

5 REELS OF THRILL

IN THIS AUTO TOUR

Movie Chief Went Through a Whole Feature by Himself.

TIRES ROLL INTO GULCH

Paul Noble Had One Whale of a Time Driving North via Alturas, Pilot Rock and Bend.

The honor of driving the second car through this season from San Francisco to Portland over the inland route via Red Bluff and Alturas, Cal., Lakeview, Pilot Rock, Bend and The Dalles, Or., was gained a week ago by Paul E. Noble, manager of the Liberty theater here, in a case six. Mr. Noble would walk the entire 1306 miles his speedometer registered for the trip.

Mr. Noble has quite a reputation as a driver of the hard-boiled type. He got that way swinging around mountain curves in Montana. This time he got all he wanted and something more. The roads were more hard-boiled than he was. When he reached Portland, he carried a decided list to starboard.

Among his adventures on route were the following: He got lost in the mountains near Alturas, Cal., driving 42 miles out of his way into the sage brush hills before he could find a human habitation and get directions.

Head on Against Rock. He rammed a big rock that had fallen into the road and rammed it so hard that the bumper of his car was torn off and the impact broke the straps holding two spare tires on the back end of the car. The tires rolled down a gulch, from which it took him better than one hour of sweaty and cuss words to retrieve them.

He drove most of one day through a snow storm, the snow setting as deep as eight inches, with temperature to match.

Between Alturas, Cal., and Pilot Rock, via Lakeview, the road was so rough that two 10-gallon cans of gasoline he had put aboard for emergencies bounced off and were lost.

He drove from Alturas, Cal., to Bend, 246 miles, from 6 o'clock one morning to 1 o'clock the next, part of the time through snow, part of the time dodging jack pines, part of the time after dark feeling his way through snow, sand and sage brush, with no road in sight, and all the time over concentrated bumps.

Three Days to Rest Up. It was 1 o'clock on Thursday morning when he and his party finally reached the hospitable shelter of the Pilot Butte hotel in Bend. All hands were so dead tired that they remained right there until 11 o'clock Sunday. They probably would still be out in the desert somewhere but for the fine performance of the Case six. Mr. Noble is warm in his praise of the car. The motor didn't miss a beat under conditions about as trying as a car would meet short of touring north of the Arctic Circle, and the car itself came through without mishap.

Accompanying Mr. Noble on the trip were his wife, his mother, Mr. Ida C. Noble, and 4-year P. E. Noble, Jr., who was the best traveler of them all. Young P. E. enjoyed it vastly, especially when his father had to climb into the gulch and drag up the two heavy 14x5 tires, which had rolled half a mile down the hill. This was rare sport indeed for P. E., Jr.

Who he went south early in April, Mr. Noble took the precaution of shipping the car by rail to San Francisco. Many a time on that hard jaunt home he wished he had shipped the same thing for the homeward journey. But he didn't, so there he was, with nothing to do but keep showing ahead and hope he would make it.

The Captain Had Tough Time. How he came to make this long detour inland from the main Pacific highway is an interesting little tale by itself. While touring in southern California, Mr. Noble met Captain Ramwell, an expert, Wash. shipping man, who had attempted to drive south shortly before in a Packard twin-six. The day time the captain saw his twin-six it was up to the ears in a mud hole near Yoncalla, and he wasn't expecting to see it again before about mid-day.

He gave Mr. Noble a terrible story of conditions on the main Pacific highway, and all he said about it at that time was true, except that what would be July before it could possibly be made. With good weather and return of good weather and some judicious dragging at the worst places, the highway is in pretty fair shape at present, though no boulevard. Even Smith hill, north of Grants Pass, is quite presentable after having been fixed up according to latest highway reports.

