

FUEL PROBLEM GROWS SERIOUS

"The perennial fuel problem will never be solved until the automobile industry and the petroleum industry get together in close and harmonious co-operation," says Mark L. Requa, general director of the oil division of the United States fuel administration, in an interview appearing in the February issue of MoToR. "The motor fuel problem is not only a possibility of the future, but even an actuality of the present, as will be understood by anyone who takes the trouble to make even the most cursory examination of the situation."

"In 1912 our production of petroleum was 222,935,044 barrels of forty-two gallons. In 1916 the output was 309,767,158 barrels, an increase in four years of less than 30 per cent. On the other hand, there were in 1912 about 1,000,000 motor vehicles in the country, while in 1916 the motor population of the United States has risen to 3,541,638. This represents an increase of more than 300 per cent in four years. With one side of an equation growing less than thirty per cent and the other side increasing more than 300 per cent, the ultimate situation is not hard to foreshadow."

"We seem to be only at the beginning of the gasoline era; a few years ago gasoline was a wasted by-product, today it is the most important product of petroleum, amounting to almost fifty per cent of the total value of petroleum products."

GOODYEAR PLANT FULL CAPACITY

With practically all government restrictions on the manufacture of automobile tires withdrawn, the Goodyear Tire and Rubber Company will soon be operating its factory on a pre-war basis. With a capacity of approximately 32,000 tires per day, and their mechanical goods factory will soon be busy in every department.

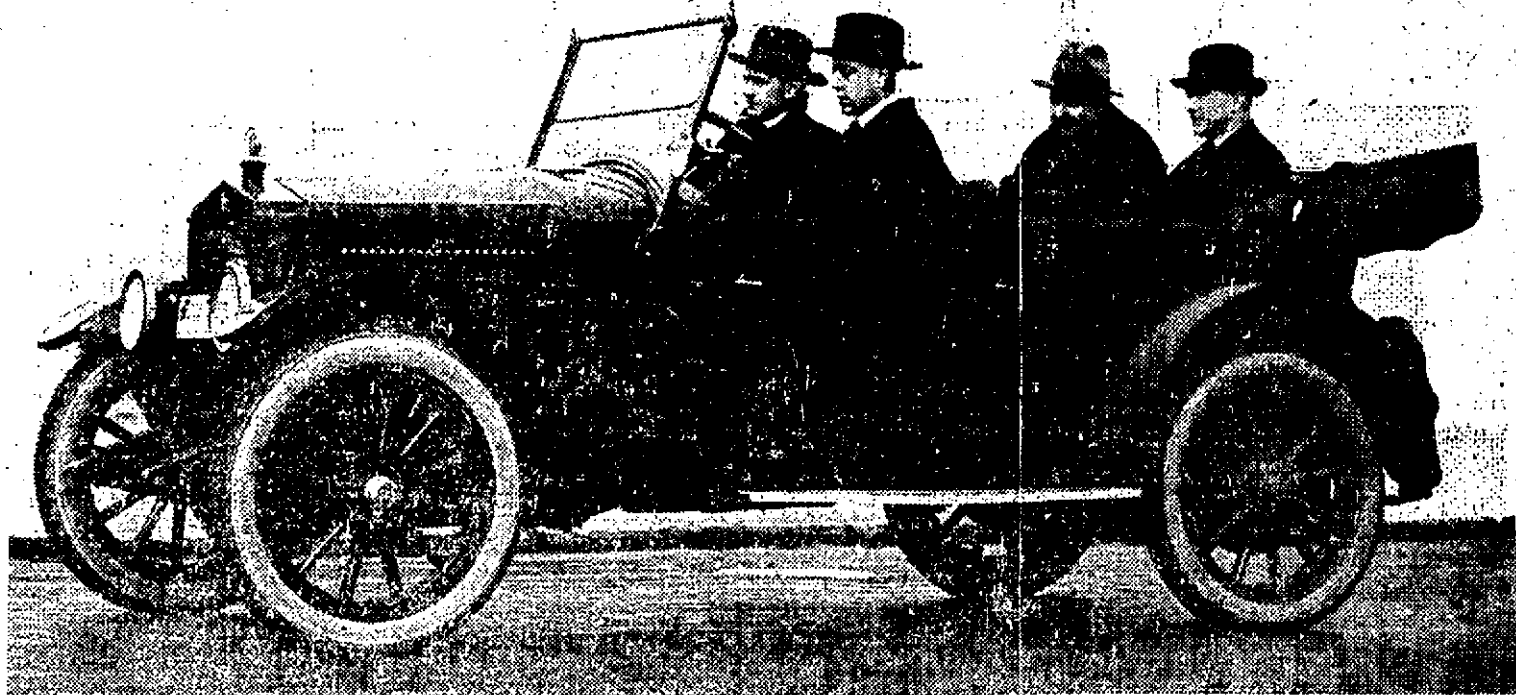
W. L. Stuart, Nevada representative for the Goodyear Company, who recently returned from a trip to the factory at Akron, Ohio, states that this company is re-employing all of the 6,000 returning soldiers that gave up their positions to fight for Uncle Sam.

