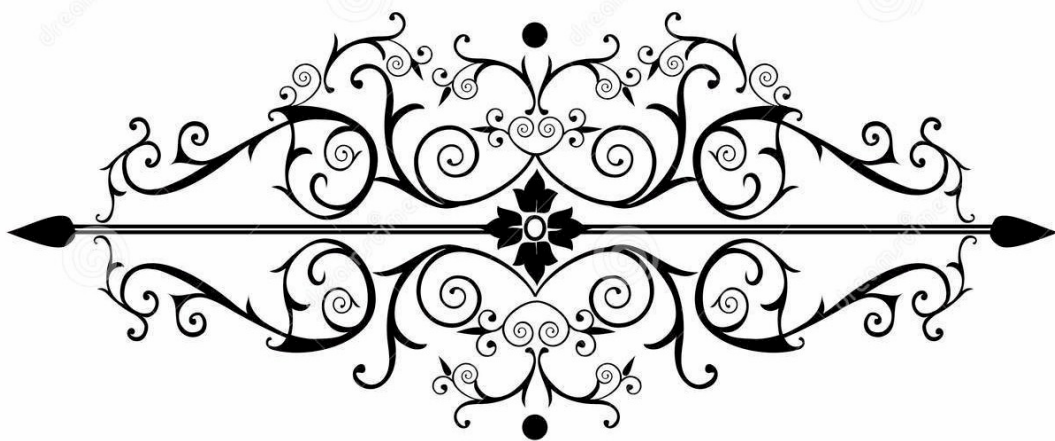
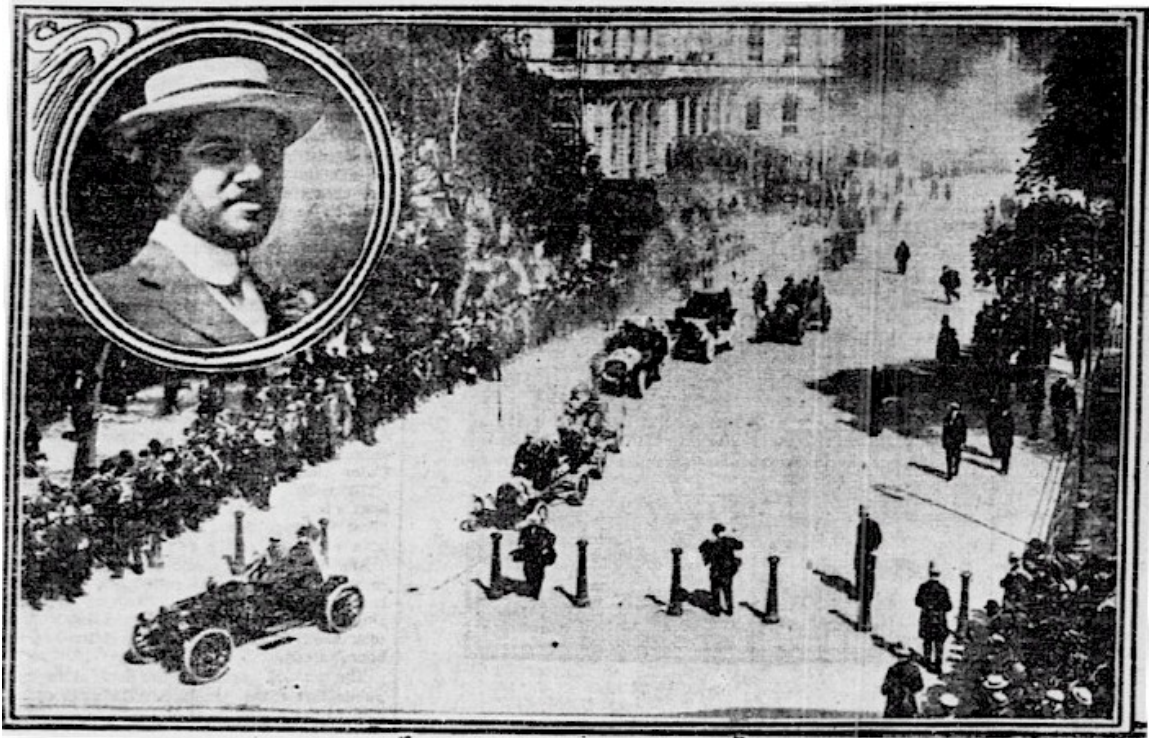


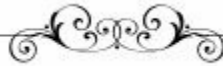
THE 1909 OCEAN TO OCEAN ENDURANCE CONTEST





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INTRODUCTION



It's been over 100 years since the automobile revolution changed the way we got around. Going from the horse drawn wagon to the motorized vehicle in the 1900's was in some ways much like the change that the computer brought about a hundred years later.

The automobile industry began in Europe in the 1890's. In 1895 there were only about 300 cars in the U.S.. By the end of 1900 there were 13,000 cars. In 1902 there were 50 companies making cars. By 1904 there were 240 auto manufacturers.

As the automobile increased in popularity, auto clubs began to form. These clubs would host auto endurance contests and sociability runs. Seemed like every town across the U.S. was having some sort of auto related event. In 1902 there were some fifty automobile clubs in the U.S. That was the same year that the American Automobile Association (AAA) was formed.

Many of these early events were basically reliability contests, aimed at proving that these new machines were a practical mode of transport. Soon the auto makers realized that these events would become an important way for them to demonstrate the worthiness of their machines.



M. Robert Guggenheim

In the winter of 1908 an idea for the biggest automotive event that had ever been held in the United States at the time was conceived. This event would be an ocean to ocean auto endurance contest. This contest would begin in New York and end at the Alaska Yukon & Pacific Exposition that was held in Seattle on June 1, 1909. The start of this contest would be synchronized with the start of the exposition.

This event would not only showcase the durability of the automobile, but would help raise awareness of the need to create good roads and a transcontinental highway. In fact it was just a couple of years after this contest was held, that the Lincoln Highway (1913) and the Yellowstone Trail (1915) were born.

The story begins with Meyer Robert Guggenheim (1885 - 1959) a wealthy playboy racing enthusiast and an heir to the Guggenheim family fortune. He liked to own and drive the fastest cars available. His hope was by sponsoring this contest, it would earn him prestige in the automobile community.

The World's Fair



In the late 1890's Gold was discovered in Alaska. This started a gold rush and Seattle, because of its proximity to the gold fields became a boom town. People and supplies were being sent north and millions in gold were sent back.

Godfrey Chealander who was the Grand Secretary of the Arctic Brotherhood had an idea to build a permanent exhibit about Alaska in Seattle. He was involved with the Alaska Territory exhibit at the 1905 Lewis and Clark exposition.

He originally pitched the idea to William Sheffield of the Alaska Club and James A. Wood, city editor of the Seattle Times. Wood had an idea of his own to bring a world's fair to Seattle that would out-do Portland's expo. He thought they could work together to make both their ideas happen.

The proposal made its way to Alden J. Blethen the Seattle Times publisher who said he would support the endeavor. Professor Edmond S. Meany proposed that the exposition be held on the campus of the University of Washington. Back then there were only three buildings on a forested campus which was about 4 miles north of downtown Seattle.

Meany said that the distance to the campus from downtown would become an attraction. Tourists would have the pleasure of the forested terrain along the trolley line. Prof. Meany was able to sell the idea to the promoters.

The state legislature endorsed the plan with two conditions, 1) at least four permanent structures were to be built and 2) any state funds donated would go primarily to these structures.

This expo would help promote the Northwest's economic and cultural ties to Alaska, the Canadian Yukon, and the countries located around the Pacific Rim.

For the expo. the state of Washington constructed the Good Roads building. This building showcased the cars that competed in the contest. They had the latest road building machines on display and there were exhibits showing the different types of highway materials and scale models of how these materials were applied to the roadbed.

The Good Roads building after the fair was used for different events throughout the years until 1961 when the building burned to the ground.





The 1909 Alaska Yukon & Pacific Exposition



The Good Roads Building

Planning the Event



Robert Guggenheim was able to persuade the A-Y-P Expo., the Seattle Automobile Club and the American Automobile Association to get on board to help promote and sponsor this event.

The purpose of this contest was to prove that an automobile can start on a trip to anywhere, from anywhere, and finish the trip. While the exposition will help promote the latest products related to the auto industry.

Most importantly this contest was to promote good roads and the idea of an ocean to ocean highway. Out west people generally didn't care much about the roads. But when these same people began to purchase the new machines they were quick to call for a change.

Now that the contest was approved, the contest committee of the Seattle Automobile Club was nominated to take charge of the event. Robert Guggenheim who donated the prize money and trophy became the chairman and referee. The other officers of the event included; Hon. Alfred Battle, Clarence Hanford, R. S. Eskridge, N. H. Latimer, W. K. Loose, J. B. Powells, Judge J. T. Ronald and L. A. Walker who acted as secretary.

The contest was open to all US and foreign autos and drivers. It was sanctioned by the American Automobile Association, who at the time had exclusive control over international auto events in this country.

The association had two demands; 1. That all prize money and trophies be guaranteed and 2. That the rules of the contest be submitted to the contest committee for approval.

The object of the contest was to reach Seattle in the least possible time having stopped at the various checkpoints to ensure good faith in following the official route. The rules were issued on March 16, 1909 and entrants had until May 15th to get their entry in.

The preamble of the race was; "That no trip is too arduous nor grade too steep to be traversed by the modern automobile".

The rules stated that cars may be fitted with any kind of body providing at least one seat be open for a news reporter who may wish to ride a short distance.

The second rule was that certain hotels along the route were to serve as checkpoints where the drivers had passports and these passports would be signed off by a contest official. This passport was to prevent contestants from shipping the car by rail or substituting drivers. Each member of the crew will have a card to be signed off at each checkpoint and then forwarded to the referee to verify they had travelled over the entire route.

The third rule is that anyone who had started on the car in New York may help drive. The fourth rule is that there will be no observers and the Technical Committee of the American Automobile Association will stamp each car as follows; The side members of the frame, front and rear axles, engine base and cylinders, transmission and steering gear.

Contestants will be allowed to replace parts without penalty except the frame. Such reserve parts must be stamped by the committee before the race starts and that one set must be stored in Chicago and one set in Cheyenne, WY.

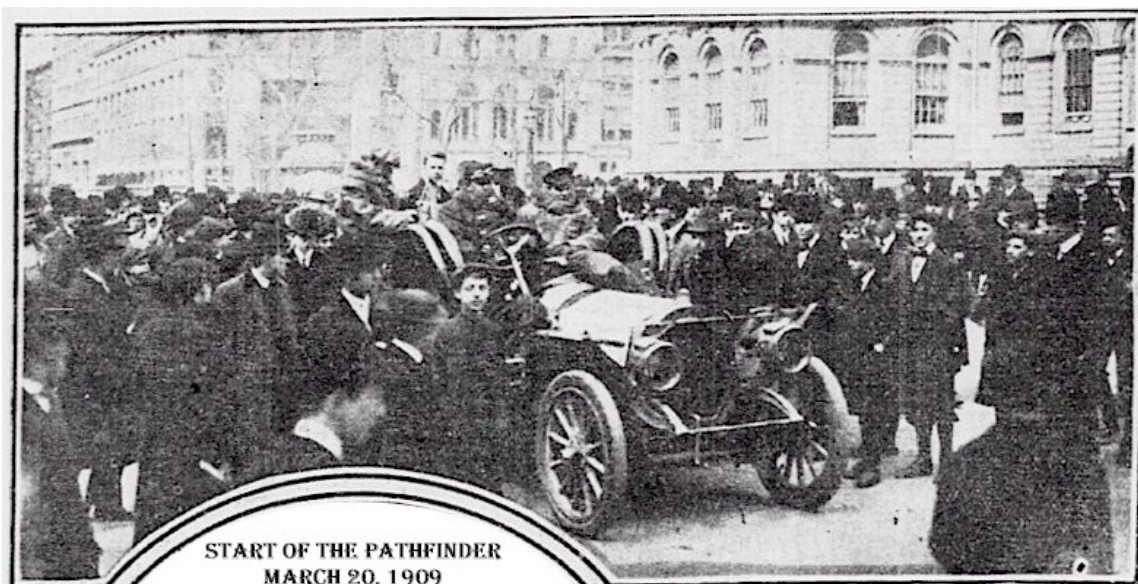
The Technical Committee will be in charge of these parts and they can only be obtained from one of these two places and must bear the stamps to be eligible for the winning prizes. Another rule was that no flanged wheels are to be used for driving on the railroad tracks.

The entry fees were; one car \$350.00. Two cars of the same make and owner \$600.00. Three cars of the same make and owner \$750 with each additional car \$100.00 of the same make and owner.

The winner of the race received the M. Robert Guggenheim Trophy and \$2000.00 in gold. Second place got \$1500.00. Third place got \$1000.00. Fourth place will get \$500 and the fifth place winner will get \$300.00.

The exception being that the third, fourth and fifth place prizes will not be awarded unless there are at least ten entrants and that the cars arrive in Seattle within seven days of the second place finisher.

In case a prize might be won by a car owned by an amateur they will have the choice between bullion or gold coin as the prize award. Entrants were warned to obey all traffic laws from New York to St. Louis. From there the rest of the way to Seattle was wide open to go as fast and reckless as one sees fit. If the road conditions will allow it.



The Pathfinder Begins its Journey



On March 10, 1909 the decision was reached on which car will take the role of Pathfinder. The famous Thomas Flyer was chosen. This was the car that won the New York to Paris endurance race of 1908.

The Thomas Flyer will scout out the route from New York to Seattle. George Miller who was the mechanic of the Thomas Flyer during that epic race is to drive the car to Chicago. They are scheduled to leave on March 15.

John Kane Mills was going to meet up with the car in Chicago and take over the path finding duties from there. John Kane Mills was the President of the Dragon Motor Company which was founded in 1906 and declared bankruptcy in 1908. At the last moment Mills had to cancel. George Miller would drive the car to Seattle.

On March 20, 1909 amid cheers, waving handkerchiefs and the shrieking of automobile horns the Thomas Flyer with George Miller at the wheel departed from the New York City Hall at noon.

The starting of the pathfinder became a municipal event. Mayor McClellan of New York presented a letter to the pathfinders that was to be given to the Mayor of Seattle. The letter said that Mayor McClellan wishes, on behalf of the people of New York City, all success to the Alaska Yukon & Pacific Exposition and to the people of the state of Washington.



As word spread of the departure time, scores of auto enthusiasts and well wishers converged on city hall and many of the autos were decorated with banners and flags. These machines lined up in front of city hall while the pathfinders had an informal meeting in the mayor's office.

George Miller's pathfinder crew consisted of; L. W. Reddington the route expert and pressman and who carried the mayors letter, C. W. Eaton mechanic and J. S. M. Ely photographer.

When the men came outside of the building after the meeting they were greeted with cheers and horn blowing.



Pathfinder preparing to leave

After the fanfare they proceeded to climb into the Flyer to begin the journey. Mayor McClellan was nominated to start the engine. Many autos followed the Pathfinders and it became quite a procession.

After a few miles the pathfinders stopped for lunch. This stop helped stir up more enthusiasm for the contest. After lunch they boarded the Flyer and it was onward toward Chicago. The procession began to dwindle after a few miles and then they were on their own.

The railroads even got in on the enthusiasm. They filed a rate with the Interstate Commerce Commission that cut eastern freight rates in half on the competing cars. They also guaranteed to ship their autos to Chicago in ten days. This was to help lessen the travel expenses of the contestants.

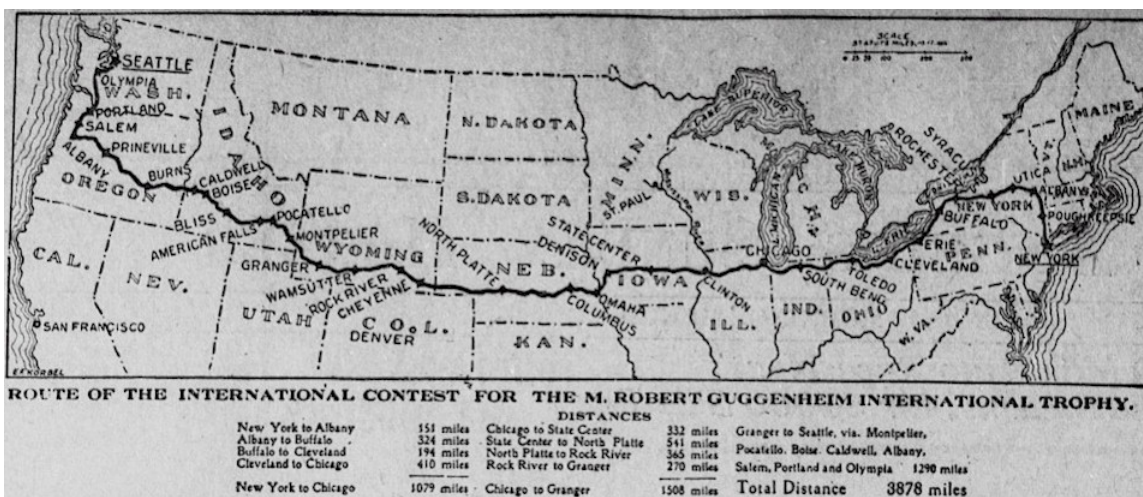
The newspapers were reporting that since this ocean to ocean contest was announced, it had resulted in more good roads activity than had taken place in the last six years.

News of the race is having every county in Washington which the race is going through, busy building and repairing their highways. Idaho is also busy making better roads for the contestants. Other states in the west will begin doing similar work once the exact route is determined.

On March 26, 1909, the Idaho Board of Supervisors sent an invitation to Robert Guggenheim to tour the western end of the route. He enthusiastically accepted the invitation for a "road trip" and promptly began to prepare to go east along the proposed route.

With a party of friends he took one of his big touring cars from Seattle and drove to Kent, WA to have the car shipped over the pass by rail to Easton. This time of year it is impossible to cross the pass due to the snow.

Then from Easton it was across eastern Washington inspecting the roads and making suggestions for their repair and to place signs to mark the path for the contestants. They planned to go as far as Green River, WY.



Map of the proposed southern route

The Contest Route



The contest will start in New York and go north to Poughkeepsie and then to Albany. From Albany the route will continue across New York state on the Old Iroquois Trail (This trail will become a part of the future Yellowstone Trail) to Schenectady, Rochester, Buffalo and on to Erie, PA. From Erie the route heads to Cleveland and finally reaches Chicago. From Chicago the route split from the future Yellowstone Trail and took a more southerly route.

