BIG AND LITTLE TRUCK COMBINED

Needs of Farmers, Ranchmen for Two Trucks Covered by King.

"There is quite a good deal of stress being laid on the fact that the demands for trucks is steadily increasing," said Raymond B. Stamm, manager of the Oakland Auto Sales company this morning. "Many sales are being made in light trucks and the number of heavy trucks, also is on the increase.

"While both the light and the heavies are enjoying increased sales, there is one type that beats either—a combined light and heavy truck. That statement seems a contradiction at first, but is absolutely true. There is a type of truck that answers both purposes, built on the plan of a light truck and so used under ordinary circumstances, but so constructed that a trailer is attached, the weight of the front part of the trailer resting on the rear wheels of the truck.

The change can be made in half an hour, the result being a heavy truck that may be used for the heaviest kind of ranch work, such as hauling loads of supplies and feed. This kind of a truck we have in the King and the combination is bringing us a fine number of sales these days when conservation must be observed. In the truck line there is nothing that has been brought to my attention that is quite so economical as the King. That's why ranchmen are looking into the merits of the combined truck and trailer. When they look, they buy."

STEPHENS READY FOR LONG TRIP

Demands for Trucks Causes Manager to Make Extended Trip.

A. H. Stephens, manager of the Border Motor company, will make a trip to Sierra Blanca, Alpine, Marfa and West Texas towns next week in interest of truck sales. Of course Mr. Stephens wouldn't refuse to sell a few Paige and Saxon cars, too, but the rapid growth of the truck business in all parts of the country is hitting the southwest full force since early summer and the Border company intends to put clearly before its patrons the advantages of the Bethlehem truck.

"The Bethlehem truck with all latest improvements, stands unequalled. We have them in all sizes and the prices are right. As to the essential parts—motor, ignition, transmission, governor, clutch, drive, axles, service brakes, emergency brakes, springs, tires, steering gear, frame, in fact all the parts, the Bethlehem warrants the strongest pulling power and greatest durability. People are buying trucks. Necessity is pushing the business our way. That's why we are making additional arrangements and provisions throughout our territory to further accommodate Bethlehem buyers."

LONE STAR GETS TRUCK SHIPMENT

Able to Care for All Orders in Trucks Despite Increased Demand.

In response to increased demands in this territory for trucks, the Lone Star Motor company this week received a car load of G. M. C. trucks for delivery in the vicinity of El Paso. President E. Gordon Perry states that while the auto trade has necessarily been restricted in many ways by the war program, that the Lone Star will be able to fill orders of all customers with G. M. C's.

He cites that the output of the Packard and other large truck companies have been very materially increased this year notwithstanding restrictions in other lines, and due to the encouragement of the government to supply farmers and ranchmen with trucks that the Lone Star will be able to handle all orders.

Ernest Bonnell, U. S. mail carrier from Silver City to the Mogollon mountains, has purchased a 1500 pound truck for operation in his work for the government. The G. M. C. is equipped with pneumatic tires that the best possible time may be made in delivery of Uncle Sam's mail.

CHAIN RETAINERS.

Ordinary screen door springs hooked across the wheels and fastened to the tire chains will keep these latter taunt and prevent their loss. Use one spring on each side of the wheel.

BUY CARS WITH RESERVE POWER

Using Reserve Power of Auto Continually Soon Wrecks Machine.

"In this 'go-faster' move that is moving United States in order to win the war, a lot of auto owners are overlooking the fact that their autos were built to run on average requirements and not continually on reserve power," says manager Ben T. McKenzie, of Babbit Brothers company.

"The country's needs demand more speed but it seems serious damage to a car to call forth its greatest powers all the time. It is as fatal to the longevity of a car as top notch speed at all times is to a business man.

"The correct procedure is in purchasing cars to select the kind that operates at a high rate of speed and still has a reserve. Machines differ as much as humans. One man is able to work fast all day, year in and year out, while another man would soon break down under the strain. It is not because the man who takes the greater rate is going his best but because his rate is naturally more speedy because of his physical make-up.

