run very little, with accessories, only	\$900

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