Originally the route was to take a more westerly route from Chicago to Cheyenne, WY. On March 22nd the official route was published and it showed the route from Chicago to Clinton, IA. Then west across Iowa to Denison, IA and into Omaha, NE. Because of the thick gumbo on this segment it was decided to reroute the contest further south.

The new route leaving Chicago will go south through Indianapolis, IN and on to St. Louis, MO. From St. Louis it will go west to Kansas City, MO and then northwest to Denver, CO. From Denver it continued on what is to become the future Lincoln Highway to Granger, WY.

The promoters of the race cited a recent study of previous trips across the continent showing that there will be little difficulty facing the contestants until they reach Granger, WY.

They were not implying that the roads to Granger are smooth asphalt or concrete, but that the motorists will at all times recognize that what is in front of them is a road and cannot be mistaken for a lake, sand pit, granite quarry or a plowed corn field.

They also warned that from Granger westward the conditions change and the Rockies and Cascade ranges must be crossed and the available routes are at best in bad shape. Snoqualmie Pass in June can have snow as deep as 30 feet. Because of difficulties in crossing the passes some of the promoters wanted the route to take an even more southerly course.

This suggested route from Caldwell, ID would go westward through Oregon to Burns, Prineville, Salem and then north up to Portland. From Portland it would go north to Seattle following the old military road and Cowlitz Trail.

The committee finally decided on the route northwest from Granger, WY. The official route will follow the Old Oregon Trail from Pocatello, ID and then to Walla Walla, WA. From Walla Walla the route will follow the old military road to Ellensburg then along the Cascade Wagon Road which was the precursor to the Yellowstone Trail to Seattle.

The reason for this decision is because the Washington State Legislature appropriated \$120,000.00 to repair the roads in eastern Washington over which the contestants will travel.

The mapping of the route was not without controversy. Motorists from Utah and California protested vigorously to the Automobile Club asking assistance in changing in the route.

L. S. Gillham of the Salt Lake City, UT *Goodwin Weekly* writes. "The official course had been issued and it left Utah and California off the map. The entire route from Omaha west is over territory without the least possible interest for the general public, or buyers, as well as the automobile dealer.

Across Nebraska, the course skirts Wyoming through the lower portion, crosses that state and through Idaho and enters Washington. Utah, Nevada, Colorado and California are not even touched, and all of them are better fields commercially than any of those states through which the course is laid.

While it is true that this race is not primarily for boosting purposes, the prospects for publicity will draw many manufacturers to it, and it is only fair to ask that the course be changed to a route that will do some good."

Although the protests were heard the route remained unchanged. The appropriations of money by Washington and Idaho to help build and repair the roads for the contestants sealed the deal.

The Call for Good Roads and a National Highway



This event had revived the long projected idea of a national highway across the continent. Letters were being written by motorists to their congresspersons to introduce a bill that would extend national aid to the states that would build the links for this new highway.

It was expected at the time that the War Department would look into sending an officer along with the contestants to view the possibilities of transporting troops by automobile across the country. This wouldn't happen until 1919 when the Motor Transport Corps Convoy left from Washington D. C. for San Francisco.

The good roads movement had the support of Senator Simon Guggenheim of Colorado. Senator Guggenheim was the uncle of M. Robert Guggenheim. In November 1909 after he returned from a trip to Europe Senator Guggenheim spoke to the Colorado State Legislature and said;

"The Colorado Legislature should appropriate \$1,000,000 at every session for several years to come, to improve the public highways of this state. I have just returned from Europe where I learned the value of good roads."

"Colorado would have a larger share of tourist travel if our roads were good so that tourists could go out and view the country at their leisure. Good roads will bring good country hotels. If we can show off the state to our eastern visitors it will be easier to sell our land and to increase the population."

The transcontinental highway had the support of motorists. On April 17, 1909 a motorist told a reporter; "Such a highway would be of the greatest benefit and could be completed in five years."

"With the present effectiveness of the motorcar, it would provide a means of transportation which would do more to populate the fertile plains of the west than would many railroads, as such a highway would be connected with innumerable branch roads tapping towns lying within a radius of one hundred miles."



The Ford Motor Company



As enthusiasm of the event began to spread during the month of March, news of the race had reached the offices of the Ford Motor Company. As soon as the announcement of the contest was placed in Henry Ford's hand. Ford realized the potential of the publicity that would come from such an event. It was a chance to prove his automobile's superiority.

On April 12, 1909 Henry Ford, President of the Ford Motor Company who also was a member of the American Automobile Association's Technical Committee announced that Ford would be entering a pair of 20 horsepower machines.

Henry Ford wrote a letter stating his opinion on the event. "This is the first real contest ever promoted. It is the biggest thing ever pulled off in the history of the industry. It is the first opportunity given Americans to appreciate the real possibilities of the automobile."

"After it's conclusion the manufacturers will know more about building cars than they could learn in a hundred of common garden variety endurance runs, and the average everyday buyer will learn more about cars than in a dozen years of ordinary events."

"The rules governing this race are the fairest ever devised and the men responsible for them are to be congratulated for their ability. The best car wins, and that is more than can be said of the average race or contest."

"I am going into this to win of course, but there is another reason too. This race will show up the weak points of the car. When weak points are penalized the observer may neglect to report them. If you ever took an endurance contest you to what I refer."

"I can see no good reason for withholding sanction. I am surprised at the action. It seems to me every manufacturer having faith in his product will welcome this chance to prove it. I can appreciate why the man with a car which he felt was not particularly good might condemn such a contest, but manufacturers of reliable cars ought to be glad of the chance to publicly demonstrate their worth when off the paved streets of their town."

"And I feel that there will be abundant support tendered to this contest. But if there is not another entry, if therefore the contest is given up, there will be two Model "T" Ford cars start from New York on June 1st for Seattle."

"It should be a stock car event. Our cars will be stock cars, for we are entering to learn how to make better cars. All this talk about a race is nonsense. The endurance runs offer more racing than this contest."

"But the endurance run gives ten hours to take a five hour ride, and so gives ample time for repairs, few of which are ever known to the judges. A pleasure trip? No; give me a

time schedule every score perfect contest for that, but there is no pleasure in a four thousand mile run across the continent."

"But there is plenty of reason for keeping most cars out of such a contest. The publication of a list of contestants will show what manufacturers have faith in their product."

"Incidentally it will prove how many makers of high priced cars are willing to put them to a test against the low priced light weight cars we will enter. It is a test of manufacturers faith as well as car superiority."

On April 15th in the *San Francisco Call*, a short article was printed questioning Henry Ford's decision to enter the contest as interesting considering the recent decision of the Manufacturer's Contest Association not to sanction the event.



Henry Ford with a Model "T"



On the Trail of the Pathfinder



The Pathfinders were still chugging along and they reached St. Louis on April 17th. That evening they were the guests of honor at the Automotive Dealers and Manufacturers association's annual banquet.

Everyone at the banquet were so excited that St. Louis was selected to be a part of the route and the attendees raised \$1000.00 on the spot as a prize for the first contestant to reach St. Louis.

The Pathfinder sent reports back to New York about the road conditions as they drove along the route. One report said that eastern motorists would be envious of the fact that the worst roads that they have encountered so far were in New York.

They reported that the roads between Chicago and St. Louis except for a 20 mile stretch were the best overall. While driving over the badlands, little trouble was experienced. The remarkable thing about the trip so far was that the Thomas Flyer has performed exceptionally well considering the battle scars it got from the New York to Paris race held the previous year.

As the pathfinders were nearing Rawlings, Wyoming the Flyer it had been raining and the road was miserable. It was getting dark and they were tired. The thought of a dry hotel and warm meal began to hang on their minds. It wouldn't be long till Rawlings.

The going was slow through the mud and the driver became worried about the road conditions and then the Flyer got stuck in the mud. Nobody felt like digging the car out but to get to that hot meal and warm bed made them forget about the muck and the car was dug out. They made it to Rawlings on the evening of April 19th.

As soon as they entered town, Road Commissioner Ernest Sundin of Rawlings sprang into action and gathered 50 men in which half were transient to tackle the job of making the road passable for the pathfinders west of Rawlings.

He told the pathfinders that during the past few weeks three bridges had been washed out, lakes have formed over the road and altogether the situation is worse than it has been in the past twenty years. A large lake had formed further west of Rawlings which will block the car so it will be necessary to bump the ties for a few miles as a Union Pacific special.

If it wasn't for the Commissioner's quick actions and the men springing to the call, they would have been stuck in Rawlings for a week.



The ABC's of the AAA, MCA & ACA

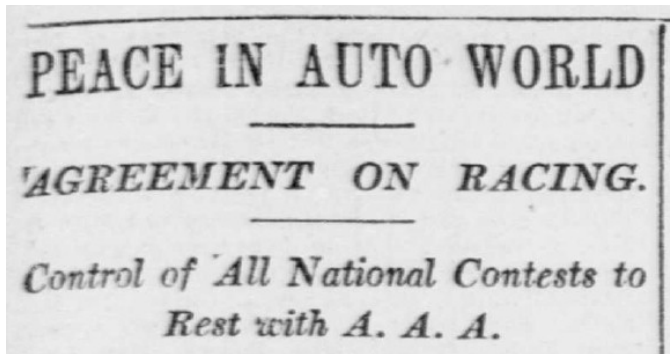


In the early days of auto racing, there were no uniform rules governing auto races. There were few race tracks so organizers would use the public roads to conduct the races. Obviously this created problems with the local law enforcement and the local communities.

People became angry that these loud automobiles would rip through their towns with no thought for safety. There were groups who petitioned for better laws that would make the public safe from these metal death dealers.

There were some unscrupulous organizers who could potentially ruin this new sport. Because of these issues it proved that the need for a uniform set of rules for an organization to regulate the sport.

The problem in getting this to happen was that there were two organizations that were competing for that authority. The American Automobile Association (AAA) and the Automobile Club of America (ACA) were both fighting for this privilege.



On February 10th the AAA and ACA came to an agreement that the AAA will control all national events and the ACA will control all international events. Also at this meeting the Manufacturers Contest Association (MCA) was formed comprising of 35 domestic and foreign auto makers.

On March 30th a Manufacturers Contest Association meeting was held. At this meeting the MCA refused to grant a sanction to Guggenheim's ocean to ocean contest.

They argued that the entry forms characterized the event as a "race" which will encourage the violation of laws concerned with speeding as the event will be over public roads and the association does not condone the breaking of traffic laws. They also feel that because of the flagrant violation of the traffic laws this will not help promote the advancement of the sport or industry.

Regardless what the MCA thought about the event it didn't really matter. The next day a statement was released that said \$5000.00 has been raised and deposited with the \$2500.00 that Robert Guggenheim had deposited with the contest committee. This will insure that the contest will be held. The popularity and excitement for the event also assured that the contest would take place. By April 4th twenty cars have entered the contest.

In mid April the event promoters may have been trying to sway public opinion when they issued a public statement specifically stating that the rules have been changed at a meeting on April 6th to agree with MCA recommendations. The MCA shot back saying that there was no meeting on April 6th and that the statement issued was misleading.

The association went on to say that the MCA has not made any recommendations whatsoever concerning changes in the rules governing this contest. They also explained that at the only meeting regarding this issue was held on March 30th when the members declined the sanction.

However the AAA which sanctioned the event, defended their decision because of the fact the contest was an international event and otherwise should be sanctioned. The ACA also sanctioned the event.

While the controversy surrounding the sanctioning of the race was ensuing. The Pathfinder arrived at Rock Springs, WY at 2 pm on April 23rd. An hour later they left for Green River, WY. As the pathfinder was approaching Bitter Creek a few miles east of the Point of Rocks, the Thomas Flyer was engulfed in quicksand.

It took fifteen section men to get the car out of the muck. The next morning the car again became stuck in quicksand a few miles west of the Point of Rocks. This time it was pulled out quickly. Guggenheim got word of this and decided to ship a car to Boise that will meet up with the Pathfinder in Pocatello, ID. They would escort the pathfinders to Seattle.

On April 26, 1909 Robert Lee Morrell, Chairman of the contest announced some rule changes. The rule regarding replacement parts was amended to read that any car having to replace any of the stamped parts and finishes the race will be awarded a Certificate of Performance and not be eligible for the prizes.

In hopes of appeasing the MCA, Morrell also announced that the cars will be controlled from New York to St. Louis and six twelve hour control stations established at the following points. Poughkeepsie, Syracuse, Buffalo, Toledo, Chicago and St. Louis. The winner of the race will be credited with the three days consumed by the control period.

The following schedule is laid out in due regard for speed laws in the various States. No contestant will be allowed to check out of a night control point before the advertised time. Any car that arrives at a control point late will not be allowed to leave until the control period of 12 hours has elapsed.

After leaving St. Louis there will be no rules regarding speed. The organizers figured that the road conditions were so bad that none of the contestants would be able to travel very fast.

The Route Schedule

	<u>Mileage</u>	<u>Leave</u>	<u>Date</u>	<u>Arrive</u>	<u>Speed</u>
New York to Poughkeepsie	73 miles	1 pm	June 1	6 pm	14 mph
Poughkeepsie to Syracuse	207 miles	6 am	June 2	7 pm	16 mph
Syracuse to Buffalo	150 miles	7 am	June 3	5 pm	15 mph
Buffalo to Toledo	296 miles	5 am	June 4	8 pm	19.7 mph
Toledo to Chicago	244 miles	8 am	June 5	9 pm	18.7 mph
Chicago to St. Louis	283 miles	9 am	June 6	Midnight	18.8 mph

On May 5, 1909 Chairman Morrell made another announcement that the attitude of the AAA toward the race has not changed as a result of the reports that some auto manufacturers had written to President W. H. Holmes of the AAA asking that the sanction be withdrawn.

Chairman Morrell said that he was told by the AAA that the sanction will not be withdrawn and that the club will see that the contest is properly conducted. The club will also make sure all prize money is awarded, as the prize money has already been deposited with the club.

The Route Takes Shape



By now checking stations from Seattle to Pocatello, ID have been established and the stations are located between 75 to 100 miles apart. All the checking stations were in the prominent hotels of the town so that the drivers would have no problem finding the checkpoint official.

Now that the route from Seattle to Pocatello has been laid out by M. Robert Guggenheim all that Pathfinder Reddington and crew of the Thomas Flyer have to do is check on the route mileage and make any minor changes if needed due to the warmer weather.

On March 8th some Walla Walla auto enthusiasts held a meeting and quickly formed a temporary automotive association. The club was open to any automobile owner who lived in the county. The purpose of the club was to promote good roads and the enjoyment of the automobile. The club also wanted to be sure Walla Walla would be ready for the contestants.

On April 6th a party of Seattle Auto Club members headed by Clarence Hanford started out and headed east in their automobiles to Walla Walla to meet up with the Pathfinder when they arrive there.

Their plan was to make the trip without using the railroad. This meant for the caravan to drive south to Vancouver and then east along the Columbia river to Walla Walla. They had reached Walla Walla on April 15th.

After meeting with the Walla Walla auto club and local city officials, Hanford and a party of delegates boarded a train and travelled to Granger, WY. There they will meet up with the pathfinder when it arrives.

Hanford plans to speak with county officials in the towns along the way to ensure they will have the roads in good shape when the racers pass through. After the Pathfinder arrives in Granger the delegates will then travel back to Walla Walla jump in their cars and escort the Pathfinder to Easton, WA.

City Commissioners and road overseers all along the route have travelled along with the Pathfinder to find the trouble spots in the roads and get them quickly repaired. The promoters boasted that after this event the nation will have a coast to coast highway of almost perfect roads.

Governor James Brady of Idaho and William Spry of Utah were in Seattle the week of April 11th and visited the expo grounds to select the site for the buildings that their states were going to construct for the expo.

The evening of April 14th Gov. Brady met with Robert Guggenheim and discussed the route the contest was to make. The governor convinced Guggenheim to map the course through Pocatello and Boise and a few other towns. He assured Guggenheim that those towns would have the roads in great shape when the contestants arrive in June.

On April 16th the Pathfinder arrived in Granger, WY caked in mud but otherwise in good condition. Clarence Hanford and delegates from Seattle were there to meet the crew when they arrived. The delegates were told by the crew that this event, with the Pathfinder coming through these towns and informing them of the contest that is about to take place. Has have made the people aware of the need for good roads.

It was April 23rd and the Pathfinder had just reached Green River, WY. They were a week late because of the muddy roads they had to slog through. They are hoping that good roads lay ahead and they can make up some time.

They reached Cokeville, WY on Monday April 26th. J. W. Reddington was in need of a break and he let William Bourne take his seat. Bourne was going to ride with the Pathfinders until Soda Springs, ID. Reddington will take the train to Pocatello, ID and meet up with them there. After they dropped off Reddington at the depot, they proceeded to Semsen's Ranch There they got some rest and something to eat.

The ranch was about 14 miles NW of Cokeville at the bottom of the Sheep Creek Divide. The next morning they set out for Montpelier, ID. As they began to climb the hill the car stalled out. The engine didn't quite have the power needed to make it over the top. So they returned to the ranch and had a team of four horses pull the car up over the divide.

After a 22 hour drive the Pathfinder reached Montpelier on Tuesday April 27th at 12:45 pm. They stopped in at the Burgoyne Hotel and had dinner where they told of the bad weather and the miserable roads all the way from Medicine Bow. The town was excited to learn that they will be one of the checkpoints during the contest. At 3:15 pm after topping off the gas and oil they sped off for Soda Springs, ID.

Everything seemed good and the car was running smoothly. The road was a little better than the usual muck. They had made it as far as Georgetown on Tuesday April 27th when their luck changed. The car broke down as they arrived in Georgetown.

The nearest auto shop was in Montpelier 11 miles back. They had a shop in Soda Springs as well but it was 18 miles away. So they decided to hire a team of six horses and have them tow the Thomas Flyer to Soda Springs. This would save time than to go back to Montpelier. They were able to fix the car in Soda Springs and they continued on to Pocatello.

On April 28th the Walla Walla Auto Club issued a statement explaining that they have formed an organization and by-laws committee to work out the details for a permanent club.

On May 3rd The Walla Walla *Evening Statesman* ran an article chastising the newly formed Walla Walla Automobile Club because the organizers have been dragging their feet and have taken 2 months so far to get the by-laws written so to make the club permanent.

The newspaper was telling the organizers to get the ball rolling before the pathfinder shows up and speeds through town. Walla Walla was the 6th largest town in Washington at the time and they didn't want smaller North Yakima to out-do them.

