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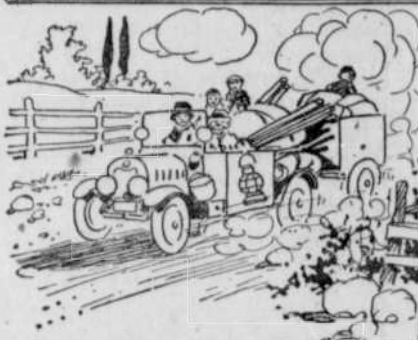
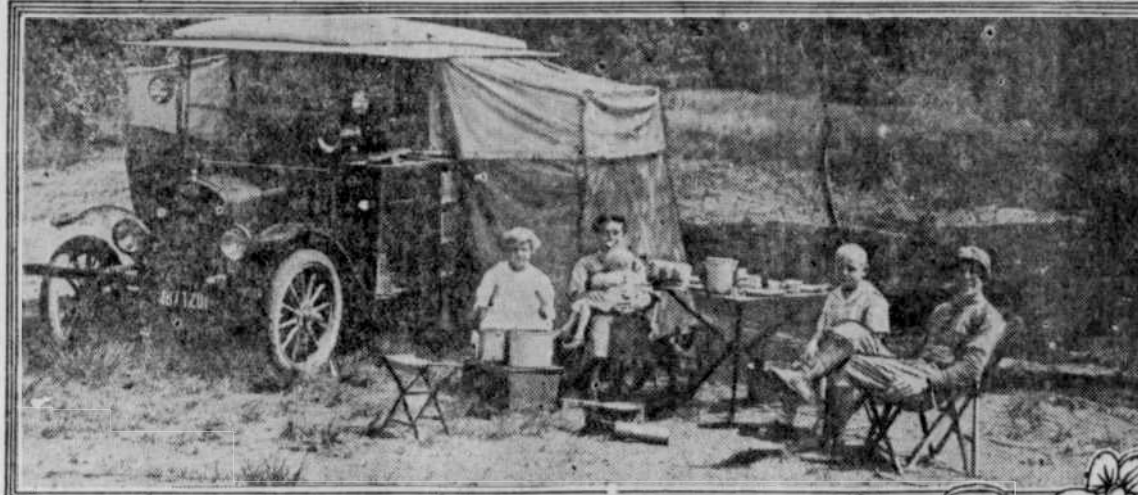
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Gypsying By Automobile

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ASSIGNING CAMP SITES IN SEQUOIA NATIONAL PARK



VERYBODY and his wife and kids are going to gypsying this summer. Thousands are already on their way, and the rest are getting ready to start. By midsummer the scenic West will be alive with motorists. It's a good guess that half of them will start out with a camping equipment and a solemn vow to camp by the roadside every angle night. Some of them will keep the vow they swore, but many will fall by the wayside—instead of camp—and the Johnny-on-the-spot hotel will get their hard-earned dollars. Others of the gypsies will run on a 50-50 schedule—camp when the camping is good, and the hotel for them at other times.

Of course the first hundred or so miles are the hardest on Middle West gypsies, for the nearer they get to the Rockies the more numerous and pretentious are the auto-camps. Pretty soon they get into a country where every self-respecting community offers a really comfortable camp, with running water, wood, fireplaces, electric lights and everything.

While there will be motor-gypsying all over the and, the rush will undoubtedly be to the national parks of the Rockies and beyond. The fame of the "Delectable Mountains" is abroad in the land. To the people of the sun-baked Middle West the thought of a land where they will sleep under blankets is impelling. And actually to need a sweater morning and evening! And trout streams that are ice-cold! And everlasting snow in sight on the mountain-slopes! Just the thought of these things along about the middle of July is enough to pack 'em in the old flivver and start 'em due west on the Lincoln highway or some other transcontinental road.