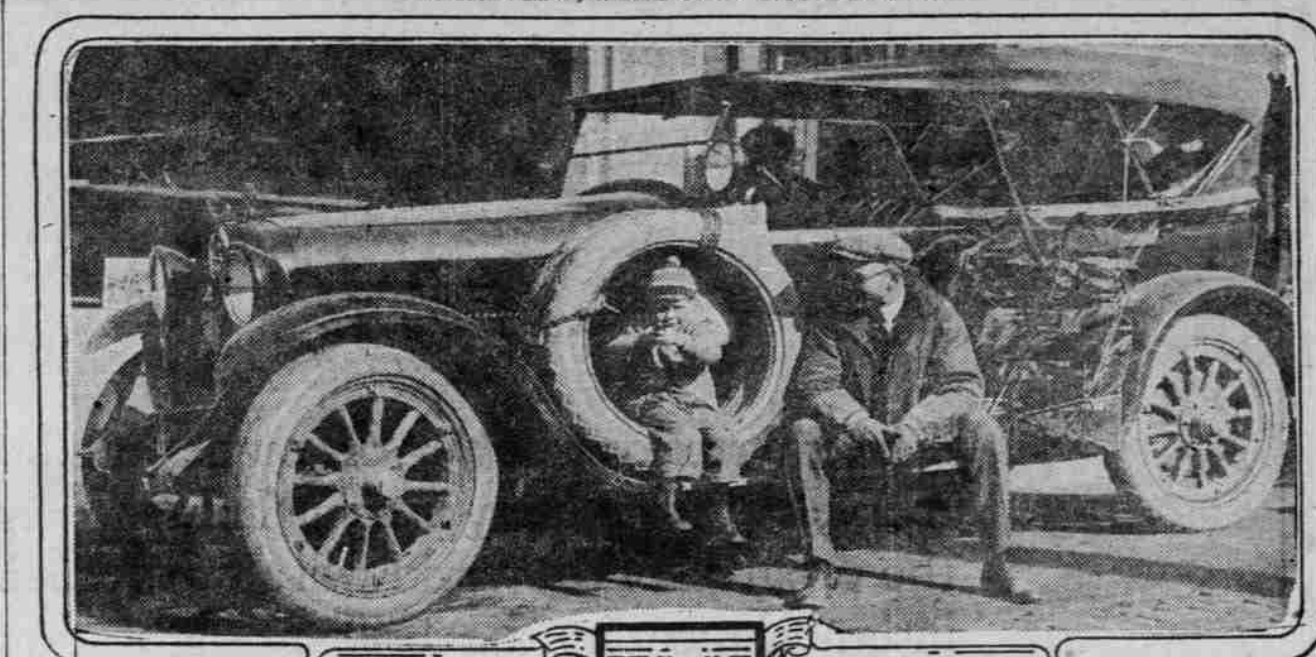
What most disgusted the captain was the policy of road supervisors in southern Oregon in dumping big rocks in some of the muddy stretches. He said he had had six tires torn off his car and ruined in one 40-mile stretch.

He Left It Right There. He finally abandoned the car in the center of a mud lake, took train to San Francisco, and there bought a new Packard twin-six in which he and his family were touring southern California.

The captain's story completely cured Mr. Noble of any desire to drive north over the main Pacific highway. Some one told him he would find good roads all the way if he went inland from Redding via Alturas, Lakeview, Silver Lake and Bend, thence coming to Portland over the main central Oregon highway. Mr. Noble fell for this advice.

All went well to Redding. But from there on his troubles began. It was on a Tuesday morning that he headed east to take the mountain road via Alturas and Lakeview. This road was covered with rocks, ruts, more rocks and more ruts. All that day the car kept just ahead of a snow storm, every now and then being enveloped in snow flurries, but there was no continuous fall.

THIS CASE SIX CAME FROM CALIFORNIA TO PORTLAND A WEEK AGO VIA ALTURAS, CAL., LAKEVIEW, BEND AND THE DALLES.



His car was the second one over the route this season, but Paul E. Noble, manager of the Liberty theater, says he would repeat the trip if he could be first.

It was a whale of a rough hard tour, so rough that at one place the two spare tires were jolted off and rolled down a gulch, whence it took Mr. Noble better than an hour to retrieve them. The bumper was torn off by a rock. The car bucked snow, sand and jack pines, and drove through a snow storm for hours. Once Mr. Noble got lost and went 42 miles out of his way in the desert. He drove from Alturas, Cal., to Bend, Or., 246 miles, from 6 o'clock one morning to 1 o'clock the next. The trip from San Francisco via this route totaled 1306 miles on the speedometer, and Mr. Noble advises all motorists to lay off it for several weeks to come. He is sitting on the running-board in the picture beside Paul E. Noble Jr., 4 years old, the best traveler of the party.

remained over night. At Alturas gasoline was 40 cents per gallon, and the garage had this sign posted: "Gasoline—for the joyrider none; for business purposes, gallons as per horsepower of your car."