They were also worried that Walla Walla would miss out on a great opportunity to showcase their town as one that is ready for anything. They warned that North Yakima is planning a big event to welcome the pathfinders to their town when they arrive.

The Pathfinders limped into Pocatello, ID on May 1st. They were worn out from the drive and the Thomas Flyer was a bit worn out as well. When the Pathfinders saw the escort car waiting for them they all sighed in relief.

The car, was an Allen-Kingston with a high powered 67 hp engine which set a record of a mile in 45 seconds and a top speed of 80 mph. They all had no doubts this car will have no trouble escorting the them to Seattle.



ALLEN-KINGSTON "GUNBOAT" CAR.

The car would be driven by Guggenheims personal chauffeur Elbert Bellows with O. C. Jacobson who was a publicity man and was documenting the trip for a future journal. After a short rest the Allen-Kinston with the Pathfinder limping behind took off toward Twin Falls, ID.

Just west of Pocatello they encountered a giant waterspout that washed them off the road. Then after a few hours further down the road the Thomas Flyer got buried in the snow and they had to ask the railroad to send over a gang of men to help dig the car out.

The Pathfinders barely made it to Twin Falls, ID on May 3rd. The Thomas Flyer had suffered too many breakdowns and was in desperate need of repairs. They wanted to keep going as they were afraid if they stopped the engine it would never start again. They just kept pushing forward worried that the next bump might stop the car in it's tracks. They just focused on the Allen-Kingston ahead of them and kept on going.

When they got to Hagerman, ID on May 4th the Thomas Flyer could go no further. They had to send for parts so they were "dead in the water". The decision was made for the Allen-Kingston to continue on. They will be doing a publicity campaign for the Pathfinder informing the towns along the route that the Pathfinder will soon be coming through..

As soon as the Pathfinder left New York, the towns all along the way used the telegraph to keep each other informed of the car's progress. The towns along the route would receive regular updates. It made the telegraph office a busy place with people coming in at all times during the day asking for the status of the Pathfinder.

On May 5th the towns east of Boise had not received any word of the Pathfinders whereabouts. No mention of a waterspout or that the Pathfinder was left behind in Hagerman.

Walla Walla wired ahead to see if anyone had heard from them. La Grande said they had not seen them. Baker City reported that they hadn't seen them either. They said they have people out looking for them.

There was a rumor that they were somewhere in southwest Idaho and the roads were so bad they are shipping it by rail. Although nobody has seen it on the train. Pendleton reported that they had not seen the Flyer yet and they were not sure if it was to come through town.

The Allen-Kingston had arrived in Boise on Friday May 7th, while the pathfinder was still broke down in Hagerman. After meeting with the Boise Auto Club the racer was invited to participate in a local auto speed event that they had sponsored. Bellows couldn't pass up on a chance to show everyone the power of the 67 hp engine and agreed to participate.

By the end of the meet the Allen-Kingston had ran a mile in 1.02 minutes. The car did a 5 mile run in 5 minutes and 20 seconds and they did the 7 mile run in 7 minutes and 33 seconds. A great time was had by all but the crew had to say good by and get back on the road to Seattle.

By now Clarence Hanford of the Seattle Auto Club was back in Seattle and reported to the club on his trip. He told them that the route has now been mapped and checkpoints have been set up from Seattle to Granger, WY.

Hanford said he will return to Walla Walla next Saturday May 15th to help the Flyer over the Blue Mountains. He also said that will be people all along the way that can help them out if they get stuck.

The Allen-Kingston had arrived in Baker City the evening of May 8th. As they were coming into town a policeman pulled them over and Bellows was arrested for speeding. Soon the local townsfolk found out what happened and rushed to the station. Marvin Chandler was able to assure the Police Chief that they would pay the fine imposed on them. The Chief decided to let them go.

Bellows was released and thanked Chandler for helping him. They decided to stay the night in Baker City because of the loud exhaust the Allen-Kingston makes. It sounds like machinegun fire and it scares horses. They did not want to risk a runaway horse while driving at night and draw unneeded attention from the police.

They sped through La Grande the afternoon of May 9th, they were hoping to cross the Blue Mountains and be at Weston by the evening as officials of the local auto club were to meet with them.

The evening of May 9th the temporary Walla Walla Automobile Association met at the Commercial Club. Every motorist in town was there and the body quickly voted to make

the organization permanent. The officials were elected and they began planning the welcome of the publicity car and the Pathfinder.

It was the evening of Sunday May 9th and before the town had settled in for the night when what sounded like a machinegun could be heard in the distance. People began to stop what they were doing and look toward the sound.

They were told about the Guggenheim racer coming to town and that the engine sounded like a machinegun. In an instant everyone knew what it was and they started to run toward main street to greet the big racing car with that high performance engine.

The sound grew louder and louder. Then a pair of headlights appeared in the distance and the racer came roaring into town, it was 8 pm. When the car came to a stop in front of the Commercial Club they were quickly surrounded by hundreds of people eager to catch a glimpse of the big car.

Earlier that day word was finally received on the Pathfinders whereabouts. They had arrived in Boise on May 8th and it was feared that they would have to quit because the car was in such bad shape. They said that the trip started too early in the season and they experienced nothing but hardships along the way.

Washouts and soggy gumbo slowed them down. The mud would cling to the car and doubled it's weight. The Pathfinder underwent some minor repairs and is expected in Walla Walla on Tuesday May 11th.

Elbert Bellows, talked to reporters that evening at dinner. He said that people all along the route were very enthusiastic about the coming of the Pathfinder. He also found that people were very willing to repair their roads for the passage of the contestants this June. He noted that the attitude toward the automobile has changed for the better in the last few years.

On May 9th the President of the Alaska Yukon & Pacific Exposition sent letters to all the governors of the states that the event will run through. The letter explained the object of the contest and that it will help make the people of the country aware of the latest achievements of the northwest.

This will then encourage the making of good roads in that territory and to continue the progress that has been made since the first wagon train in the 1840's that crossed the mountains in search of the Pacific Coast. He then goes on to say that the Alaska Yukon & Pacific Expo. is supporting this contest and urged cooperation and good will all along the line.

The Allen-Kingston reached Prosser, WA on May 9th. A. R. McLean of Prosser was hired to be the pilot. They also picked up O. C. Jacobs who was a representative of Seattle. He will ride with them to the expo grounds.

The Allen-Kingston arrived in North Yakima at noon on May 9th. The car attracted considerable attention on the streets and a semi-official welcome was extended by Mr. Henry of the North Yakima Commercial Club.

The crew of the Publicity Car were treated to a lunch at the club and then afterwards left direct to Ellensburg with hopes of reaching Easton by evening. They were told that Snoqualmie Pass is closed to autos so they will need to ship the car by rail to Kent when they arrive in Easton.

Lee Tuttle was chosen to pilot the car to Ellensburg and they arrived on Monday afternoon May 10th. After a short stop Mr. Dickson took over as pilot and they sped off. The Allen-Kingston made it to Easton that evening. The car was loaded on a Milwaukee Road auto carrier and shipped to Kent.

From Kent the Allen-Kingston began the last leg of the journey. They drove north to Renton Junction and then into Seattle. They arrived in Seattle on Tuesday May 11th. The arrival in Seattle was a subdued affair as all attention was given to the Pathfinder now that it was back on the road.

On Wednesday May 12th, W. H. Bathiany of the Walla Walla auto club issued a statement to all motorists to call him by noon tomorrow and get the gathering place and time. They had just received a wire that the Pathfinder had left Boise at 9 am and arrived in La Grande at 1 pm. and should be at Walla Walla by evening.

The Inland Auto Company of Walla Walla sent J. D. Lamb to the Umatilla River. He was supposed meet the Pathfinder and escort them to Milton (in 1909 Milton and Freewater were still 2 separate towns.).

Fifty automobile owners in Walla Walla gathered at Alder and Second at 4 pm on Thursday May 13th. They then paraded to Pendleton where they will meet up with the Pathfinder.

Word was received in Walla Walla that the Pathfinder left Pendleton at 1:30 pm they had met up with the 50 autos waiting for them and they all made it to Athena at 2:45 pm without any problems. At Athena they met up with six more auto drivers from Walla Walla. After a quick greeting and a shake of hands they sped off for Milton at 3 pm.

They arrived in Milton and were greeted by more autos. J. D. Lamb who was sent to meet the Pathfinder got 3 punctures on the way so he had to wait for them in Milton. After a quick greeting they were all finally off for Walla Walla.



Walla Walla the Final Leg



Having traveled a distance of 3780 miles, through mud, fire and water, the huge Thomas Flyer touring car arrived in Walla Walla the afternoon of May 14th at 5:20 pm after having been on the road for 55 days.

The car was covered with a thick coating of dust and labeled from end to end by the enterprising concerns in the various towns along the route. The war battered machine presented a veteran-like appearance.

Its arrival into the heart of Walla Walla was heralded by the blowing of whistles and the cheers of hundreds of people who lined the street to catch a glimpse of the roadster which had been having such a hard time for the past 10 days.

The party consisting of George Miller, C. W. Eton, J. S. M. Ely and L. W. Reddington, were given a royal welcome to the city by members of the Walla Walla Auto Club and their friends. They held an informal reception in their honor.

At the reception Reddington spoke to the club and said. "The trip was made from New York to Cheyenne, WY, in 19 days. In Wyoming we were greeted with the news that the state had just experienced the greatest deluge of rain on record within 20 years".

"Of course I could not say how long it's been since they had such rain fall, but I can say that if they had it very often Wyoming would be washed off the face of the map in a few months. It seemed to us that half the state was under water and we would constantly get stuck and work for hours each time to get it out."

"In Wyoming they had to build three bridges in one day. While in other parts of the state we had to cut sage brush hourly. We were about 100 miles out of Pocatello when in crossing a bridge, we discovered too late that the far end had been washed away. Machine, men and all went off the end of the bridge, a fall of about five feet".

"That was when our first serious accident happened. After working for hours to get the Thomas out the creek we found that part of the steering gear had been broken. The gear has caused us many days of valuable time".

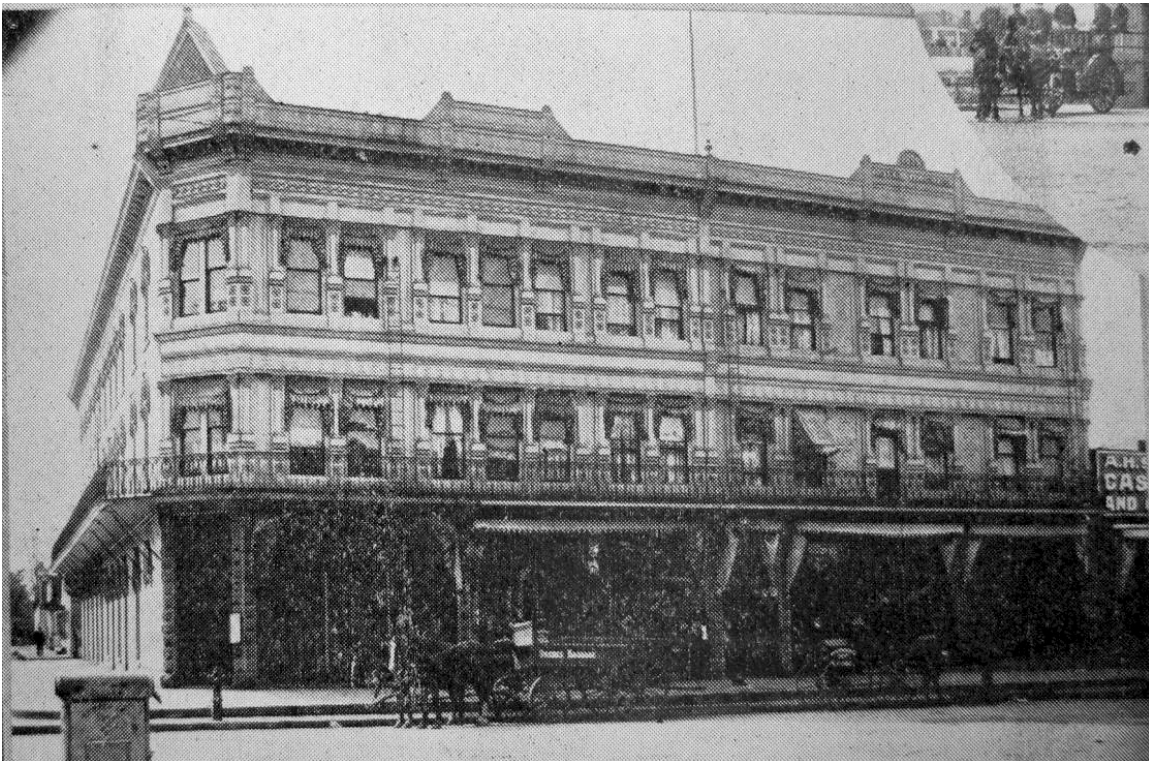
"That 100 miles to Pocatella, where the nearest machine shop was located, was the longest 100 miles I had ever traveled up to that time and I would have lost heart. I suppose, if I had known what was in store for us just a little further on".

"Well it was necessary for us to make three trips to the machine shop. 100 miles distant, before the gear was put in shape. Later on when we were on the desert 87 miles from Twin Falls we hit a rock and the same part of the gear broke again."

"This time two of us walked 15 miles to the nearest farmer's home, Then drove 12 miles to a railroad and after that rode 60 miles to Twin Falls. where the nearest machine shop was located. On our run through Wyoming we struck a sink hole and there we remained for 30 hours".

"We tried to get the car out ourselves, we then had to hire three teams, but they could not move the car. Finally We went back to the nearest town and had sixteen workmen come out who, after working for hours cleared the machine".

After the reception they stopped at the Dacres Hotel for a meal and a bed. The hotel was one of the checking stations where the racers will present their passports.



Dacres Hotel 1905

The Thomas Flyer had been thoroughly overhauled and was in the best condition since it left New York. At 3:00 pm on Saturday the 15th the Pathfinder left Walla Walla to continue it's journey to Seattle. The crew is confident that the car can make it with no problems and they hope to reach Seattle in three days.

Before the Pathfinder left Prosser late Sunday afternoon, a phone call was made to the Yakima Auto Garage that the Pathfinder was just leaving for North Yakima. Fred Chandler and Lee Tuttle immediately made ready to meet the travelers at Zillah. Jack Maher's new six-cylinder Franklin, carrying B. L. Cushman, driver; Jack Maher, Fred Chandler and Harry H. Andrews of the Herald.

Lee Tuttle in a new Chalmers-Detroit carrying Thomas Martin, Murray B. Miles and A. C. Cook with driver Armstrong and driver Jimmy Roaf with a party of friends in a little four passenger Oldsmobile all started for the lower valley town of Zillah, WA.

It is a little more than 20 miles to Zillah from North Yakima, and the trip was made in 45 minutes. The big Franklin car made good time and it is doubtful anybody has made a faster trip on a Sunday afternoon.

Murray Miles forgot his wad of chew and Tom Martin vowed that he would not ride so fast again over these roads and if he had his choice between that and a clean \$1000 he'd take the cash in an instant.

But when it was all over and everybody safely landed In Zillah Tom felt better about it and Murray removed an extra wad of chew from under his coat lapel and everybody was happy, in anticipation of the Pathfinder's arrival.

The Pathfinder pulled into North Yakima Sunday evening May 16th shortly after 10 pm. The party was well taken care of at the Yakima Hotel and the car was parked in the garage of the Yakima Auto Company until it left for Ellensburg early Monday morning. The party is supposed to reach Seattle on Wednesday.

The Yakima Auto Company received a wire from driver Miller late on the night of May 17th which stated that they had arrived at Easton and that arrangements had been made by the Milwaukee Road. to carry them through the Snoqualmie Pass, which is still filled with 15 feet of snow and fallen trees.

The Pathfinder Arrives in Seattle



The initial plan of the Seattle Auto Club was for everyone to meet at Pioneer Square and then they would make a caravan to the rail yard. At the last moment it was announced that everyone meet at the Milwaukee Road Kent auto loading facility by 1 pm.

After the car was unloaded and inspected they all paraded to Seattle lead by The Allen-Kingston and then the Pathfinder along with about 100 automobiles. They arrived in Seattle at the expo grounds at 3 pm May 19th and were greeted by over 1000 people. The scene was chaotic and everyone was running toward the racer and the Pathfinder.

At the base of the Alaska Monument Mayor Miller welcomed Reddington and path finding crew. Reddington then handed over the letter from the New York Mayor he had carried from the start.



The Pathfinder arrives in Seattle

The letter from the Gotham City read; "Dear Sir; I send honor to you and the officers and directors of the Alaska Yukon & Pacific Exposition by the path finding automobile that is leaving our city today the best wishes from the people of New York for the success of the exposition and congratulations on the great educational work which the state of Washington has undertaken for the people of the Pacific Coast".

Reddington then gave Seattle Postmaster George F. Russell a letter from Postmaster Frank Wyman of St Louis, MO and another letter from Joseph Riddle of Rock Springs, WY they both wished all the success to the exposition.

Reddington then spoke about some of the hazards they experienced during the trip. Snow drifts and flooded roads in Montana. Places where small lakes had formed and the road would disappear under the water.

He then talked about how they ran into some gunfire. "One day as we were driving along some farmland in broad daylight, the car was hit by a stray bullet. We immediately stopped the car and jumped to the side opposite of the gunfire and waited for more bullets. We thought somebody was angry because of our speed.

"After a few minutes we heard a farmer yell out to us, "Are you guys alright?" We then realized we were not the target and nervously stood up. We found out that a sheep farmer

was just shooting at a coyote. He apologized and said he shouldn't have shot across the road."

Reddington then went on to say that the man who wins this transcontinental race will not be the one who breaks speed records, but who is able to keep his machine running and use his best judgment in getting out of a bad situation.

That evening a banquet was given in honor of the Pathfinder crew. It was held at the Washington Hotel Thursday May 20th.

The dinner party consisted of the following; R. S. Eskridge, chairman, Gov. M. E. Hay, M. Robert Guggenheim, Mayor John F. Miller, J. E. Chilberg, L. A. Nadeau, James A. Wood, William Sheffield, Welford Beaton, W. P. Trimble, H. W. Treat, A. S. Kerry, Judge J. T. Ronald, Clarence Hanford, J. B. Powles, W. K. Loose, N. H. Latimer, L. A. Walker, F. P. Goss, C. B. Blethen and Kenneth Beaton.

During dinner Judge J. T. Ronald likened the trip of the Pathfinder to the expedition of Lewis and Clark. "The Lewis and Clark expedition would have opened up a national highway," he said, "save for the fact that the railroads came and the people were led to believe that wagon roads were unnecessary. Lately they have come to see that the wagon roads are needed as feeders for the great lines of railway."