"The same is true of automobiles. You can't take a car whose makeup only warrants 20 miles an hour on the average and keep it going continually at 25 miles if that be the highest point of its reserve power. On the other hand there are cars that make an average of 35 to 40 miles with no drain on the reserve power that would permit them to make 75 or 80 miles an hour.

"It won't do to depend on the reserve for a high average. Buy a car that has a high average and yet a good reserve. That is the secret of success with our Pierce Arrows, Cadillacs and Chandlers. They have an average that meets the hurry-up demands of war times. They do the work without expending the reserve energy which is saved for an emergency. If the emergency comes then there is still power to 'go over the top' which can't be done when the false method of using up the reserve is practised."

BIG QUESTION IN AMERICA IS HANDLING INCREASED PRODUCTS

Increased Food Production Without Means of Delivering Means Waste; Motor Trucks Should Solve Question of Local Deliveries; Concentrated Distribution; Farmers' Cooperative System.

By G. A. KISSELL.

TO MEET the needs of the United States, the allies and other European neutral countries, it was estimated that planting the following increase over the last ten years' acreage average was necessary: Winter wheat, 42 percent; spring wheat, 3 percent; rye, 124 percent; barley, 7 percent; oats, 22 percent; corn, 7 percent. This means over 232,780,000 planted acres, a net increase of 4.5 percent over the total of 1917 acreage. I understand that more than a billion bushels of wheat for 1918 is now growing.

Likewise more beef, pork, mutton, eggs, milk, poultry, etc., is being produced; 25 percent to 50 percent increase in hog production has been asked for in some localities.

I understand the increase in fruit growing is reaching an unheard of magnitude. Fruit trees, berry bushes and patches have been planted by the thousands. In place of carloads, it is estimated that trainloads of apples, pears, peaches, oranges, etc., will stream into Uncle Sam's food bins. Vegetable gardens by the hundreds of miles, supplanted by over a million war gardens will furnish a dozen of beans, potatoes, tomatoes, lettuce, greens, etc.

Verily, America will soon be renderer as a la carte service of the world's bill of fare, and if it is true, that an army fights on its stomach, there is no question as to the war's outcome.

Food Transportation.

Keeping the above increased production in mind—consider this—over 3,400,000 motor trucks could be profitably used on America's farms—but it is estimated that only 600,000 motor trucks are available for all lines of business.

Since transportation of commodities is one of the great problems of the present and is becoming a greater problem every month as the war continues, and with the railroads overtaxed, how is this food going to be delivered? How can every community be assured of an uninterrupted food supply? The daily increase in the manufacture of goods, munitions and supplies has undoubtedly more than made up any increase in transportation equipment.

It has only been a short time since the call went out for America to produce everything that five of the world's greatest nations need to live, work and fight on. That America answered the call is proved by the endless stream of supplies going across to our allies. And mind you—these supplies are in addition to those made for consumption at home.

The result is, we have been so busy producing, manufacturing and growing that our transportation facilities have been unable to keep up with the increase.

Help Asked by Express Companies.

Some of the railroads have had to decree that goods consigned in broken shipments—less than carload lots—cannot be delivered in any specified time. The cause is not only a shortage of rolling stock and equipment, which the government has appropriated a billion dollars to replenish, but general congestion of freight yards, terminal points, and warehouses.

The first of the year, four of the largest express companies sent out to shippers a notice to the effect that: "The volume of traffic now being tendered to the express companies, is unusually large, while the express car equipment has been materially lessened through the necessity of using baggage and express cars in troop movement and the handling of other government traffic. The express terminals in the larger cities in the east are handling their maximum business."

Among other things, this notice requested that "freight service and motor trucks be used for the shorter haul traffic and around the congested districts, and that only such shipments for nearby points as actually demand express service be offered to the express companies, so that the traffic requiring service to and from the more distant points may be cared for."

When a common carrier, which has always had to go after business, asks its patrons to use other means of transportation, the time has arrived for every community to act for itself.

How Situation Affects Food Supply.

One of the worst results of freight congestion is that of delaying food and breadstuffs. Unlike other commodities, vegetables, fruit, grain, food products and breadstuffs cannot be tied up very long without danger of spoiling or deteriorating. Manufacturers and growers have found this to their sorrow.

