

FRANK RIGGS SPEEDS TO REACH BEDSIDE

Son-in-Law Ill in Portland, He Overtakes Missed Train.

RACE WITH ENGINE IS WON

414 Miles From Los Angeles to Sacramento He Drives in 14 Hours in Willys-Knight Car.

The laurels of Harry Hays are safe enough as road king of his own Oregon territory, but herewith is presented nomination for the name of Frank C. Riggs, western district manager for the Willys-Overland company, as road emperor of California.

Two weeks ago Mr. Riggs in a Willys-Knight car drove from Los Angeles to Sacramento, 414 miles by highway in exactly 14 hours. This is an average of just a fraction less than 30 miles an hour for the entire distance.

There was no thought of setting a road record for the mere sake of the record in the mind of Mr. Riggs when he shot out of Los Angeles at 8:30 o'clock that morning at the wheel of the Willys-Knight. Far otherwise.

At his hotel a few minutes before he had received a telegram from Portland that his son-in-law, E. T. Sturgeon, manager of the Douglas Fir company here, was lying desperately ill of pneumonia. In fact, the doctors had given him up before the telegram was sent, and Mr. Riggs was urged to hurry to Portland by the first train if he hoped to see him alive.

Takes the Fighting Chance. He got this telegram a short time too late to get the train. To wait meant a wait of several days. Mr. Riggs instantly decided to take the one fighting chance of getting that train, which was to drive from Los Angeles to Davis, Cal., which is 14 miles from Sacramento, heading the train to that point and boarding it there.

The train had too much of a start for him possibly to overtake it at San Francisco. To reach Davis ahead of it was his only chance. It meant a schedule of 30 miles an hour to Sacramento, but Mr. Riggs, a driver of long experience, knowing the Willys-Knight and the power and endurance of its sleek and nimble motor, was confident he could do it.

He stopped only to take on gasoline, and at 9:30 o'clock was on his way. He figured that to win he must reach Sacramento, 14 miles from Davis, by 11:30 that night.

At exactly 11:30 o'clock he was there. For the first time in the 14 hours, he stopped long enough to get a bite to eat before he sped on for the remaining 14-mile lap to Davis. He was there ahead of the train with time to spare.

Two Stops in 414 Miles. The next night Mr. Riggs was in Portland and at the bedside of Mr. Sturgeon, who was ill he did not recognize his father-in-law. Mr. Riggs remained there for three days. Then the crisis was passed and Mr. Sturgeon began to improve. Mr. Riggs then returned to California, completed his business there, and last week came north to Portland again to take a few days of needed rest in his old home town. He told last week for the first time how he managed to catch that train.

On the whole 414-mile run from Los Angeles to Sacramento, he made just two stops. One was to take on oil and gasoline. The other was for a sandwich just the few moments required for this, and he was on his way again. He didn't have so much as a sandwich to munch on the long haul.

Making the performance more remarkable was the fact that the high-ramp climb to a 400-foot elevation in crossing the mountains a Tehachapi pass. But the Willys-Knight took the grades at the same steady, unworried gait as the levels, and never paused for an instant. There was not so much as a puncture to mar the run.

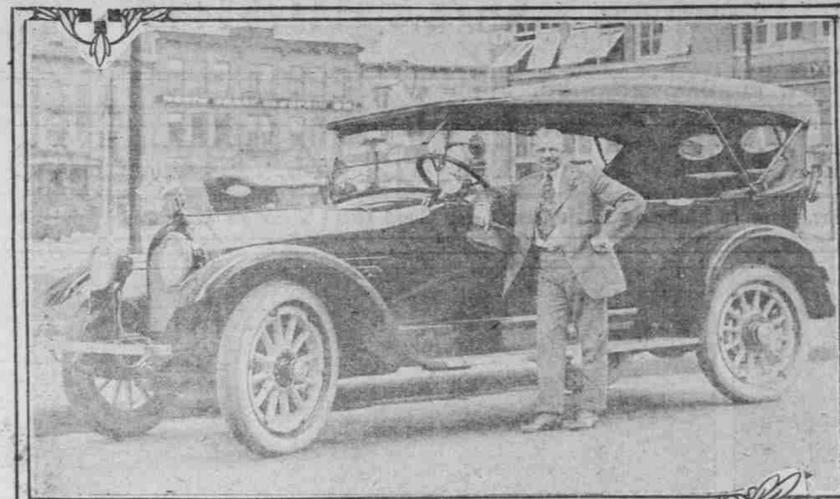
It's the Steady Gait that Counts. Another remarkable fact about this run was that Mr. Riggs, while maintaining a consistent 20-mile per hour average, did not drive faster than 35 miles an hour at any time.

