

Men who years ago worked to bring the first street car to the pioneer town of Yakima are to be honored tomorrow afternoon when the modern bus that is to replace the street cars on the Summitview line makes its first official trip.

Regular service will be instituted on Sunday but tomorrow afternoon the bus will make its inaugural spin with the supervising members of the first board of directors of the Valley Transportation company as the principal guests.

These include Alex Miller and George Rankin and Mrs. A.J. Splawn will be asked in tribute to the late Mr. Splawn, first president of the board. Among the others who will be invited to loll on the Spanish leather cushions on the jaunt are the city commissioners and chief of police A.D. Sloan, one of the first stockholders, Phillip Ditter, pioneer merchant, W.L. Steinweg and O.A. Fechter, the elders in service among the bank presidents of the city, L.L. Thorp, the real pioneer among the white men of Yakima; H.J. Snively representing the older generation of professional men, L.O. Janeck, old-time realtor, John Lentz, one of the first of the present merchants of the West Side; A.C. Davis, head of the school system, E.M. Fisher, head of the West Side bank and the presidents of the civic groups, A.H. Huebner of the chamber of commerce, H.E. Wight of Rotary, Lee Ross, Kiwanis, M.A. Peacock, Lions, Don Simclair, Flexible and Herman Loewenstein, West Side improvement--The Yakima Republic, January 13, 1926

Automobiles

Of nearly 400 automobiles now in use in North Yakima and its suburbs about 150 were sold during the season just past and dealers expect to sell as many more during the season of 1911.

Of Chalmers-Detroits, Franklins and Winstons about 40 were sold last season. The dealer handling the Reo, Mitchell and Apperson put out about 25 cars.

The Buick also finds some buyers, the light Ford is rather popular and light such as Brush, Hupmobile and others are occasionally bought by businessmen. The Studebaker E.M.F. is ~~in~~ sold in the city and some of them will be placed on account of their cut in price.

Not all of the automobiles sold in Yakima come through the local dealers. Some buyers ~~were~~ attracted by an offer of 5 per cent discount went to Seattle or other distributing points to buy.

Very few automobiles sold in North Yakima are sold at the at the price of a mortgaged home--Yakima Republic, Nov. 25, 1910.

The county commissioners are seriously considering the proposition of buying an automobile for the use of the commissioners, the sheriff, the coroner, the county engineer and such other county officers who may have need for the machine.

It is believed the purchase and maintenance of the automobile will be cheaper than the monthly auto and livery bills. The question will be fully considered at the meeting of the county commission on July 18. (copy)

It is proposed if the machine is bought to keep a chauffeur and to have the machine ready for instant use. Because of the speed it is argued that one machine will fill the place of several rigs in one day.

Recently the coroner and sheriff have had occasion to use an automobile for long trips on the Yakima reservation and the resultant bills have been such that the commissioners believe some cheaper method of transporting county offices about the county on business trips should be worked out. Yakima Republic, July 22, 1910.

Automobiles

in tires.

The improvement in appliances of all kinds to go with the machines from the ingenious tool kit or the pocket lighter to the big tent top with all necessities for camping out has been as rapid and varied as that in the automobiles themselves.

When the Yakima Auto company started in business on March 3, 1900, after moving from its former location across the track only one man was employed in the shop and today this one company alone has on its payroll 17 employees and an estimate of the money paid garage employees in the three garages in the city places the figure at better than \$2,000. Five hundred gallons of gasoline per week are consumed by the Yakima Auto company alone.

Mr. Chandler is of the opinion that electric cars because of the recent improvements in the batteries which give greater efficiency of 100 to 125 miles with much reduced weight will spring rapidly into popularity. He expects to see the one electric driven car in the city, that owned by Alex Miller, duplicated several times during the coming season. Yakima Republic, July 1, 1910.

Benzine buggies are providing a decided profitable side line to the carriage ~~and~~ business of "yman & Shelton of this city who have within the past week unloaded two carloads of their popular Buick models, shipped direct from the factory in the east. The cars are moving out rapidly.

The shipment comprises two of the Model 117 machines and

Many changes in the automobile business in North Yakima have taken place since Val Gandy brought the first self-propelled roadster into the valley eight years ago and a comparison of the business of the present day with the conditions at that time reveals remarkable advancement not only in the amount of the business itself but in the improvement of the cars which are offered for sale.

That the business here has kept pace with the wonderful growth of the automobile business in general which has developed more rapidly during the past 10 years than any other manufacturing enterprise is certain.

The car which Mr. Gandy brought into the city in that early day came from Minneapolis and was one of the first usable types of the Oldsmobile--the curved dash roadster. That was in the days now practically over when a whole army of mechanics was needed to keep any car on the market in circulation for any length of time,

and when a single car like the Oldsmobile in a community was an object of continual wonder to the inhabitants.

Lying on his back in the middle of the road perhaps not more than a few blocks from his starting place or climbing trees and telegraph poles in an effort to guide his recalcitrant steed about the streets, Mr. Gandy was no exception to the general rule and he was the object of much sarcastic comment from his less fortunate and more envious neighbors.

In 1903 President W.L. Steinweg of the First National Bank whose attack of the automobile fever seems to have been permanent introduced the first four cylinder touring car here. It was of the Franklin make, a factory Mr. Steinweg swears

One large emphatic drop costing Henry Fornier \$20 fall with a thud this morning in police court from the black rain cloud of public disapproval and police warning which has for long hovered over the heads of the speeding autoists who have weaved the fragrant odor of gasoline with shuttle like rapidity through the streets and avenues of North Yakima.

