

GAS PLENTIFUL IF SUPPLY IS LOCATED

Price Rise Called Merely Sectional Adjustment.

MARKET "STEADY FIRM"

Foreign Situation Serious and Some Have Opinion That Profits Are Being Taken.

While the gasoline market has remained for the most part in a condition that is known to oil men as "steady and firm" during the last few weeks, mixed feelings of alternate cheer and anxiety have been noted among the trade as a result of opinions on the situation given out through leading oil men or from sources close to them. There is no doubt expressed anywhere that there is and will be plenty of gasoline; the only problem is to get it, and it is this which is proving a source of expense.

Recent advances in price appear for the most part to have settled into a series of smaller adjustments to bring markets in nearby sections into closer harmony, possibly in protective way, so that the distribution may be kept even and not diverted from points where the difference would be so marked as to keep the fuel in more high-priced markets.

Illustrations of this are noted in one authority's comment comparing present quotations with those of a few months ago. On the tank wagon for delivery to garages gasoline is selling in New York at 23 1/2 cents, as against 27 1/2 cents in Jersey City. Just across the Hudson river only a few months ago the differential was 2 cents, and at a lower rate, 31 and 27 1/2 cents, respectively.

More Development Needed. Similarly a cent has been taken from the difference in price of gasoline in Philadelphia and Baltimore where the prices are now 27 and 23 1/2 cents, respectively, as against a former 27 and 23 1/2 cents.

The present condition of the nation's oil supply is pointed out as a lack of development rather than a lack of source of supply. In his report to stockholders distribution may be kept even and not diverted from points where the difference would be so marked as to keep the fuel in more high-priced markets.

The year just closed he brands as a "transition period from the intensive operations arising from the company's full co-operation in the war to the activities of the government to the more normal activities of peace. The preceding year was a period in which the demands for oil and oil products by the United States government, as well as by those governments associated with us in the war, severely taxed the productive abilities of the petroleum industry. It was not, therefore, a time in which the development of proved oil lands could be carried out."

95 Cents in England. In connection with the increasing price of gasoline, which is more serious question for foreign countries than in America, the London board of trade recently prepared a comprehensive report dealing with the costs of production and transportation, which was published in full in the Times of London on March 2. Gasoline was advanced a few weeks ago in England; the price there now being from 90 to 95 cents retail per gallon.

"We are strongly of the opinion," states the committee report, "that the whole question of the production, price and distribution of motor fuel should engage the attention of a league of nations or otherwise be made the subject of international agreement between the governments of the principal importing nations, with a view to co-operation in fixing at a fair level the price chargeable for so vital a necessity of modern industrial life."

"We find," adds the report, "that the present high prices of motor fuel are mainly due to a demand which is tending to outstrip the world's present supply and that the advantage is being taken of this tendency by powerful financial interests to raise prices."

KEEP SPRING CLIPS TIGHT

Use Wrench Large Enough to Make Every Bolt Hard and Tight.

If any proof be required of the necessity of keeping spring clips tight at all times it may be found in the fact that neither dealers nor manufacturers will replace a spring that is broken through the center bolt hole—the place where most springs give way, observes a contributor to American Motorist, who goes on to say: "Breakage of this nature is taken as evidence that the spring clips were not kept tight. The spring clips are subject to bending in two directions with the result that excessive strains are imposed at the weakest point which in this case is at the bolt hole. The spring clips should be seated perfectly tight by drawing the nuts up as close as possible with a wrench of such size that there is no question of their being tight. It is well also to bear in mind that even a nut secured by a lock washer will ultimately work loose—hence the necessity for looking over your spring clips now and then."

Tighten Engine Bolts.

In some cars looseness of the engine bolts which hold the motor in place may cause misalignment of the engine with serious consequences. If there is even slight looseness of the bolts it may permit the engine support to hammer and pound and in time the supporting arm may actually break off.

DIFFERENT RADIATOR ON NEW LEXINGTON COUPE.

ONE OF THE LEXINGTON ENCLOSED MODELS HANDLED HERE BY THE BRUNN MOTOR CAR COMPANY.

DO WE WANT ROADS LIKE THIS, OR SHALL WE PAVE 'EM?



ROAD STUDY POSSIBLE

EXTENSION OF HIGHWAY ENGINEERING IN SCHOOLS.