If ever there was an occasion that would warrant breaking speed laws, with the fine paved highway along the whole distance inviting it, this would seem to be the one. But Mr. Riggs is too old and experienced a driver for that.

"If I had yielded to the temptation to speed up to 45 or 50 miles per hour," he said, "I would not have caught that train. One of the first lessons a driver must learn is that the way to make time is not by driving at excessive speeds."

"Entirely aside from the more than doubled liability of accident is the fact that driving at 45 or 50 miles an hour will tire a man more in 15 minutes than driving at 35 miles an hour will do in four hours. And I believe the ratio is even greater than that."

WHEN HE WANTS TO HURRY, HE DRIVES A WILLYS-KNIGHT.



This is Frank C. Riggs, western district manager for the Willys-Overland company, who is here on a visit, snapped beside a Willys-Knight car. A couple of weeks ago Mr. Riggs drove in a Willys-Knight from Los Angeles to Sacramento, 414 miles, in 14 hours flat, to catch a train for Portland.

anism of the car at that speed. The tires are subjected to tremendous stresses. The driver himself is not at a tension.

On this run I set for myself an average of 30 miles per hour, which meant driving 35 miles per hour, and I never varied from it. My time to Sacramento was one hour faster than the schedule of the Owl from Los Angeles to San Francisco, which is the same distance.

REPUBLIC DEALERS EXPAND

Roberts Motor Car Company Opens a Branch in Vancouver, Wash. The demand for Republic "yellow chassis" trucks and motor trucks has become so great that the Roberts Motor Car company, distributors for Oregon and part of Washington, last week found it necessary in order to care for their growing business to open a branch in Vancouver, Wash.

AUTOS NECESSITY IN ITALY

Motor Lines Link Up Country Not Reached by Rail. Italy has 8700 miles of broad track railroad and 8070 miles of roads over which regular service is run to time tables. The big development of motor passenger carrying and good service is largely explained by the fact that Italy is a mountainous country in which railroads can only be built with difficulty.

TO TROUT LAKE IN A HUPP

White Salmon ferry was quickly made to the Hood River side. This ferry, operated by Johnson & Van Allen, can take as many as five cars across the river at one time, and the rate charged, \$1.02 per car and four passengers, including war tax, is mighty reasonable, indeed, as ferry tolls go.

BLEWETT PASS NOW IS OPEN

But Snoqualmie Pass, Also on Sunset Highway, Still Closed. ELLENSBURG, May 31.—Automobiles are making daily trips over the Blewett Pass section of the Sunset Highway between Cle Elum and Wenatchee, and drivers report the road in good condition. It was not expected the highway at this point would be cleared of snow until June 1, as it crosses the mountains at a higher altitude than Snoqualmie Pass, but warm weather during the past two weeks melted the snow rapidly.

NO, THIS NASH QUAD IS NOT GOING DOWN THE STEPS; IT IS BACKING UP THEM.



This photo was taken as the Quad, a two-ton vehicle, was scuttling backward up these stairs at the old fairgrounds, with a 3 1/2-ton load of cement aboard. John Krog, manager for the Portland Motor Car company, put one of his Nash Quads through its paces last week and, just to show what climbing quads its four-wheel drive possesses, undertook to drive it, loaded with 3 1/2 tons of cement, up the old fairground steps. But when the truck started up the steep incline the load started to slip off. This didn't daunt Mr. Krog or the Nash Quad. Without more ado, he about-faced the truck and backed up the steps. Several onlookers who have had experience with Nash Quads on the west-

SECONDS LOWER PRICED

JUST WHAT TERM MEANS EXPLAINED BY G. A. MALCOM. British Makers Don't Warrant Their Solid Output.