To free himself from such shipping uncertainty, a certain feed manufacturer recently invested in motor trucks, and finds them much better for transporting his goods and supplies even to destinations 200 miles away. His goods by this method are handled only twice, loading them on the truck and unloading them at destination. Compare this with the railroads—loading on truck, unloading at freight depot, loading into freight cars, unloading at receiving station, loading on truck and unloading at the store—five different loadings and unloadings.

Trucks Encourage Food Production.

The National Automobile chamber of commerce, through the National Motor Truck committee, has sent out an appeal showing the need of rural motor express lines, pointing out the necessity for more and quicker transportation to aid increased food production.

The railroads are apparently not equipped to carry all food and other supplies at the same time. Naturally farmers hesitate to produce to capacity, fearing their produce cannot be marketed. About 29 percent of farm help has been lost by the draft and other causes, making it impossible for farmers to haul crops to market and work on the farm at the same time.

The remedy lies in rural motor truck express lines. Farmers, truck gardeners and dairymen have found that motor trucks insure daily transportation to market, enabling them to devote all of their time to their farms. Increased production, and compensation for loss of labor results.

The congestion of the railroads has in some sections necessitated delivery of livestock to the stockyards by motor truck. During the year, there were hauled over highways for a radius of 25 miles to Cincinnati, over 37,000 hogs, over 225,000 sheep, over 28,500 calves and over 27,500 head of cattle, 40 percent of which were driven in on the hoof, and 60 percent in motor trucks.

In the west and south, growers have employed motor trucks for shipping strawberries and early summer fruits and vegetables to market or to warehouses. Even such delicate fruits as peaches, plums and grapes are now being shipped out of the fruit producing states over long distances by motor trucks. The hardier fruits, such as oranges, grape fruit, apples, pears, etc., are in some sections being almost entirely shipped by this method.

Such examples prove that the motor truck can be utilized to feed a community, that it is not necessary, because food is of a perishable nature, to make the railroads shoulder this work.

I understand that that was one of the main objects back of the government's recent experiment in delivering mail over the R. F. D. routes via motor trucks. It was not so much with a view of giving better mail service, but rather to increase the facilities of the parcel post in delivering food products, milk, fruits, vegetables, etc., from producer to consumer.

This initial attempt to put the motor truck on America's "bread line" is, in my opinion, but the beginning of a network of express routes, employing motor trucks for the exclusive transportation of food products and breadstuffs.

Centralized Food Distribution.

Uninterrupted distribution of food is one which the nation must solve, not only for immediate relief, but after the war as well. I would not be surprised if such a solution was found in a centralized plan whereby distribution points would be located to facilitate the distribution of perishable and semi-perishable food products, eliminating the short haul on the railroads.

This would enable the railroads to run through trains from growing and manufacturing points direct to these distribution centers, from whence motor trucks would complete the work of delivery to consignees. This would save time for the railroads, as they would have no stops, and but one loading and unloading. The growers and manufacturers would have but one point to ship to, and the consignees would have but one point to look to for their goods.

In my opinion, this would insure delivery of goods irrespective of what transportation problems might arise in the future.

The excellent results possible from such a plan was proved by an investigation of milk distribution in upper New York state. Under the old system, the wagons traveled 2503 miles; under the new system, 200 miles. The investment in transportation equipment under the old system was $108,400; the new $30,750. The daily cost of distribution under the old system was $2000; the estimated cost under the new $800. The yearly cost under the old system was $720,000; under the new $22,900. The report asserts that the old distribution method was "very wasteful," and that the concentrated method of distribution insured cleaner, better and cheaper milk.

A Community Plan.

There are several plans whereby a community can insure its own food supplies from delays. One way is for all food merchants in each community—the grocer, baker, meat market, fruit and vegetable dealer, confectioner, creamery, etc., to form a cooperative motor truck transportation company to collect and transport to their different places of business all food products and breadstuffs.

The number of trucks necessary to carry out this plan would depend on the number of dealers and the area necessary to cover. There would primarily have to be two different routes which this transportation company would have to operate over. The first route would be that of the farmers, dairies and livestock growers, from whence the city derives its supply of fresh vegetables, fruits, milk, eggs, poultry and meats. The location of each source of supply on this route should be listed and arranged on a schedule so that each truck would carry full loads both ways.