The gasoline man told Mr. Noble he would get into a zone of 40-cent gasoline before he reached home, and that he'd be lucky to get it even at 80 cents. He decided that, under the circumstances, he could let Mr. Noble have a little extra fuel, so filled two ten-gallon cans and fastened them to the car.

Next morning at 6 o'clock the party shoved off from Alturas, with Bend as the objective. The events of the preceding day proved to have been mere preliminaries to what now befel shortly after leaving Alturas the car began to climb Mount Burney, seven miles up hill and seven miles down again. And now the snow storm that had been following them the day before seemed to have caught up, for it snowed hard and continuously. At the top of this grade the Case was plowing through eight inches of new snow, and it was cold in proportion.

Bumps, Jolts, Ruts, Rocks. Presently Lakeview was reached across the Oregon line, but Mr. Noble kept right on going. Part of the time he was on the road and part of the time he wasn't. All the time it was rough, and all the time it snowed. Somewhere along the way the jolts disengaged the gasoline cans. Nobody heard them fall off, but after going over enough jolts to loosen every bolt in the car and ruin all his tires, he supposed, Mr. Noble got out and looked the case over. She was still tight and fast, but there was no sign of the gasoline.

After many miles of hard travel Fort Rock was reached at nightfall. It was still 102 miles to Bend, and despite the snow, which had thinned out somewhat, Mr. Noble decided to push on to Bend.

That was a wild night's ride through drifted snow, sand dunes and dodging jackpines. In the course of the day and evening's travel he traversed exactly 51 miles of jackpine country, and in this whole 51 miles Mr. Noble swears there was not 200 feet of straight road, nor ten feet without a bump. But at length the Case left the jackpine country behind. At 1 o'clock that morning it reached the Pilot Butte hotel in Bend.

Off Go the Tires. This was 1 o'clock Thursday morning. Nobody felt able to travel the next day, so they remained at Bend until 11 o'clock Sunday morning. But the worst was now over. From Bend north to Wasco all but 18 miles was fine going. Mr. Noble took the road via Shaniko, and 40 miles an hour was easy. He stopped at Wasco for the night, left there at 9:30 o'clock Monday morning and was in Portland at 3.

Between Wasco and The Dalles, the seven-mile hill descending to the Columbia side was rather slippery. Rounding a curve the Case bumped smack into a big rock that had fallen down a bluff. The bumper was torn off and the rear tires, as already described, were wrenched loose and rolled off the grade down a steep hill. Otherwise the car was in danger.

Mr. Noble took the new highway grade into Hood River, escaping the old Mosier hill, and came right to Portland. The seven or eight miles of crushed rock between Hood River and Shell Rock mountain, laid there preliminarily to paving, he says, is not bad at all if the driver will take it not faster than ten miles an hour.

Getting roadways already a perry, for the tourist east of the mountains, and it is likely to become more so this summer. Mr. Noble had a very high as high as 61 cents a gallon for it, and at most places en route there was only one garage in town with any gasoline. This was the case even at Hood River, though The Dalles seemed plentifully supplied.

OVERMAN TIRE IS TAKEN

HOWELL-SWIFT TIRE CO. TO HANDLE CUSHION PRODUCT.

Solid With Big Reputation in East and Guarantee of 20,000 Miles Now in the Northwest.

Announcement was made last week by the Howell-Swift Tire company, which handles Canton cord and Blackstone tires, that they had secured the Overman cushion tire for trucks and light delivery cars.

This is one of the best known solid tires manufactured, and one with many unusual features. It has been made for 12 years and is very well known and widely used in the east, although until now it has not been in the Pacific coast.

It is considerably different in construction from most solid tires, and is so well and carefully made that its manufacturers turn it out with a hard and fast guarantee of 20,000 miles of service. It is made in New York City by the Overman Cushion Tire company and comes for all sizes of commercial cars and trucks up to and including 2 1/2-ton trucks.