The abandonment of a guarantee on solid rubber tires by the British tire makers has naturally aroused a good deal of criticism, and many business organizations do not know just why this step was taken. The guarantee of 10,000 miles on these tires had its origin in the early days of the motor truck, when tire costs were about as fluctuating as the mileage was varied. At that period, too, the initial cost of a set of truck tires was a much more serious item than latterly, being often sufficient, in the event of a premature collapse of two or more of a set, to preclude the vehicle concerned from showing a profit on a year's turnover. It is now frequently the experience of users that a set of tires goes far beyond the mileage guaranteed.

STALLED 3 DAYS IN DESERT

BEND MAN OUT OF LUCK WHEN PLATINUM POINT DROPS OUT. Fifty Miles From Burns and 100 Miles From Bend, He Makes Camp and Awaits Service Car.

L. K. Shepherd, a local music dealer, spent three dreary days and nights on the high desert 50 miles from Burns and 100 miles from Bend, on account of the platinum point dropping off the magnet of his machine while on a return trip from Burns.

He left Bend Monday morning with a load of Senora phonographs, says the Bend Press, to be delivered in Burns, and everything went well on the way over. He was unable to take the machine when the engine of his car refused to work.

He exerted every known means to inject a spark of life in the gas burner, but of no avail. As far as to Shepherd's ability to start a car, it was dead. Luckily he had bedding and provisions along, so he set camp and awaited the arrival of a Good Samaritan to send word to Bend or Burns for a service car.

On Monday the Deschutes garage received word of Shepherd's predicament and started after him. Of course E. E. Blue, who went to Shepherd's rescue, did not know what was the matter with the car around Wind Mountain, but he had the needed supplies along with him.

When he arrived on the scene of disaster he found that the platinum point was missing from the magnet, but there was no platinum available. It is often said that necessity is the mother of invention, and in this case the saying was true. An electric horn in the service car was wrecked and the platinum point extracted and driven into the magnet.

Luck favored the transfer and the adjustment—which could not have been changed even though it was wrong—was right. The engine ground and started and the two cars pulled into Bend in due time.

CANADA ON LEFT-HAND DRIVE

Internationalizing of Rules Advocated by Motorists. Canadian automobilists have obtained co-operation of associations in America and other countries in the campaign to internationalize road rules. They believe peace and good road projects will result in many transcontinental tours and that a standard code of rules will be needed.

British motorists who brought their machines to Canada have had great difficulty in keeping on the right-hand side of the street and Canadian army officers who attempted to pilot machines in London declare that the left-

GOODRICH PRICES DOWN

LOWERING OF TIRE PRICE NOT DUE TO LESS DEMAND. Reduction Made Possible by Industrial Efficiency and Removal of Restrictions.

A general decrease in the cost of automobiles and motor truck tires, tubes and tire accessories has been announced by the local branch of the B. F. Goodrich Rubber company. This liberal reduction is the first to take effect since the country entered the war.

but that will, through their greater resiliency and mileage life, now built into them, permit substantial reduction in cost.

There is a good deal of misapprehension among car owners as to just what is meant by the term "seconds" as applied to automobile tires. There is all the difference in the world in this term according to the dealer who uses it. Factory "seconds" when sold by reliable dealers, carry a full guarantee, and are in many cases tires that ordinarily would have sold as firsts, except for the fact that there has been some change in tire styles that has enabled the dealer to obtain them at a low figure in wholesale lots, and to give the car owner the benefit of this low price.

G. A. Malcom of the Malcom Tire company, 82 North Broadway, is one such dealer in Portland. Mr. Malcom has had many years' experience in the tire business. Before coming to Portland he was with one of the leading tire factories for a good many years, and he knows all sides of the business. Mr. Malcom makes a specialty in portland of selected factory "seconds," that is to say, slightly blemished tires or tires that might be considered old but for the reason that they have been taken from the factory at the time some change has been made in style of regular selling patterns.