A second plan would be that of a municipal motor truck transportation company, owned and operated by the community, or by a group of individuals, for the purpose of supplying the community's dealers and merchants with their food supply, and could be operated over routes as outlined in the first plan. The third plan would be that of a farmers' co-operative motor truck transportation company, to be owned and operated by the farmers and dairymen.

The above three plans are more or less in the rough, but I believe that every community can find an idea among them they could apply profitably to their local conditions.

Every community should give serious consideration to local transportation problems. The United States is in this war until the right kind of peace is declared—whether it takes one year, five years, ten years, or one hundred years. In working towards this end, customs that have been in force since the Declaration of Independence may have to be changed to meet conditions. Our very economic life may be affected, and it is up to every one of us, individually and collectively, to provide accordingly.

To my mind, the time has arrived when such transportation steps should be taken without delay.

Army Truck Trains Not Showing Road Courtesies Elicits Federal Order

As a result of the complaint of automobile clubs in Ohio and Pennsylvania, that the numerous trains of army trucks being delivered under their own power to the eastern seaboard, were not extending the courtesies of the road to other vehicles, the quartermaster general has issued an order that drivers of army trucks must keep as close as safety will permit to the right hand edge of the road. The former practice of riding the crown of the road worked much hardship to other traffic, especially on pavements of limited width, where traffic was exceptionally heavy, and caused much needless congestion. The new order is welcomed by all motorists and trucking companies using this route.

OWNERS HOLDING TO CARS.

"People want good second hand cars as a matter of economy," states J. C. Byars, manager of Byars & Co., auto dealers, "but they are holding onto cars now with such tenacity that it is more difficult for dealers to get hold of second hand cars. We have a fair number, all in good condition and are able to supply our customers, but the cars don't come like they used to."

Preparing Your Automobile For Tour; Some Hints Of Value To The Motorists

AT THIS season of the year when every car owner's thoughts turn inevitably to matters pertaining to tours long or short, a few words in regard to the sort of preparation for such a trip that spells the difference between pleasure and annoyance, will hardly be amiss. It may be that with the strain of war upon all of us, we shall not have as much long distance touring this summer as in the past few years, but appearances are against any such assumption. At the present time it looks as if the psychological factor of desire for relaxation from long continued strain was going to send American motorists on the road this season even more than the past.

Any veteran motorist who has made a tour in a car that was not properly groomed and prepared for the ordeal of long continued driving over all sorts of road surfaces, will need no hint to give his vehicle all needed attention before he starts out on the road. The new comer in motoring circles, however, may not have realized the need for this previous care and to him especially we address our remarks, although we may be able to suggest something even to the veteran.

The preparation for the tour, as far as the car is concerned should consist of a careful and detailed inspection of the mechanism and the packing of all spare parts that may in ordinary circumstances be the lives of those in the car may depend on the proper functioning of these two systems. If there is excessive play in the steering system, it should be taken up and parts demanding lubrication should have it. The brakes should be tested to see if they are functioning properly. If the linings have been in service for a long time, they should be renewed; better a little trouble beforehand than an accident or delay on the road to reline brakes. Be sure that the brakes are exerting an even pressure and if lack of flexibility has developed in one side, adjust until they are equal in holding power again.

The lubrication system ought to be completely gone over, grease and oil cups should be refilled. It is an admirable idea to drain out the crankcase and rear axle housings and after flushing them out with kerosene, to install fresh oil.

Next the ignition system should have a careful going over. If there has been any sign of trouble in this unit, run it down before starting on the trip. There is nothing more annoying than to have ignition trouble on the road and have to hunt for the cause and cure perhaps under a broiling sun and in a dusty road. It is a wise precaution to cover all such units as the ignition, starting motor and lighting generator with some protection that will exclude moisture and dirt, for these are parts subject to ready derangement from water.

