## From the Ox Team to the Automobile



IN 1839 GEORGE FUNNELL ARRIVED IN CLIFTON IN A PRAIRIE SCHOONER-HE POSED IN THIS PICTURE DURING the Old Settlers' Reunion to show how people traveled fifty years ago.

ing the two million mark and is in the way for provisions and the next morning settlement of this country was more to midst of unprecedented prosperity, enjoy- about 9 o'clock Mr. Chester and Mr Miller be dreaded than the fear of starvation of ing the flower and fruitage of all the arrived and I assure you there were three the strain of our long journeys, for, conthought it not amiss to write for your present by relating our several experiences, and belongings destroyed by them.

publication a rew things incident to the early settlement of this part of our great troubles with mud, high water and lost In the spring of 1864, while on our way state.

county, Iowa, with an ox team. I have than we had expected. resided in this part ever since. Mrs.

#### Early Experience.

I will first relate some of our experi-I arrived at the fort I found no money for us, so started for Cole creek to meet my comrades. The day being well spent I did not get far out that evening. As dark began to overtake me I saw a haytions, that I had no money, etc., and he and met a man by the name of Darnell. This time my reception was not so cordial, but I finally persuaded him to let me stay with him, but had I known the circumstances beforehand I question if I had been nervy enough to have placed myself at his mercy.

### Meet an Old Friend.

The next night I expected to meet Mr. Chester and Mr. Miller at Cole creek, but stopped at a house to get a drink of water and found that the wife had an uncle by the name of Bindago Hurst, with whom I was well acquainted in Louisa county, Iowa. So I spent the rest of the day and night with this family and you can be assured I was very grateful for this ccidental meeting, as such were, indeed found I was still alone. That night I troubles that happened to the early settler

Now that Kansus has a population near- | stayed with a man who had come a long | with the Indians. This feature of the early modern conveniences of living, with only happy men, but when I told them that I nected with these journeys was also the week and there a spot of virgin soil left got no money at Fort Riley things looked fear of coming in contact with the red unturned. I now in my eightieth year different again. But we partly forgot the man or the thought of having our families

point in our attempt to settle a new coun-try. Our nearest postoffice was Fort Rilsy, it being fifty-five miles. At one time I

The snow came quietly and lay about two

When we arrived, however, we found made a trip on foot to this station after feet deep on the level. On February 28, the settlement alarmed but unburt, so we our mail and some money we were ex-pecting, and was to meet Mr. Chester trip to Atchison, this man Allen called to our wagons to Dexter's ranch, where Clay and Mr. Miller at Cole creek, about sixty us for help to get across Pete's creek. We Center now stands. We gathered there miles from the fort, and we were then took our oxen and gave nim the needed going on to Atchison together to lay in assistance and borrowed the provisions of rear of Eric Swenson's office. Putting our some supplies for our families. But when him to last our families until we could wagons in a circle around the well, with

make the trip to Atchison. dark began to overtake me I saw a haystack some distance from the road and
made up my mind to roll in when a man
appeared and I told him of my intentions, that I had no money, etc., and he

and dry a year as 1800 was. Sod corn
the men, women and children. The men
the made from fifteen to thirty bushels and
alarm. We had little protection either in
guns or ammunition. Captain Schooley
tions, that I had no money, etc., and he
we had more corn than we could use so we
was sent to Fort Riley for help. He retold me he was lonesome and that I had to devise some way to dispose of it. should come and stay with him. I found We cleared off a threshing floor and put turned with twenty muskets and three him to be a good-natured old batch and by his kindly treatment was in good shape on with the old forther armed the men got all the borses they for my journey next morning. By the out with the old-fashioned wheat finil and could and started out to find the Indians. next night I got as far as Rock creek made a rude box and stretched smooth We left Cooper and Lakin in charge of started for Fort Carney, a distance of 150 also. miles. We sold our corn to the government and traded our watermelons and other truck to the soldiers for sugar, coffee, ten and some old clothes. We made the round trip in fifteen days and got home all right, but tired and worn out.

