

GAS SUPPLY AMPLE FOR REQUIREMENTS

Mark Requa, Oil Administrator, Makes Statement.

AUTOS ARE NOT IN DANGER

Lack Entirely One of Transportation, and There is No Intention to Cut Off Supply for Passenger Cars, He Declares.

WASHINGTON, April 20.—There is no shortage of petroleum for our immediate needs, according to Mark L. Requa, director of the oil division of the United States Fuel Administration. The lack is one entirely of transportation. Gasoline must be produced as a by-product in the manufacture of fuel oil used in the Navy, in merchant ships and in industrial plants, and the gasoline must be disposed of. Crude oil

stones. The making of blowout patches is an absolute necessity. One leading authority on tire necessary construction states that a blow-out patch must perform two duties—hold the blowout in the casing and protect the tube while it is in the tire. To do this it must first be flexible; second, the ends must have a gum covering to protect the tube from coming in contact with the edges of the raw fabric; and third, the fabric of the patch must be strong enough to withstand the terrific strain of the blowout. Contrary to what the average motorist believes, an inferior patch can ruin an inner tube in a short distance. It only takes a few revolutions of the wheel before a stiff, unyielding, unprotected patch has literally eaten into the tube, rendering it temporarily useless and oftentimes beyond repair. Study the blowout patch question for yourself; act in the purchase of it as you would in the purchase of other materials for your car. You wouldn't buy a cheap grade of oil, for it would ruin your engine. Beware of dealers who tell you they can sell you "this patch cheaper and just as good because it has no name on it."

PRODUCTION MAY BE REDUCED

LeRoy Fields Says Chevrolet Curtailment is Likely.

The annual production of Chevrolet automobiles at the big Oakland plant may be curtailed, according to information received by LeRoy Fields, of Regner & Fields, distributors for Chevrolet cars in Multnomah County. The annual production of 200,000 cars may be reduced to half that figure at the parent plant in the East and this will cause a decrease in the production at

HOW WOULD YOU LIKE TO DRIVE THROUGH THIS MUD?



View of Republic 1 1/2-Ton Truck in Pass Creek Canyon Last Monday, En Route From Portland for Delivery in Oakland, Or. R. E. Harness, Esq., Republic Dealer, at the Wheel.

containing the lighter, volatile oils, such as gasoline, is dangerous for fuel purposes until the gasoline is removed. Obviously, unless this gasoline is sold and consumed, the cost of fuel oil will increase. There is, therefore, no intention on the part of the Fuel Administration to shut off or limit the supply of gasoline for use in motor vehicles.

"There has been considerable discussion as to cutting off the supply of gasoline to passenger vehicles, following the precedent set in England," said Mr. Requa, "but the conditions are entirely dissimilar for the reason that England produces no oil and has to rely entirely upon imports overseas. The United States, on the contrary, not only produces the oil for its own consumption, but large surplus quantities for export."

"It has been demonstrated recently that it is impossible to take oil for any specific purpose without exerting a detrimental influence on some other branch of the industry. The problem of what is least essential is extremely difficult to determine, and I am somewhat of the opinion that the non-essential industry does not exist."

"It is quite obvious that the oil facilities of the United States must be used in such a way as to produce the maximum benefit, viewed from a National standpoint, to meet the existing crisis."

"The priority list was established for the reason that it is impossible, because of transportation shortage, to supply all consumers. When the supply is sufficient, the priority list automatically ceases to operate. When a shortage does exist, class 12 receives no oil until all lower numbered classes are supplied."

"Total stocks in the United States approximate 148,000,000 barrels as of January 1. Last year's production approximated 220,000,000 barrels, and there was a draft on stock of about 20,000,000. There is ample oil territory available in various parts of the United States. It is only a question of drilling to obtain it."

POOR PATCH WILL RUIN TUBE

Important for Motorist to Learn to Select Patch With Care.

Poorly constructed inside blowout patches (which are used between the tire and tube, in case of a blowout), have been the cause of thousands of inner tubes being ruined, says Mil-

the Oakland plant, although not in this ratio, says Mr. Fields.

The cut will be made for the purpose of the conservation of materials. The railroad situation which is affecting the Eastern dealers is not so serious on the Coast and every one of the 50 cars which the California plant is capable of turning out each day could be shipped to the Western dealers, as the trouble would not be lack of freight cars, but the material situation. While no orders to decrease the production at the Western plant have been received, Mr. Fields expects any day to have his quota of cars cut in two, and possibly more.

NEW ROAD MAPS FILL NEED

Accuracy and Convenience Boon to All Motorists.

At last a road map of Portland and vicinity has been completed that really fills the bill. A map showing the complete road system in and about Portland, with distances, road directions and the surfacing of each road all made part of the map, has just been issued by the Auto Road Map Company of this city. It is printed on cloth and folds in such a manner that the motorist can use it almost like a book by turning from one fold to another.