The folks up North who see snow every winter haven't the faintest idea of what snow in midsummer means to folks down South who never see it. Why, the sight of it is worth the whole trip from Louisiana or Texas. One August day at the foot of Longs Peak in Rocky Mountain National park a car carrying a Texas license came along with four husky young Texans in it. One jumped out and came up to my tent.

He asked me politely if I could tell him what was that white patch up on the mountain, pointing to the everlasting snow on the farther side of Boulderfield, about a thousand feet below the summit. I told him. "How come?" he wanted to know. I explained. Could anybody get to it? I said he could walk right to it and roll in it. He asked how far it was. I told him that it was just about five miles, with a climb of 4,000 feet, and gave him details of the trail. Then he let out a yell—a Texas yell—and dashed back to the flivver. Then followed an excited confab, all four talking at once. Then away went the flivver, full speed ahead for the slope of Longs—snow-bank or bust!

Fellows like that should start a little earlier to get around to the winter sports and ski tournaments in Mount Rainier along about the Fourth of July!

This motor-gypsying is no guess-

work. The official figures of national park attendance show more than a million visitors last summer, and this season the figures most likely will run to a million and a quarter. Of these about 70 per cent travel in their own cars. And a good big percentage are fixed for camping. The National Park service says in its 1920 annual report:

"Final travel figures, reaching a total of 1,058,455 visitors, show a healthy and substantial growth of American tourist travel in America. This travel has now reached a proportion where it must be seriously considered as an economic factor in our national life. Surely travel of this proportion is not born of merely a restlessness on the part of our fellow citizens to be going somewhere just for the going, but denotes a deeper feeling, pride of country, a desire to see and know their land, and to make that use of their national parks for which these playgrounds were created.

"Just as the rail lines brought people to the parks from every state in the Union and from many foreign countries, so were motorists recorded traveling in private cars from every state and from Canada and Mexico. More than half of these, carried their own supplies and camp equipment and enjoyed their playgrounds in their own way."

The plain truth of the matter is—whisper it!—that the camping-out folks at the peak of the season often fared better than the stay-at-a-hotel folks, for the simple reason that things got decidedly jammed up in August at several of the principal parks.

Rocky Mountain, for example, had 240,000 visitors—it's the nearest to the travel and population center—and 50,000 autos. And hundreds were turned away for lack of hotel accommodations. Of course the motor-gypsies weren't turned away; there's always room for them in its 400 square miles. This year there'll be more hotel accommodations—and likewise bigger auto camps, as in all the principal national parks.

This motor-gypsying is increasing like an unfought forest fire. And why not? It appeals so many ways.

In the first place, it's cheap. I have run across many an outfit that were having the time of their lives on mighty little money. One old farmer from Nebraska put his case in a nutshell thus:

"Here we are—me and my wife and our five children. I've been wanting for years to show 'em this country, but couldn't stand the expense. Now I've got a car, and it's all right. Traveling this way won't cost much more than staying at home. And a good time—well, say."

But don't fool yourself into thinking that it's a question of mere dollars and cents with all the gypsies. You'll see the most expensive cars as well as flivvers. And in them will be people who don't have to count their dollars. The idea, you see, is based

upon one of the oldest and fundamental instincts of the race—the call of the open road.

"For joy is the law of the open road. And glad are its ways, its laughter free; Away with your town-wrought weary load,

Come hit the trail with me!"

And in this matter of gypsying, we've got the gypsy beat to a frazzle. The mileage that can be covered is limited only by the length of vacation time. I know of one family last summer that started from Philadelphia June 12 and returned September 11. They visited Rocky Mountain. They climbed Pike's Peak. They saw the petrified forest on the way to Los Angeles over the Santa Fe trail. From San Francisco they went to the Yosemite, and thence back home over the Lincoln highway—just about 10,000 miles, camping all ways, except when conditions were too unfavorable.

Conditions in this year of 1921 and the trend of public opinion warrant the prediction that it will be only a few years before an American motor-gypsy will be able to start at the Atlantic coast and make the round trip to the Pacific on good roads and camping by the roadside in comfort on public ground—national, state, county, municipal and local parks. That is the keynote of the campaign begun last summer at the national conference on parks at Des Moines.

