



## Tire Treads

Improved 25%

The latest Miller triumph is a super-grade tread. It excels the best rival treads today by an average of 25 per cent. This has been proved, under careful watch, by many road comparisons.

The Miller Tire mileage is the talk of the day. But these new-grade treads outwear the balance of the tire.

Not one Miller Tire, built with this new tread, has ever come back with the tread gone.

These treads do not vary. Every day the Miller tread stock is vulcanized and tested in the laboratory. It must prove up to these new standards before a tread is made.

Miller Cord Tires, in the factory tests, now average 15,000 miles. Miller Fabrics from 8,000 to 9,000 miles. And these factory tests are extreme.

Watch your mileage on one Miller Tire. Compare it with any other and it will win you. You owe that to yourself in view of Miller records.

### Tread Patented

Center tread smooth, with suction cups to firmly grasp wet asphalt. Geared-to-the-Road side treads mesh like cogs in dirt.



## Miller Tires

Now the Record Makers  
Cords or Fabric Geared-to-the-Road

## Independence Garage

### "NO MYSTERY IN SHORTAGE"

#### STANDARD OIL CO. CLAIMS GAS SITUATION IS DUE TO INCREASED CONSUMPTION

(July Standard Oil Bulletin)  
There is no mystery in the existing shortage of gasoline on the Pacific coast. It is not a case of diminished supply—the far west has never had as much gasoline as this year—but one of increased consumption. The refineries of California are this year manufacturing greater volume of gasoline than last year and great quantities are being brought to the far west from mid-western fields and Mexico. Yet, this larger supply does not satisfy the enormous demands of the scores of thousands of additional automobiles, trucks, farm tractors, gas engines, pumps and other equipment dependent upon gasoline for power.

Curiously enough, in the face of such a well known fact as the aston-

ishing development of the automotive industry and the equally important fact that the supply of crude oil production has not kept pace—despite intensive effort and highest prices in history—there is a lack of public understanding of the situation.

There exists misapprehensions, reports and rumors which are widespread, so widely circulated, indeed, and so similar in so many separated localities as to give the tinge of propaganda.

Early this year this company began to warn the public of impending shortage in petroleum products, and these warnings have been repeated once or twice each month since then, in public statements and advertisements. As was foreseen, the coming of spring, with the development of work on the farms, and of summer, with the increased use of automobiles, brought a demand for gasoline far in excess of the supply. In April this company began to ask the public "to buy as little gasoline as possible—use what you must—waste none." In May it became apparent that there would not be enough gasoline to meet the demand, and with the issue clean-cut before it

and its duty clear, this company determined that so far as its gasoline was concerned industry and agriculture should first be served, and sales of gasoline for pleasure purposes diminished. Hence, certain curtailments were made on sales to non-commercial vehicles. To have continued in the circumstances unlimited sales for non-commercial use, would have meant idle tractors on the farms. There was, therefore, no alternative but curtailment and conservation.

Thus far, the situation appears to have been met in that the shortage has not interfered with industry or agriculture, except in a very few cases and for brief periods. The correctness of the course followed cannot be questioned. In the public mind, however, confusion and uncertainty exist, not only as to the reality of the shortage but also as to what has caused it. It is said that the shortage is artificial, created for the purpose of increasing prices, that it is due to tremendous exports of gasoline, sold abroad at fabulous prices and great profits, even that sales are cut to avoid the payment of increased government taxes, and that wells have been "capped" to lower production. These and many other astonishing rumors have gone the rounds. The exact situation is easy to explain and simple to understand.

The gasoline shortage is due to the fact that there is not enough gasoline to meet all the requirements of the public; there is not enough gasoline because there is an insufficient production of crude oil; the crude oil production is inadequate because nature has not been kind enough to respond to the unprecedentedly vigorous efforts of the oil industry to get crude from the earth. The shortage is due to no diminished supply of gasoline, but to increased consumption.

What is true today of gasoline is likewise true of fuel oil, and presently the fuel oil situation will also be quite serious.

There is a certain logical sequence of the facts in this matter which are almost self explanatory. They trace the situation from the beginning of gasoline—the crude oil supply—to the end—consumption in motor cars, trucks, tractors and gas engines.

Here are given the outstanding features:

- 1—The crude oil supply: California will this year produce about 100,000,000 barrels of crude oil.
- 2—Crude oil consumption: The Pacific coast will this year consume about 110,000,000 barrels of crude oil, the 10,000,000 barrel difference being drawn from reserve stocks.
- 3—The gasoline supply: Greatest in history of California oil industry and augmented by the importation of millions of gallons from eastern and Mexican fields.
- 4—Gasoline consumption: In 1915 there were 239,000 more vehicles on the Pacific coast; in 1920 more than 780,000; in 1915 there were 3000 tractors, in 1920 at least 25,000. There are many thousands of gas engines in operation. In 1918 the Standard Oil company's sales of

gasoline amounted to 152,000,000 gallons, in 1919, 193,900,000, while the sales of 1920 will be more than 300,000,000 gallons. So far this year, this company has sold 48.4% more gasoline than for the same period of last year.