### Cut Wheat with a Scythe.

The year 1862 was not so good a crop in some spring wheat. We got a fair yield, but the harvest was not so pleasant as now. We cut our wheat with a scythe. I think one or two settlers had a cradle, refrequent in those days. Well, the next done by clearing a round patch and throwmerning I arrived at Cole creek, but did not ing the straw as deep as the oxen could and then returned to our claims. find my comrades. I inquired of Mr. Cole, walk on handy and then erive them round In September of the previous year a but got no information, so concluded they and round until they finited it out. We roaming band of Indians fell unexpectedly must have been compelled to take some then shook it well and threw the straw upon a family by the name of White while other road on account of high water, so aside and gathered up the loose grain and they were making hay. Mr. and Mrs. I started on for Atchison alone. I went fanned it out by the wind. We took this White were killed in a most brutal way as far as Elk creek and worked that after- crop with ox teams a distance of about 150 and their daughter was taken prisoner noon and next day for my board and ar- miles. We made this trip in sixteen days. rived in Atchison the next morning, but I will now relate to you a few of the

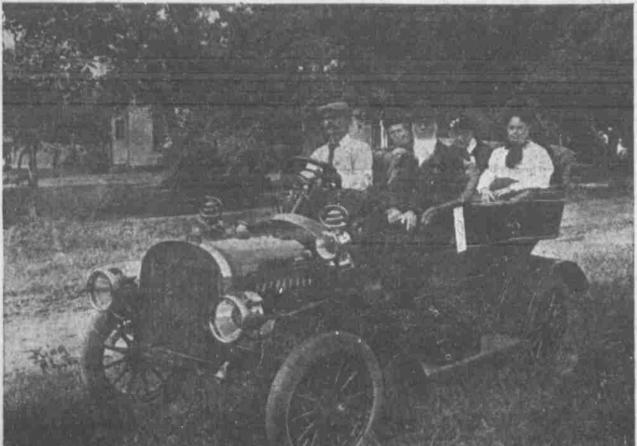
trail, etc., I concluded that my journey to Fort Kearny, we saw groups of Inter, was the sarliest settler in this locality, having taken a claim on Parson's Well, here we were in Atchison, after an ently making observations. A line of posta creek north of Clifton in 1809. Mr. Silvers, eight days' journey through mud, and extended from Fort Leavenworth to Kearny now living in Morganville, also took a without money to get our provisions. So and on to Denver. These posts were claim near Morganville, the same year, we went to Mr. Pomeroy's office and so- twelve miles apart. Rumors reached us but soon after ran a freighting wagon in licited aid from what had been sent to that the Indians were on the war path. Colorado. Samuel Chester, my father, Kansas by the states to help the settlers We hurried our ox teams with all possible my mother and myself settled on Pate's on account of the drouths the summer haste to the fort and did our business and creek, four miles east of Clifton, in April before. I can assure you that we were turned our steps homeward, for our houses 1880, having driven there from Louisa very grateful for we received much more were unprotected and the alarm should be given that the settlers might fice or or-We now secured our necessary provisions ganize for defense. We camped on high Chester also lives in Clifton, Mr. Chester and made all possible haste for home, as ground the first night and in the morning having passed away about twelve years we had left our families with borrowed as we looked north we saw the smoke of food, from a man by the name of Allen. the burning posts along the line. We made This man lived about twenty miles up the haste to get away towards home with all valley at Lake Sibley, on the north side of possible speed, but remember, we had ox the river from where Concordia now stands. teams and our progress was slow. We did ences from an agricultural and social stand- He had started for Atchison about a month not know but the Indians had struck the

> what few cattle we had, and the woman The spring of 1861 was as fine as it and children, we waited for the coming of could be. It seemed that Providence detected by the savage Indians. There were about termined to assist us after so strenuous tifty men, women and children. The men was sent to Fort Riley for help. He rewire on the top and sleved out the cobs, the herd of cattle and went out as far as then fanned out the dust by holding it up White Rock, where we found a company of to the wind. We then loaded is up and United States soldiers looking for Indians

