

RATIONING OF FUEL ON COAST IS URGED

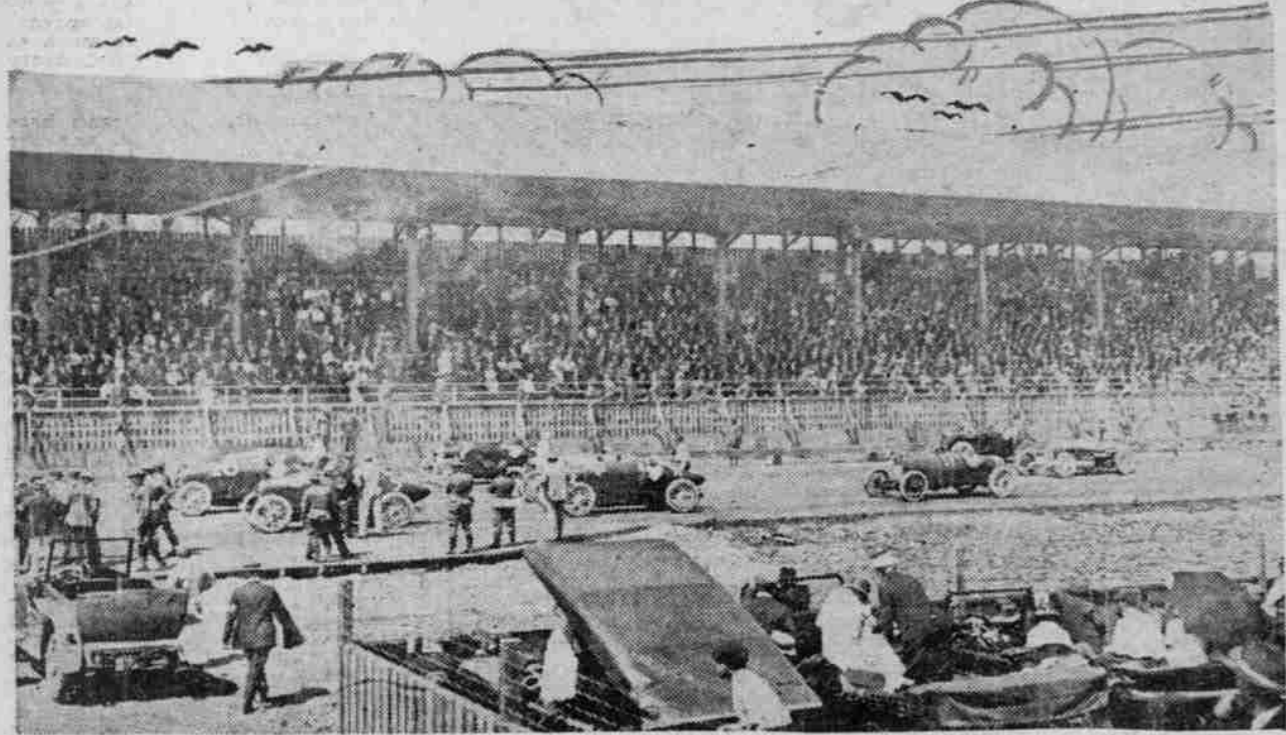
Report Made After Investigation of Shortage.

RAILROAD AID WANTED

People in District Affected Are Asked to Stop Practice of Hoarding Gasoline.

SEATTLE, Wash., July 10.—Investigation of the gasoline shortage in Washington and Oregon has been completed by the Seattle chamber of commerce and definite recommendations...

JUST BEFORE THE START AT THE TACOMA AUTOMOBILE RACES.