Its manufacturers claim that the quality of its rubber and manufacture is such that it retains its elasticity to the very end. These tires in tests are declared to have made up to 30,000 miles. Another of the points claimed for it is that it is safe at any speed, to the highest passenger car limit, and that it is absolutely skid proof, chains not being necessary with it even on wet pavements.

Sheets of mica can be made one-thousandth of an inch thick.

HANLEY LIKES HIS HUDSON

CATTLEMAN USES LIMOUSINE IN CENTRAL OREGON.

Bill Hanley of Burns Writes Letter Thanking C. L. Boss for Letting Him Have the Car.

Out on the plains of central Oregon in the vicinity of Burns, William Hanley, the cattle man, known not only in Oregon, but the country over, as Bill Hanley, is riding around in a new Hudson limousine and chuckling pleased chuckles as he rides.

Life out there has evidently increased in meaning for Bill several per cent since he bought this limousine recently from the C. L. Boss company in Portland. Anyway, judge of his pleasure for yourself from the following letter Mr. Boss received from him last week.

"Would not feel quite right if I did not tell you how much satisfaction and pleasure the limousine has given me that you furnished to take care of the writer through this plains country of big spaces.

"It was designed and constructed to give pleasure to the idle ones, to parade the streets of big cities and take care of their vanity and good clothes; but for the purpose that I am using this one for, we must consider it a real benefactor. For it provides convenience for those who must serve for the progress of these undeveloped plains, where protection from the elements is a necessity. I want to thank you again for your good will in letting me have this car and for the fine accommodations we may expect from you.

"WILLIAM HANLEY."

RELIABILITY TEST IS SET

RULES FOR TRUCK CONTEST ARE COMPILED.

Regulations Submitted to Board of American Automotive Association for Approval.

OMAHA, Neb., May 8.—Rules for the first national motor truck reliability contest have been compiled with a view to permitting a fair determination of relative truck performance value.

These rules were formed by Charles P. Root, general manager of the run, who submitted them to the contest board of the American Automotive association for approval. Mr. Root's lengthy experience in the direction of great motor truck runs and other contests enabled him to formulate rules which met with the entire approval of the contest board. That motor truck makers will commend them is altogether certain.

Mr. Root has settled upon May 22 as the date on which the trucks will have to be in the hands of the technical committee at Omaha. Entries close at midnight May 1.

On arrival at Omaha the technical committee will go over them and at the close of the 2500-mile run, which will be made in 25 days, the committee again will go over them. Penalties will be set against a truck which shows marked variation between the two examinations.

The contest is designed to demonstrate the speed and reliability of pneumatic-tired trucks up to and including the 3 1/2-ton class. The contest is limited to pneumatic-tired trucks, which will be graded, according to the size of the trucks, by classes. Road conditions of the day's run will be taken into consideration in setting the speed. The figures will be fair and reasonable to all.

Penalties will be by points. These will be assessed against a truck for being late at noon and night controls, for work done on the truck by the driver or anyone else and for mechanical defects as determined by the technical examinations before and after the contest.

Each entrant will name an observer for each truck entered. This observer may be connected with the maker or may be a distributor for the truck represented. The observer will ride on a different truck each day and will make reports daily to the officials of the contest upon which he rode. This will cover the performance of the truck and the conduct of the driver. Makers will be allowed to name their sales representatives as observers.

It is proposed to start the run May 31 or June 1, but this may be delayed when the pathfinder has gone over the route in May. Decision will be based upon the probable condition

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of the roads early in June. The start may be set for June 15.

The country to be covered is the richest farming section of the United States and a section in which America's greatest truck buying will be seen for years.

BAKER HIGHWAYS IMPROVED Mountain of Natural Gravel Supplies Abundance of Material.

BAKER, Or., May 8.—(Special)—The rock crusher and bins which have been at the Flagstaff mine dump for the past few months furnishing crushed gravel for the Baker-Cornucopia postroad have been moved to a position near the old Friday mine and crushed gravel is being put on the road from that station. A mountain of natural gravel has been unearthed and the work of putting the road into first class shape will be rushed.

SCRIPPS-BOOTH IS HERE

NORTHWESTERN BRANCH IS OPENED IN PORTLAND.