It is a shame to talk about making money in connection with motor-gypsying and trout streams and snow-clad peaks, but here goes: Suppose every one of these 1,000,000 gypsies who visited the national parks scattered an average of \$100 along his route. That means 100,000,000 American dollars kept at home and put in circulation and business for all sorts of people along the road. Do a little figuring for yourself along this line, guessing at the number of motor-gypsies there were in addition to those who visited the national parks.

The best thing about all is that the people are beginning to get it through their heads that the national parks belong to them. And they are beginning to use them. And maybe it isn't a good thing for the people and country! Maybe it doesn't make for acquaintance and mutual respect and democracy!

I saw in the Big Thompson canyon in Rocky Mountain National park a bunch of several cars—different makes from several different sections of the country and carrying several different kinds of families. Well, the women were getting lunch ready and the children were playing together and the men were whipping the Big Thompson close by for trout. Enough said.

This 1921 civilization of ours is pretty complex—maybe too complex to be "sane, safe and sober." Nature is about the best antidote for a good many of its ills. And gypsying by automobile isn't the worst way in the world to get fairly close to nature.

BREAKING THE ICE.

There is a story that when Peter the Great introduced the social reforms in Russia, in an effort to bring his country abreast of western Europe, the Russian women were so averse to the immodest French dances that he caused ardent spirits to be served "straight" in wooden spoons, to every young woman at the ball before the beginning of the dance. To break the ice of Russian reserve more

thoroughly he issued a ukase that the partners should kiss after taking the positions of dancers and before beginning their steps.—Louisville Courier-Journal.

Newlyweds.

My husband and I having been married just a short time, arrived in New York and went to one of the best-known hotels. My husband registered and we went up to our room. I said, "Oh, John, I hope you didn't register 'and wife.' I hate that. It

sounds as if a woman were just an appendage. I meant to tell you to be sure and write 'Mr. and Mrs.'"

The expression on John's face was almost tragic, so I hastened to assure him that it wasn't that serious. "But it is serious. What do you suppose I've done? I registered 'John Brooks and Mary Allen.'"

Just then there was a loud knock at the door. It was the house detective. Of course everything was explained all right, but it certainly was embarrassing.—Chicago Trib.

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S. P. TRESTLE BEING REDECKED

16,000 Feet of Structure Expected to
be Completed By July 10

Ogden—About 16,000 feet of the 64-
000 feet of the trestle of the Southern
Pacific company across the Great Salt
Lake will be redecked by July 10, ac-
cording to Superintendent E. L. King
of the road. The redecking of the
trestle consists in the removal of the
gravel ballast, tearing up the heavy
plank floor laid upon the stringers and
putting down new flooring or deck.
This work has been carried on with-
out a minute's delay in the traffic.
Rock ballast is crushed at the Lake-
side pit and is being used upon the
cutoff trestle instead of gravel. The
work has offered employment for
ninety men. The cost will be \$1,500,
000 when completed. The repairs are
the first made upon the cutoff trestle
since it was completed in November,
1903.

He Has Our Sympathy.

"So Helen Strongmind is to be mar-
ried to Mr. Wurn?"

"Not exactly. Helen says he is to
be married to her."

"Oh, yes, of course. She's asked
on to be her bridesmaid, hasn't
he?"

"No, she asked me to be her 'best
woman.'"

Idaho Aids Bannock County

Pocatello.—Bannock county, Idaho
will obtain approximately \$12,000 for
road building from the state this year,
according to a report received here
Tuesday from D. P. Olson, director of
the state highways.

Richards Renominated

Washington.—Brigadier General
George C. Richards of the Pennsylvania
national guard, nominated by Presi-
dent Wilson for chief of the militia
army, but never confirmed, was re-
nominated for the place Wednesday