Road maps of Western Oregon and Washington have also been issued by the same firm. Every precaution has been taken by the map maker to make his maps strictly accurate and dependable, and they are by far the best road maps ever issued of this section.

ELGINS AT LAST ARRIVE HERE

J. S. Moltzer Gladdened by Words 30 Cars Are on Way.

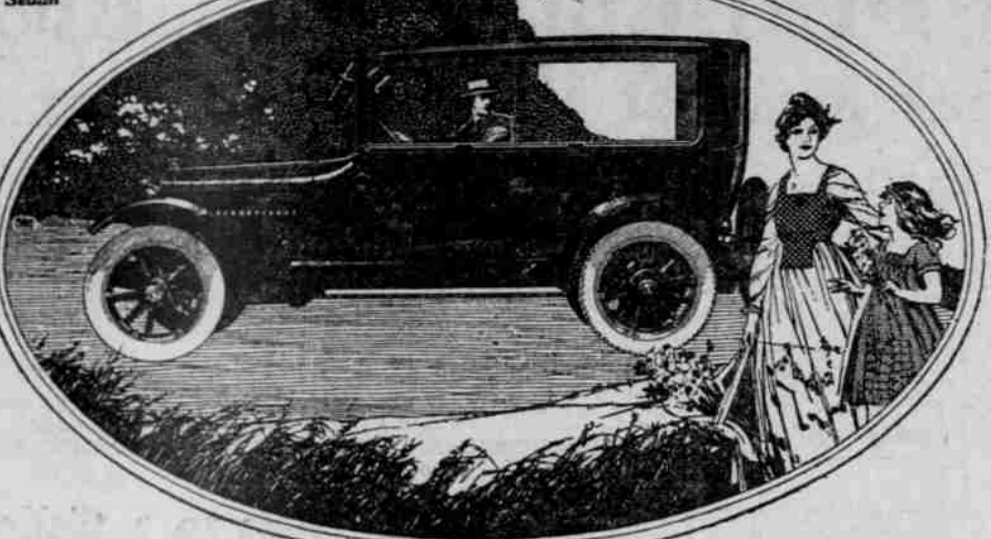
After having been absolutely out of Elgin cars for the past couple of weeks, J. S. Moltzer, Elgin dealer in Portland, was gladdened last week by news that 30 cars would be shipped him immediately by Pacific Motors, Inc., at Seattle, Northwest distributor for the Elgin.

Some of the cars had already arrived yesterday and Mr. Moltzer expects them all to be in by Monday or Tuesday. He already has orders in advance for several of the Elgins. The 30 cars will not last long, but several more cars are now on the way from the factory at Chicago.

CHANDLER SIX

Famous For Its Marvelous Motor

Chandler Sedan



The Chandler Sedan Affords You Four-Season Service

HANDSOME in design and economical in operation, this Chandler seven-passenger convertible sedan affords full four-season usefulness that is keenly appreciated by those who demand the maximum of efficiency and comfort in their motor cars.

This sedan body is instantly convertible from an entirely enclosed car to one fully as open as a touring car with top up. Windows may be lowered away or entirely removed and the window posts are removable. The body is most substantially constructed—built by Fisher—and stands the stress even of rough country roads. The upholstery is of a serviceable grey cloth material.

Mounted upon the famous Chandler chassis, distinguished particularly for its great motor, this sedan offers motor car value only approached by other cars selling for hundreds of dollars more.

SIX SPLENDID BODY TYPES

Seven-Passenger Touring Car, \$1595 Four-Passenger Roadster, \$1595
Four-Passenger Dispatch Car, \$1675
Convertible Sedan, \$2295 Convertible Coupe, \$2195 Limousine, \$2895
(All prices f. o. b. Cleveland)

Let the Chandler Sedan Be Your Choice Now

Twin States Motor Car Company

Distributors
514-516 ALDER ST., CORNER SIXTEENTH
CHANDLER MOTOR CAR COMPANY, CLEVELAND, OHIO

MUD FOUND AWFUL

Pass Creek Canyon All It Is Called and More.

EVEN MAN SINKS IN TO HIPS

F. B. Thompson, of Roberts Motor Car Company, After Taking Republic Truck Through, Has Good Advice for Motorists.

Any motorist who wishes to tackle Pass Creek Canyon in Southern Oregon has the very best wishes of F. B. Thompson, sales manager for the Roberts Motor Car Company, Oregon distributor for Republic trucks. Also, says Mr. Thompson, said motorist has the choice of patronizing a man who will charge him only \$5 to haul him out of the mud, or other men whose price scale is said to be based on the principle of all the traffic will bear.