L. A. Hannan of Scripps-Booth Co. of California Manager of New Branch Here.

Portland this week becomes distributing headquarters in the Pacific northwest for the Scripps-Booth car, one of the well-known General Motors passenger automobiles. The Portland branch of the Scripps-Booth company of California, has taken temporary quarters in the building at Sixteenth and Alder streets just vacated by the W. H. Wallingford company.

L. A. Hannan, formerly of San Francisco, where he has been for some time with the Scripps-Booth company of California, is manager of the new branch. A. J. Brown is associated with him.

This branch will not only sell Scripps-Booth cars at retail in the Portland territory, but also will handle their wholesale distribution in the northwest. It will carry a large stock of parts for the whole northwest territory.

The 1920 Scripps-Booth is improved over former models. It no longer has its former pointed radiator, and the new model is further distinguished by its exceedingly long and easy-riding rear springs, which are 57 inches long with a 115-inch wheel base. It comes in roadster, touring, coupe and sedan models. William E. Worth, formerly with the Fields Motor car company, is one of the salesmen for the branch.

NEW CARBURETOR IS HERE

Air-Friction Handled by Motor Accessories Company.

The Motor Accessories company, of 304 Pine street, has been appointed northwest distributor for Air-Friction carburetors. These carburetors have been especially designed to handle the present low grade of fuel, and the results attained have made them popular.

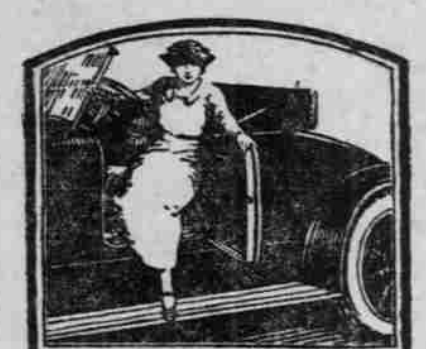
"Instead of using a jet, the gasoline is fed through an atomizing nozzle which breaks up the fuel into a fine mist or vapor which turns to gas the moment the hot air from the carburetor reaches it," says A. J. McIntyre, manager of the firm. "By the time it reaches the cylinders it is in a condition to make complete combustion."

"By means of an automatic air valve surrounding the nozzle, perfect combustion is obtained, so that no matter at what speed the engine operates the gas mixture is just right for that speed. This gives a most remarkable pick up, unusual power, extreme slow speed on high, easy starting and a clean motor."

"The Motor Accessories company is putting out these carburetors under a flat guarantee to increase mileage at least 20 per cent, besides giving

greater power. Fords have given in cold weather 30 miles per gallon, a Saxon 5 has been increased 10 per cent in mileage, other cars in proportion. The Air-Friction carburetor is for all makes of cars."

Carburetor Troubles. Many cars have no provision aside from a strainer in the tank for keeping out dirt from the carburetor. Owners of such vehicles will do well to fit a trap in the fuel line. All the big carburetor makers offer these traps, which are to be placed in the line near the carburetor or in the bottom of the tank. The trap catches all the dirt and water and should be cleaned out regularly once a month.



Best in the Long Run

You can always tell the BEST Inner Tube at a glance;

—it is red and it bears the name Goodrich.

Goodrich Red INNER TUBES

The B.F. Goodrich Rubber Company, Akron, Ohio Makers of the SILVERTOWN—America's First Cord Tire

Advertisement for Oldsmobile Economy Truck. Features a large image of the truck and text: 'Oldsmobile Economy Truck', 'Investigate That's All!', '22d Year', 'Oldsmobile Company of Oregon', 'Broadway at Couch', 'Phone Broadway 2270'.

Advertisement for Willard Service. Features a circular logo with 'THREAD RUBBER' and text: 'Another Little Thread From Chas. S. Harper', 'Willard Ahead', 'And they asked me how I did it. And I gave them the Scripture text. "You keep your light so shining. A little in front of the next!" They copied all they could follow, But they couldn't copy my mind, And I left 'em sneaking and sweating, A year and a half behind. —Kipling.', 'Willard Service', 'NINTH and EVERETT', 'Broadway 3287', 'Willard STORAGE BATTERY', 'TRADE MARK REGISTERED'.