This picture was taken just before Barney Oldfield, veteran of the track and now president of the Oldfield Tire company, paced the field of 12 racing cars in a preliminary lap with a Marmon touring car. Several of the racers used Oldfield tires, including Tommy Milton, who won the 225-mile race without making one stop, driving at an average speed of 80 miles per hour. This was really a remarkable feat, for some of the racers had to make as many as five stops to change tires. Milton won the Uniontown (Pa.) race of 250 miles a few weeks ago at the same speed and also without a stop. The picture shows a section of the fine new grandstand at Tacoma. Forty thousand persons saw the races.

tions that the oil companies be urged to place the entire Pacific coast on an equal rationing basis, that the railroads use every means possible to facilitate movement of gasoline from Wyoming refineries to eastern Washington and Oregon and that the people of the districts affected by the shortage stop the practice of gasoline hoarding as made in the report. The findings of the committee were made after there had been an exchange of telegrams and correspondence between oil companies, United States shipping board, tourist bureaus and individuals. The report says: "The shortage of gasoline is general because of increased demand for the various motor uses. "The shortage on the Pacific coast is especially acute because the open winter permitted the use of passenger cars and the oil companies had no opportunity to accumulate a surplus. "Exports Not Blamed. "Exports of gasoline have contributed to this shortage in a very minor degree. All exports have been discontinued except on old contracts, which could not be repudiated. "The shortage is peculiarly acute in the Puget sound territory because this district is demanding about 40 per cent more than last year and because the tanker and tank car situation is interfering to a certain extent with distribution. "The entire Pacific coast is on a rationing basis except Los Angeles and southern California. In San Francisco and northern California a five-gallon restriction is enforced on passenger cars, but is not rigidly applied to trucks or the automobiles of doctors and cars used for business purposes. "In some interior points of California and generally throughout Washington and Oregon the shortage is acute. "Progress is made toward relieving this situation. Quantities of gasoline have been contracted for in Wyoming. Adequate tank car service has been put into operation to supply eastern Washington points, and thereby substantially relieve the pressure in Seattle. "The local situation should grow steadily better, but probably will not be fully relieved until some time in August or perhaps early September. "It seems to the chamber that all factors of this situation should contribute toward bringing about that relief. "The oil companies should impose the same system of rationing throughout their territories. They offer proof that the entire available supply of gasoline is being distributed in proportion to past demands, but it is difficult for the public to feel that the situation is fully met when Los Angeles is doing business without restrictions and San Francisco has restrictions are much more liberal than those of Puget sound and Oregon. "Railroads Urged to Help. "The railroads could contribute materially by putting forth extraordinary efforts to provide special tanker service to move Wyoming gasoline into the territory that now draws heavily from the Pacific ports. "Many consumers are aggravating this situation by seeking to acquire reserved stocks of gasoline. This is the natural human manifestation of every shortage and probably will not fully pass for five or six weeks, but a much more equitable distribution would be possible if several thousand motor-car owners were not trying to build up reserves and were contributing to the public good by confining their use of cars to absolutely necessary purposes. "Cancellation of reports in California that tourists should not come to Washington and Oregon because of gas shortage should be stopped," says the committee, "as an immediate improvement in the gasoline situation is in sight, and if the public adopts a sane, conservation attitude, there will be gas for ordinary tourist travel. "In Seattle there has been an improvement in the past week. Instead of a three and five-gallon ration, half tanks are allowed. One oil company announced a 20 per cent increase in its already liberal ration to passenger cars. It is expected that within the next month Washington and Oregon will be liberally supplied with gasoline and sufficient to meet all demands of the tourist trade."

