

PIONEER JOURNEY IS RE-RECALLED IN AUTO

W. A. Cates, of Vancouver, Who Came West 50 Years Ago by Team, Tells Story.

LAST TRIP IN 14 DAYS

Early-Day Resident Finds Many of Old Camping Grounds Along Route Taken From Wichita, Kansas—Dog Companion.

The following entertaining story is told by Mr. Cates, who is a resident of Vancouver, Wash., in his own words. Fifty years ago, as a 15-year-old boy, he came across the plains to Oregon on a 61-gallon train in six months. Recently, on the semi-centennial of his original trip and with his little dog "Tip" as companion, Mr. Cates covered the same ground in a new Reo automobile in 14 days.

BY W. A. CATES
In 1865, at the age of 15, I crossed the plains in a wagon train of 64 wagons, with 100 armed men for defense against Indians, most of the men having families and a stock of provisions sufficient for a journey of six months. Then the border settlements north of Kansas City extended only a few miles west of the Missouri River. Old Fort Kearney, on the Platte, was a military post out on the frontier. All west of that was a vast expanse of nature's own.

There was not a human habitation along our route, except overland stage stations, until we reached Montpelier, on Bear River, Idaho. There was a small settlement also at Soda Springs; then Boise City; then the embryo town of Baker. The next towns in their order to the Columbia River were Union, La Grande and Umatilla. Pendleton did not exist. And The Dalles—well, no man can remember when The Dalles did not exist.

Portland had less than 8000 population, and all of the peninsula, from the East Side to the Columbia, was a dense forest of fir.

Trip Taken in Automobile.
Fifty years have passed, and the Spring of 1915 found me in Wichita, Kan., preparing for another trip across the plains, in an auto, to celebrate the semi-centennial of that first trip. From the Wichita Auto Company I bought a new 1914 model Reo the 15th. I inspected every make of car I could find in Wichita and concluded I could see more good points combined with strength in the Reo for such a trip than in any other.

I determined that this trip should be as far different as possible from my first trip. I would have no stock to herd, no guard duty to perform, no campfires to build, no organized company of armed men for protection; in short, I would have no company at all. I would drive my own car and make the entire trip alone, unarmed. I would prove to Mr. Oster that I was not yet ready for chloroform.

I left Kingman, Kan., 45 miles west of Wichita, on August 4 at 9:30 A. M., and reached Baker, Or., on the 19th at 2:30 P. M., 15 days, but lost one day's travel, to have my tire casing vulcanized, making really 14 days.

Speedometer Registers 1736 Miles.
At the front of the Antlers Hotel, Baker, the speedometer registered from Kingman, Kan., 1736 miles, 1

IT MAY BE YOUR TURN NEXT.
When meeting fellow motorists in trouble along a rural highway, stop and offer assistance. Your turn may be next, and the parties in trouble later may catch up with you as you fret by the roadside.

Upon signal from another driver approaching from the rear pull to the right and allow him to pass if he is in more of a hurry than you happen to be. The law may not always compel this step, but courtesy certainly requires it. When you have the right of way prevent the man behind from setting by, you are sure to overtake a few miles further on another "hog" who delights in tripping his fellow motorists and throwing dust in their eyes.

burned 119 gallons of gasoline and used three and one-half gallons of lubricant. The cost of gasoline for the trip was \$19.37, of lubricant \$2.69, vulcanizing \$7.75.

For two days in Southern Idaho I burned a gallon of gasoline in nine to ten miles and could make only six to seven miles an hour. It was dry and hot, deep dust, full of chuckholes and lava rock.

My route with the auto was north to Ellsworth, Kan., to reach the Golden Belt Highway, thence west via Colby and Lyman to Colorado Springs, north to Denver and Cheyenne, west on the general line of the Union Pacific Railroad to Granger. Here I left the Lincoln Highway, which I had traveled from Denver, and entered upon what proved to be the hardest traveling of the entire trip. There is not at present a good practical highway from Ogden or Granger to the Columbia River, hence most of the tourists to the Coast are deflected to California.