These facts prove the situation simply and conclusively. There is much supporting evidence to show the tremendously increased consumption. Take reserve stocks of crude oil: These amounted to 58,500,000 barrels in 1915, to only 26,600,000 on May 31, 1920, a low figure not touched in ten years. Consider Standard Oil reserve stocks of gasoline: On January 1, 1918, 27,000,000 gallons; a year later 14,300,000 gallons; this year 4,400,000 gallons, or but 88,000 barrels, of which ten per cent was unavailable, being in tank bottoms and pipe lines.

### MOTOR CAR CONSIDERED NECESSITY BY BANKERS

That broad-minded bankers of the country look upon the motor car as a necessity and are co-operating is the observation of N. R. Feltes, treasurer of the Studebaker corporation, South Bend, Indiana.

In a bulletin to the distributors of Studebaker cars, Mr. Feltes says:

"The Studebaker corporation does business with a number of the largest and most important banks in the United States, and we are therefore in a position to state that these banks consider the automobile business and the men engaged in it are entitled to legitimate and to constructive assistance from their bankers."

The number of motor cars in use today, the number of people supported by the automobile and allied industries, and the benefits of the motor car to owners in convenience, recreation and efficiency, are factors in gaining support of bankers, says the Studebaker distributor.

"Figures show that there are approximately seven and one-half million motor cars registered in the United States.

"That means one to every 14 people, or one to every three families. In the grain fields of Iowa and Nebraska and the fruit valleys of California there is an average of a car to nearly every family. Automobiles are doing about twice as much passenger traffic as the railroads, which shows what a vital factor the motor car is in the life of today."

### THREE OREGON GUARDSMEN KILLED AT CAMP LEWIS

Defective material in construction caused a six-inch rifle to burst on the artillery target range at Camp Lewis last Friday, killing three Oregon men and injuring four.

The dead: Corporal Edward G. Scott, 2nd company, Oregon coast artillery, Marshfield, Or.

Corporal Clyde R. Dunderger, 2nd company, Oregon coast artillery, Marshfield, Or.

Private Ralph Fraley, 1st company, Oregon coast artillery, Ashland, Or.

Scott and Fraley were killed instantly when the cannon burst, with a terrific report, during the target practice, when the second shot was fired.

Scott and Dunderger were members of the gun crew, while Fraley was standing in a thicket alongside another cannon. Scott was terribly mangled by the explosion. Fraley was struck in the back of the head by a piece of flying steel. Dunderger lived about an hour after the accident. Two regular army soldiers were slightly hurt.

The injured:

Private (first class) Herbert E. Peterson, 2nd company, Oregon coast artillery, cut on head and face by steel fragments.

Private William J. Blake, 2nd company, Oregon coast artillery, Marshfield, Or., cut on arm and shoulder. Mechanic Peter Mirrasoul, 2nd company, Oregon coast artillery, Marshfield, Or., badly stunned by concussion.

Private Homert Elhart, 1st company, Oregon coast artillery, Ashland, Or., shoulder broken.

Wagoner Fred Scott, 55th company, coast artillery corps, United States army, foot badly torn.

Corporal Roy Campigetto, 55th company, coast artillery corps, United States army, stunned.

Reports of the attending surgeon indicated that the injuries in no case appeared to be serious. The ambulances took the injured at once to the Camp Lewis hospital where the injured were treated.

Dr. Duganne, Dentist, office over Independence National Bank.

The Enterprise \$1.50 a year.

### INJURED SERVICE MEN MUST ACT QUICKLY

William B. Follette, commander of the Oregon department of the American Legion, is urging all disabled service men to file their claims if they have not already done so. He says:

"The time rapidly approaches when those who were disabled in service during the world war can no longer make claim for federal compensation.

"Under the act of national laws, it is necessary to present this claim within one year from the date of discharge.

"It is not necessary to claim compensation. That may be done within one year. But if you were dis-

abled in the service or have injuries growing out of service, it is essential to establish that fact now.

"There are reasons to believe there are several ex-service men who have not yet taken this step by reason of not being familiar with the procedure.

"The government provides a form for establishing disability known as Form 526 and is obtained by applying in person to the state vocational officer, department headquarters, American Legion, 226 Commercial building, Portland.

"All ex-service men are urged to bring this information to the attention of all 'buddies' with whom they may come in contact."

—WE ARE—

## Hallmark Jewelers

There can be only one "Hallmark" Jeweler in a town and he must be the largest and best in the community. There are "Hallmark" jewelry stores all over the United States who buy their stocks at a great saving and have the advantage of securing advance styles first. Buy your jewelry at a "Hallmark" store and get the advantages of the latest styles at the lowest possible price.

"You Get The Best At Hartman's."

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For Grinding Pistons, Piston Rings, Wrist Pins, etc., on Automobiles, Trucks and Tractors has been added to our equipment  
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And reduce the High Cost of Living

## Holsum Bread

IS THE CHEAPEST AS WELL AS THE MOST WHOLESOME FOOD ON THE MARKET

BUY THAT EXTRA LOAF

Your Grocer Has It  
Cherry City Baking Co.



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