Then the topic of Clarence Hanford was brought up. He was the one who worked the hardest to get the route to go over Snoqualmie Pass. If the route went further south it would have made Portland, OR the first port city instead of Seattle.

Judge Ronald then suggested that the route from Granger, WY to Seattle should hereafter be known as the "Hanford Route" and everybody at the table applauded and agreed with the proposal.

Miller told the guests that the Snoqualmie Pass route was better than the route he took during the New York to Paris race that took him through Portland, OR last year.

Reddington then stood up and said that the way he saw it was that the Snoqualmie Pass route over the Cascades is a feasible one and that eventually there will be a road across the continent, terminating in Seattle, what would become known as an automotive highway.

Reddington then said: "There should be no reason that there isn't a ocean to ocean highway from New York to Seattle and the Pathfinder has done much to hurry along this idea. Every portion of the country which we rode through will by the time the racers come through will have better roads than they ever did before."

"Everyone we met was interested in the race. One instance was Commissioner Sundin of Rawlins, WY who informed us when we got to town that beyond Rawlins three

bridges have been washed out, and that it was absolutely impossible for us to proceed further.

It was while we were holding a council of war, Commissioner Sundin showed up and said;" "There's no use of you fellows trying to get out of here tonight, just rest till Monday morning and tomorrow I will get a crew of 50 men and 20 teams and fix the road so that you can pull out bright and early on Monday."

So they waited from Saturday night until Monday morning. On Monday morning Commissioner Sundin helped pilot the Pathfinder 40 miles over a road that had been impassable before Saturday but now is a freshly graded road with 3 newly built bridges.

Pathfinder driver George Miller then stood up again and said; "Tourists believed that to reach the Coast it was necessary to strike southwest from Granger, WY, toward San Francisco. Our experience has shown that a better route lies towards Seattle. The going is better and with the improvements now being made, the roads will shortly become popular with tourists."

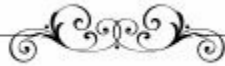
No race up this point in time has had as much controversy as this ocean to ocean contest. Salt Lake City's *Goodwin's Weekly* who was sore about the route not going through Utah wrote; "That in our opinion that from the entries received the contest will be at best a warmly contested run."

They contend that the race has fizzled down until it does not amount to much. They further state that because the large manufacturers refused to enter cars and as a consequence most of the interest in the contest was killed. The *Weekly* finally takes one last jab at the contest by saying; "Not very much was lost in the action, either, for the course selected for the contest was not at all to the liking to the majority of the states to which the race will pass."



The Thomas Flyer in Seattle

The Trophy



In mid May the contest for the trophy design was selected from over 116 entrants. A silversmith firm from San Francisco was awarded the prize of \$250.00 and will make the trophy for a cost of \$2000.00.

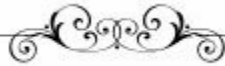
The trophy was 42 inches tall and weighed in silver and gold more than 500 ounces. The cover represents the northern hemisphere. Polar bears suggestive of Alaska, are shown in the panels. Below is the name of the cup and on the case is a wreath of laurel with gold sprays holding a large nugget of Alaskan gold.



The Guggenheim Trophy



The Drivers, Owners and Autos



When the race was first announced, it had been expected that there would be at least fifty entries. At one time there were 35 cars promised. Italian auto maker Isotta-Fraschini was one of those who promised a car and crew of four and had said that all arraignments had been made to get the car to the race from Italy.

C. W. Kelsey had just finished a test of a Maxwell 30 hp 4 cyl. engine. This engine was made to run nonstop for 9411 miles. Kelsey had offered to put this engine into one of the cars that entered in the race.

When reports of the road conditions began to surface. Stories of the gumbo mud in the central west, the deep sands of Idaho and Wyoming, the mountains west of Colorado and the snow over Snoqualmie pass had began to quell the enthusiasm of the event.

A few days before the closing of the entry period on May 15th, only 13 contestants had entered. These were the following makes of cars. Ford, Acme, Stearns, Simplex, Shawmut, Thomas, Renault, Franklin, Welsh and Garford. There was hope that by the day of closing a Züst, Matheson and a Benz would be entered.

Guggenheim blamed the poor showing on the antagonism of the Manufacturers Contest Association, and the fact that the Thomas Flyer pathfinder car had taken more than two months to reach Seattle.

The first to enter the race was the Simplex Motor Company. The car was a 50-horsepower Simplex stock car. The only change from the regular stock model in the construction of the machine is the gear ratio.

Owing to the low gear equipped on the car, it is said to have a maximum speed of not more than forty miles an hour. Efforts are being made to have George Robertson, who has made world records in twenty-four hour endurance track races, to drive the car in the race. It is said that assurances have been made that a private owner is also to enter a Simplex car in the run.

Mr. Broessel of the Simplex Automobile Company, said yesterday that one of the big arguments against the foreign cars had been that American cars were built to use on American roads, and that he wanted to show that the Simplex could cross this continent in a strenuous contest and get to Seattle in perfect condition. He further said that the rules were satisfactory to him and he had trust in the sponsors to make sure that the contest would be properly conducted.

The second entry was from Oscar Stolp and his private Stearns Automobile. He will be accompanied by H. Davis Webster who has had experience in long distance travel. Mr Webster stated that the greatest difficulty in long distance runs had been the tires. Not

only are punctures and blowouts disagreeable but the wrenching off pneumatic tires in deep sand is dangerous.

The Stearns crew decided to use solid tires. In order to ease the vibration caused by the solid tires an equalizing lever suspension will be used. This equalizer consists of a horizontal lever working against a vertical spring.

At the time there was a rivalry between the Stearns and Simplex companies. The performance of these autos was to be watched with much interest.

F.B. Stearns, President of the Stearns Motor Company, protested bitterly when Oscar Stolp, a private individual who had purchased a Stearns Model 30-60, entered it in the competition.

Stearns said; "As manufacturers we are not at this time in favor of any transcontinental race," the president wrote his customer, he would not directly or indirectly support such a race, or support any of the owners, either financially or by establishing repair stations, the lending of mechanics, or other assistance.

Stearns claimed a person would have to spend between \$15,000 and \$20,000 to match the rival automakers with "fully equipped factory organizations" who were willing to bare any cost "to get their car to Seattle in record time." "I cannot advise you too strongly," Stearns wrote, "against attempting to make this run."

President H. M. Sternbergh of the Acme Motor Co. agreed with Robert Guggenheim's view that this race would help promote good roads. Sternbergh said that this transcontinental contest would "demonstrate the durability and strength of American cars, but it will call very general attention to the terrible road conditions throughout the country.

"Local roads needed to be improved, but the primary promotional goal of the ocean to ocean contest was to advertise the need for a national highway across the continent. It is a source of everlasting disgrace."

Sternbergh goes on to say, "that in an enlightened and civilized country like the United States why there is no transcontinental highway connecting the states of the two seaboards." Acme and Ford were the only American car makers to endorse and enter a car in the ocean to ocean contest.

As the start of the race approached many of the contestants began to withdraw. It appeared that the Ford's would have no competition. Henry Ford however decided to make the run, race or no race. He figured that this was his chance to prove the worthiness of his automobile.

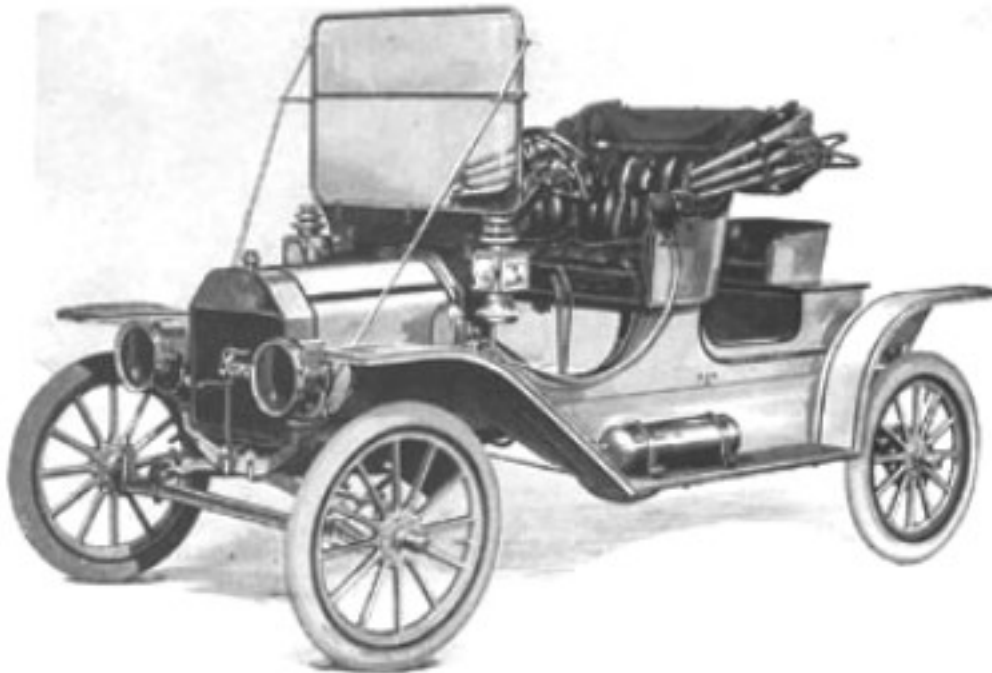
By race time on June 1, 1909 only four entrants remained, four American cars and one Italian car. The Stearns, the fifth entrant was having problems with the car and plan to stay in the race if they can finish the repairs in time.

The Descriptions of the Cars



Car No. 1 was a 20 hp Ford Model "T" 4 cyl. driven by Frank Kulick with H. B. Harper as alternate driver.

Car No. 2 was also a 20 hp Ford Model "T" 4 cyl. with B. W. Scott at the wheel and C. J. Smith as the alternate driver. The crews of the Fords wore khaki suits and had their baggage concealed under a canvas cover behind the two side by side seats. Both of these cars were equipped with Firestone tires and weighed 1200 lbs each.



1909 Ford Model "T" Roadster

The classic Ford logo, featuring the word "Ford" in a stylized, cursive script font.

Car No. 3 was a Stearns Model 30-60 4 cyl. 40 hp and weighed 4600 lbs. The 30-60 rode on a 120-inch frame. It had a massive T-head four-cylinder engine with the cylinder block cast in pairs.

The Stearns was an exceptional early car that was manufactured in Cleveland thru 1911 at which point it then became the Stearns-Knight equipped with sleeve-valves. This is the mid-sized model and the 30-60 designation was the HP it produced on one or both of its carburetors two barrels fully open. The 30-60 was produced from 1907-1911



1909 Stearns Model 30-60



Car No.4 was a 6 cylinder 48 hp Acme and weighed 3500 lbs. The car was entered by the Cordner Motor Car Company. The only 6 cyl. in the contest. George Salzman drove the car and Fay Sheets was the alternate.

Jerry Price was mechanic and J. A. Hemstreet was also a member of the crew. The car was painted white and had an extra large fuel tank. The Acme was equipped with Firestone tires and the crew wore khaki suits.



1909 Acme Roadster

Acme

Car No. 5 was a Shawmut 4 cyl. 40 hp and weighed 4500 lbs. The Shawmut also painted white. T. A. Pettingill was driver and Earl Chapin and Robert Messer were the alternate drivers.

The car had a sign reading Boston-New York-Seattle and was equipped with Diamond tires. The members of the crew looked like they were taking a drive in the park as all of them wore ordinary business suits.



The 1909 Shawmut with T. Arthur Pettingill the driver, Earle Chapin is the mechanic, and F.A. Meier, Superintendent of the Shawmut Motor Company in back.

SHAWMUT MOTOR COMPANY

901 BOYLSTON STREET

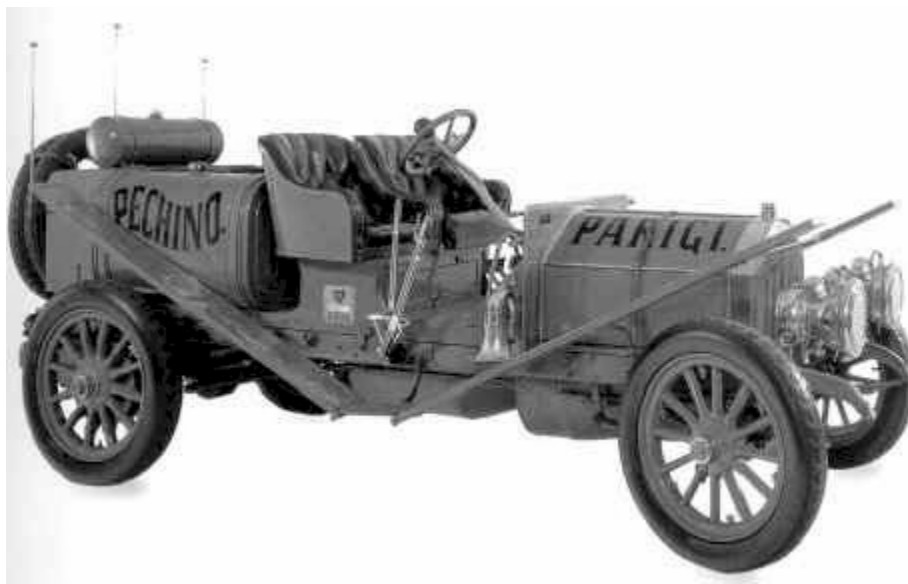
BOSTON : : MASSACHUSETTS



Car No. 6 was an Itala 40–60 hp 4 cyl weighing 4600 lbs. The car is painted gray with Gus Lechleitner at the wheel. His companions were F. B. Whittemore and Elbert Bellows. Lechleitner and Bellows wore khaki suits and Whittemore was dressed in corduroy.

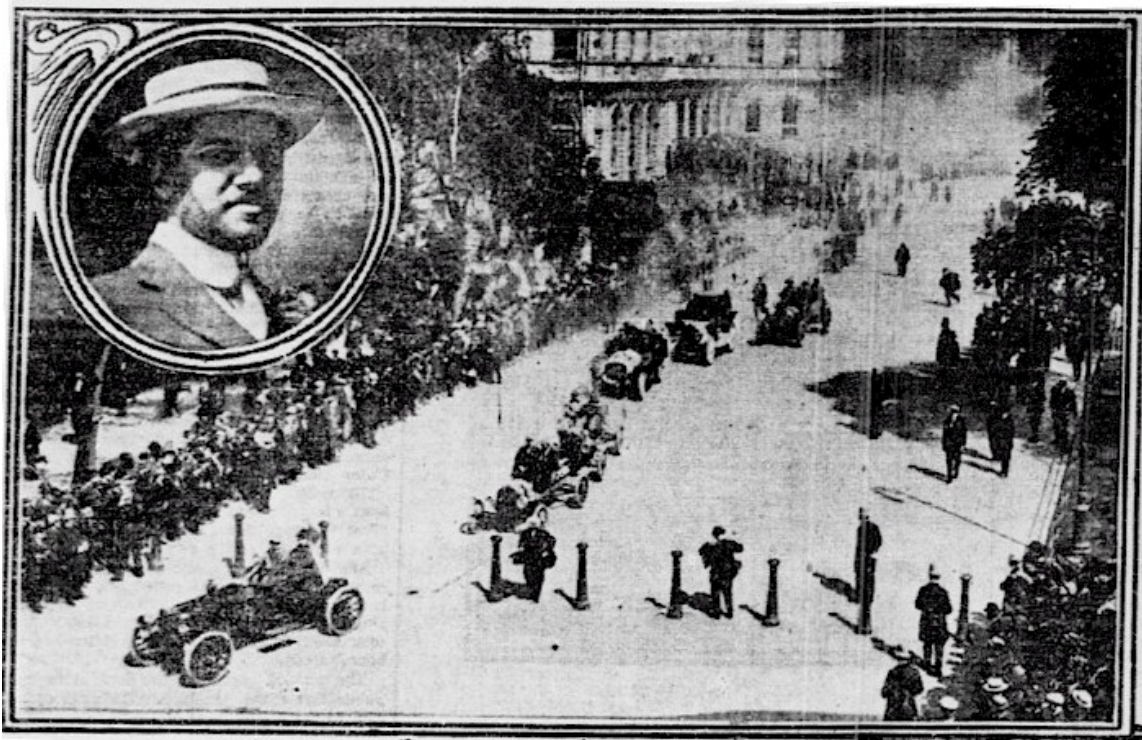
Whittemore wore a feather in his felt hat that attracted considerable attention during the ride up Broadway. The Itala was equipped with demountable Continental tires. Robert Guggenheim owned the Itala and it was the only foreign car that entered the competition.

The Itala was also the only car that showed much sign of being prepared for rough roads by a brand new shovel prominently displayed at the back. The crews of the other cars said they did not care to pack along the necessary gear required for rough road driving rather to wait until St. Louis because they anticipate good roads until after they leave the Missouri metropolis.



1909 Itala





Start of the Race with Robert Guggenheim (inset photo)

The Start of the Contest



At 1 pm on June 1st, 5000 spectators had gathered to watch the start of the race. Police had cleared the front of the City Hall building for the contestants along with a number of escort cars. A table was placed at the top of the stairs where a telegraph key was placed.

This telegraph was connected to one in Washington DC whereby President Taft would press the button that would start the ocean to ocean contest and Alaska Yukon & Pacific Exposition simultaneously.

When the signal by the President was received in New York, Mayor McClellan fired a gold plated revolver to start the contest. The gold plated revolver was presented to him by the Exposition Officials and the Seattle Automobile Club.

The good natured Mayor posed for the photographers before the start standing bareheaded with the revolver held aloft and the bright sunshine glittering on the big, gold plated badge of his temporary office as official starter.

Robert Guggenheim stood by his side while the photographers snapped away. Everyone was anxious for the signal from the President for the start. Finally at four minutes after 3:00 pm, the signal came and the Mayor raised the pistol and fired.



At the sound of the pistol the engines gave out a roar and the great cars leaped forward at the touch of the drivers hands and feet. While the thousands who had gathered cheered and waved flags. One of the most grilling contests for speed and endurance in the history of American automobile had begun.

The engines of the contestants were started just before 3 pm to make sure all the cars would begin at the same time. The parts for the Stearns had not arrived in time so they were not able to start.

T. F. Moore, manager of the race and Lieut. O'Rourke of the NY Police were seated in the back of a Yellow Cab which was the first car of the procession that turned onto Broadway and headed for uptown.

