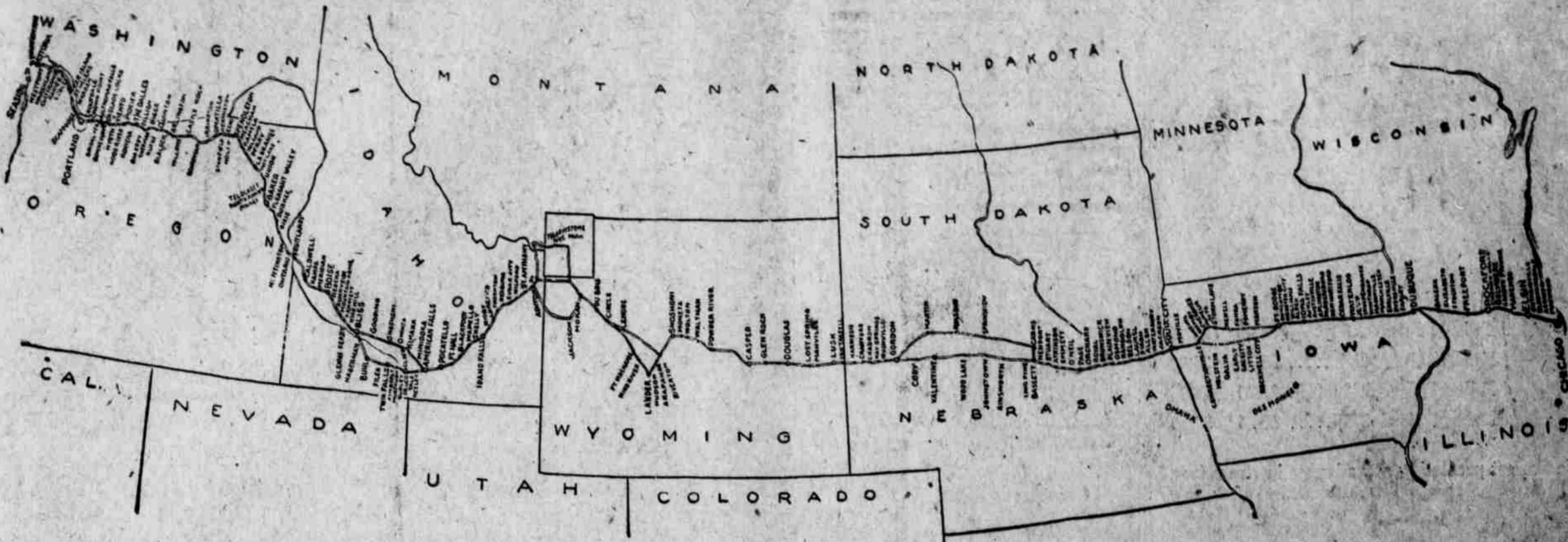


DAILY EAST OREGONIAN, PENDLETON, OREGON, SATURDAY EVENING, APRIL 8, 1922.

# PENDLETON ON ROUTE OF OREGON TRAIL AND GRANT HIGHWAY



Map of Grant highway, recently logged and expected to be open for traffic all the way this summer. The Grant highway, starting at Chicago, crosses the middle-western states of Illinois, Iowa, and Nebraska and surmounts the Rocky mountains by way of Wyoming, touching Yellowstone national park. The highway then follows the main route through southern Idaho and crosses Oregon via the Old Oregon Trail and the Columbia river highway. The route is declared to be the shortest in distance of any automobile route

from Chicago to the Pacific and also has the advantage of lower altitudes than either the Yellowstone trail or the Lincoln highway. The route recognizes the Columbia river gorge as the logical artery of travel from the east into the Pacific region, because of the fact that the Columbia river affords the only gap in the Cascade mountain barrier.

## OREGON TRAIL AND COLUMBIA HIGHWAY ROUTE OF GRANT WAY

Entering Oregon via the old Oregon Trail and the Columbia river highway.

The Grant highway crosses Oregon on one of the most scenic routes in the world. The highway takes a direct route from Chicago to Seaside, Ore. The highway takes a direct route through Illinois, Iowa, and Nebraska. In Wyoming it swings north touching the Yellowstone national park. The route passes through southern Idaho and swings north into Oregon on the old Oregon trail.

The Grant highway occupies a position about midway between the Yellowstone highway, which goes through the Dakotas, Montana and northern

Idaho to Spokane and thence to Seattle, with a branch to Portland via Waiilatpu and Pendleton, and the Lincoln highway, which follows the southern route through Denver and Salt Lake City to San Francisco, with a branch from Salt Lake City northward into Oregon over the old Oregon trail.