to the seaside experienced the greatest difficulty in getting sufficient to return home on. "Automobile dealers and garage men at Astoria imported a tank car from an independent California company, but when that was gone the town was practically empty of gasoline. The dealers assert that both the Union and Standard Oil companies promised them plenty of gas, but failed to deliver. At all hours of the day there was a big line of cars at every garage and tank in Astoria and Seaside. Occupants of the machines, becoming resigned to the situation, spent most of the day sitting in the cars reading magazines and newspapers. "Late Monday afternoon one of the companies sent a truck up town with about 1000 gallons. The dealers rationed it among the cars and by evening all the visitors had obtained enough to make a start for home. Clatskanie and St. Helens were able to help a little for a while, but were finally drained dry and the late drivers had to resort to kerosene to bring them home. The dealers at Astoria assert the oil companies are withholding all information about the supply. When a steamer arrives the town is given a little and when that is exhausted it is just a matter of waiting the pleasure of the companies for a further supply. "Trip Made in Cole Eight. "A drive made by many motorists over the holidays was to Tillamook, by way of Newberg, McMinnville, Sheridan and Grand Ronde. D. L. Dougherty, sales manager of the Northwest Auto company, made the loop trip there and return via Seaside and Astoria in a Cole Aero-eight sportster and reports the roads in fairly good shape. To Tillamook, Mr. Dougherty says, is about 50-50 in good and rough roads. The speedometer registered 112 miles, of which 57 miles, to Willamina, is good going. Twenty-four of this is pavement to Newberg and the rest gravel or macadam, with some dirt. From Willamina to Tillamook is hilly, over the mountains, and very rough in places, necessitating slow driving unless all thought of comfort is forsaken. It is not a difficult drive, however, and there are many excellent camping sites along the several mountain streams. Camp fires Saturday night were about as thick as the telephone poles on the road. "Considerable road work is under way along this road and in another month there will be a big improvement. The touring season is just getting under way to Tillamook. Unless motorists plan to camp out it is advisable to make hotel reservations well in advance. Every bed and cot in Tillamook was occupied Saturday night, the overflow either trying to sleep in the lobby chairs of the hotels or driving on to nearby towns. A fine early morning drive is that from Tillamook through Miami, Garibaldi and Bar View to Rockaway Beach. The road is good all the way around Tillamook bay. "The 50-mile drive from Tillamook to Seaside is another 50-50 affair. Thirty miles of it, in Tillamook county, is good gravel road, but the 25 miles through Clatsop county is mostly crushed rock and plank. "No Food Left at Seaside. "It is a very pretty drive through timber, well shaded and with no serious grades. A big stretch of road work is under way in Clatsop county and a few weeks more will see a big improvement on this route also. Unless eating places at Seaside learned a lesson from their experience in trying to feed the crowds that spent the week-end there, it will be advisable to make arrangements for eating somewhere else than in Seaside. Arriving there about 7:30 Saturday morning, Mr. Dougherty found the hotels and restaurants sold out and closed up and hundreds of persons walking the streets looking for something to eat. "Astoria, too, was overcrowded and several automobile parties had to sleep in their machines Sunday night. The whole trip around the loop was more or less a burlesque on accommodations. No place to sleep at Tillamook, nothing to eat at Seaside and no place to sleep at Astoria, and no gasoline to get home on. "The highway from Astoria to Clatskanie is still pretty rough, with much new construction. From Clatskanie to Deer Island is all paved, but from the latter point to Scappoose the road is the worst of any on the whole loop trip. "Gasoline prices varied at different points. At Tillamook it was 25 cents, 50 cents at Seaside, which looked like profiteering, and 40 cents at Astoria."

FRANKLIN PROVES WORTH

RELIABILITY RUN SHOWS BIG GASOLINE SAVING.

Strenuous Climb Made on Short Supply that Gave Hard Test of Power.

In the Stockton-Yosemite economy and reliability run which was staged early in June, the Franklin took first place on gasoline economy with an average of 17.49 miles per gallon.

Although the distance covered was but 124.8 miles, the drive was strenuous enough, as the machines had to climb to an elevation of 7500 feet in order to reach Yosemite, which is itself 4000 feet above sea level. Only 17 miles of that distance is paved road.

There are miles of rough foothill dirt roads, and then mountain roads with all their ups and downs and very sharp and seemingly innumerable turns, and there are long grades requiring second gear for miles on a stretch, and short, sharp ditches, forcing a drop back to low gear. And this year there were great snow banks and mudholes, and an elevation of almost a mile and a half above Stockton's sea level.

Pennsylvania led the nation in 1919 in the total mileage of contracts for road construction.