Before the start, Lieut. O'Rourke reminded the contestants that at least until they were out of town, that this was a parade and not a race. He was there to make sure no contestant had the urge to go faster then the posted speed limit at least until they were out of his jurisdiction.

Directly behind them was a 6 cyl. Ford Model "K" 6-40 roadster driven by Fred Teves, in which was J. H. Gerrie, a representative of the contest committee for the Automobile Club of America and the official pacemaker for the contestants as far as St. Louis. The car paraded up Broadway with tremendous interest from the people lined up and down the boulevard.



At the start of the contest

New York to Chicago



The first afternoon's run was to Poughkeepsie. They arrived at 7 pm on June 1st without incident. The cars entered town with only 20 minutes separating the first and last car.

Although the scheduled hour to arrive was 6 pm, the Pacemaker under the authority of the ACA found it impossible to keep to that schedule and extended the time to 7 pm. The contestants will start out for Syracuse in the morning.

Wednesday's journey was from Poughkeepsie to Syracuse, a distance of 200 miles. State roads were traversed for nearly all the way and good progress was made. There was some wandering from the course, but all five cars reached Syracuse in good shape.

On Thursday June 3rd, the run to Buffalo was made, 190 miles from Syracuse, The racers began to arrive in Rochester, NY. The first car arriving at 11:45 am while the rest came at intervals throughout the day. The next report came in and this time the cars arrived in Buffalo at almost the same time on June 3rd at 4:15 pm. So far there was no difficulty in conforming to the schedule.

Now it was on to Erie, PA where the first misadventure occurred. On the morning of June 4th Ray Sheets the driver of the pilot car was arrested for speeding. An overeager policeman caught him and insisted that he be taken to the station. Bail was furnished and the race resumed. Subsequently the contestants had to stop and wait for Sheets to get out of jail before they could continue.

After the fiasco with the law, the cars were able to reach Cleveland the afternoon of June 4th. Buffalo to Cleveland is 196 miles and the two Ford cars made it in seven hours and thirty minutes, these cars passing all contestants and arriving at Cleveland one hour and fifteen minutes ahead.

Quoting Pacemaker, John Gerrie; "The tenacity of the little Ford contestants was an eye opener to me" said Mr. Gerrie. "Though I made the pace in a six cylinder car that took the grades as easily as the flats I found it impossible to ever to get away from the little competitors. On the famous Tribes Hill in the Mohawk Valley and the heartbreaking Camillus Hill near Syracuse, Ford car No. 2 actually beat the pacemaker to the top."

The fourth day's run was the longest and most exciting so far. Our goal was to get to Toledo, OH, which is 300 miles from Buffalo. The afternoon of the 4th in the poring rain all the racers left for Toledo at 1:30 pm. The last 125 miles to Toledo was a slog through the mud. Here the light Ford cars had the advantage, they arrived in Toledo ahead of schedule. The only cars to arrive on time and four hours ahead of the Shawmut, which was the next to arrive.



Entering Cleveland

The cars arrived in Toledo the evening of June 4th with all the cars leaving for Chicago the next day. The two Fords left at 8 am and the others had to wait until 11 am and 11:30 am due to them having to wait for the control time.

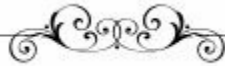
It was June 5th when the Stearns made it off the starting line. It was pouring down rain as the Stearns began to leave. Driver Stolp said he expects to catch up to the rest of the cars by Kansas City.

The officials decided to relax some of the time constraints as they figured the Stearns crew had done everything they could do to get the car started in time. Unfortunately the Stearns crew gave up before they crossed the New York State line.

From Toledo to Chicago some of the car experienced tire trouble. This was the first time that the cars began to separate. The two Ford's reaching the Windy City by midnight. The other 3 were expected by morning. Charles Miller who owned a Ford dealership reported that on June 6th the two Fords were 12 hours ahead of the rest.

Misfortune overtook Lechleiter, driver of the Itala car, who became ill with diphtheria before reaching Chicago. Upon arrival there he was hurried to a hospital, and J. H. Gerrie, the Automobile Club of America representative accompanying the contestants, endeavored to secure permission to provide a substitute, but he was refused.

Chicago to St. Louis



The next stage of the journey was from Chicago to St. Louis, a distance of 353 miles. The roads to St. Louis were the worst roads of the run so far as it took the contestants more than 22 hours to cover the distance. The two Fords maintained their lead and entered St. Louis at 7 am, June 7th with the Shawmut a couple of hours later.

The Acme car was still a few miles out being repaired after a small accident. The Acme was quickly repaired and made it to St. Louis. They checked in at the Jefferson House a little before noon. They all are expected in Kansas City, MO on June 8th.

The Itala got stuck in the mud near Litchfield, IL on June 8th and the drivers were not able to move it for quite some time. When the car was finally pulled from the mud it was damaged in the process and had to be repaired before they could continue. The Itala arrived in St. Louis on June 9th. They told reporters they are the least bit discouraged and that they had no intention of dropping out because of the earlier accident.



The Official Pace Car

Leaving St. Louis at 8 pm on June 6th is where the real competition began. From St. Louis to Seattle the drivers may take any route they wish, provided that they check in at the following places along the way. Those checkpoints were at these towns; Centralia, KS, Manhattan, KS, Ellsworth, KS, Oakley, KS, Limon, WY, Denver, WY, Cheyenne, WY, Granger, WY, Pocatello, ID, Boise, ID and Walla Walla, WA.

On the western side of Missouri lay Kansas City. Most of this distance the roads ran from bad to medium, for there had been a great deal of rain the past few weeks.

At St. Louis, Pacemaker Gerrie stopped the pace making duties in accordance with the contest rules. The contestants said farewell to the pace car and now it was every car for themselves and now they could run as hard and fast as the men and machines could bear.

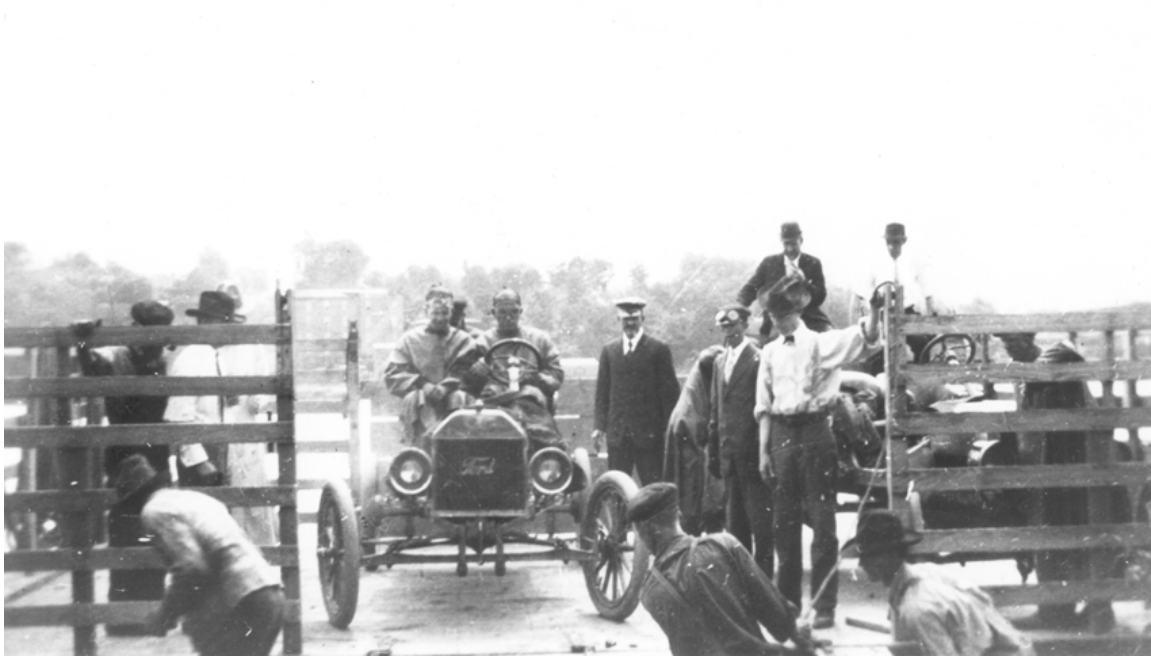
The first competitive move was by the crews of the two Ford cars. They quietly left for Centralia, MO, at 8 pm on June 7th, while the crews of the other cars were asleep. They were awoken at midnight and were told that the two Ford's have already sped off. The remaining crew quickly put on their clothes and ran to their waiting automobiles and began the chase after the Fords.

St. Louis to Denver



Kansas City was reached by the Ford's Tuesday evening, June 8th, having made the run in 20 hours and 40 minutes, a new record for a run across the state. The two Ford cars, arrived at 5.35 pm an hour before the Acme and the Shawmut.

The Ford's were the first to arrive at the Missouri River. They got extremely lucky and reached the ferry dock and boarded just before it was about to leave. The timing was great as the Fords were able to get aboard right before it was to leave.



The Fords Crossing the Missouri River

Between Kansas City and Topeka, the Shawmut took the lead as the Ford's were stuck in the gumbo. The Shawmut was able to avoid disaster and arrived there at 8:15 am on June 9th. One of the Ford's was only 30 minutes behind the Shawmut. There was no sign of the Acme. Leaving Topeka the Shawmut maintains its lead

Leaving Kansas City in the rain, the contestants encountered an almost continuous spell of rain for several days. Every day they had to wear rain gear and push through mile after mile of gumbo.

The road became monotonous from the continuous mud. This was frequently interrupted by having to cross a swollen stream because the bridge was washed away. The drivers were worried when doing this as the streambed could be quicksand and engulf the car up to its frame.

The Ford crews would be thankful for having light cars. A heavy car would have to resort to horses with block and tackle. The two men in each Ford car could pick up one end of the car, place the wheels on planks and proceed across.

In all this sticky clay, quicksand and the frequent wash outs, both Ford's never had to resort to outside help to get them out of the muck. They were able to get out of every difficulty without calling for help. Because of this fact, it helped change the course of the contest.



Stuck in the gumbo

Ford No. 2 had proceeded but a few miles out of Kansas City and was near Lawrence, KS when it had an accident which almost put them out of the race. About 11 pm on June 7th a heavy storm arose and the crew of Ford No. 1 decided to stop for the night.

To save time driver B. Scott in Ford No. 2 decided to push ahead and make Topeka. This proved to be a bad decision as the car slid in the mud and skidded down a 14 foot embankment into a stream, throwing both Scott and Smith into the water.

There the car lay until morning until the other Ford car came by to help. They were able to pull Ford No. 2 out of the gully and back on the road. The drop off the embankment bent the axle and it had to be repaired. Smith had to remove the axle and they carried it three miles to a blacksmith shop to have it fixed

There it was straightened out and they carried it back three miles and replaced it. They were off again but now they were six hours behind. Ford No. 1 made Manhattan, KS and Ellsworth, KS before car No. 2 and there they waited for them so the two Ford cars could proceed toward Denver together.

Manhattan, KS was the halfway point in the race to Seattle. The contest had now become a race to the Alaska-Yukon-Pacific Exposition. Four of the contestants were close enough together it is anybody's guess as who will win. The Shawmut was in the lead with the two Ford's on it's tail and the Acme close behind.



Slow go

Though the hardest part of the race is yet to begin. Every automobile owner will be watching to see how these machines will do over this last half. So far the contest has not had any major accidents.

The Fords were the first to leave Manhattan. But by the time the cars went through Ellis, KS, on the night of June 10th, the Acme was fifteen minutes ahead of the two Fords and the Shawmut.

The Fords had to stop at a garage in Ellis for slight repairs, and while those repairs were being made the Shawmut showed up in town. The Shawmut crew only stopped at Ellis for a few minutes and was soon in pursuit of the Acme. It took the mechanic's forty five minutes to make the necessary repairs and then Ford's started after the Acme and Shawmut.

It just kept raining, and not your ordinary showers, but hard pelting torrents of water that make it seem like the heavens opened up and poured it's contents out as floods. Roads ceased to be any thing but muddy trails and streams.

The fields provided better going than the highways. Mile after mile across this gumbo made fast time impossible. In fifteen hours on June 11th the two Ford cars covered 90 miles. Five inches of rain fell on June 10th and 11th.

On June 10th it was reported that the Shawmut and Acme leading cars had passed through Salina, KS although it was not reported as to who was in the lead. The next day the Shawmut was stopped by the mud and rain in Oakley, KS on June 11th. The crew said they wanted to make Denver by tomorrow morning. The other four cars are fast on their heels.

The first car to arrive at Limon, CO, on June 12 was the Shawmut, which pulled up at the checkpoint in that city shortly after noon, nearly an hour before the two Fords, which were running together. It was reported that the Acme went into a ditch and broke down a short distance outside of Oakley, KS. The Itala finally made it to Kansas City after digging themselves out of a ditch somewhere near Litchfield, IL

It was 35 miles east of Denver when both Ford's got stuck in quicksand in the bed of Sand Creek. They were 30 feet from shore and working in water up to their waists. If it wasn't for the light cars, they might have been there more than a few hours. They found a deserted pig pen and used the roof to shove underneath the wheels after the back end was lifted. They were able to get the cars out and continue onward.

The Ford car No. 2 was the first of the cars to arrive at Denver. It stopped in front of the checking station just before midnight on June 12th. Almost nine hours later the Ford No. 1 entered the "mile-high city," followed by the Shawmut. The Acme car was reported as being stuck in the mud east of Limon, CO, and the Itala was said to be west of Kansas City, MO.

Denver to Walla Walla



The Ford No. 2 and the Shawmut had left Denver at the same time. This time Ford No. 2 was able to skirt getting stuck and was now in the lead, but by only by 45 minutes. This part of the race became very tense.

On June 14th Ford No. 1 had just left Denver, and the Ford No. 2 was at Cheyenne. The car was being overhauled at a local garage and the crew was getting some needed rest.

About six hours was consumed by Ford No. 2 in getting through the Denver-Cheyenne leg of the journey. They arrived in Cheyenne on June 14th. after slogging from Greeley, CO. They travelled over roads which were nothing but rivers of mud.

Besides travelling axle deep in the mud, the crew was treated with several rain and hail storms. You can bet this did not help improve their comfort. The Shawmut was the second car to arrive in Cheyenne, checking in at 7.45 pm, fifteen minutes after the Ford No. 2.



After leaving Denver and during the next few days the Shawmut was able to overtake the Ford No. 2, and it maintained the lead all the way into Laramie, WY, Ford car No.1 arrived in Cheyenne through a hard hailstorm and over roads that were in frightful condition. They left for Laramie at noon.



Frank Kulick in charge of Ford No.1 knew what was ahead of them and decided to go over every part of his car to make sure all was in good order. This put Ford No. 1 in third, about six hours behind at Cheyenne, WY.

The skies were dark and it continued to rain. When it rains in Wyoming, it doesn't make much mud. It just pours down the mountain and cuts it's way across the road at intervals of about 50 feet. These ditches can run as deep as 2 feet and offer considerable difficulty to automobiles.

The Acme, at this stage of the race, was more than twenty-four hours behind Ford No. 1, having arrived in Denver at noon on June 14th, and leaving immediately after a hasty overhauling. No word was heard from the Itala.

Considerable hard luck was encountered by the cars in the contest on the fourteenth day out of New York. On that day the Shawmut was leading and the two Fords were trailing. The Acme car was stuck in the mud at Pierce, WY, forty miles south of Cheyenne early Tuesday morning, and it took all day all day to get them out. Later it was reported the Acme was stuck in the mud again after passing Nunn, CO.

It was interesting, however, to compare the time they were able to make compared to the railroad schedule. Leaving Cheyenne at 11 am they noticed the No. 3 train, the "fast mail" on the Union Pacific pulling out of the Cheyenne yard.

Laramie is 57 miles west of Cheyenne. The schedule for this train calls for arrival at Laramie at 2:15 pm. The train has to wind around the mountain and the automobile goes straight over them. They left at the same time as the train.

Five times they met along the way. Each time they caught the train the passengers increased their interest. They began to watch for them and wave when they whizzed by. They arrived in Laramie five minutes ahead of the train.

Rawlins, WY, was the next town and the Ford's were now first and second. To get into Rawlins necessitated using the railroad ties for a mile, this including the approach to the railroad bridge over the Platte River at Fort Steele. The track was not ballasted and the ties were 15 to 16 inches apart.

The 30 inch wheels hit every separate tie and it had a distinct and separate bump and each car came into Rawlins with a broken wheel. The wheel trouble cause them a twelve hour delay making repairs. Because of this they were now 2nd and 3rd.

Ford No. 2 spent the most of the night at Rawlins. leaving there at 6 am Tuesday morning the 15th. Six miles out of Rawlins the car broke down and had to be towed back to Rawlins for repairs.

Ford No. 1 reached Rawlins at 10 am Tuesday morning badly crippled, having broken a wheel while crossing the Fort Steel bridge. The Shawmut arrived at Rawlins at 11 am and left at noon on June 15th. Ford's No. 1 and No. 2 left Rawlins at 4:45 pm.



Carrying gasoline in a can, which the passenger held in his lap, and the car minus the oil and gasoline tanks, the Itala arrived at Kansas City, MO, on Tuesday June 15th. The tanks on the were shattered in a collision with a freight train at Glasgow, MO, early

Tuesday morning. All the working parts of the car, however, were in perfect condition and, after repairing it. started on its way westward.

The two Fords were again leading on June 16th, having reached Rock Springs, WY at 10.40 am. Ford car No. 2 was delayed nine hours repairing a wheel at Salem, WY six miles west of Rawlins. Ford No. 1 was still held up in Rawlins, due to the wheel that broke crossing the bridge..

The Shawmut passed the Fords at Rawlins and Salem, but it was delayed considerably at The Point of Rocks, WY twenty five miles east of Rock Springs, WY and the Ford's again took the lead. After spending two hours in Rock Springs, the Ford cars sped off. Immediately after their departure the Shawmut made it to Rock Springs and, after a short stop, continued in pursuit of the two Ford's.

The Shawmut took the lead again and arrived in Granger, WY at 6 pm on Wednesday night June 16th, they had gained 6 hours and was fully an hour ahead of Ford No. 2, and two and a half hours ahead of Ford No. 1. Ford No. 2 was the first to leave Granger.

The roads in that section of Wyoming, while dusty, were in fairly good condition, and the drivers were taking advantage of this by keeping their cars traveling as much as possible. The machines were apparently in good condition and each crew seemed confident of victory. At Rock Springs and Granger nothing was heard of from the Acme or Itala cars and it was thought they were stuck somewhere on the road.

