

GAP LEFT BY LAWS

Washington to Have No Auto Act From June 1 to 10.

FEE COMPARISON IS MADE

Oregon Statute Provides That Tag Follow Car While Legislation of Sister State Bars Transfer From Man to Man.

BY M. O. WILKINS. Secretary of State Howell, of Washington, has no authority to receive applications for automobile registrations under the provisions of the Legislature. The applicant must file a verified statement with the County Auditor of his county, and it is then forwarded by the Auditor to the Secretary of State. The law will not take effect until June 10.

Stages Pay Added Tax. In Washington automobile stages are required to pay, in addition to their annual license fee, 50 cents per horsepower and \$1 per passenger capacity of the stage. Demonstrator licenses are likewise provided for, and also for transfers.

The new Oregon transfer law requires the license tag to follow the car, and cannot be changed from one car to another; in Washington the license cannot be transferred from one man to another, but can be transferred from one car to another. Therefore, if a man sells his car in Washington and does not procure another car, his license is lost and a new purchaser of the car must obtain another license tag. While in Oregon, if the owner of the car disposes of it to his neighbor and buys a new car, he must immediately buy a new license and his old license must go to his neighbor.

In Washington there are \$1,600 plates, or 40,000 plates, and cost the state \$11,802, and are to be manufactured by Charles E. Post & Co. of Los Angeles, Cal.

Tags Colors Differ. Washington license tags will be blue with a white stripe around the edge and embossed white letters, with the state's initials, Wn., appearing at the left of the numerals, the "W" just above the "N," as contrasted with yellow with white letters in the Oregon tags.

In Washington automobile pleasure cars will be numbered from 1 to 25,000, automobiles for hire bearing the words "for hire" will be numbered from 25,000 to 30,000. Private trucks bearing the word "truck" will be numbered from 30,000 to 31,000. Trucks for hire bearing the word "truck" will be numbered from 31,000 to 32,000. Automobile stages will bear the words, "stage" and will be numbered 32,000 to 33,000. Dealers' plates will bear the word "dealer" and will be numbered from 33,000 to 35,000. Exempt cars bearing the word "exempt" pay no license fee and include the police department and United States Government owned cars. They are to be numbered from 35,000 to 35,500. Motorcycle plates are smaller in size and bear numbers from 1 to 4,000 on a separate numerical series. Provision is also made for dealers in motorcycles and exempt motorcycles.

Application Blank Complete. The Washington application blank is complete in its detail. It provides for a complete description of the owner, the car, the manufacturer's details, information concerning the car itself and the use it is to be put to. The application must be sworn to before the County Auditor, in triplicate, one copy of which is retained by the owner, one by the County Auditor and one sent to the Secretary of State.

Upon making the application, the applicant receives a temporary license tag at the expense of the county and later the final tag is sent to him by the Secretary of State, when he must return his temporary license to the County Auditor.

The law apparently will supply to the public generally all the information that is usually required from a registration record. Registrations are not published by the state, but probably will be published and distributed under his supervision within 30 or 35 days after the new law is in operation.

RAILROAD GIVES WAY TO STATE

Spokane, Portland & Seattle to Grant Rights for New Highway.

OLYMPIA, Wash., May 22.—(Special.)—Highway Commissioner Roy has announced that the Spokane, Portland & Seattle railroad has agreed to a friendly condemnation suit, by which the state will receive sufficient railroad right-of-way to make possible the construction of State Road No. 2, between Collins and Cooks, connecting with the Stevenson section, built by the state last year.

The decree will solve a difficult problem for the state, as with the Columbia River on one side and a steep mountain on the other, no room was left for a road, except of the right-of-way.

FIRST AUTORIDE AT 103 YEARS OF AGE MAKES INDIAN CHIEF HAPPY

Wallu-la-tum Loses Faith in His Ponies for Speeding and Expects Some Day to Own His Own Machine Where-with to Do His Traveling.



Wallu-la-tum, 103-year-old Indian Chief, for a Mile a Minute Travel.

BY CHESTER A. MOORES. AFTER reeling off a full 103 years of existence in the Pacific Northwest, old Chief Wallu-la-tum, of the Wasco, Indiana, who had come to Portland for the first time to testify in Federal Court, experienced the sensation of his first automobile ride Wednesday in a 1915 Overland Six.

But it will not be his last ride, for Wallu-la-tum now vows that he will some day own a machine if he can possibly scrape enough money together to buy one. He says he likes the automobile far better than a cayuse, because it will go much faster, because it is strong and because you don't have to use a whip and spurs to get it a-going and keep it there. He was also thankful that the car did not tire his legs and back as the horse does.

To use his own Chinook phraseology, the automobile is "hoous caris dole," which means "there is no way to beat it." When he saw an automobile for the first time he says he didn't know what was going to happen. He ran, thinking some devilish machine had come from the "world of darkness." Then, as he grew tamer, he concluded it must be simply a queer-looking boat or wagon.