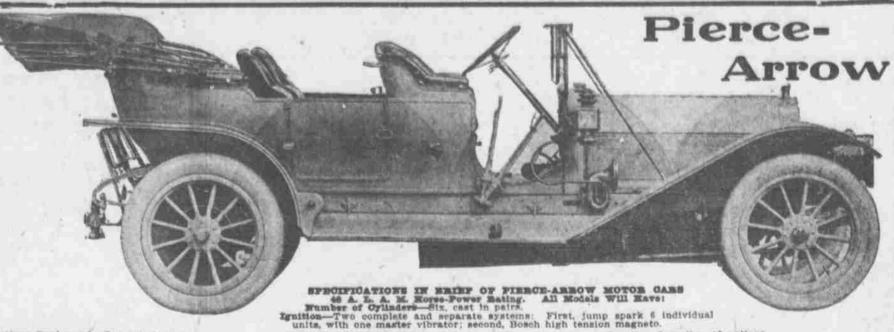
### Men Kiled and Woman Prisoner.

From the soldiers we learned that all the posts were destroyed west of Kearny, except Pawnee, where a sufficient number of settlers and others had assembled and were able to defend themselves. So the Indians did not attack us. At Kelley's ranch Mr. Roper and Mr. Kelley were year, but some of us succeeded in getting The twenty mounted men soon returned. killed and Miss Roper was taken prisoner. We decided then to break camp and built a permanent stockade farther north. We came to where Clifton now stands and which was considered quite modern. We held an informal meeting and decided to threshed our grain with oxen. This was go about three miles farther west. Here we built four large log houses in a square

(Continued on Page Eight.)



GEORGE FUNNELL IN A MOTOR CAR, SHOWING ONE OF THE GREAT CHANGES HE HAS EXPERIENCED



sattery Equipment—One set storage.

Carburstor—Special automatic.
Control—Hand throttle.
Colling—Automatic to all crank-shaft and pin bearings, cylinders and pistons.
Transmission—Selective, sliding gears, direct on high speed; side lever control, bevel gear drive.
Bearings—Ball or roller bearings all over except moder.

Bpeds—Four forward and reverse.

Springs—Front, semi-elliptic; rear, three-quarter el-

SPECIFICATIONS OF THOMAS PLYER. MODEL "P"
4-60, 1919 Model.

Beating Capacity—Landaulet, Limousine, Touring Car,
seven. Tournbout, three or four, depending upon
whether single or double rumble seat is used. Flyabout,

whether single or double rumble seat is used. Flyabout, four.

Body—Hand-hammered Aluminum body, luxuriously up-holstered.

Wheel Base—127 inches.

Clearance of Axler—Front, 10 inches. Rear, 13% inches.

Motor—Four cylinders, four cycle, water cooled, cylinders cast separately. Five separate bearings.

Morse Fower—Sixty horse power.

Ignition—Two separate and distinct systems. Bosch high tension magneto and Atwater-Kent spark generator.

Lubrication—Mechanical eight-point offer feeds cylinders, crank case and chains. Transmission gears packed in grease. Oil or grease cups at all important bearings.

Transmission—Four speeds forward and a reverse, sliding gear selective type. Direct drive on high gear. The countershaft is idle on direct drive.

Clutch—Thomas three disc with cork inserts. Automatic clutch brake. Clutch interiocked with emergency brake.

Springs—Semi-elliptic front and rear. Rebound clip construction throughout.

Drive—Side chain with hardened drop-forged steel sprockets.

Bearings-Connecting rods and crank shaft, "Sup-babbitt. Cam shaft, "high speed" bronze. Trans-mission, annular ball and roller. Countershaft, annular ball. Front hub bearings, roller. Rear hub, annular ball. Steering gear, roller with ball thrust.

thrust.

Brakes—Internal expanding on rear wheels. External contracting on countershaft. Extra large braking surface.

COMPLETE SPECIFICATIONS
CHALMERS-DETROIT "30" 1010.
Axle (Front)—Single piece drop forging, Ibeam section. Large annular bail bear-

beam section. Large annular bail bearings.

Axie (Rear)—Full floating type, heattreated nickel steel shafts, large annular bail bearings.