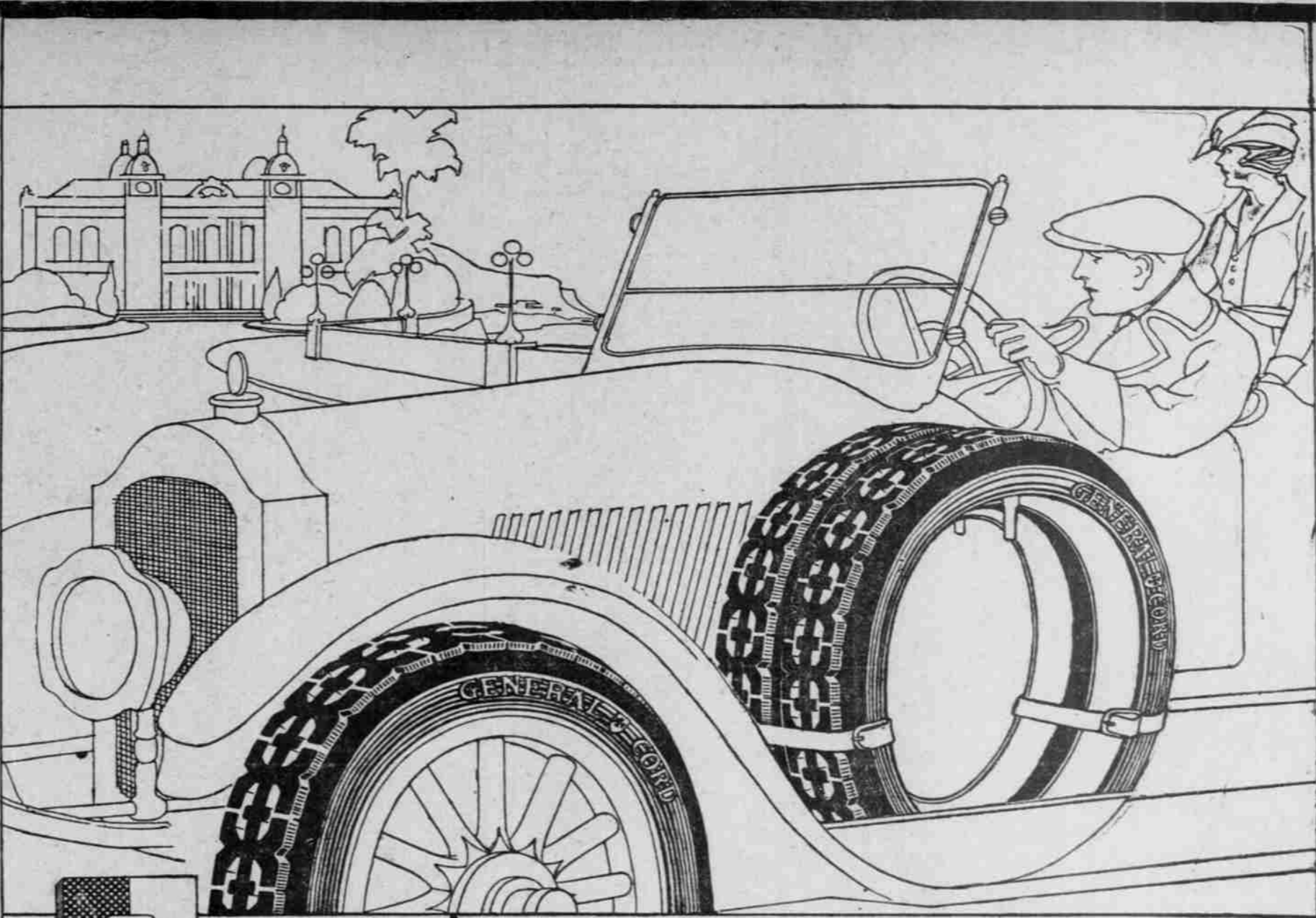
ROADS ABOUT 50-50 ON TILLAMOOK LOOP

Much of Going Is Rough, but It's All Passable.

MOTORISTS TAKE CHANCE

No Beds Left at Tillamook, Chow All Gone at Seaside, and No Gas at Astoria.

The gasoline shortage was seriously felt in the smaller towns throughout the state over the holiday. It was particularly acute at Astoria and Seaside and hundreds of motorists who drove



The fact that one of the first successful cord tires was a General Tire—undoubtedly has had something to do with the present position that The General holds in the tire world—but the main reason is that every General Tire—Cord or Fabric—Truck or Passenger Type—for small cars or large—has gone a longer way to make friends than its price promised.