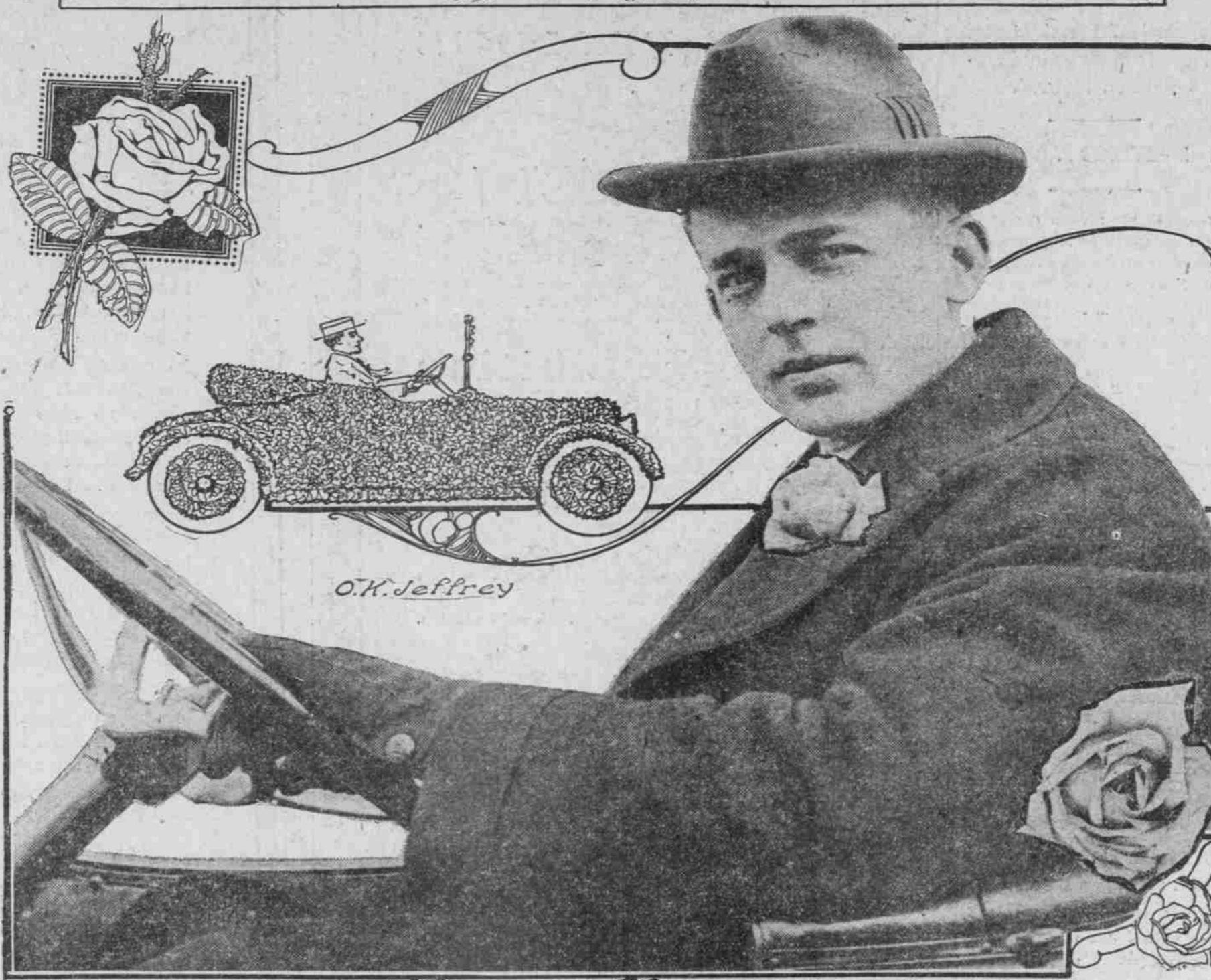
To my mind the most interesting part of the trip was the crossing of the Short Line from Granger to Portland, but until there is a better highway provided I would not advise anyone to take that route.

June Best Time to Tour.
The most desirable time to tour the inter-mountain country is from the middle of June to September. Earlier than that the Spring freshets are too high, and later than September the weather becomes too bleak.

After spending two weeks at Baker and La Grande I drove my car on to The Dalles, and as the Columbia Highway was not the easiest to traverse, I shipped by steamer down the Columbia. During this entire trip I did not pay out a dollar for repairs on the car except for tire pumps in the car. I ran more than 5000 miles—same result. My greatest mileage was 170, my lowest 71 in a day; did not sleep in a house or put the auto in a garage a night on the trip; ate in restaurants when convenient, when not, had my lunch. I did not cook a meal or build a campfire on the trip. I slept in the auto, so did my dog, Tip. I traveled many miles in wagon tracks of 1865, and saw many old camp grounds.

New State Highway Proposed.
VALE, Or., April 8.—(Special.)—Malheur County has taken the initiative toward the construction of a State Highway from Ontario via Vale, Jamieson, Brogan, Ironside to Unity and thence down the John Day River to some point on the Columbia Highway. A petition with 377 names of business men of Malheur County requesting the County Court to take immediate action has been presented to the court.