Indian Heart Made Glad. In the machine with Wallu-la-tum on his maiden "joyride" were Charles Pitt, an Indian interpreter, who also lives on the Warm Springs Indian Reservation; Mrs. W. Carey Johnson, a friend of the Indians; W. J. Pedler, manager of the local branch of the J. W. Lovell & Co., the Overland distributors, and the writer.

As the powerful Overland was sent skimming over the business streets of Portland and over its hills and boulevards, the 103-year-old Indian told in his native tongue how his heart overran with joy. "This is all too great for an Indian," he told Mr. Pitt. "It is beyond the dreams of the redskin, beyond the limit of his imagination and understanding. But I'd like to have an automobile, and I would like to have one some day when I get rich. I want to go heap fast and heap far in one of these chick chick halo cuttan (wagon without a horse)."

"Now I know what heaven is like. I have seen beautiful Portland with its fine buildings, its many flowers and flowers and I have ridden in an automobile. These wonderful revelations are telling me believe that preachers are talking the truth when they talk about the happy land that is to come and all the nice things that will be there. I little men on earth can make building materials out of mere dust and polish up stones with their own hands and build fine buildings, think what God must be able to do." When he stood on the street corner "taking in" the Portland skyscrapers he craned his neck until he nearly reeled over backwards.

First White Seen in 1843. It was way back in 1843 during the early immigration to this country that Wallu-la-tum first saw a white man. Having been born in 1812 he was then a grown man but he was nevertheless startled as what he thought to be a "dud" Indian came to life and turned white. "During the three score and ten years since that time he has understood that almost all white people were mad and mean. He said Wednesday that he had never really known white people until he came to Portland and that he is so glad that he came.

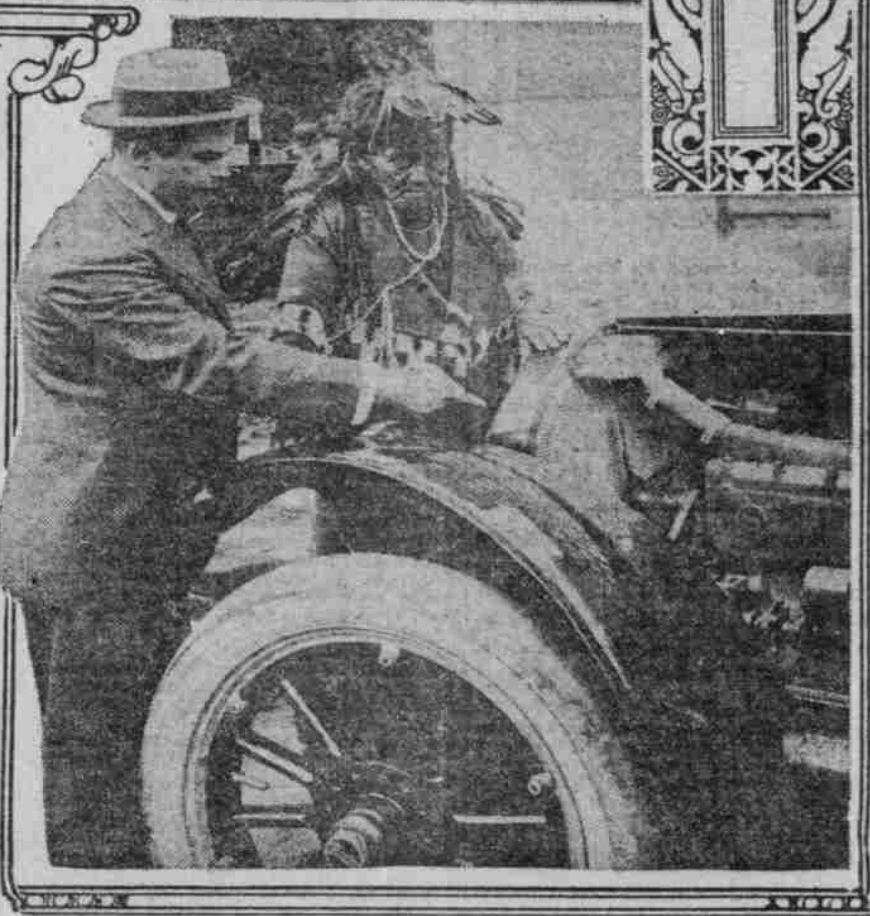
Many of the white men he has chanced to see on the reservation country have been drunken and cruel. But the people of Portland treated him like a prince all during his stay and he was made supremely happy.

"Hias Kioshe" (very good) said the old chief as the Overland whirled merrily up Washington street, and when the party came to Mrs. Solomon Hirsch's residence on St. Clair street he actually gasped out loud at sight of the bright rhododendrons and the flowers and shrubs on the landscape. Again he referred to heaven, and he said it was "grand" the way the Overland climbed up hills.

"How would you like to drive this car and take some pretty little maiden out for a joy ride? Would you race us with your ponies?"

When these queries were put the chief was chuckled with glee until the whole frame of his body shook noticeably and he grinned joyfully. Wallu-la-tum knew he was among friends and he was his natural self. The "woodenness" was apparent only when he was the subject of curiosity as the region's photographer was catching him in characteristic poses.