Up to Granger, WY, the route had followed the path of previous automobile continental crossings, but from this point the other trips had been made via the southern route across Utah and Nevada and into California.

This route had been considered easier than the northern one into Seattle on account of the mountains to be crossed. It was hard enough for the settlers who made that journey using oxen and wagons. The route of this endurance race was the northern route. They left the auto trail at Granger, WY and started on the part of the trip which no automobile had made without the aid of the railroads.

At Opal, WY all three cars ran into a storm. They all decided to sleep there until daybreak. At Kemmerer, WY just as the Ford crew was finishing breakfast, the Shawmut crew came into the restaurant for breakfast. These encounters showed how close and exciting the race became from time to time.

But Kemmerer, WY was the last time Ford car No. 1 saw any competitor until the arrival in Seattle, and but for an accident at Cokeville, WY, Ford No. 2, would have seen no competing car again until the finish.

By continuous driving Ford car No. 1 made Pocatello, ID, on June 17th at 2:30 am. It was an exciting run into Pocatello from Montpelier, ID. Montpelier to Pocatello the rain was

heavy. After dark the Ford No. 2 was having to navigate the Nugget and Bancroft Canyons.

Some of the down grades were up to 1000 feet in length, with a grade averaging 30%. The roadway in places was six inches wider than the car tires and a slip means falling hundreds of feet onto the rocks below. You need a good steady, level-headed driver, or over the side you go.

Ford No. 1 was now nine hours ahead of the others and the car was running better than ever. They began to plan on what to do with their prize money. They should have saved their breath. After they hired a pilot, This “nut head” whose previous experience must have been largely connected to piloting schooners over the bar.

Or maybe it was just falling off the bar onto the floor. He was sure bone-headed and he certainly proceeded to get Ford car No. 1 lost. He led them into the north end of the desert where they averaged four miles an hour.

They finally overcame this when they lost the road again. That night they insisted the pilot forget about stopping and hurry toward Boise. They ended up sleeping in the sagebrush out on the plain, and out of gas and 35 miles off the road.

By the time they had walked three miles, pumped a hand car six more miles, flagged a truck and got a ride to Shoshone, ID, for fuel and oil. They were able to borrow a car and carry the fuel and oil back, got the car started and took off for Twin Falls, ID.



They had lost twenty four hours. On June 18th Ford No. 2 was now in the lead. The Shawmut was temporarily broken down at Bancroft, ID and isn't expected to leave until that evening. The Acme and Itala were nowhere to be found. Ford No. 2 made Boise first and received one hundred dollars for that. Ford No. 2 had made Wieser, ID, first and also Baker City, OR.

Also on June 18th and after partying late into the evening Robert Guggenheim was arrested by the Seattle police for driving through downtown Seattle in a "high powered auto" at a speed between 50 and 60 miles per hour. At first he told the police his name was "John Doe." After some words by the police officer he decided to comply.

He was then taken to police headquarters, where he deposited a \$50 bond to guarantee his appearance in court. He was asked to deposit only a \$25 bond but couldn't find any bills less than a \$50, he then remarked that it might as well be \$50, and put it up.

Meanwhile the Ford No. 2 left Baker City, OR on June 20th and encountered no mishaps on the way to Walla Walla.

Travel stained, bent and broken, with temporary repairs showing on every line of the framework. The driver weary and covered in dirt, the mechanic greasy and oil stained, the little Ford No. 2 the car everyone thought would never get this far, had taken the lead and had arrived in Walla Walla, WA on June 21st at 6:45 am.

The crew stopped at a restaurant and had breakfast while the car was taken over to the Inland Auto Garage for some slight repairs. That night at a dinner held for the Ford crew, Scott and Smith received the silver cup offered by *Western Motor Car* magazine for the first car to enter the State of Washington.

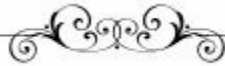
Inspection of the engine on the morning of June 22nd at the garage showed that the engine was in satisfactory condition except for a few minor details.

One of the Seattle Auto Club agents was in Walla Walla to meet the first car to arrive and was well pleased with the showing made by the little Ford. He said, however, that he would not be satisfied until they had arrived in Seattle as it was possible for them to lose out when within 50 miles of the city.

He acknowledged that the Shawmut would press the little cars hard and that there was great danger of it winning. The men traveling in the Shawmut car would not say if they would win as the Fords have two chances to the Shawmut's one.



The Ford No. 2 On the Last Leg



Ford No. 2 left Walla Walla at 8:15 am Tuesday morning June 22nd. Several hundred people lined Spokane and Alder Streets to catch a glimpse of the racer, and many were disappointed at the size of the buzz-cart. They had looked for a machine that would be bigger than the Pathfinder that came through here a few weeks ago.

Ford car No. 2 was being piloted by Archie Henderson as far as Prosser. When Mr. Henderson, returned from Prosser, he stated; "That no accident occurred on the way but that some parts were ridden with difficulty. Owing to the heavy sands, beyond Wallula, the car made slow progress, but as soon as better roads were reached, that made up for the lost time.

The Snoqualmie Pass was reached yesterday afternoon at 2 pm and though the distance through is only 35 miles, about 8 hours were spent in crossing the pass. Driver Scott told reporters that he expects to reach Seattle either tomorrow night or early Wednesday morning June 23rd. When Ford No. 2 left Walla Walla they were followed by a procession of autos.

Bert Scott the driver of Ford No. 2 spoke about the trip so far to a reporter before they left Walla Walla. "The long strain had been a nerve racking experience, that bad roads had added to the hardships and frequent breaks marred the pleasure otherwise derived from shooting across the vast area between New York and Seattle."

"Since making our start we have experienced almost every conceivable variety of accident. The machine is in fair condition despite what it had gone through, and without serious mishap will make the finish in record time."

"At times we have been compelled to use pick and shovel removing No. 2 from a rut or mud hole, and at other times breaks were encountered, delaying the progress. We planned to make Seattle in 23 days and if the roads are in good condition we should make the finish one day early."

The Shawmut reached Baker City, OR at 9 am on June 21st. The Acme car is at Bosler, WY, which is 25 miles west of Laramie, WY contending to a broken drive shaft. They were able to continue the race that afternoon. No word from the Itala.

Meanwhile Ford No. 1 was racing west and making excellent time. It was gaining and looking for second place. They stopped for nothing as they were determined to win. Their car was running better than when they started.

Each city had reported them as gaining. They crossed the Blue Mountains and entered Walla Walla and they found they had passed their rivals and were again second.

Ford car No. 1 and the Shawmut sped into Walla Walla within an hour of one another, and hundreds of people turned out to watch the battle scarred benzene carts ramble through the streets. Ford No. 1 came into the city at 6:05 pm June 21st, and while the Ford No. 1 crew were having lunch at the Dacres Hotel, the Shawmut, which is now third in the race came into town.

The Ford No. 1 left Walla Walla at 9:10 pm June 21st. Earlier the car had been run into the shop, where some axle and gasoline tank trouble was fixed and instead of leaving out the front and back past the Shawmut car again, they were let out a side door and took off.

It took the Shawmut crew 10 minutes to figure out what happened they quickly jumped into the car and took off after them. C. R. Tyson, of Wallula acted as pilot for the Shawmut from Walla Walla to Wallula. Between these towns they experienced considerable difficulty on account of sand.

Ford No. 1 broke down ten miles east of Touchet June 21, when several parts of the machine failed. Although there were several men working on the car it was several hours before they got it fixed. The Shawmut caught up to them and waved as they sped past them. The Ford crew wasn't able to fix the car and had to go back to the Inland Auto Company at Walla Walla for parts.

Ford No. 1 got lost after leaving Wallula. At Wallula, they hired another bone-headed specimen for a pilot. This road juggler lost them in what is known as the Horse Heaven Country, and when they should have been in Prosser, WA they were in Mottinger, WA a little stop on the S. P. & S. Now that they were way off the route, the crew of Ford No. 1 started to wonder if they took this guy out would anybody care.

They were forced to travel on the ties on the S. P. & S. for eight miles to Plymouth, WA. Part of the distance was through a dark tunnel and just wide enough for the single track. The road was entirely lost in the sand in that country and the sand drifts and blows with every puff of wind.

Then a sand storm began to rage around the Ford No. 1 crew. This lasted for hours. To have stopped anywhere in that desert for the night would have meant being buried in the sand by morning. In places it had blown piles as high as a three story building.

The Shawmut arrived in Wallula in record time last night from Walla Walla because they had hired a more competent local who helped get the Shawmut to the snake river crossing in good style.

Ford No 1 got though another day even though they got lost. They were again in third place. They made Prosser the next day and there they learned that Ford No. 2 came close to being destroyed by fire.

It was June 21st, Ford car No. 2, was leading the race, they almost never left Prosser. Last night the gasoline tank caught on fire and for a time threatened to burn the car up completely. The fire ball caused great excitement.

When the car arrived at Prosser at 7:30 pm and the men were filling the gasoline tanks a lighted cigar held in the hand of Editor Watson of the *Prosser Bulletin*, set the fuel on fire. Flames enveloped the car and it was only by the most heroic efforts it was saved. One of the drivers was slightly burned.

T. A. Pettingill driver of the Shawmut told reporters. "The racers were going on "nerve" alone now and that if it was to last much longer he would not be surprised if nobody would finish." He took the wheel Sunday afternoon at 1 pm, and his partner did not wake until yesterday about noon. He said neither he nor Robert Messer, would leave the car again until they reached Seattle and that they should pull in at some hour tomorrow night.

Bert Scott, who is driving Ford No. 2, has received over \$5000 as prize money as his car has been the first to enter the towns that were offering prizes for the first car to arrive.

The racers complained that they were being asked exorbitant prices for everything. This happened all along the route. One man who furnished one meal to the Shawmut crew and refused to take any payment for the food that was brought to them, but when the two journey worn men had finished themselves the delightful dinner they were handed a letter and upon opening it found a dinner bill for \$5.

While Ford car No. 2, was stretching it's lead, they arrived in North Yakima at 2:30 am in the morning with mechanic Charles Smith asleep in the car. After 2 hours, Bert Scott woke up Smith and they started out for Ellensburg. The car is in fairly good condition but the crew is exhausted by the long run. Ford No. 2 left Ellensburg at 7:40 am on June 22nd on its way to Snoqualmie Pass.

Somewhere west of North Yakima Ford Car No. 2 and the Shawmut car, are first and second respectively and fighting out the last round of the contest. The Ford car had 10 hours start out of North Yakima, leaving here about 4 am Tuesday June 22nd while the Shawmut did not get going until 2 pm.

The Ford No. 2 was at Easton at 2 pm, nearly 100 miles away and going strong. Since then nothing has been heard of it. Two hours after the Shawmut had left North Yakima and it was met 30 miles out of town by Wheeler Warren and Fritz Miller who were coming by auto from the hills. They told the crew that crossing the pass is feasible. Meanwhile the Ford No. 2 had to stop for repairs to a brake.



Neither car was making very good speed out of North Yakima. The leading car came through from Granger, WA at about 7 to 8 miles an hour. The Shawmut covered the same distance in less than half the time at the rate at about 20 miles an hour. West of Yakima, however, according to the news reports, The Ford was in the lead and speeding away from the Shawmut and was now on it's way the up the pass.

The pass was negotiated Monday June 21st by a Reo which came from Seattle and which carried P. J. Carson of San Diego, CA, a mine owner out in the Swauk district. Carson said; "there are but four miles of bad road", which he called a bog. The rest of the way is drivable. Carson took his auto on the tracks of the Milwaukee Railroad for a mile and a half and found it good traveling.

The Ford No. 2 machine will need all the lead it can get and hurry over the pass before the Shawmut gets to the top. Once they are on the down grade to Seattle, the Shawmut, which is the heavier and a more powerful machine, will speed to the finish and the little Ford will be helpless to catch it.

Another factor in the race which may factor into who wins is which route will they choose to get to downtown Seattle. There are two routes into Seattle, one by Renton, the other by Kirkland, The Renton route is longer, but the other requires a 50 minute 4 mile ferry ride. Anything could happen in these last 100 miles.

Henry Ford passed through North Yakima on Northern Pacific train No. 1 Tuesday June 22nd on his way to Seattle. He was met at the station in Yakima by two men from the West Side Garage who were formerly employees of his factory.

When they told him that Ford No. 2 was some 85 miles ahead and the finish is in sight. He said he would try to "bear up" under the news. The Shawmut now in Ellensburg tore out of there at high speed the night of June 22nd in a hopeless endeavor to catch up to the Ford.

The latest reports that came in on June 22nd said that the Shawmut car is now at the pass and Ford No. 1 is hot on their heels. Ford No. 1 left Prosser at 8:30 am this morning and though it is behind, it is expected by tomorrow morning June 23rd and that they hope to overtake the Shawmut and beat it into Seattle.

All of the men are utterly fatigued and are finishing the race on sheer nerve. According to Mr. Henderson, mechanic Smith was practically dead. "the little fellow would fall asleep as soon as the car was put in motion and would not awake for even the deepest ruts".

The Final Stretch



The finish of the race was watched with the keenest interest throughout the entire city. All morning long *The Star* newspaper's telephone was kept busy by people asking for bulletins on the race. The Ford No. 2 was traced from North Bend to Seattle and the interest grew with each town the Ford passed through.

At 1:30pm on June 23rd a report came in from North Bend that Ford No 2. blazed by at 10:55 am and that the Shawmut had not arrived yet. Reports did come in later and the Shawmut had reached Issaquah just 12 minutes behind the leader. Later this was found to be a rumor.

The Ford was met at Renton, several miles southwest of Seattle, by local automobile enthusiasts and escorted through a lane of people that crowded the business streets. The little racer, dusty and battered, looked anything but impressive in the company of the big bright touring machines of the escort. As the car drove up the street the crowd cheered and waved flags. The leader then tore out of Renton at 11:50 am.

As Ford No. 2 approached the city limits of Seattle, Fire Chief Bringhurst sounded his auto's siren to let the residents know that the racers will be coming through town and the race will soon be over.

The leader, under the escort of Chief Bringhurst, darted up the plank road over the tide flats, then up to Yesler way and down past Prefontaine Place to Second Ave crossing James St. at 12:36pm. Second Ave., Pike St. and other streets which the Ford will pass through had been cleared for the safe passage for them to get to their destination 4 miles away.

The curbs and sidewalks of downtown Seattle started to become full with people, and as the hour grew toward 12:30pm the throng swelled out into the street. Early reports had it

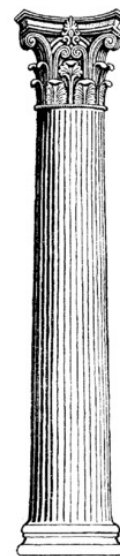
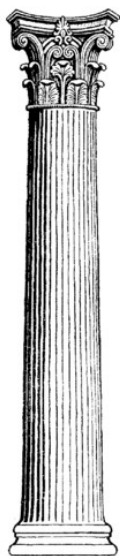
that the winning car would reach the city about noon, and as that hour passed rumors made their way up and down the streets that an accident had happened.

Then some one with a full grown imagination started a story that the Ford No. 2 and the Shawmut car had passed through Renton Junction running "neck and neck". There were many people informed by these bulletins that were issued throughout the city, these updates helped warn them of the approach of the racers.

Following these rumors came authentic reports of the whereabouts of Ford No. 2. After the Ford passed through Issaquah and Renton, the next reports came in from the Meadows, Van Asselt, and Georgetown. These reports aroused the interest of the throngs of people lining the streets.

Up Second Ave. the winning car went at a rate of 15 mph, and then when the Ford no. 2 turned onto Pike St. it was followed by a dozen or more Seattle autos,

The Chief's siren wailed above the nose of the crowds and traffic. Everyone's focus now was on the road as necks were stretched out looking for the little Ford. Thousands of people had crowded into Fortson Place (2nd Ave. and Yesler), when came the assistant's chief's auto and another fire department machine.



Large crowds waiting the arrival in Seattle

They were about two minutes ahead of the Ford. These acted as pilots and cleared the way. Then the Ford, closely following the fire chief's machine showed itself and the cry of "Here they come" arose from the thousand throats, and then it changed to cheering as this beat-up but gallant little racing machine Ford No. 2 along with its escort, sped through the narrow lane fenced with people at a speed of about 20 miles an hour.

The winning car was all covered in dust and was anything but attractive, but the crowd recognized her worth and the great trick she had turned in crossing the continent in just 23 days all under her own power.

The pace maintained 20 mph for the 4 miles it took to reach the expo gate. The scene at the exposition grounds was thrilling. The crowd began collecting around the gates shortly after 11am and got bigger and bigger until the big police car charged up to the gates clearing the way for the Ford.

The car stopped before reaching the fairgrounds and met with the welcoming officials who joined the procession to the gate. W. M. Seffield of the exposition formally extended the congratulations of the exposition to Bert Scott, the driver, and the other officials, with Mr. Robert Guggenheim and Henry Ford of the Ford Motor Company, crowded around the driver and mechanic and shook their hands.

The first word Scott had to say was a comment about the terrible roads he found in Washington. The happiest man of all was Henry Ford, the owner of the car. He met the Ford crew at the Snoqualmie summit last night and followed them in to the grounds.

The streets were blocked around the main entrance to the Alaska Yukon & Pacific exposition to such an extent that it was difficult for the Ford to force its way through.



Ford No. 2 entering the Expo grounds

First in line through the gates was the police, followed by a racing car, containing Robert Guggenheim, his wife and secretary. Next was the Ford No. 2 and as it arrived and

crossed the finish line at 12:55:35pm June 23, 1909, winning the transcontinental automobile race. The cheers of 15,000 people rang out and the waiting and watching for hours for a sight of the racer had ended

The car travelled from New York to Seattle in 23 days and 55 minutes. It was seriously delayed during the last 100 miles of the race by the deep snow in Snoqualmie pass through the Cascade mountains. The first words spoken by driver Scott when they arrived was that the drive over Snoqualmie Pass was the worst he encountered during the entire trip.