Brakes—Drive shaft brake, contracting band, 5-inch face, Thermoid lined. Rear wheel brakes, 14 inches internal expanding 2-inch face, east iron on steel. All brakes double acting.

Body—Wood with metal doors.

Touring Car, five passengers.

Pony Tonneau, four passengers.

Readster, three passengers.

Coupe, Limousine.

Bearings—Full type annular ball bearings throughout running gear. Ellent type annular ball bearings in transmission and on motor crank shaft.

Carburetor—Float feed, automatic type, hot water jacketed.

Clutch—Multiple disc running in oil.

Drive—Bevel gear, single Spicer universal

Clutch—Multiple disc running in oil.

Drive—Bevel gear, single Spicer universal
joint, drive shaff in tube.

Equipment—Two oil side lamps, one oil
rear lamp, horn. Complete set of tools.

Frame—Pressed steel, channel, double drop.

Gear Ratio—Standard 3% to 1.

Horse. Fower—26—30.

Ignition—Storage battery and coil.

Special equipment with fouble ignition, Bosch
magneto with separate set of spark plugs.

Labrication—Constant level spinsh system operated
by pump.

Signt feed on dash.

Motor—Four cylinders, 4-inch born, 434-inch stroke.

Speed—Five to fifty miles per hour on high gear.

Steering Gear—Worm and gear type.

Eprings—Front, 39 inches long, 2 inches wide, semi-

HUDSON "20"

Body—Latest design, roadster type; sest grade ash frame; No. 1 poplar pacels and seat backs. Scats: large, rocmy; well upholstered.

Colors—Hudson red O with bright red wheels, springs and axles with black moulding and upholstering; or Hudson gray, body striped with bright red and red wheels, springs and axles. Black upholstering.

Seating Capacity-Three. (May be increased to four with addition of second rumble seat at extra cost of \$25,00.) Morne Power-20. (22.5 A. L. A. M.)

Morse Power—20. (22.5 A. L. A. M.)

Wheel Base—100 inches.

Weight—1.700 pounds.

Tires—32x3 inches front: 32x3½ inches rear.

Motor—Vertical, four-cylinder, four-cycle, water-cooled.

Renault type. Cylinders, cast en bloc. Bore, 9½ inches. Stroke, 4½ inches. Valves, all located on one side; bevel seated, poppet design. Crank shaft, exceptionally large, having tengile strength of over 100,000 pounds.

Transmission—Silding gear; selective type; three speeds forward and one reverse; located directly beneath removable floor board and easily accessible; enclosed in aluminum case.

aluminum case. Badiator-Extra large; vertical tubes, horizontal fins;

Tranc-Presed steel: best open hearthstock; 2½-inch section; drop sub-frame.

Trance Presed and motor are secured.

The presed at the control of the control

Front Axle-One-piece "I"-beam drop forging of most

Front Axis—One-piece "I"-beam drop forging of me approved design.

Bear Axis—Semi-floating type, and shaft driven; equipped with bevel compensating gear. Torque taken on a tube, concentric with the driving shaft.

Brakes—External and internal, operating on drums secured to hubs of rear wheels.

Bearings—Front Wheels: large sire, ball type.

Rear Wheels: roller, with ball thrusts.

Brains—Front semi-alliptic 36-inch.

Springs-Front, semi-elliptic, 36-inch.

Begular Tires—Goodrich quick-detachable. Goodrich-Balley non-akid on rear.

Body Material—Cast aluminum.

Brakes—Equalized foot brakes on Inside of drum on hub, both rear wheels. Equalized hand brakes, on outside of drums on hubs, both rear wheels. Wheel Base Runabout and miniature tonneau, 128 inches; other models, 134 1/2 inches.
Wheel Tread—55 inches. Wheels-Wood, artillery; runabout and miniature tonneau, 36 inches all around; other models, 36 front, 37 rear 46 MORSE POWER Cylinder Dimensions—4½x4% inches.

Bev. per Minute—150 to 1,600.

Frame—Pressed chrome nickel steel, heat treated, channel section, drop frame, 4% to 2% inches deep. Tire Dimensions—Runabout and miniature tonneau, 4% inches all around; other models, 4% inches front, 5 inches rear.