Mr. Thompson is quite well posted on the Pass Creek Canyon situation, for he took a Republic 1 1/2-ton truck through it last Monday on a driveway from Portland to a purchaser at Oakland, Or. It had rained shortly before and the road through the canyon where the new grade was made last Fall just north of Comstock was a quagmire.

No Traction for Wheels.

He patronized the man who charges only \$5 for hauling out machines, and praises his work. At that, the Republic virtually went the whole distance on its own power, the aid of the team being required only to pull it a few feet out of two mudholes into which it had sunk so deep that the axles were buried, the body of the truck rested on mud and it was impossible for the wheels to get any traction.

"There simply is no bottom at all to these mudholes," declared Mr. Thompson, on his return to Portland Friday. Wherein he corroborated the testimony of every other unfortunate who has sunk into Pass Creek's famous mudholes.

"It will not even hold up the weight

of a man, or wouldn't the day we went through. I stepped out of the truck at one of these mudholes and immediately sank down to my hips.

"This was just following quite a heavy rain late last week. I was told that a couple of weeks ago the mud had dried out very considerably. If the present fine weather keeps up, undoubtedly it will dry out, and machines will soon be able to drive through, for luckily this bad stretch isn't in the shade. If it were it would never dry out."

Mud Over Crankshaft.

"The mud was indescribable last Monday. We had to dig out the crankshaft from mud, and the mud was way over the axles. There simply was no bottom at all. Despite the fact that the Republic was brand new and had never been driven before we left Portland, it performed nobly. The great clearance of the Torbenesen axles enabled it to go through mud where the going looked to be impossible.

"We did not have to replenish the water in the radiator the whole way from Portland to Oakland. We left Portland at noon Sunday, reached Eugene that night, Yoncalla the next night and Oakland at noon on Tuesday, where the truck was delivered to a groceryman of that place for general hauling service."

For the benefit of motorists who want to try the canyon, Mr. Thompson recommends the services of Nick Mielthoff, who has a team at the north end of the bad stretch near Comstock. He charges cars through with his sturdy team for a flat rate of \$5.

Who Lost a Hudson?

"Other parties are not so reasonable, however," said Mr. Thompson. "They charged one poor fellow with a light car \$18 for pulling him about 100 feet, and are seeking motorists for all they can get."

Mr. Thompson wonders if anybody in Portland has reported the theft of a Hudson Super-Six. He passed a Hudson car in the mud where it had been abandoned shortly before by four young fellows who seemed in a great hurry and insisted on driving into the morass without taking advice from anybody. They acted as if they had stolen the car, and when they got over the car's depth hastily abandoned it.

The Cottage Grove authorities, Mr. Thompson says, have a record of the car's number and are waiting to hear from the owner.

Record of Concerns Given.

The records show that of 217 motor-truck companies listed today only 85 per cent have been in existence more than five years and only 36 per cent for more than three years.

LIBERTY CHIEF IN TOWN

J. E. FIELDS PAYS BRIEF VISIT TO W. H. WALLINGFORD.

General Sales Manager of Liberty Motor Car Company Expects Further Curtailment.

J. E. Fields, general sales manager of the Liberty Motor Car Company, of Detroit, was a visitor in Portland last week. He arrived Wednesday from San Francisco in the course of a trip through the Western territory, and conferred with W. H. Wallingford, Liberty Six distributor here, during the few hours he was in town.

"There isn't very much for me to add to statements that have been made by other sales managers who have been here before me in regard to the motor car situation," said Mr. Fields. "I am going to do my best to see that Mr. Wallingford gets the cars he needs out here, but it is quite a different matter, with the prevailing freight car congestion, to ship automobiles nowadays to Portland, of course, is far out of the drive-away zone."

"I am highly gratified at the very much improved market for motor cars in this part of the country. The North-west is reacting to present business conditions, which are not better anywhere in the country. The call for Liberty cars is much stronger here than has ever before been the case, and I congratulate Mr. Wallingford on the fine work he has been doing."

"The greatest demand for motor cars nowadays comes from the farming districts rather than from the big cities. Take Kansas as an example: We sell more Liberty cars in Kansas than in any other state. Kansas is a great farming community, and the farmers are buying cars and using them every day—night almost every hour. Nothing has done more to better the condition of the American farmer than the American automobile, and the farmer realizes this."

Mr. Fields, who is one of the well-known figures in the production end of the automobile business, having been sales manager for the Hupmobile before going with the Liberty, said that a further curtailment in manufacture of passenger automobiles will become effective this Summer when manufacturers make out their production schedules for the following year.

It's Mighty Important

what kind of lubrication you use. Ordinary oils and greases won't stick on the job of preventing friction.

DIXON'S

GRAPHITE Automobile LUBRICANTS

make a lasting veneer over the wearing surfaces of transmissions and differentials that prevents wear. It's all in the special flake graphite found only in Dixon's—the common sense lubricants.