Huge Problems to Be Met in Building Network of Transportation Arteries.

WASHINGTON, D. C., May 8.—(Special.)—Leading educational authorities of the United States will gather in Washington May 14 and 15 to discuss extension of highway engineering courses and introduction of highway transportation as a subject in the college curricula, with representatives from the bureau of public roads, state highway departments, bureau of education and leaders of the automobile industry.

The conference was called by Hon. P. P. Claxton, commissioner of the United States bureau of education. The purpose is to bring about a mutual understanding of the problems ahead in the development of trained men for road construction and for the automobile industry.

With more than \$1,000,000,000 already available for expenditure on road construction and maintenance in the United States, it is evident that thousands of engineers and hundreds of thousands of skilled laborers will be needed to carry out the work in the next few years. The situation is even more acute in the automobile industry.

The field for which it will be necessary to fit men is a broad one. Technical engineers will be required for the research and design departments, complete instruction will be necessary in the business administration, advertising and similar departments of the office force and there is always a broad field for the skilled mechanic.

Trucks in the future will need to be equipped to sell transportation rather than simply the mechanical unit since into the use of the motor truck goes a knowledge of operating costs, of possible tonnage to be developed and of factors which require a great deal of study. The same statement applies as well to the managers of the fleets of motor trucks which have already become a factor in our commercial life and which will unquestionably increase in number as the use of the truck grows.

The Washington conference was preceded by an informal conference held in Ann Arbor last week when representatives of the various groups already mentioned, met to determine upon a programme. At that time a resolution was passed calling attention to the need of trained men in these fields and asking the commissioner to bring together the leaders in thought and action on this subject in order that a definite method of mutual co-operation might be brought about.

The Washington conference will be followed by a general educational conference, May 15 to 21, in Washington, which will be attended by all of the leading educators of the United States and it has been suggested that a representative from the highway conference should present the particular problems discussed at these meetings before the larger group.

JACKSON ROAD CREWS BUSY

Highway Work in Full Swing With Over 200 Men Employed.

MEDFORD, Or., May 4.—(Special.)—Jackson county road work is now in full swing, a fleet of five motor trucks, caterpillars and crews aggregating over 200 men are at work in various parts of the county. One hundred miles of county road are being scarified. A large portion of the grading and other improvement work is being done by the county in conjunction with the road district and the state, under the market road provision. In all there will be \$51,000 spent this year on market roads. A crew of men are grading the new road between Jacksonville and Ruch, eliminating the Jacksonville hill, and if the proposed half million bond issue carries this will be made a permanent highway.

Wood Wedges for Doors.

When the doors on one side of the body do not fit properly, either bind so that they are hard to close or fit too loosely, with so much clearance that the catch will not snap, the trouble may be cured by placing wooden wedges under the body at the rear. Metal plates may also be used. In either case the wedge should be bolted through the frame so that it will remain firmly in place.



Here are some typical mud roads of the kind that the \$10,000,000 bond issue and 4 per cent constitutional amendment, before the voters on May 21, are designed to eliminate.

These are real Oregon road pictures, taken in the past couple of weeks by Alexander G. Jackson, forest examiner for the United States forest service, who in the course of a season pilots his famous 1914 Ford over several thousand miles of Oregon roads. The upper picture shows "Betsy," the Ford, stuck in the mud on a Clackamas county dirt road near Damascus, only 15 miles from the center of Portland. As will be noted, the whole Jackson family has been commandeered to help dig poor Betsy out. It was a hard job, but finally accomplished. The lower picture is a view of the road between Dallas and Salem, within four miles of Salem. For three miles the road is just like this. This road is lucky in being on the highway programme for paving in the near future, but there are many other just as important roads that will stay in the mud unless the voters authorize the bond issue, and the constitutional amendment to make it possible, as available highway funds are virtually exhausted. Incidentally, the amendment and bond issue will not increase taxes one red penny, as both interest and principal of the bonds will be met from the present automobile license fee and gasoline tax, with money to spare. Shall we vote Oregon out of the mud?

TIRE TUNER APPEARS

AMERICAN INDUSTRY DEVELOPS NEW KIND OF EXPERT.

Willis-Overland Company at Toledo Has Workman Who Carries Air Hose and Hammer.