In other words, Henry Fornier, a chauffeur who was hauling a party of real estate investors home from the slaughter Monday was arrested and charged with having driven his machine at the rate of more than one mile in five minutes. He pleaded guilty and was fined \$20.

In explanation Fornier said he was trying to get home before it rained because one of his passengers was a woman who was thinly dressed.

Judge Mounds admitted that the ordinance has not been strictly enforced and that it would seem too bad to give the first man arrested a very stiff fine but said that he wanted to make it evident that the city officials mean business in putting an end to auto speeding.

"This is the only city I know of in which autos drive at the rate of 40 miles an hour, and some of them do run at that rate here," he said. "Drivers take all sorts of chances and some day someone is going to get hurt." Yakima Republic, May 13, 1910.

North Yakima is becoming a place of importance on the map of the automobilist. There were six lined up in front of stores on one side of one block on East Yakima avenue yesterday.

The town supports two large garages .

Added to other troubles the police now find themselves forced to enforce the anti-speeding ordinances.

A census of the machines is soon to be taken by one of the owners of the West side garage. There are at least 180.

North Yakima is usually credited with 12,000 population. Using this as a basis it means that there are now in the city one automobile for every 66 inhabitants.

The autos in value run from \$600 to several thousand. The average value is placed at \$1200. This means that the machines of the town show an outlay of \$216,000--The Yakima Herald, July 28, 1909-

Big six cylinder Acme, fourth and last car to pass through North Yakima in the ocean to ocean contest arrived 12:37 p.m. on a Sunday afternoon in 1909~~2~~. Left at 2 30 p.m. to make the summit before halting for the night.

Saturday the car left Walla Walla at 5 p.m. , camped overnight by the way.

Claims made of changing a els of Ford no. 1, protests filed with referee

Autoists and automobile owners in the city are making an effort to have the city ordinance regulating speed amended so as to increase the speed limit from eight to 12 or 15 miles an hour.

The matter was called to the attention of the city council Monday evening by Councilman Mullbut was laid over to the next meeting in the rush of adjournment.

During the short appearance before the city fathers the proposed amendment met with strenuous objections.

The statement was made by owners of the high power machines that it is impossible for them to keep within the speed limit and that it is a question of going over eight miles an hour or not at all. Two of the city fathers maintain that eight miles is a dignified rate of speed and that to amend the ordinance to read 12 to 15 miles would be to jeopardize life and limbs on the Yakima avenue and other streets. The Yakima Herald April 7, 1909.

Five North Yakima men formed an automobile party that made the first trip through the Tieton canyon to Camp No. 6 that has ever been made by a machine Saturday and Sunday. Previously machines had gone only as far as Camp No. 1.

In the party were H.W. Hughes, Harry Averill, W.F. Oiler, W.F. Ohde and Levi Carr. They report the roads in excellent conditions, as far as Camp No 1 and in fair shape from there to the upper camp. The Yakima Herald, July 15, 1908

May 1, 1908... Deputy County Attorney Taylor called attention to amendment to the old law of the road enacted by the the state legislature of 1905. When Mr. Taylor paid his license for his new motor cycle he looked up the law and found the new statute.

overtaking and passing.. must turn to the right and pass on the right.. faster, dangerous if on left, head-on

March 31 1908

City council ordered lights on machines, white in front, red behind. License numbers printed in black must hang in plain view. Ordinance requires horses be driven not faster than six miles an hour between Waches Ave and Seventh avenue west. Same speed limit must be observed on streets two blocks each side of the avenue. Outside of this radius the limit is 10 miles an hour, "provided discretion and care are exercised.

Automobiles or any other mechanical contrivances must proceed at the same limit as the faithful horse in the business district. Outside of the radius named a speed of 24 miles an hour. Fire department and police patrol not included. When alarm sounds, must drive to curb and remain there until rigs are past. Failure to comply means fine of from \$5 to \$100.

Next year, talk of organizing an automobile club "the present speed limit fixed by city limit is declared too low

And in June ~~Ex 1922~~ 1909, Ford Car No 2 won first transmont auto race, New York to Seattle, reached gates of the Alaska-Yukon Pacific Exposition, covered the distance in 22 days and 55 minutes.

All vehicles will have to pass on the right side of the road hereafter if an ordinance to be introduced at the next session of the city council is passed.

The ordinance is expressly for automobiles but will include all classes of automobiles.

Considerable complaint has been registered with various councilmen that the stemby which automobiles and a large number of carries are handled is exceedingly dangerous.

The Yakima Herald, August 14, 1907.

April ~~4x1x~~ 6, ~~1905~~ 1906 the "1,400 Cadillac of Dr. J.B. Burns burned. Woodwork caught fire from sparkers" and in a very few minutes the big auto presented a pitable sight." On way to the "Cudder ranch in the Moxee valley, reached the base of the little hill near the front gate of the Cudder place, smoke, investigated, drove into an irrigation ditch, but the water was not deep enough to cover the fire. Dr. Alfred Burns was driving and had probably been scorching a little, being outside of the city limits.

1905..M.W. Phillips brought out his new "inton and took Vestal Snyder up the Antanum to the "alter Ayres place. The 46 mile trip was made between four and five hours. A great deal of time was lost waiting for teams.

(April 5/1905..Strange there are not other cars in the city