Prominent Portlanders Who Motor



SINCE the year 1907 Oliver K. Jeffrey, president of the Oregon Home Builders and director of the floral parade for the coming Rose Festival, has owned a total of nine automobiles, each of which has been driven a considerable distance in the pursuit of

business and ventures of recreation. His first car was a Mitchell, then he bought a Stoddard-Dayton and then two Stearns cars, the last one being of the 90-horsepower type, said to have been the highest powered touring car ever sent into this district. During the past few years Mr. Jeffrey has had

two Cadillacs and a Pierce-Arrow and he still maintains one car of each of these makes. Mr. Jeffrey's hobby used to be winning the first prize for entering the prettiest decorated automobile in the Rose Festival floral parade, but recently he has been an official of this

AUTO CLUB ELECTS

Directors Are Named by Unanimous Vote.

ANNUAL REPORT RENDERED

Flothrishing Condition of Organization Shown—Co-operation With Sheriff in Policing Highway Is Urged.

Reports of officers and committee chairmen, read at the annual meeting of the Portland Automobile Club in the Oregon building last Wednesday night, showed that the club was in prosperous condition, having a net worth of \$34,331.10, being \$1587.50 better off than it was last year and having 604 members, 44 of whom hold life memberships.

C. F. Wright, chairman of the membership committee, reported that 145 new members were added during the past year, and that the committee hopes within the coming year to reach the membership limit of 1000 members and the life membership limit of 50.

During the course of the meeting various suggestions were made on the necessity of assisting traffic officers

in controlling traffic along the Columbia River Highway and congested county roads where the county patrolmen have had extreme difficulty recently in preventing speeding.

Co-operation Is Urged.
C. C. Overmire, president of the club, urged the importance of the club, in every way with the Sheriff in the regulation of traffic and policing the highways, and Public Safety Commissioner Coffin urged the same point. It is possible that 100 members of the Automobile Club will be designated soon to assist the county officers, particularly on days such as last Sunday, when perhaps 4000 machines were bunched on the Columbia Highway.

Mr. Coffin reported that the special traffic officers now in power were not entirely successful in accomplishing their avowed purposes.

President Overmire reported that he knew of seven automobile parties who were coming to the Pacific Coast this year from Minneapolis as a direct result of the showing of the Berger-Jones color pictures in Minneapolis recently.

Directors Are Named.
By unanimous vote of the club members present the directors selected by the nominating committee were elected. Accordingly, W. J. Clemens, Charles E. Wright and W. B. Fehelmeier succeeded themselves, and F. A. Nitchev succeeds A. L. Fish. It is probable that the executive officers of the club will be chosen at a meeting of the directors this week.

The report of the club treasurer, Walter M. Cook, shows receipts of \$21,605.88 and disbursements of \$21,465.49. The secretary's report shows the following assets and liabilities:

Real estate	\$20,000.00
Building	10,500.00
Water system	800.00
Pumping plant	300.00
Ice plant	700.00
Linen	200.00

NEW AGENCY IS TAKEN
WRIGHT TRUCK ATTACHMENTS TO BE HANDLED HERE.

Crockery and glassware	\$12,000.00
Silverware	160.00
Clubhouse furniture	2,940.00
Tools and implements	80.00
Office furniture	275.00
Automobile	325.00
Kitchen equipment	380.00
Accounts receivable	1,071.75
Unpaid dues	2,321.00
Total	\$41,931.75
Liabilities	\$5,722.00
Dolls payable	1,878.65
Accounts payable	1,878.65
Total	\$7,600.65
Net worth April 1, 1916	\$4,331.10

Automobile Show at Tacoma Planned
A number of Tacoma's representative automobile dealers met with President F. G. Fisher and directors of the Tacoma Speedway Association recently to discuss the holding of an automobile exhibit at the speedway in connection with the Memorial day racing events. The sentiment of the dealers was unanimous in favor of the show. The association plans to give the dealers all the space they want free of charge, let them fix up their booths as they desire and exhibit their car models on the track.

AUTO THEFTS INCREASE
CITIZENS OF SPOKANE HOLD BIG MASS MEETING.

Organization Is Formed to Put a Halt to Stealing Cars and to Deal Harshly With Offenders.

"Spokane is suffering at present at the hands of auto thieves, and the condition is so serious that more than 2000 citizens of that city held a mass meeting last week to protest against the increasing way in which prosecutions were made and to offer suggestions to put a stop to robberies of this character," says Lawrence G. Nicolai, Pacific Coast advertising manager for Overland and Willys-Knight motorcars who arrived in Portland late last week and is now a visitor at the local branch of J. W. Lewis & Co.

"The Spokane newspapers are waging a strong battle in behalf of motorists. The press got behind the mass-meeting idea, and every city official who has any jurisdiction over cases of this nature was invited to attend and talk things over."

