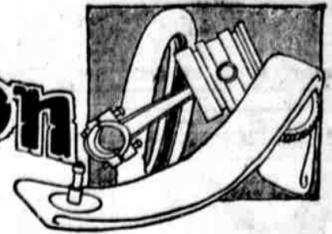


Automobile Section



EVENING HERALD

KLAMATH FALLS, OREGON SATURDAY, APRIL 30, 1921

AUTOMOBILE INDUSTRY ASKS PRESIDENT FOR HIGHWAY COMMISSION-TAX RELIEF

At a meeting with President Harding recently, the officials of the automotive industry, led by Roy D. Chapin, chairman of the highways committee of the National Automobile Chamber of Commerce, advocated conservation of Federal highway expenditures through concentration on roads of inter-state importance under the direction of Federal Highway Commission.

After the half hour session with the president, the representatives of the industry filed a memorandum showing the position of the motor car and the motor truck in the transportation system of the Nation.

The industrial representatives were introduced to the president by Senator Charles E. Townsend of Michigan, Chairman of the Senate Committee on Post Office and Post Roads.

The presentation was divided into sections, the first being presented by George M. Graham of the Motor Truck committee of the National Automobile Chamber of Commerce followed by Roy D. Chapin, chairman of the Highways committee.

President Approves

The president showed a high interest in road matters, declaring that in line with the policy of the Chamber, he would decline to advocate Federal expenditure for roads unless the maintenance feature was properly cared for.

The following was the argument for the reforms desired, made by the auto men to the President:

As representatives of the second

largest industry in the United States with sales of cars, trucks, parts, tires and accessories in 1920, amounting to a wholesale value of \$3,594,000,000, we value the chance to direct your attention to the commanding place our industry has assumed in the nation's transportation.

There are five main kinds of transportation, steam railway, electric trolley, inland waterways, motor vehicles and horse-drawn vehicles. We believe that their interests are common, not opposed, and that the best wisdom involves allotting to each medium the type of haulage it can best perform. We believe that all should have equal opportunities for development, and that all should stand equal before the law.

Our possibilities extend beyond national boundaries, for we now export cars and trucks to 114 countries, including fifty-six motor vehicles to Ireland in 1920.

Welcome Help

Less than a decade ago the European car was the standard of the world outside of the United States. Today American cars are preferred to all others. American manufacturers must now meet the aggressiveness of the French, British and Italian governments who are striving to win back their automotive export trade by liberal credit extensions. The complications of exchange further handicap the American manufacturer. We welcome the efforts of the State, Treasury and Commerce Departments to overcome these obstacles and will co-operate in every way possible.

All transportation demands a proper measure of credit. At present the railroads are embarrassed because of difficulty in raising money to carry on legitimate operations. Makers of motor vehicles and their distributors are entitled to just and liberal treatment both on part of the Federal Reserve banks and financial institutions in the various states.

Happily, our situation is much improved by the fact that we are one of the first industries to experience symptoms of returning prosperity, a result we attribute to the fact that business and individuals must have cars and trucks or be handicapped in efficiency.

Easy Target for Taxes

At the present time our industry is so much exposed to the application of State rights that it peculiarly needs Federal consideration. Every state, through control of its highways, can force motorists and truck operators to pay whatever portion of its total taxes may be desired, regardless of equity.

We concede the necessity of revenue, state and nationally, but urge that our burden should not be out of proportion to that of other forms of transportation.

At present we are the most taxed of industries. We now have five main levies as follows:

National and State income tax, common to all industries. Sales taxes, limited to ourselves and a few other industries. Taxes on repair parts, a permanent charge on the life of all vehicles, a tax specific to our industry. State license and registration fees, a virtual monopoly to us. Scattering municipal and personal property taxes.

There are no federal sale taxes on other units of transportation, as for example steamships, locomotives, trolley cars and horse-drawn vehicles.

It is believed that the experimental camphor groves which have been planted in Florida will be developed to commercial importance soon.

GAS SUPERVISOR PREDICTS GAIN IN PRODUCTION

SAN FRANCISCO, April 30.—California's oil production during the present year will approximate 120,000,000 bbls. This is the opinion of R. E. Collins, State Oil and Gas Supervisor. This is an increase of 14,000,000 barrels over the 1920 production.

Collins says he bases his prediction on the output in the Elk Hill district and other fields throughout the state.