The mechanical goods department, states Mr. Stuart, is fast becoming one of the most important branches of the company's business, this being the main reason for his trip to the factory to attend a mechanical school class which consisted of 73 salesmen called to Akron from all parts of the world, including Australia, Brazil, Spain, and several European countries where Goodyear branches are maintained.

This class of salesmen are preparing themselves to become Goodyear "General Mechanical Men," this degree being given them only after they have proven to the company that they have a thorough technical knowledge of the proper application of the mechanical goods manufactured by their company and capable to go into an industrial plant of good proportion and make a mechanical plant analysis of all bolting, hose and packing used in the plant from boiler room to the front door.

The total sales for his company for 1917 were \$111,000,000 and approximately \$125,000,000 for 1918 and the

NEW ESSEX CAR ARRIVES IN RENO THIS WEEK



The new Essex car for which the state agency was recently taken by Mack Bros. Inc., arrived in Reno this week and has been demonstrated to a large number of prospective purchasers.

Agencies throughout the state are now being established by Mack Brothers and a large shipment of the machines are expected within a few days.

The Essex car has been in the process of building for two years according to the makers and has been undergoing constant tests and trials in Detroit. It is not a car in the experimental stage, they say, but one that has the approval of automobile engineers.

During the month of February Mack Brothers sold fifteen cars, either Hupmobiles or Hudsons. Ten of the cars were new.

\$50,000,000 FOR ROADS IN ENGLAND THIS YEAR

Grants amounting to \$50,000,000 will be distributed by the British road board for the reconstruction of roads and bridges in England in 1919. Demobilized army units will be used to do the labor. Local highway authorities will be required to match this appropriation, by at least as large a program of road work as they carried out the year before the war. Area taken into consideration. England's program is thus far in excess of that of the United States, including both federal aid and state funds.

MINING COMPANIES MUST COLLECT TAX FROM ALIENS

Special to The Gazette
TENOPAH, March 1.—Mining companies employing alien enemies received a severe jolt from the income tax collector when they were advised that the employers are held responsible for collection of the tax on this class of workers. The tax in many cases will approximate \$240 a year. As these men have drawn and spent their earnings the question arises how the mine operator is going to break even since he has no recourse against the men individually and they are at liberty to leave at a minute's notice.

First two months for 1919 beginning October 26, 1918 indicate a much larger increase than shown above, says Stuart.

MORE ADVENTURES IN GASOLINE OF AN AMATEUR NEVADA MOTORIST

He Gets Grouchy and Knocks Everybody: Says Reno Speed Limit Is Too Low and License Plates Don't Fit

By AN AMATEUR

Here is where I step out into the limelight, now that I am in the automobile class and I think that my persecuted fellow associates will agree with me. By the way, did you ever consider what a goat the automobile owner is? It is a common but mistaken idea that every automobile owner is well-to-do and should therefore be bled until he is dry. He is unprotected by game laws and there is no closed season when he gets relief. Everyone takes a whack at him from the traffic cop to the federal government.

First he must pay the state a license to run the machine probably on the assumption that he is a nuisance and should be discouraged. Then the traffic cop, aided and abetted by Judge, jury and city government, is lying in wait for him. Now the legislature is contemplating a radical raise in the license based on the weight of the car. I've figured it out that it will cost me about \$8 a year for a license next year if the bill passes. The proceeds go to good roads of course, but the automobilist will not benefit any more by good roads than the garage man, merchant and community at large to whom the good roads will bring tourists and more and better business.

The federal government plans to tax automobiles heavily under the head of luxuries and there you are again. And last but not least, the garage man, gasoline man, tire man, and others, who think that the owner of an automobile can well afford to pay anything that is charged. And that brings us down to the promised kick.

The speed limit of Reno is too low or is too well enforced. Nearly every autoist will agree with me in saying that it is unreasonably low. Fifteen miles an hour in the residence section where the autoist is as safe as he can be traveling at twenty-five miles an

hour is too low. Eight miles an hour at an intersection of business streets is too low and twelve miles an hour in the business section is too low. It is a fact that some cars have difficulty in cutting down to eight miles an hour without killing the engine and stalling in the center of a street car track. Throwing out the clutch makes the car lose traction and may result in a smash-up on a curve. My car is one of those that doesn't run good at a low speed and I have several times killed the engine as a result and blocked traffic.

Nothing is more embarrassing to the drivers of some of the cheaper cars than to have to climb out before an appreciative audience and crank and honk while other drivers tout and control at fifteen miles an hour on its own length if necessary. Twenty-five miles an hour on a clear street is just as safe.

Other cities are reasonable in their speed laws and conditions are not near as safe. Everyone who has been to the coast cities will remember how the automobiles make twenty to thirty miles an hour in the busiest sections. A driver going fifteen miles an hour would be arrested for blocking traffic in San Francisco.

And then another thing, tourists coming to Reno always remark on the stringent speed laws and once in a while one, in his ignorance, gets pinched. "Where I came from they weren't so strict," he says as he contributes \$10 to the city treasury. In this way it isn't fair to those coming from the coast.