All the seconds carried by Mr. Malcom, who is a thoroughly reliable dealer, carry the full guarantee. But owing to some slight mark in the rubber, or to the fact that they are not in the latest fashion, they can be sold to the owner direct at a greatly reduced price. Mr. Malcom has direct relations with the Automobile Tire company of New York and Los Angeles, the largest and oldest dealer in seconds in the world. Being the pioneers in this trade, having been in the business more than 12 years, they are known by the factories and are thus able to get first class such tires at a greatly reduced price by taking them in quantity lots. Mr. Malcom, in turn, gets his tires from them and also has the benefit of a low price.

Handling these tires comprises about half of Mr. Malcom's line. In addition he handles factory "firsts" on a direct special selling basis from factory to car owner. These "firsts" are both popular priced and high priced goods. Some carry the standard guarantee at 3500, and from that up to 6000 miles.

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The lowering of the cost of rubber tires is not due to any apathy in tire buying, according to prominent officials, because they find the demand for their products well in excess of the supply. Three factors entered into the tire price revision.

First, the remarkable industrial efficiency in the rubber industry permitted the company to change over quickly from a war footing to a peace basis, and tire production today is nearing a mark greater than at any time previous to the war.

Second, all war restrictions on the importation of crude rubber have been removed, enabling manufacturers to keep ample supplies on hand.

Third, considerable progress was made in factory efficiency because of the strenuous pace demanded by the army and navy programmes in the prosecution of the war when solid and pneumatic tires, tubes, valves, divisible and observation balloons and surgical and mechanical rubber goods were turned out in tremendous quantities. Time-saving devices were inaugurated during the war were maintained and applied to the peace-time production of tires.

The rubber industry is pledged to supplying the needs of this country and the world with indispensable rubber products. In spite of the war, the army and people at home continued to call for rubber products in large quantities that were already being made prior to the war. In addition, the rubber industry was fortunate in being able to measure up to still larger and more strictly war-time requirements.

Right quickly it was appreciated that this industry included great institutions filled with trained men and women and equipped not only to build tires, tubes and balloons, the eyes of our great armies, but, in addition, truck, car and airplane tires, which were so urgently needed.

In the manufacture and distribution of tires the rubber industry has found a field of great usefulness as an ally of the motor car and truck manufacturers. Incidentally, the industry is seeking to provide the automobiles and trucks of the country with tires that will render not only a better service,

JORDAN advertisement for Mitchell, Lewis & Staver Co. featuring a car and the slogan 'From Across the Sea'. Includes text about car design and company information.

TIRES

Table listing tire specifications and prices. Columns include size, type, and price. Includes items like 30x3 Non-Skid, 30x3 1/2 Non-Skid, etc.

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AUTO ACCESSORIES AND PARTS

ARCHER & WIGGINS

Distributors of AUTOMOTIVE ACCESSORIES. There's an Exide Battery For Every Car. THE STORAGE BATTERY CO.

Columbia STORAGE BATTERY CO. The only battery with a definite guarantee. All makes of batteries charged and repaired.

David Hodes Co. AUTOMOBILE GEARS, PARTS AND ACCESSORIES AT REDUCED PRICES. ENGINES A SPECIALTY.

DELCO REPAIR We Stock Parts for All Delco Equipped Cars. LAHER AUTO SPRING CO. 10,000 Springs Carried in Stock.

VESTA STORAGE BATTERY. Gibson Electric Garage & Storage Battery Co. Distributors.

USL BATTERIES. SUNSET ELECTRIC CO. AUTOMOBILE ELECTRIC EQUIPMENT. AGENTS BATTERY REPRESENTATIVES.

AUTO DIRECTORY

WITHOUT A SUPERIOR 1 1/2, 2, 3 1/2 and 5-Ton Capacities. Atterbury ATTERBURY TRUCK SALES CO.

Service Motor Trucks A. W. Andersen. 855 Wheeler Street. Phone East 445.

Franklin offers more of "what you actually need and want in an automobile." BRALY AUTO CO.

Malcom Tire Co. 82 N. Broadway Portland, Or. 30 Branches. We ship C. O. D. Parcel Post or Express.

Mitchell New Light Six, \$1250 Factory. Mitchell, Seven-Passenger, \$1525. Factory MITCHELL, LEWIS & STAVEL CO. Broadway at Oak.