Enter the tire tuner! America has its tea and coffee tasters, experts who by simply sipping coffee from various cups before them are able to tell the exact value of each particular brand of coffee or tea.

And France has its wine tasters, experts who by tasting of wine can tell not only the part of the country in which the grapes from which the wine was made were grown, but can even tell the year in which those grapes were grown. In America we have, of course, only fading recollections of that dinner game.

But it has remained for American industry to develop the tire-tuning expert. Not distinguishable by his attire, because he is clothed as are all of the other factory workmen, this expert can be found any and every day in the big plant of the Willis-Overland company at Toledo, O., and he can be identified by the fact that he carries in his hands a hammer and an air hose.

This expert has a berth near the progressive assembly track. In this highly organized plant the frame of an automobile starts at one end of the progressive assembly track, and emerges from the other end a finished product, ready for the road.

On its ride to the shipping platform this Overland automobile starts as simply a frame. As it passes various workmen, each highly skilled in his particular line, various parts are supplied and attached. Expert workmen put on the wheels, others slip on the tires, and so on.

But tires are of little value unless they are inflated. And that particular duty has fallen to the lot of the tire tuner. His berth is near the outgoing terminal of the progressive assembly.

As a car reaches him he applies the air hose to a tire. Now and then he

taps the side of the tire with a hammer. Suddenly he removes the air hose and starts for the next tire. By the "feel" and the "sound" as the hammer hits the tire he knows when the right amount of air for proper inflation has been pumped into the tire. And he knows if it's a good tire.

TRAFFIC CONTROL PREDICTED

Highways of Oregon Built to Sustain Ten-Ton Trucks Only.

MEDFORD, Or., May 8.—That some regulation to control truck traffic on state highways is imperative was a point brought out by E. C. Kiddle of the state highway commission at an informal banquet given him and Simon Benson, chairman of the commission, by local business men.

"Our paved highways are built for a maximum ten-ton truck," said Mr. Kiddle, "while on this trip we have seen 12 and 14-ton trucks in operation. The problem is a serious one and must be met, either by changing highway specifications or restricting truck tonnage."

Simon Benson predicted the tourist travel in Oregon this year would be double that of last year. "The great need," said he, "is better and larger hotel accommodations. Accommodations were inadequate last year; if our tourist travel is to be accommodated this year."

No Trailers in Egypt.

A recent report from Consul Lester Maynard, sent from Alexandria, Egypt, states that, due to the absence of suitable roads for motor traction in Egypt and the fact that cotton, the principal commodity of the country, is handled direct from compress to railway, thence alongside steamer thus eliminating hauling, there is at present no demand for trailers in Egypt. A certain number have been used by the army, but mainly within camp and city limits; and as the supplies for the army come from England and are of an unusual and temporary character, they cannot be considered in connection with the permanent market for trailers in this country.

Keep Radiator Filled. In the thermo-syphon cooling system it is important to keep the radiator



Do You Know the Secret of Essex Leadership?

It Is the New Light Type with Big Car Ability. Can Any Light Car Rival Its Speed, Power or Endurance?

Lightness today is an overwhelming advantage in a motor car, provided it means no forfeit of fine performance, endurance or distinctive appearance.

Yet, prior to the Essex, what car combined all these qualities? There were light cars to be sure. But none to meet the requirements of those who exact the highest standards of ability, comfort and good looks.

Had such a type existed, Essex could not have won such swift dominance. It could have set no world's selling record as it did, with a greater total paid for Essex than for any car ever brought out in its first year.

The very suddenness of its success shows how its qualities commanded attention. For men are not quick to buy a car that time has not proved.

And the Essex came unknown. Merit was its only advocate for recognition. Its quality was instantly obvious. In looks, in action, its appeal was dynamic. And it drew immediate response from all classes of motor users.

They found ability, speed and power before believed impossible in a light car.

Almost Doubles Light Car Endurance

Now see how Essex has justified all the fine things that have been said in its praise. An Essex stock chassis set the official world's 50-hour endurance record of 3037 miles. In three tests it traveled 5870 miles averaging above a mile a minute. An Essex stock touring car also holds the world's 24-hour road record of 1061 miles.

To those who had owned light cars, the Essex was a revelation. It gave them a new sensation of stability and power. They found charm of appearance, riding ease, and pride of ownership that comes from possession of a car they know none can surpass in performance.