Ford No. 2 in Seattle. Henry Ford on the right and Robert Guggenheim at the left



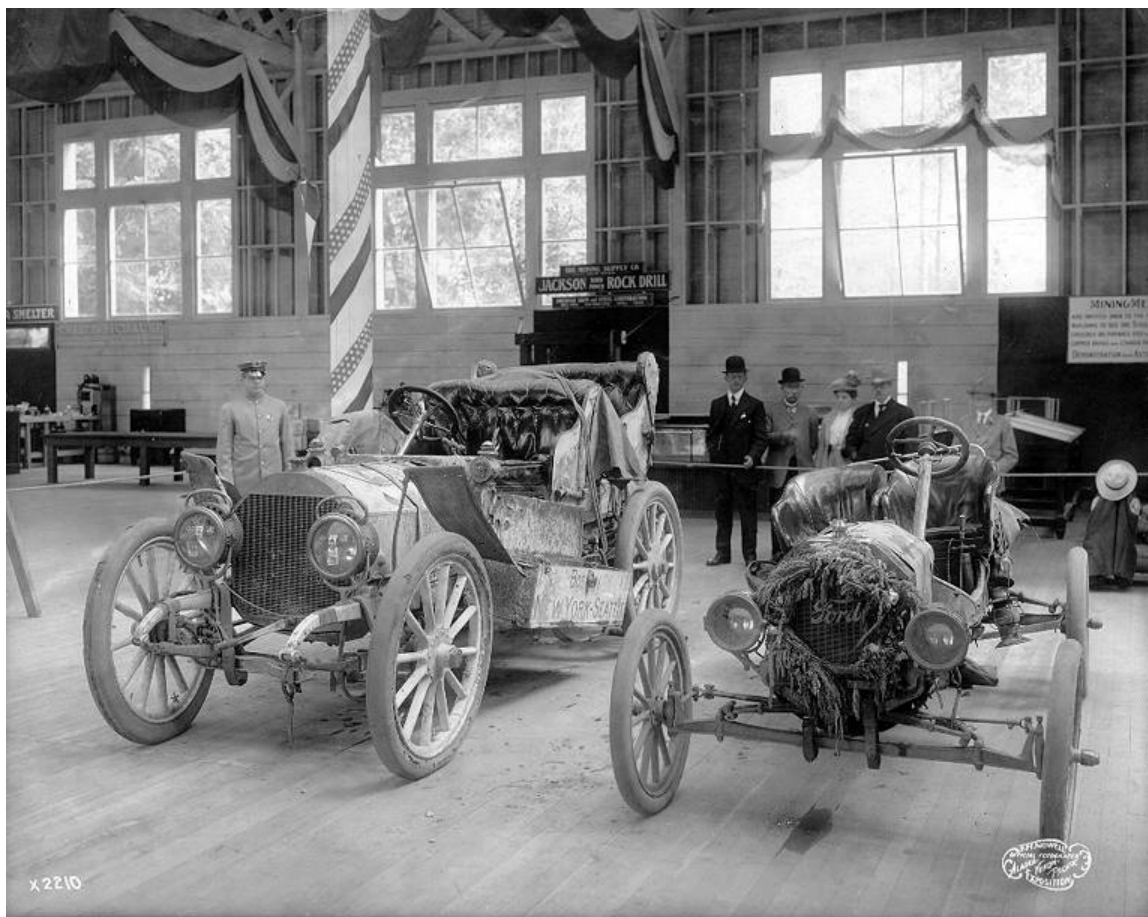
The Shawmut and Ford No. 1 Arrive at the Expo



As the celebration for Ford No.2 began, the crew of Ford No. 1 was getting ready to climb the pass. They were wondering what dangers awaited them. For weeks before the race they had been hearing tales of the hardships of crossing Snoqualmie pass, the final stage of the journey.

Reports told of perpetual snow that lay deep on, the roadway, snow that was from five to fifty feet in depth. Snow so deep that no automobile had ever passed through. The crew was almost as scared of crossing that pass as some of those would be contestants who dropped out or failed to even enter the race.

When Ford No. 1 reached Easton, they were told how the Thomas Flyer had crossed the pass on the railroad, and how Mr. Guggenheim's big car had done likewise. The crew was then told that Ford No. 2 was stuck just over the pass, and the Shawmut was said to be in a ditch not far down the road. But those were found to be rumors.



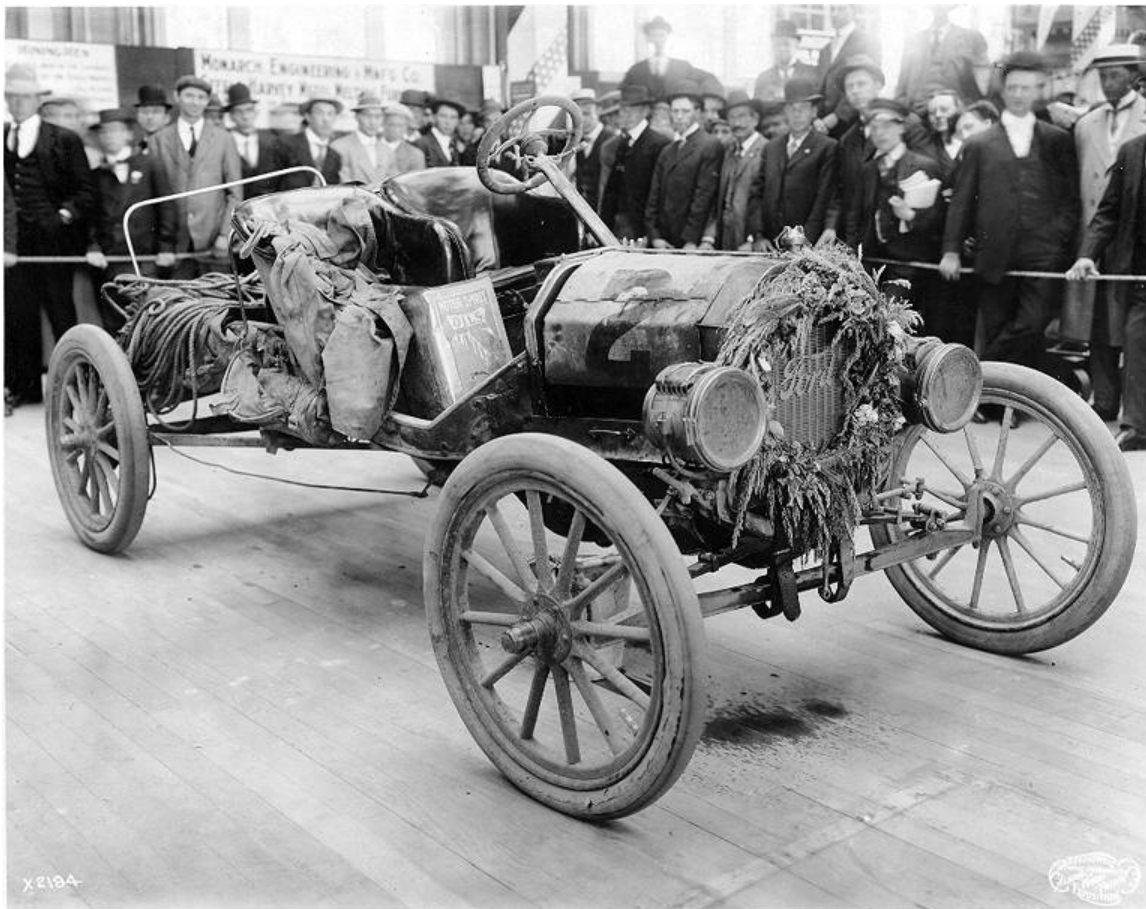
The Shawmut and Ford No. 2 on exhibit in the Good Roads building

Just before they started out to tackle the pass they learned of Scott's safe and triumphal arrival in Seattle. When Ford No. 1 reached Laconia at the summit they got word of the Shawmut finishing.

The crew of Ford No. 1 was at the top of the last difficulty. They had pushed through the snow with less trouble than had been expected. They hoped to make Seattle by 4pm. Then all of a sudden a rock hidden in the mud and snow sprang up to give one last final blow.

For seven hours they worked at the top of the mountain fixing the problem that rock had caused. At 5pm they were going again. They had to drive a half mile over the ties of the Milwaukee railroad which brought them to the down grade and ninety miles from the finish. The rest of the way was easy.

Because of a rumor that a protest would be entered against Ford car No. 2, and because it was reported the Ford No. 2 had dropped a man and to have picked him up afterward, the Guggenheim trophy cup and the \$2000 purse was not awarded to the winner that afternoon June 23rd.



Ford No. 2 on display in the Good Roads Building

At the banquet the evening of June 23rd the trophy was then bestowed on the Ford which won the race. The millionaire automobilist Robert Guggenheim announced that hereafter the New-York to Seattle automobile race will be an annual event.

"The start will be made from the Atlantic Coast on July 4, 1910, and every year thereafter on Independence day. The primary purpose of the race is to encourage the various states in good roads construction of a national highway will be built from coast to coast."

"The winning car crossed the continent in a little more than twenty days. Considering the obstacles and poor highways this is remarkable good time. But before many years", says Mr. Guggenheim, "lies the hopes to see the trip made in half the time or less. With a system of good roads from the Atlantic to the Pacific". He predicted there will be a great deal of transcontinental automobile travel in the future.

The Acme car arrived in Pocatello, ID at 7pm on June 23rd. While no announcement was made, it was expected the car will quit the race. The Itala was in Cheyenne, WY at 4.30pm the afternoon of June 24th and it was there the Itala withdrew from the race.



Ford No. 2 and Ford No. 1 in Seattle



The Shawmut Comes in Second and Files Complaint



The Shawmut car, second in the race, arrived at the exposition grounds at 5:33am the morning of June 24th after an exhausting fight with the deep snow at Snoqualmie pass.

Owing to the early hour of arrival no one was on hand to meet the Shawmut and the weary men hurried to the nearest hotel and went to bed. The 3,000 mile Journey of the Shawmut was completed in 23 days, 16 hours and 33 minutes.

The Acme, left Baker City in the morning at 6:12am on June 26th, bound for Walla Walla, where it should arrive that afternoon. The Acme car is running nicely and was making good time. The Acme is determined to keep on and finish, hoping to make good its claim for second place. The Acme received word of the dispute and joined in the protest made by the Shawmut.

The claim is that the Ford No. 2 put in a new cylinder and that the Ford No. 1 replaced an axle. In addition, there are minor charges of unfair play. J. Price, James Huntzell and C. Sheets are in charge of the car. They were met here by George A. Salzmar, a mechanic, who is with the car now.

The Acme car, arrived in Walla Walla this afternoon June 26 at 2:35pm, the speedometer registering 4,783 1/2 miles. At one time the Acme was nine days behind the Ford and the Shawmut, but has gained four days, and the drivers expected to reach Seattle Sunday June 27th. One of the greatest delays on the trip was caused by a broken driveshaft, and as a new one could not be secured, it was necessary to repair the old one, a most difficult task.

The Acme car reached Seattle at 2:30pm the afternoon of June 28th, having continued in the contest in spite of all the delays. The Itala followed on the railroad and word was received via telegraph that the Stearns had never gotten out of New York State.

The officials of the Shawmut Motor Company announced on June 24th that they had decided to enter a formal protest against Ford car No. 2. They declined to state on what grounds.

The drivers of the Acme say the protest of the Shawmut was well taken, and they have affidavits showing that parts the Fords were not shipped from New York headquarters. The information is not a surprise to the people of Walla Walla who met and talked with the drivers of the Shawmut car, while there.

Although the company will not announce on what grounds it will raise the protest but rumors were going around that the alleged help one Ford gave the other was the reason.

The two Ford cars, it is alleged, traveled side by side the most of the trip and when one got stuck the other one would pull it out. The was also true of repairs, according to the Shawmut men, when one car would break down the other Ford would stop and help it.

Another objection, it is alleged is that there were Ford dealerships strung all along the line and that Ford Employees did all in their power to help out which is against regulations of the race.

The piloting of the car to Seattle from North Yakima is also objected to by the Shawmut people, it is alleged. The above objections were the ones made by the Shawmut drivers in an interview with the local reporter on the evening they passed through North Yakima. While there, they sent a lengthy telegram to the Boston office.

On June 25th formal protest has been lodged against the award of the Guggenheim cup and \$2000 first prize money to Ford car No. 2, by James Howe, representing the Shawmut factory, whose car was second in the ocean to ocean automobile race. He says the rules were violated. The principal charge is that at Fort Steele, WY, where the wagon bridge was washed out.

The Ford cars were allowed to cross the railroad bridge and the Shawmut car was denied the privilege. Other similar charges were made. Another charge is that at Lake Keechelus the Shawmut car was held up four hours by the failure of the ferryman to appear.

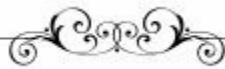
It is stated that the ferryman had previously been "seen" by someone anxious to have the Ford car come in first. It is also declared that Ford car No. 2 arrived in Seattle with a new axle that was not stamped in New York, thus breaking the rule against putting in a new axle if the old one was worn out. Also that an employee of the Ford branch office in Seattle met Ford car No. 2 at Snoqualmie pass and operated it some distance is another allegation.

If charges against the drivers of Ford No. 2 are sustained, the Shawmut car will get the first prize and the Acme, which is due to arrive in Seattle on June 28th, will receive the second prize.

On June 26, the Ford Company admitted that Ford No. 1, which arrived in Seattle on the morning of June 25th, broke the rules of the race and is disqualified. The preliminary hearing of the protest against Ford Car No. 2 was heard in Guggenheim's office June 25th, at the request of the Shawmut company's representative. The final hearing was postponed until Monday June 28th so that the claimant might have time to bring their witnesses here.



Drivers Unappreciated



On June 26 Herbert Scott the driver of Ford No. 2 spoke to a reporter about the lack of appreciation that he felt because the cars were taking more spotlight than the drivers got.

He told the reporter; "Everybody knows that the a car tagged "Ford No. 2" won the great race. But what else do they know? Nothing. Everybody knows that a Car tagged "The Shawmut" was second in this great race. And what else? Nothing.

If you asked any person off the street, name any one of the three crews? But after all, who are the real heroes of the grueling contest? What is an inanimate mass of steel, rubber, brass and wood do without the hand at the throttle?

Then you read of a railroad train making a record from say Chicago to New York and at the same time carrying to safety many hundred passengers, is not the driver of the locomotive given the credit? Then what about the driver of the racing auto?

What about Scott and Pettingill and Kulick and about Messer and Smith and Hopper? How many times does it occur to these people to give these men even a partial amount of credit. Let me ask you when you last travelled from New York to Seattle, with all the conveniences of the modern car deluxe at your beck and call, did you not get out at the main depot and say. Thank God, the trip is over.

If you have made this trip before then you may very faintly imagine something of the awful trial through which these men Scott, Pettingill, Kulick, Messer, Smith and Hopper have just gone through.



Driver B. W. Scot and Mechanic C. J. Smith

Just try for a moment to imagine the nerve racking responsibility, the constant watchfulness, and the infinite resourcefulness involved in such a trial. And not only that. Think of the danger to life and limb.

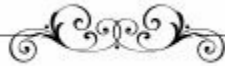
If the machine breaks a steering gear, an axle, a piston, a wheel, or any other vital or non vital part, what does it matter? Any one of these can be replaced and the machine is as good as ever.

But what of a maimed or broken arm or leg, what of the man shaken to pieces, what of the strain on the nerves for three continuous weeks, and what of the constant exposure the elements? Wet through in rivers, wet through by rain. Frozen on the mountain tops and burned to cinders on the plains.

It is a trail of endurance of every part of the human frame, indeed, and bravely have these men responded. To some all this may sound grandmotherly, but if it brings home, to those who read it, who are real heroes of the great ocean to ocean race, and if Scott and Pettingill and Kulick and Messer and Smith and Hopper get some of their hard earned credit, It will be useful anyhow.”



The Day of Judgment



The afternoon of June 28th the hearing of the protest of the Shawmut Company against the Ford No. 2 began. Josiah Collins, named by the Automobile Club of America as its representative, presented the findings of Guggenheim and himself regarding the axles of the Ford No. 2 car.

They found that the axles of all the machines were stamped alike, but the stamp differed slightly from the diagram of the original seal received from New York. As all are alike it is believed that the discrepancy is in the diagram, as it is but a copy of the original seal.

T. A. Pettingill driver of the Shawmut testified that the Ford car No. 2 left New York with a black axle, that in Kansas City it had a white axle. The car which is at the exposition grounds now has a black axle.

The protest of Ford car No. 2 was disallowed by Robert Guggenheim, the referee, who found that the evidence did not sustain any of the charges that the rules had been violated.

The Guggenheim trophy and \$2,000 will now go to the Ford car No. 2 and the second prize of \$1500 to the Shawmut car.

Ford Files Complaint



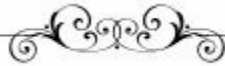
On June 29th, through their assistant manager the Ford Company late today filed a protest against the Shawmut car.

It is alleged that E. H. Chapmin of the Shawmut car crew swore at the hearing that the Shawmut car had been held up and forcibly prevented from crossing the bridge at Fort Steele, WY by a man named Hendy, an agent of the Ford Company. He said Hendy was accompanied by an armed guard, who said that Hendy's word went. This delayed the Shawmut car more than 16 hours.

The Shawmut lost the race by about 17 hours. They also stated that the agent at Fort Steele could not understand why the bridge was closed to the Shawmut, as it had never before been closed to any automobile.