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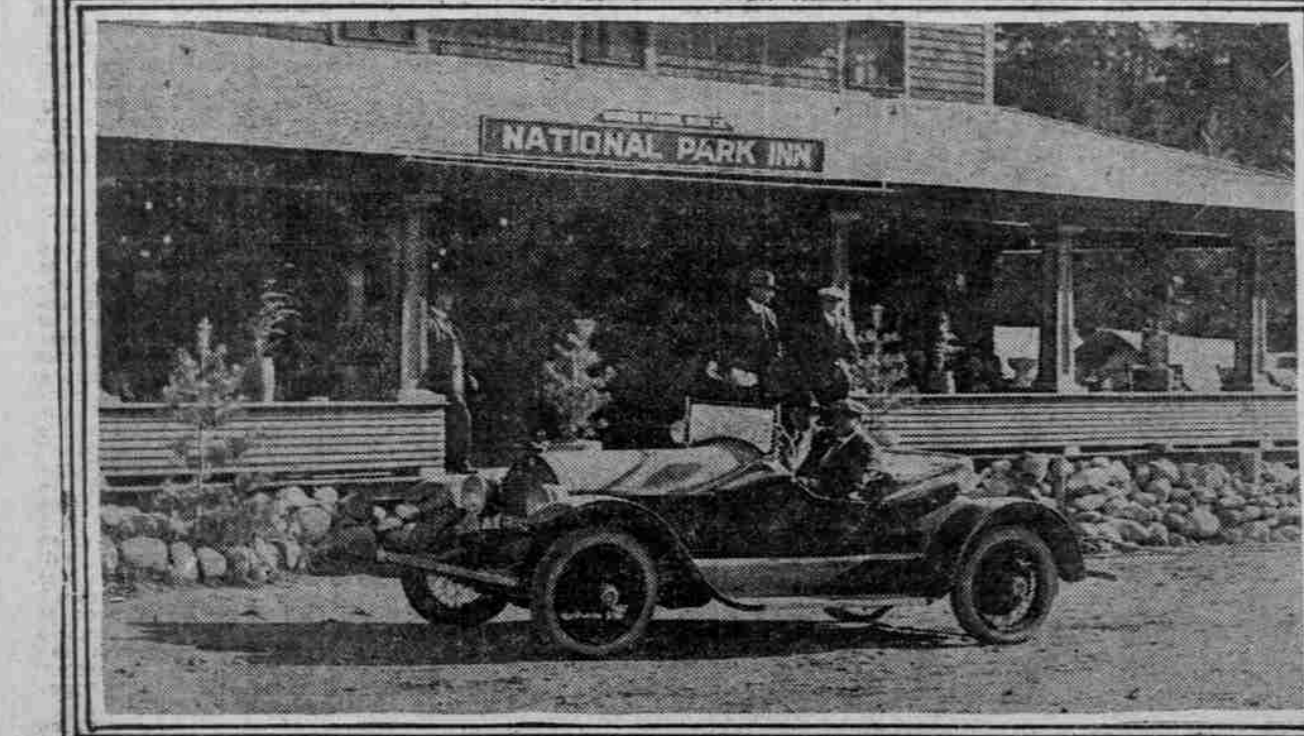
BROADWAY AND OAK ON THE GENERAL CORNER

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Two Phones: If One Is Busy Use the Other

Bdwy. 180

STUTZ BEARCAT IN FRONT OF NATIONAL PARK HOTEL AT LONGMIRE SPRINGS, WASH., IN RAINIER NATIONAL PARK.



C. D. McPhail of the Autorest Motor Sales company, Stutz distributors here, and Bill Stein, city salesman for the Goodrich Rubber company, made the run to Mount Rainier national park for the July Fourth holiday. Mr. McPhail took the longer route via Pacific highway to Tenino, thence to Rainier, Yelm and Roy, and found it in prime condition. This route is best for amateur drivers to take, though it is about 30 miles longer than the cut-off route via Ommlake and Maston.



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