"Prosecutor Cleland, who was one of the speakers at the meeting, said that he was willing to enforce the law, but the people didn't seem to want it enforced and generally dropped the case as soon as their property was returned and before a conviction was made. At this meeting it was decided to organize a protective organization, a pledge being circulated, the signing of which was to be held off when brought to the police and City Prosecutor in helping to punish auto thieves."

"One reason why there are not more convictions in Spokane (and this is probably true in Portland) is due to the fact that boys are the thieves in the majority of cases and they are permitted to beg off when brought to the bar of justice. Several ministers attending the meeting offered a plea for leniency in the case of minors, but the number of stolen machines attributed to them is reaching such huge proportions that a special law and punishment is being planned to cover this and to put fear into the hearts of mischievous youngsters."

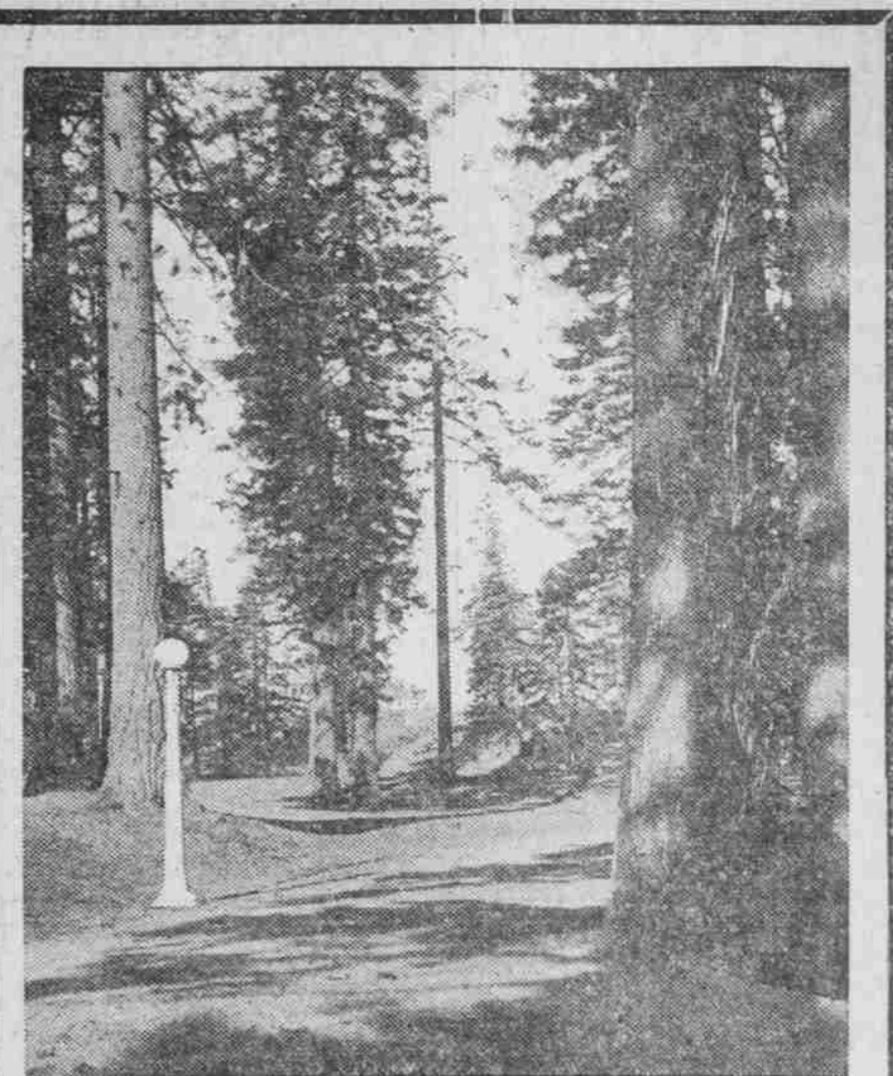
"They used to hang men for stealing \$100 horses in this section of the country and now they steal auto worth \$500 and up and nothing is done about it," said one speaker.

"Mayor Fleming suggested a protective association similar to those protecting banks, which would have a brass plate on each of members setting forth the fact that the car was protected and that thieves would be prosecuted. This could be adopted in Portland and would probably do much to stop the theft of machines. It could also be worked out in an inter-city way."

IN NEW AUTO OREGON PIONEER TRAVERSES PLAINS HE CROSSED HALF CENTURY BEFORE IN OX-TRAIN.



W. A. Cates, of Vancouver, Wash., and His Dog, Tip, Who Rode in Reo Car From Wichita, Kan., to Portland.



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