Pride in Ponies Gone. Of course he would like to joy ride with the car but he made the matter quite plain that if a race were staged that he would bet on the automobile against his own ponies.



Mr. Pedler Trying to Make Wallu-la-tum Understand Mechanism of Overland

the Chinook tongue, he said, and as might properly be expected there was no word in the vocabulary for automobile. "We have to adopt the white man's name," he said. "Well, then, what name would you give it if you were doing it?" was asked. "I'll call it an automobile," he replied quite firmly.

Tepee Is His Home. Wallu-la-tum still lives in a tepee. The tepee is located in the same yard with his son's modern residence, but he absolutely refuses to go indoors. He can eat with a fork as neatly as the professional society man. But when it comes to sleeping, nothing but out-of-doors will do.

Mr. Pitt, who serves as his interpreter, is a model Indian. He has three grandsons who have graduated from the Haskell Indian School, and he is no mean student himself. Evidence of his sense of humor and his appreciation of human nature are these two poems which he has written neatly with his own hand on the inside of his wallet:

TWO PERFECT MEN. There is a man who never drinks Nor smokes, nor chews, nor swears; Who never gambles, never bows, Who takes all snuff snuff— He's paralyzed. There is a man who never does Anything that is not right; His wife can tell just where he is At morning, noon and night— He's dead.

fact remains that the greater majority of cars belong to the so-called "small farmers." As a matter of fact they are small only in the number of acres to which they claim title. But they are big in their ideas of progressive farming, of getting the most possible from the land they till. They are big, too, in ideas of comfort and convenience. In keeping in touch with the business world, and in the advantages allowed to their families.

Investigation also proves that the "little lander" makes the best use of his automobile. To him it is a thing both of pleasure and actual profit. He uses his car every day, and he uses it to the best advantage. His car enables him to get to market the produce from his little place, at a saving of time and the making of money. By using his car on the road for transportation purposes, for hauling and trucking, he needs to keep only two horses, where the "big farmer" must have six or eight.

It is learned by inquiry that a number of people are taking to the country because of the automobile; and these people frankly say that they would not have come to the country but for the automobile. For the automobile removes the burden of distance and isolation, and enables them to get the most from their labor in the matter of returns from products sold. It follows, quite naturally, that the small farms and good roads belong always to the same community. One brings the other.

AUTO CLUB NOTES

AT the regular meeting of the board of directors, held Thursday, plans were discussed for the 1915 annual banquet. Heretofore the annual banquets have been held at the larger hotels, and there have been so many complaints from members for not using the clubhouse for these annual banquets that it was decided to hold this year's event at the club's country home, about the first week in June. The house committee is already pre-

paring for the large number of members and their guests who will be present on this evening, and the entertainment committee is at work securing the best talent obtainable. The evening will be given over strictly to pleasure. Whatever speeches are to be made will be short. After dinner the tables will be cleared away and the balance of the evening devoted to dancing. This banquet will be strictly informal. Members will bear in mind that the office of the club has been moved to room 522 Selling building.

The prediction made early in the season—that this would be the best year the Automobile Club has ever had is proving to be true. The number of applications for membership received at the office is very encouraging. One reason for the increase in membership is probably due to the fact that the initiation fee was recently reduced, making a flat rate of \$20, which pays initiation fee and all dues to January 1, 1916.

Reports received on road conditions by the club's touring department show that the recent heavy rains have put

Advertisement for Chalmers New Six-40. Text: "gets away like a racer". The Chalmers New Six-40 "gets away like a racer." The new high speed, long stroke, valve-in-head motor with overhead cam shaft is what makes it "get away." It is efficient, very flexible and unusually compact. This new motor gives the car the power of a locomotive. A wonderful new spring suspension, a new principle, makes it ride like a Pullman. Come in and let us introduce you to this "new thoroughbred." It is the lowest price at which Chalmers quality has ever been sold.

Advertisement for Chalmers New Six-40. Text: Chalmers NEW SIX-40 \$1400. F. O. B. DETROIT. Includes an illustration of the car and a driver.

Advertisement for H. L. KEATS AUTO CO. Text: H. L. KEATS AUTO CO. PORTLAND Broadway at Burnside SEATTLE 1513-17 Broadway. Phones Main 5368, A 1170. Let your next car be a Chalmers.

Advertisement for MARVELOUS CHANDLER SIX. Text: MARVELOUS CHANDLER SIX What Makes It So? DURABILITY—Best motor of any six. ECONOMICAL—16 miles to the gallon of gasoline; 700 miles to the gallon of oil. LIGHT WEIGHT—Model 16 only weighs 2890 lbs. COMFORT—Best of upholstery and "roomy" enough for seven passengers. APPEARANCE—Fine enough looking for the most exacting. THE CAR YOU SHOULD OWN. 1916 Chandler Six \$1450 Portland IMMEDIATE DELIVERY DULMAGE-MANLEY AUTO CO. 46-48 North Twentieth St. Phones, Marshall 1699, A 1299.

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