People accustomed to fine car qualities recognized in the light Essex, all the performance, comfort, and good looks that formerly were regarded exclusive to large, costly cars.

The Dominant Light Car. By Official Proof

And with it Essex brings every advantage of the light type. These compel consideration. They consist not only of important economies, but of greater handling ease, safety and convenience. Parking for large cars is becoming an increasingly difficult problem. So, too, is their manipulation in heavy traffic. The light car clearly shows its value in greater nimbleness. The common sense facts prove it from every angle, the type for all-round usefulness.

Before the Essex, not much was expected of a light car in the way of distinctive performance. Economy was the chief appeal. Great speed and power were considered exclusive costly car qualities.

See What Unexpected Qualities It Adds

For that reason it is not unusual to hear the Essex described as a big, high-priced car. That, of course, is not true. But it is the impression registered by a ride in it. Neither in performance or appearance is it comparable to the lightweight cars you may have known.

You have surely heard owners say how it equals and often excels in speed, smooth-riding and hill-climbing, the fine, costly cars noted for those qualities.

Perhaps you know the Essex more intimately. Who can escape noting its ever increasing popularity? On every highway and especially when reliability is demanded, as in touring, Essex has forced its way to leadership in numbers through sheer leadership in performance.

When you know its appeal you will scarcely be content to drive another car.

C. L. Boss Automobile Co. 615-617 Washington Street, Portland

ator full or very nearly so, in order that there may be adequate back resistance to keep the water forcing its way forward. It is better to add a little water frequently than to let the master go until the engine begins to knock for help.

Lubrication Hint.

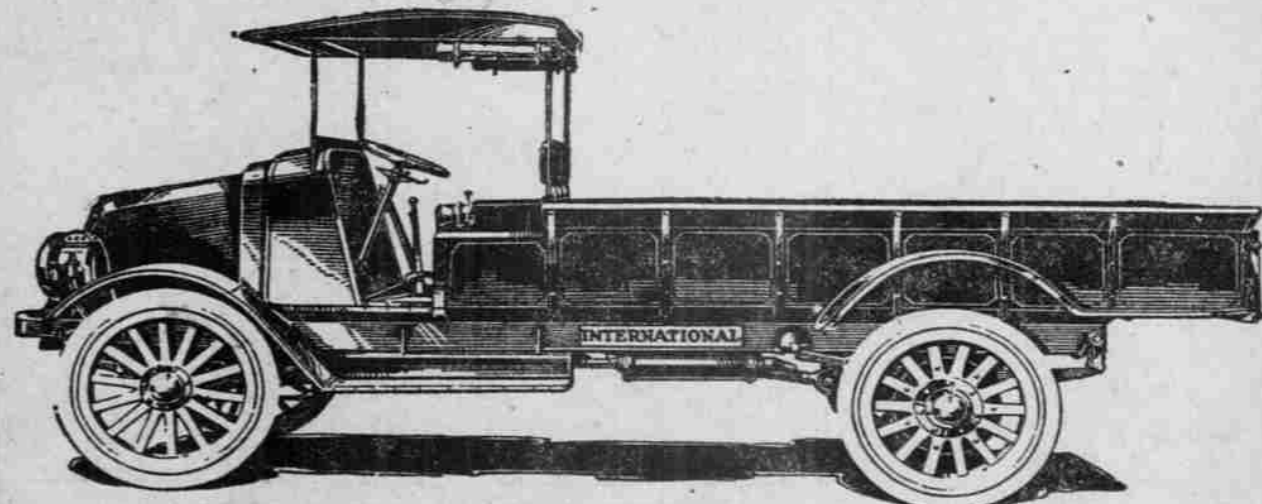
If the oil in the crankcases is found to be exceptionally thin or light in body it may be that the mixture is too rich, the excess gasoline being forced down past the piston rings and

into the crankcase, where it mixes with the oil, destroying its lubricating qualities. Incidentally it washes the oil off the cylinder walls. This is most likely to happen when the temperature is low. The oil level float should be carefully watched, as a great enough quantity of gasoline may leak into the crankcase more than to offset the amount of oil used.

Go slow around corners.

PROOF OF FRIENDSHIP

WHEN GOING IS TOUGHEST AND YOU NEED THEM WORST INTERNATIONAL MOTOR TRUCKS WILL STAY ON THE JOB



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