Also made in 36 E. P., 84,000; 68 E. P. 86,000.

4-60 TOURING CAR

Gasoline Capacity-18 gallons.

Cooling-Roneycomb Radiator. Gear pump of large capacity. Large water passages. Cast Aluminum fan.

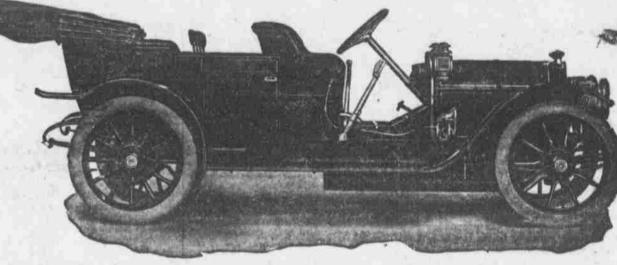
fan.

ires Landaulet Limousine and Touring Car.

36x4 inches front; 36x5 inches rear. Tourabout
and Flyabout, 36x4 inches front; 36x4 inches
rear. Detachable rims and Goodrich or Diamond
tires are standard.

Speed-Five to sixty miles an hour on high gear. Equipment—Combifiation oil and electric side and tail lamps with storage battery, acetylene hoad-lights, horn, coat rack, trunk "ack, tire irons, Prestolite tank and shock absorbers."

Price-Touring Car, Flyabout, Tourabout, \$4,500. Limousine, Landaulet, \$6,000.



elliptic. Rear, three-quarter-elliptic, 51 inches long, 2 inches wide. All spring bolts hardened and fitted with integral grease sups.

Tank Capacity—Touring Car, 17 gallons of gaso-Pony Tonneau and Roadster, 15 gallons of gaso-

Eight pints of lubricating oil.

Tires—34x34 inches all around on Touring Car,
Pany Tonneau and Roadster.

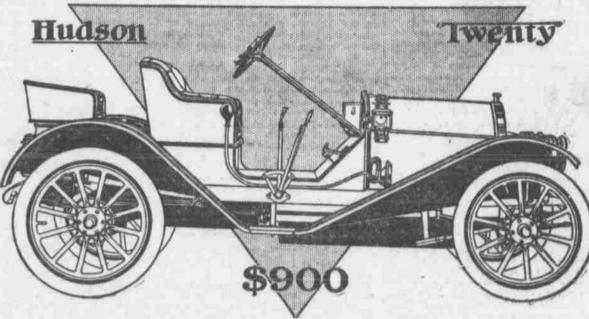
Transmission—Selective, three speeds forward and reverse. Chrome vanadium and nickel steel annular ball bearings.

Valves—Nickel steel, large diameter. Exhaust valves at side, inlet valves at top of the cylinders.

Wheels—34-inch diameter, wood, artillery type, large hub flanges. Heavy spokes. Rear wheel spokes bolted to brake drums.

Wheel Base—115 inches.

Price—11,500. Also made in 4-40, price, \$2,750.



Rear, three-quarter-elliptic, 46-inch.

Steering Gear-Worm and gear type, with exceptionally large bearings,

Wherls—32-inch; built of best selected second growth nickory, to our own special order.

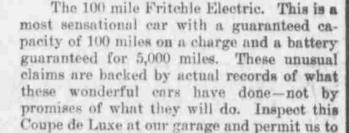
Tiror—32 inches x 3 inches on front wheels, 32 inches x 3½ inches on rear wheels.

Electric Source—Spark coil; dry cells. (Provision made for magneto.)

Upholstering-Best pebble grain, blue-black leather, with good grade hair filling, Casoline Capacity-Ten gallons.

Water Capacity-Four gallons. Equipment-Two large head lights; generator. Two side square oil lamps; tall lamps. Full set tools; horn. All high grade. Frico-1900.00 F. C. B. Detroit.

# Fritchle Electric



equaled record. Price \$2800

point out to you its strong features of construction and make you familiar with its un-

Made also in Victoria Phaeton. Price

Fredrickson Automobile Co.

2046 Farnam St.