The following is by Malcolm MacIntosh, secretary of the Grant highway association, and was published in the Sioux City (Iowa) Journal.

"The Grant highway is the most direct road from Chicago to Yellowstone park and the wonders of Portland and its vicinity, including the Columbia river highway, which is considered to be one of the world's finest rivers. At Portland there is intersection with the Pacific highway, already paved nearly all the way from southern California to the Canadian ne. Portland, by reason of its being the metropolis of an immense territory of fertile land, as well as a port of prime importance, is undoubtedly destined to be the metropolis of the Pacific coast on account of its adaptability as a manufacturing center.

"The key to the advantage of the Grant highway over the other northern ways of travel lies in the laying out of the Grant highways through the length of the great valley of Wyoming, which is the only rift in the Rocky Mountain district so far as the northern states are concerned. Where the mountains are high and such roads as the Lincoln highway and the Yellowstone trail, the former in southern Wyoming and the latter in Montana, attain altitudes more than 7000 feet and maintain them for long distances, hundreds of miles at times, being on the top of great 'hog backs' and following the contour of angles. But the Grant highway, which, which is the only one of these roads laid out primarily with a view to the contour of the country, reaches to the very foot of the continental divide in the extreme western part of Wyoming without having been up higher than the altitude of Casper, 5280 feet, just a mile, and just the same altitude as that of Denver. In fact, the average altitude across Wyoming is less than 5000 feet and in Riverton is about 4800 feet. The lift over the Rockies by a road built by the federal government is short and the grades easy, and after a few hundred miles in Wyoming, and Idaho, with altitudes around 6000 feet, the tourist is on the down grade along the Snake river and in Oregon does not get up higher than 4200 feet, this elevation being reached in the Blue mountains, between La Grande and Pendleton.

## 200,000 VISITORS ARE EXPECTED IN OREGON DURING COMING SEASON

EUGENE, Ore., April 8.—(A. P.)—Fifty thousand automobiles carrying at least 200,000 visitors will enter Oregon this year, it is estimated by Herbert Cuthbert executive secretary of the Pacific Northwest Tourist association, who has recently conferred with officials of the Automobile Club of Southern California, and bases his statement on their figures. Oregon's new highway system will be a great aid in drawing tourists from the south. The Pacific highway, from Portland to the California line, will be entirely paved this year, it is stated, and other highways, leading to the state's scenic spots and outing places are well under way, and many of them are nearing completion.

## OREGON ROADS

Reported by State Highway Commission.

### Pacific Highway.

Portland-Oregon City: Oregon City bridge closed for reconstruction, therefore, West Side traffic from Portland must cross the Willamette river at Sellwood ferry in South Portland, or take East Side route through Milwaukie which is paved throughout. Oregon City-Canby-Salem: Paved. Salem-Jefferson-Albany: Paved. Albany-Corvallis-Junction City-Eugene: Gravel to Albany. Pavement Corvallis to Eugene.

Eugene-Roseburg-Grants Pass-Medford-California Line: Large proportion paved; balance good macadam. Dry pavement over Siskiyou mountains this date.

### Columbia River Highway.

Portland-Astoria: Paved. Portland-Hood River: Paved. Snow has been removed and highway opened.

Hood River-The Dalles: Paved except four miles of macadam. Contractors have started hauling rock on the Mosier-Roseburg section, traffic

is cautioned to watch for trucks and loose rock on the grade.

The Dalles-Vernon-Umatilla-Pendleton: Macadamized entire distance and in good condition.

### Coast Highway.

Astoria-Seaside: Paved. Seaside-Tillamook—Open for travel; gravelled or rocked.

### West Side Pacific Highway.

Portland-McMinnville: Paved. McMinnville-Rickreall-Monmouth-Independence: Open except bridge over Yamhill river between McMinnville and Whiteson, which is being replaced.

Traffic should detour from McMinnville via the McMinnville-Tillamook Highway to a point 3 miles from McMinnville, thence south to the Bellevue-Amity road, thence east to Amity; gravelled.

Independence-Corvallis: Take road via Sevier; gravelled to Benton County line; paved county line to Corvallis.

Corvallis-Junction City-Eugene: Paved.

### Oregon-Washington Highway.

Pendleton-Washington State Line: Paved and open; drive slow at caution signs where maintenance work is in progress. One detour 7 miles from Pendleton.

Pendleton-Pilot Rock: Open.

Pilot Rock-Butter Creek-Jones Hill: Frost is now going out of the ground; this road is very rough.