Now for kick number two, and we're through, and I hope Mr. Brodigan, who takes our silver dollars at Carson City in return for a gaudy piece of tin with a number on it, reads it. Those license plates don't fit many cars and

RESTA MAY DRIVE IN BIG AUTO RACE

Dario Resta, the Italian speed boy, and winner of the 1916 300-mile race at Indianapolis, and second to DePalma in the 500-mile race of 1915, may be an entrant in the 1919 Motor Speedway \$50,000 classic at Indianapolis.

Theodore Myers, manager of the Indianapolis race course, is not making this positive announcement, but has a "hunch" that the call of the racing track will have Resta and his car ready when the entrants start on May 31.

Resta is now consulting engineer for the Locomobile Company, and interested professionally and as a sportsman, in continuing the study of auto engineering problems that racing permits.

In 1909, New York automobile laws allowed automobiles to travel not more than four miles around street corners.

In England during the early days of motor vehicles, there was a decided preference for the name "motor house" rather than "garage."

mine is one of them. For some reason or other the slots have been shortened so that they don't match the bolts provided for them on the car brackets. So I had to go ahead and mutilate that sign by punching some new holes. The slots could just as well be made half way across so that they would fit all cars.

The weather for motorists with sled runners, isn't it?

No, I haven't been pinched for speeding, but Officer Fugate is watching me and I'm afraid I will be.

TEXAS TO BUILD MANY HIGHWAYS

Prospects are favorable for the construction of a large mileage of concrete highways in Texas this year. If the legislature passes the pending bill for the issuing of \$75,000,000 of state bonds for highway construction an unprecedented impetus will be given to the building of roads of permanent type. Irrespective, however, of the outcome of the measure, the construction of a considerable mileage of concrete highway is already assured through the voting of bonds for the purpose in different counties, and other prospective issues for the same purpose.

During the year a concrete highway between Dallas and Fort Worth will be made an accomplished fact. In Navarro county a twelve-mile concrete highway is to be built from Corsicans to the Ellis county line, where it is planned to connect with a similarly built highway that will lead to Waxahachie, thence, possibly, to Dallas. Plans for concrete highway construction are also on foot in Harris county, with Houston as the center, and in El Paso county.

UNIFORM ROAD RULES PLANNED

Because of the ever-increasing number of accidents due to carelessness and lack of information on the part of both operators of motor driven vehicles and pedestrians, the highways transport committee of New York will give special attention to the subject of uniform highway traffic regulations, and will start an educational campaign with the hope of eliminating many of these accidents.

There is no doubt, according to the highway transport officials, that with the entrance of the motor truck into our commercial life, unless highway traffic is regulated the question of accidents will become a very serious one.

The committee has been fortunate in obtaining the advice and suggestions of some of the foremost authorities on this subject, and other associations interested in the matter have agreed to co-operate in bringing about a remedy for the condition.

A revised set of suggested highway traffic regulations embodying the suggestions recently made by many associations and by men who are well versed in regulations of this kind will be sent out soon. Advice and suggestions will be welcomed from the state highway transport committees, as it is believed it would be easier to get the regulations adopted if corrections are made by the organizations in various parts of the United States.

AUTO INDUSTRY PROFITED BY WAR

Just what did the American motor car industry learn from its experiences as the principal producer of military equipment for Uncle Sam during the war? The motor industry got out of the war not so much a better knowledge of design, but a better knowledge of manufacturing methods, better methods of making parts quicker and more accurately. It has learned how to produce good units in quantity.

But while the industry was making engines and trucks and passenger cars and tractors and trailers and what not, it was also busy observing and the observations have taught it much.

While there was no time during the war to put the knowledge thus gained to useful purpose, the next few months will see the engineering departments working at top speed to verify their observations and the whole conglomerate mass of data obtained during the past years will be reflected in our next crop of cars.

Briefly, those cars will be much lighter than our present ones; they will use more aluminum and pressed steel parts; they will have better bodies, be more comfortable, far more economical, cheaper in price and show general refinement in detail all through. Engines will be better lubricated.

They will run hotter and more of them will use thermostatic control. Ignition will certainly be improved. Bearing trouble will be a thing of the past in these engines, because of what has been learned about making bearings and oiling them. There will be few changes in clutches, in transmissions or in axles. Wheels of the disc and wire type will attempt a fresh drive toward universal adoption.

In summing up, we find that the industry as a whole has learned better production and manufacturing methods, while development of its regular products was retarded by its absorption in war work. Engineering work now in progress will result in cutting car weights to a startling degree. Aluminum and pressed steel will come in for greater use. Metallurgical knowledge gained in war work will be reflected in the cars of the future. Engine and chassis lubrication will be much improved and the fuel problem will be much reduced in importance.

FROHMAN ESTATE DWINDLES UNDER DEBTS

NEW YORK, March 1.—Charles Frohman, the theatrical producer who lost his life when the Lusitania was sunk by a submarine in 1915, left a net estate of only \$451, according to a transfer tax appraisal of his estate filed here today. The total estate was \$210,383, from which deductions of \$918,932 were made, the largest item being debts.

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