A rapid decline in the flush production of present wells in the Elk Hills district and smaller initial productions in additional new wells may cause production to fall short of his estimate, he says, but if the new wells drilling, or planned by the navy department on its reserve in that tract, are as successful as wells now producing on other sections of Elk Hills, the 1921 production may greatly exceed 120,000,000 barrels. Continuing he said:

Records of production and consumption for 1920 showed that about 8,000,000 barrels of oil were drawn out of storage. This amount, added to the production of 1920, was necessary to satisfy market requirements, which were close to 114,000,000 bbls. Possibly the state can handle an equivalent amount in 1921 without seriously altering present economic relationship.

Less Consumption

Three factors of the moment, which may cause a less acute demand for California petroleum than that of 1920, are relief of the hydro-electric power situation by abundant snow fall, with a concurrent release of petroleum products for substitute power, the big drop

in the price of eastern and mid-continent crudes, leaving a price balance favorable to the importation of petroleum products from other states, and an almost complete shutdown of western copper furnaces which use large quantities of California fuel oil.

This does not mean that California producers will not be able to find a market for every barrel of oil they can produce, but that they may not be able to find a market for it at present prices.

The Standard Oil company of California started drilling operations on six new wells during the week, according to Cellom's weekly report.

General Petroleum and Wilshire Oil company, Inc., tied for second with three wells each. Pan-American Petroleum company was third, with two wells.

Week's Report

His report for the week ending April 23d shows 36 new wells started, compared with 23 during the previous week. New wells to date this year total 477, compared with 273 during the corresponding period last year.

Tests for water shut-off last week were 29, compared with 30 during the previous week. Yearly total to date, 452; to same date last year, 383.

Deepening or re-drilling jobs were 12, compared with 17 during the preceding week. Total to date this year, 251; last year, 275.

CHARGED WITH CONSPIRACY TO RESTRAIN BUILDING

CHICAGO, April 30.—Seventy-one indictments charging the corporations, contractors, unions and individuals with conspiracy to restrain the building operations in Chicago was returned by the federal grand jury today.

A French aviatrix was the first woman to fly across the Andes. She recently made the flight from Mendoza, Argentina, to Santiago, Chile, in four hours.

ARGENTINE BARS 50 MILLION OF YANKEE GOODS

BUENOS AIRES, April 1.—(By Mail)—American merchandise that has been refused by importers because of unfavorable exchange and the slump in world prices continues to pile up on the wharves in Buenos Aires. It is now estimated that the value of the goods lying in the warehouses and on the quays amounts to \$50,000,000. The warehouses under control of the customs house have long since overflowed to vacant lots and railroad sidings where valuable merchandise is heaped up protected only by tarpaulins.

Passenger ships that must be unloaded immediately are forced to transfer their freight to lighters while freight ships often are forced to wait several weeks in the roads before getting a berth from which to unload. In some instances it has taken as long as six weeks to get discharged.

TURKS MUST MARRY

CONSTANTINOPLE, April 30.—Marriage will be made an obligation in Turkey, if the law proposed by Salih Bey, deputy from Erzeroum, passes the Angora parliament. The depopulation of the country is such, according to Salih Bey that the Turkish race will shortly be inferior to the number of Greeks and Armenians. He declared that while the old-time Turk was willing to take as many as four wives, the modern one is slow in taking one.

In Nationalist Turkey the police now impose fines on couples living out of wedlock.

FISK TRUCK TIRES

The Insulated Cord

The Accomplishment of Super-Mileage

When subjected to the unmerciful torture of the rugged highway Fisk Truck Cords prove their strength by giving unfaltering service. The ceaseless battering of the most cruel road surface has little effect upon the invulnerable tread.

In these Cords are concentrated the finest, the most costly of mileage materials, each part staunchly braced and reinforced as only the most experienced of tire builders are capable of arranging.

In selecting Fisk Truck Cords you are guided by the unreserved endorsement of a great army of motorists whose demands can only be satisfied by the best.



The Insulated Cord

The Cord Construction

The Fisk tread offers greatest resistance to skidding, combining the vacuum principle with the squeegee. The scientifically arranged design, plus the suction pockets permit the tread to grip and to resist skidding in every direction—forward, sideways and diagonally.

The thick thread which assures added mileage and guards against puncture trouble. The special breaker strip impregnated with soft gum gives cushion foundation to cords. Eight plies of tough cords, evenly laid in alternating directions, held firmly in place by strength.

anchorage in rubber, makes its wonderful. Each individual cord is insulated—the same principle as high voltage electric wires—to protect from exposure. The fine spiral strands that make up each individual cord are insulated with a triple solution of rubber. This exclusive Fisk process guards against moisture disintegrating the cords.

CHARLEY'S

PLACE