Jones Hill-Heppner: Same as above.

### McMinnville-Tillamook Highway.

Portland-McMinnville-Sheridan: Paved.

Sheridan-Willamina-rain Road-Hobo-Tillamook: Good macadam, some pavement; open throughout.

### Old Oregon Trail.

Pendleton-Foot of Cabbage Hill: Open; macadamized.

Foot of Cabbage Hill-Gard: Closed by snow.

Rigard-La Grande: Open but very rough.

La Grande-Hot Lake: Pavement and macadam, good construction.

Hot Lake-Union: Open; short detours necessary. Cross track just east of Hot Lake, detour marked to main highway; detour just east of Union at small bridge.

Union-Baker: Open; macadam.

Baker-Nelson: Mud holes in places but passable.

Nelson-Huntington: New standard grade; detour 2.1-2 miles in length from Gales, crossing to Weatherly bridge; use old road, which is very rough. Detour 1.4 mile at Jordan Creek, very rough; detour of 1 mile from Lime to Huntington, overhead crossing; use old road which is in fair condition; detours of half mile from Pope and Stanfield ranch to Bloder ranch, use old road; in fair condition. The detours on this section will not be marked, but care should be used as they are very rough. Use chains.

(Continued on Page 17.)

## AUTO THEFT COMMISSION SEEKS NATIONAL MEANS OF CRIME PREVENTION

That the Interstate Motor Theft Commission is to be maintained as a permanent organization with national headquarters in Chicago, is of a great deal of interest to motorists.

The commission was formed in 1921 to carry on a nation-wide investigation of commercialized motor car theft and fraud and to formulate plans for the destruction of the market for stolen cars and those who give relief for the growing menace of this profitable form of lawlessness.

The commission, chartered under the laws of Illinois, is governed by a board of seven commissioners assisted by national advisory boards composed of leading police and business executives.

Among the personnel of these boards, which total about one hundred, are to be found such men as Joseph A. Faurot, deputy police commissioner, New York; Dan Beard, national boy scout commissioner; J. A. Hill, educational director, associated

(Continued on page 18.)

## QUALITY SERVICE SANITATION QUALITY OF GROCERIES AND LOW PRICES

Some stores speak of quality—others of low prices. We use them both at all times for we have long since found that they should go hand-in-hand in order to please every one at all times.

So, if our prices please you, we know that the quality will—and our prices are bound to do so, for they are as low, or lower, than the other places.

Pendleton  
Trading Company  
Phone 455



"If It's On the Market We Have It."

## Bigger Yields on Fordson Farms

THE big yields Fordson farmers enjoy are the envy of the community. The only reason other folks don't get as many bushels is because they don't work the land so well.

Plow and disc and culti-pack without delay. That's what makes the perfect seed bed that brings big yields. Every farmer knows that is the thing to do, but those who farm with horses can't seem to find the time.

The difference is all due to one simple thing; the man who uses a Fordson Tractor and an Oliver No. 7 Plow will plow seven or eight acres while his neighbor is plowing two acres with a team. The Fordson farmed land can be plowed at just the right time.

Over 200,000 Fordson Farmers Use Oliver Tillage Implements



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AUTHORIZED SALES AND SERVICE

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## Not on the Circus Program



Barbed spears and stout ropes kept this tiger quiet while a French specialist performed a difficult operation. Both the patient and doctor were alive to tell the tale.



Roadster . . . \$1350  
Touring . . . \$1375

Coupe . . . \$1675  
 Sedan . . . \$2095

NEVER before has the amazing Knight sleeve-valve motor been available in so fine a car at so low a price. Europe uses the Knight motor in her most famous and expensive cars. Now Willys engineering, Willys quantity production, put it in the reach of all in a car equally famous, but far less costly.

### The Motor

The Willys-Knight motor is the highest development of the Knight sliding sleeve-valve principle. It gets more power out of less gas than any other motor of its size and weight. It is free from valve trouble, free from carbon trouble, smooth, quiet, flexible. Scientific tests and driver experience show that it grows more powerful with use. And its life-limit has never yet been ascertained.

### The Car

The Willys-Knight Car is especially designed to match the motor in long life and distinction. Gracetic, refined, dignified, its sturdy steel chassis beats off jolts and jars and holds the body permanently free from rattles and squeaks. Vigilant springs translate the roll of the road into undulating ease. It is feet, comfortable, responsible—and a sound investment.

# WILLYS-KNIGHT

The Willys-Knight Motor Improves With Use

DR. S. L. KENNARD

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Opposite Hotel Pendleton.