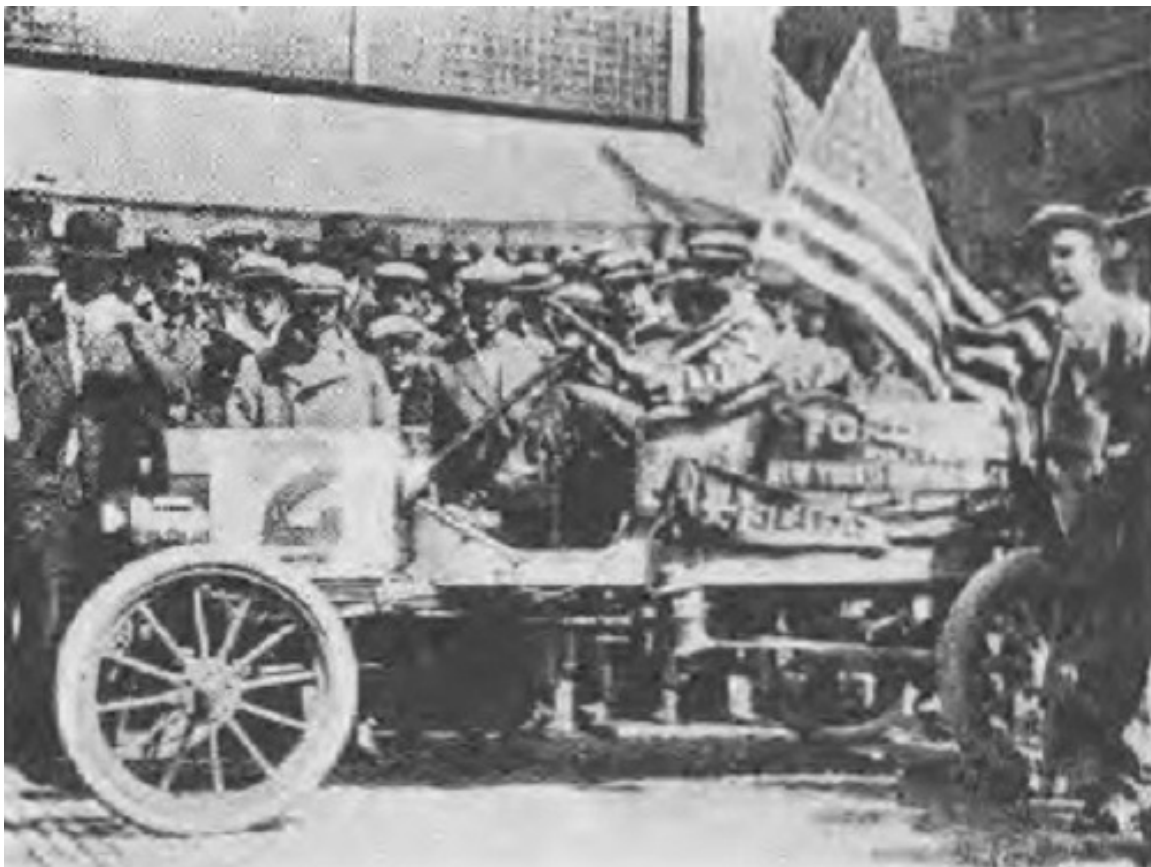


Ford No. 2 Returns Home



On July 9th the announcement was made that Scott and Smith will drive Ford No. 2 back to New York by way of San Francisco. They will try to establish a new record between San Francisco and New York. The route will start along the Central and Union Pacific to Granger, WY then on the Kansas City Chicago and Buffalo.

On July 9, the *Daily East Oregonian* wrote the following editorial on the race; "That a small Ford runabout would have won the New York to Seattle race is a wonder in the automobile world."



Ford No. 2 preparing to return home

The New York Herald says: "The feat of the little Ford runabout in defeating its big opponents in the ocean-to-ocean speed and endurance contest, from New York to Seattle, is the most remarkable triumph ever scored by a small car."

"When the Ford entries were first made for this contest there were comparatively few persons who believed that the little cars be sent upon so long and severe a journey. Even when the cars appeared at the starting line the consensus of opinion was that the toy racers would not go farther west than the Mississippi river, if, indeed, they got that far."

The only basis for the opinion was in the light construction of the machines as compared with the big and powerful Acme, Italia and Shawmut cars."

"Those big fellows will run away from the little ones as soon as they get outside of the city was the general comment. Yet the little cars led the way into the night controls at Poughkeepsie, Syracuse and Buffalo, and beyond the last city they practically ran away from their powerful adversaries."

"At Toledo the two Fords checked in first by more than three hours, were first into Chicago by nearly five hours, and led all the racers into St. Louis by practically the same wide margin."

"The reading public's familiar with the progress of these little cars west of the Mississippi. When the Acme and Shawmut and Italia cars became stranded in mud holes or held up in mountain passes by the difficulties of the trail, the Fords kept on going, averaging from 35 to 40 miles an hour over prairie, across mountains and along mud trails that were described as almost impassable. As a consequence the machines that scores of "wise ones" had predicted would fall to pieces en route stood up for the entire journey and easily led the way into Seattle."

"While the elapsed time of Ford No. 2, driven by Scott, was 22 days, 55 minutes, over the 4300 mile route from New York to Seattle, the actual running time was three days less, that time having necessarily been spent between New York and St. Louis, under the rules of the contest."

"When it is considered that the average dally runs of these cars exceeded 230 miles and frequently approximated 300 miles, over the most execrable highways on the continent, the feat will be better appreciated."

Scott and Smith arrived in San Francisco on July 19th and were Accompanied by E. L. Cutting, manager of the Standard Motor Company, local agents for the Ford cars, and several hundred motor enthusiasts, the victorious drivers and car ended the first lap of their return journey by an easy drive of one hundred miles to this city.

The car arrived in good condition. With the exception of a thick coat of dust and several thousand names written all over the machine. The record breaking car showed few effects of the strenuous test to which it has been subjected.

Driver Scott said in reference to his trip. "I do not care much for the western roads. We found unusually hard travelling from Seattle to Portland.

The roads being rough and very winding. The grades were also very bad It is a great treat to find some good roads in California after passing through several hundred miles of Oregon and Washington roads."

When asked what the principal factor in his victory in the race was. Scott said; "Lightness of the car and plenty of power. These two essentials brought us out of the mud in the Middle West and helped us beat the heavier cars through the snow to Seattle.

Our car is rated at twenty horsepower, and it develops that much. The machine only weighs 1,000 lbs, and the horsepower is ample to pull it through whenever the wheels can get traction.

The heavier cars had trouble in getting through the mud. That is where we increased our lead. Of course absence of tire trouble was also greatly in our favor. We intend to stay here a few days, then go to Los Angeles and we'll start for home after a week's visit in the southern metropolis."

After a visit of one to four days in each of the principal cities of Southern California, the car left Los Angeles August 1st. Death Valley was reached August 2nd at noon. The thermometer registered 120 degrees in the shade. For several weeks no rain had fallen and the sand was dry and soft.

They could not find anyone to hire as a pilot. This trip had never been made at this time of the year. In the early spring when the mule teams are hauling borax it is generally considered safe enough. The mule drivers are ready to offer assistance, the sand is wet and packed and the sun less warm.



Finally at the sight of more money than he had seen for many moons induced a cattle man to offer his services as pilot. He had one condition and that was that they travel at night. They started at 9 pm and Death Valley, that was made famous by Scotty, the "man of mystery" was successfully crossed by this now no less famous prototype, Scotty, the driver of Ford No. 2.

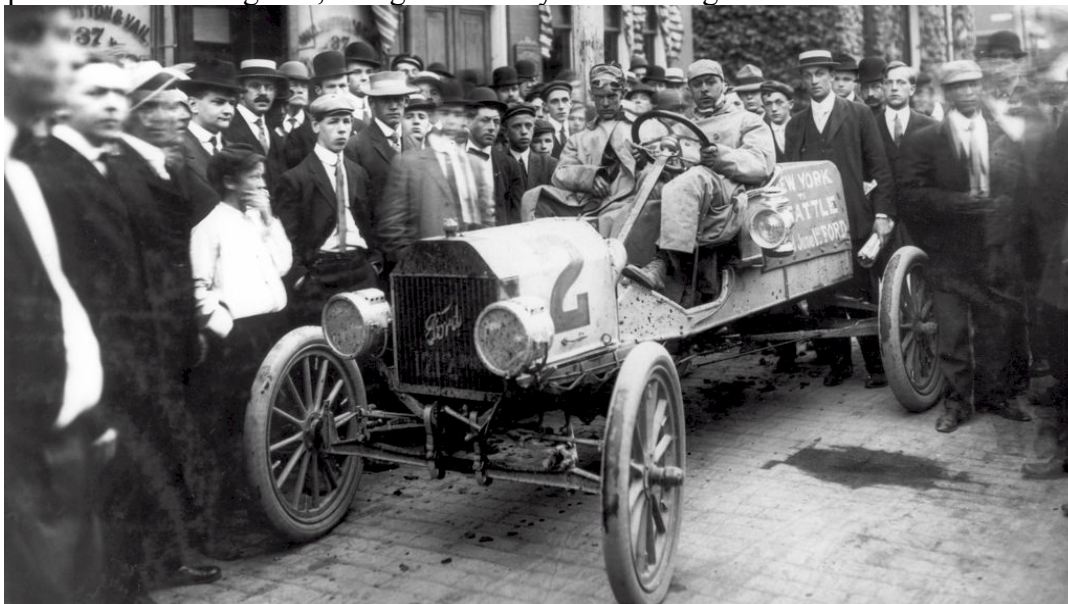
The eleven mile trip across Death Valley required seven hours. They crossed the valley on deflated tires on account of the intense heat. From Salt Lake City they drove through Granger and Cheyenne, Denver, Pueblo, Wichita, Kansas City and Chicago on the way to Detroit. They took their time on the eastern journey and stayed as long as they wished in any of the cities they visited en route.

From Ely, NV, they encountered a great deal of rain, which would have made travelling very difficult but for the light weight of their car they encountered few problems. In the gold mining country, of Nevada, Goldfield, Tonapah and Beatty, car and drivers were accorded a great reception and some time was spent visiting the mines and gathering souvenirs.

Then the route lay straight across Nevada into Utah with Salt lake City as a goal. Until the mountains were reached, the sand furnished hard going and slow time resulted. In the mountains they encountered rains with the resultant washouts, swollen streams and treacherous sink holes.

One stretch of four miles near Terrace, UT required 25 hours hard work to cover. Salt Lake City was reach August 8th and a day was spent there. The start for Denver was made August 10th via Granger, Rawlins. Laramie and Cheyenne.

At Granger the route joined the western route taken during the race west. Already 4200 miles has been added to the total piled up by the car. The car is reported to be in good shape and crew feeling fine, though decidedly anxious to get home.



Ruling Overturned



On October 29th a dispatch from New York said: The contest committee of the Automobile Club of America today awarded the Robert Guggenheim trophy and \$2,000 prize to the Shawmut car, which finished second in the race last summer.

The committee found that the Ford car, which finished first, put in a new engine at Weiser, ID. The car was therefore disqualified. The Shawmut car passed Prosser, WA about twelve hours behind the Ford car No. 2 but reached Seattle within an hour or so after the little car had entered the fairgrounds. Mutterings of violations of the rules have been heard all summer and this final decision is no surprise.

This is the statement issued by the Contest Committee Dated New York, Oct. 28th, 1909.

The Contest Committee of the Automobile Club of America, after hearing the evidence of hearings held at the clubhouse of The Automobile Club of America, in the City of New York, on August 2nd, October 25th and October 28th, 1909, at which hearings the Shawmut Motor Company was represented by Mr. Horace G. Waite and John L. Wilkie, of Counsel. and the Ford Motor Company by Mr. Gaston Plantiff, unanimously decides as follows:

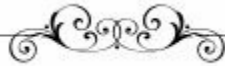
That it was proven to the satisfaction of the Committee that Ford Car No. 2, in the New York to Seattle Contest, was guilty of a violation of Rule III of the Rules governing said contest, as amended April 18th, in that it traveled a part of the distance between New York and Seattle with an engine which was substituted in place of the engine stamped in New York by the Technical Committee of the Automobile Club of America, and is therefore disqualified.

The decision of the Referee in awarding first place in the contest to Ford Car No. 2 is hereby reversed and Shawmut Car No. 5 is declared the winner, and it is hereby directed that the M. Robert Guggenheim Transcontinental Trophy and Prize be awarded accordingly.

Concerning the claim of the Ford Motor Company that the Shawmut Car No. 5 checked out at Chicago one hour and five minutes ahead of its official time, the Committee finds that such checking out was officially authorized and was justified inasmuch as the Shawmut Car No. 5 was detained that length of time by the representative of the Contest Committee for official purposes on the night previous, before the car entered Chicago.

Contest Committee of the Automobile Club of America.
Robert Lee Morell, Chairman,
A. H. Whiting,
E. R. Hollander,
Henry H. Law.

End of a Car Company



Sadly, the vindication was too little too late. Ford had already gotten the publicity Shawmut Motors needed. Shawmut could not afford to rebuild the factory that was destroyed by fire and ceased operations altogether after the race. It is hard to say if that if they received the publicity it would have been enough to get the factory going again.

The Shawmut Motor Company was founded in November of 1905 in Stoneham, Massachusetts. Its Model 6, which featured a 4-cylinder 45 horsepower engine and a wood and aluminum body, cost \$4750, which was 4-5 times most workers' yearly salary. A less elaborate 40 hp touring car was a bargain at only \$3500.

On November 13, 1908, there was a fire in the Shawmut Motor Company factory. This fire, which started with a gasoline explosion, destroyed several houses and stables. The fire house of the Hook and Ladder and Hose Company No. 2 were also damaged. Lost in the blaze was 1000 feet of hose.

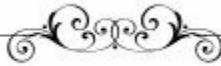
A lack of water pressure was blamed for the inability to contain this blaze. Stoneham may have lost more than a few buildings in this fire because of the Shawmut Motor Company. The owners were never able to acquire enough money to rebuild, thus eliminating the chances of Stoneham becoming the Detroit of the East Coast.

Two cars were spared destruction in the factory fire and one of the survivors was entered in the ocean to ocean race.



Left to Right; Robert Messer, Earl Chapin and Arthur Pettingill in 1945.

In Conclusion



These cars were a testimony to the toughness of man and machine. This race also brought the spotlight onto the need for good roads and a transcontinental highway. Regardless of the outcome or what events transpired to get these cars across the continent is of no consequence.

The real winner of the race was the American Motorist who benefited from the many who used their sweat and muscle to build these good roads and the ocean to ocean highway.

W. F. Carlson who owned a Ford dealership in Sisseton, SD, wrote the following article in the summer of 1909 about the race and the Ford Model "T".

"The Model "T" Ford Car completed the 4,100 mile journey and arrived in Seattle seventeen hours ahead of its nearest competitor, it set at rest forever every argument ever advanced against the practical value of a lightweight car and clearly demonstrated the superiority of the Ford for all sorts of service. Not only did the car win at the finish but it won all the way across; it won on good roads and on bad; it won in the sand in the mud and in the mountains."

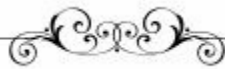
"There was not a stage of the race from New York to Seattle that the Ford was not a winner. Out of 130 checking stations, Ford registered first at 27. Of course, we are proud of the victory—so can be every owner of a Model "T" Ford, Simply because the winner Ford car was a stock car, an exact duplicate of the car that every Model "T" buyer secures (except for the body, which on the winner was special.)"

"With a stock car driven by regular factory employees, not a hired professional or a world-renowned driver, Ford won the hardest, longest, and most important race ever run. We don't blame other manufacturers for staying out of the race. It was a hard one probably the hardest test ever proposed."

On June 1, 1959 the Ford Motor Company, retraced the route taken by Ford No. 2 with the 50 millionth auto produced at the factory.



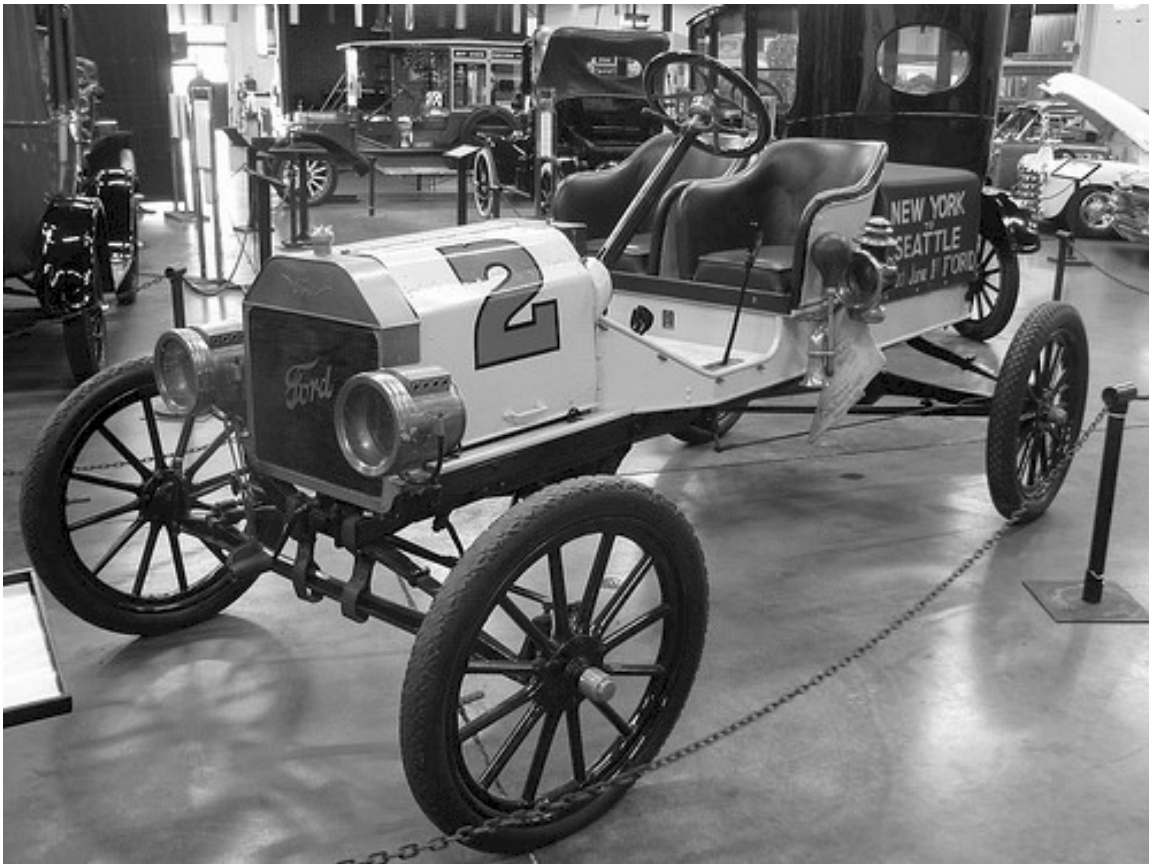
Epilogue



This book was created as a educational historical record of the 1909 Race to Seattle. It was created with the idea to make this book as accurate as possible.

The information obtained for this book is from a compilation of old newspaper articles and other facts from the internet. All of the instances of break downs and accidents during the race and recorded in this book have been taken from these articles.

Due to the nature of the way the information was gained, it would be impossible for the author to verify the accuracy of the information stated in the newspapers 100 years ago.



On display in the California Automobile Museum 2016



Credits and Resources:



I wish to thank the following websites and authors for their help in the making of this book.

The Library of Congress - Chronicling America
<http://chroniclingamerica.loc.gov/>

Ocean to Ocean by Model T - Henry Ford and the 1909 Transcontinental Auto Contest
by Terrence M. Cole 1991

Story of the Great Race
by the Ford Motor Company 1959

University of Washington - When the World Came to Campus
<http://content.lib.washington.edu/exhibits/atype/race.html>

Early Ford Racing
<https://www.flickr.com/photos/thehenryford/sets/72157625612199530/>

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By C. Cunningham