Ask your dealer for the Dixon Lubricating Chart.

Joseph Dixon Crucible Company Jersey City, New Jersey Established 1827

REO

This Reo Six—\$1550 —Is the First Choice of the Connoisseur

THE MORE EXPERIENCE you have had with motor cars, the more you will appreciate this Reo.

THE MORE YOU KNOW about mechanical principles, the more you will see here of mechanical excellence to admire.

THE LONGER YOU HAVE driven a motor car, the more you will find to approve in the handling of this Reo.

IF YOU AGREE that an excellence in the ensemble can be obtained only by excellence in every smallest detail, this Reo Six will appeal to you.

THE CLOSER YOU STUDY the chassis construction—details of design and of construction—the greater will be your admiration and your confidence.

FOR THIS SIX is built for men who know, THE PERCENTAGE of "brand new" motorists is very small among Reo buyers.

THE TYRO sees only the superficial.

THE EXPERIENCED looks below the surface—and especially does he search for a weak link in the chain.

HE DOESN'T WANT a car that is good only in spots—he demands uniform excellence.

AND HE FINDS that quality in this Reo Six.

HE FINDS ANOTHER quality—the logical result of the other; namely low upkeep—lower than can be shown by any other car of seven passenger capacity and of similar size and power—bar none.

OUR PROBLEM this year is to supply the demand. And it is an impossible problem. Only those who order early can hope to obtain Reos.

IF YOU WILL HELP by deciding now and placing your order, we can promise you a reasonably early delivery of the car of your first choice—a Reo Six.

Northwest Auto Co.

Broadway and Couch Street
Portland, Oregon

Reo Motor Car Company, Lansing, Mich

Reo Six Touring 7-Passenger \$1550



Price is f. o. b. Lansing and the special Federal tax must be added.

THE GOLD STANDARD OF VALUES

Used Cars and Light Trucks

Reo 5-pass., late 1917 model, has only been used as demonstrator\$1050

Overland 5-pass., elec. lights and starter\$450

Reo 5-pass., good condition\$425

A Light Reo Truck\$350

Reo 3/4-ton Truck, good top, new tires, first-class condition\$800

TIRES

Bargains in All Standard Makes.

SAVE 30% TO 50% ON THE COST OF YOUR TIRES!

30x3 1/2 Plain Tread	\$ 8.55 to 10.50
30x3 1/2 Non-skid	10.50 to 12.75
30x3 1/2 Plain	11.40 to 12.85
30x3 1/2 Non-skid	12.75 to 15.00
32x3 1/2 Plain	12.75 to 16.40
32x3 1/2 Non-skid	15.85 to 20.25
34x4 Plain Tread	19.50 to 22.50
34x4 Non-skid	22.50 to 26.00
34x4 Plain Tread	19.55 to 22.25
34x4 Non-skid	22.25 to 26.50
34x4 1/2 Non-skid	26.25 to 33.15
34x4 1/2 Non-skid	33.25 to 44.15
37x5 Non-skid	30.25 to 48.50

We Carry Such Makes as FIRESTONE, LEE, REPUBLIC, SAVAGE, FISK, VICTOR, SPRINGFIELD, BUNTA, PORTAGE, BLACKSTONES, ETC.

Try a Howe Tube Extra Heavy Red, Cost You Less Than Ordinary Tubes and Guaranteed One Year

IF YOU WILL STATE THE SIZE TIRE YOU USE, WE WILL QUOTE YOU PRICES ON THE DIFFERENT MAKES WE HAVE IN STOCK. YOUR SIZE. ALL TIRES GUARANTEED.

Northwest Auto Co.

Broadway at Couch. Open Sunday.

Portland Tire Co.

PORTLAND, OREGON. 231 Burnside St. Phone Broadway 2275.

VARIOUS HUDSON MODELS ON SHOW BY C. L. BOSS AUTOMOBILE COMPANY.



OPEN AND CLOSED MODELS ALIKE IN BIG DEMAND.

An interesting exhibition of various Hudson car models is being held at the C. L. Boss Automobile Company. Hudson sales have been very brisk this Spring in both open and closed-car models, and this demand, together with the curtailment in factory production, has made it hard for Mr. Boss to keep enough cars on hand. He sold three closed cars last week alone. Mr. Boss has just received word from the factory that 40 Hudson cars will be shipped to him this month by boat in order to escape the freight embargo out of Detroit. This doesn't mean that the cars will come around the Horn, or anything like that. They will be shipped from Detroit by a specially chartered Great Lakes steamer to Duluth, at the western end of Lake Superior, where they will be unloaded and restocked by train. There is no freight embargo out of Duluth and plenty of empty cars are to be had there.