It is important that the cooling system of the engine shall be in good shape for an extended tour under hot weather conditions. Presumably the radiator has been cleaned out early in the spring, but it will be a wise precaution to drain the cooling system and refill it before starting on the tour. Incidentally, one of the devices that tell what the temperature of the water is, will prove a wise investment, especially if the tour is to include a mountainous section.

The wiring system should be minutely examined for possible breaks and this applies to the wires that carry the current to the lights as well as to the ignition. The battery must start the trip fully charged and filled up to the proper level with distilled water.

The question of spare parts, tools, etc., creates some real problems, but these depend largely on where the trip is to be taken. If the route lies through thickly settled country where garages and repair shops will be encountered every few miles, the extra equipment may be cut down to the minimum. On the other hand the man who sets off on a trans continental, must be prepared to be pretty nearly self sufficing. It is important not to overload the car and the wire motorist will allow for the extra weight to be carried by pumping up his tires just a little harder than ordinarily.

Every car ought to have a block and tackle, tow rope or one of the excellent pull out devices now on the market, because it is just as easy to get stuck in a mud hole in New York state as in the sand of the desert of Gobi, and just as hard to get out if you haven't the proper aids.

Undoubtedly tires give most tourists more worry than all the rest of it put together. To feel comfortable the car ought to have enough tires and tubes to meet ordinary emergencies. Two new casings, with four ordinary good shoes on the wheels, should be enough. It is a good plan to carry one of the small vulcanizers now available and mend small holes during luncheon hour along the road. Incidentally, a power tire pump should be installed for any tour, if it is not part of the equipment. You will not care to punctuate your trip by frequent back breaking exercises on the pump.

Now in considering the tool kit, make some sort of inspection lamp with plenty of cord the first fitment. There is nothing worse than to try to carry out a repair with imperfect lighting facilities. In the tool box itself should be a variety of nuts, bolts, gaskets, cotter pins, etc., to fit all locations about the car. There should be two pairs of pliers of different size, and a pair of strong wire cutters. Two monkey wrenches, one of large size, are essential. There should be a couple of files, one coarse one and a fine magneto file for delicate work. A roll of tire tape will justify itself and a ball of stout twine and a spool of copper or iron wire will be needed.

Now for the spares. First comes a set of spark plugs and extra bulbs for the lamps. Valve springs certainly should be carried and a whole valve assembly is not at all out of order for a long tour. Some high tension ignition cable as well as lighting wire, will be advisable. If the tour is to be very long and through sparsely settled country, the spare equipment carried will be largely increased.

Finally, just before the car is ready to start, I would go all over the chassis and draw up tight such parts as spring clips, motor fastenings, radiator supports and all the many nuts and bolts about the chassis and body. The car that has been treated in this way will pay dividends of freedom from worry by the driver, that will repay the work done times over.

PRACTICAL PARAGRAPHS.

Brake Application.

Remember that the car will stop more quickly and with less shock if the brakes are applied intermittently, than if they are jammed on, thus sliding the rear wheels. This method of putting on the brakes should be applied, then released, then applied, then released, until the car comes easily to a stop. Keep the clutch engaged just long enough not to stall the motor.

Overheating Radiator.

In cases where overheating is a chronic motor trouble, it may be cured by installing a two quart can of appropriate shape behind the radiator and connecting it top and bottom with the outlet of the radiator, so as to permit the water to circulate through this extra can. This will add enough water to the original contents of the radiator to prevent further overheating. It is particularly adapted to thermo-syphon systems.

Sticking Screws.

When a screwdriver bit refuses to take firm hold of a screw slot, a little emery dust sprinkled in the slot may do the trick.

OWNER'S SERVICE DEPARTMENT.

If the N. A. C. C. horsepower is right then why is it that a motor with a long stroke with a 3 inch bore has the same power as a motor with a shorter stroke but with a 3 inch bore?—Inquisitive.

The power rating you mention, expressed D2xN divided by 2.5 gives the horsepower at 1000 feet per minute piston speed and the piston speed varies with the stroke. A motor with six inch stroke and another with four inch stroke but with 3 inch bore for both, have the same rating at 1000 feet per minute piston speed but the r. p. m. is different in both cases because of the difference in stroke. The formula gives approximate horsepower which will be found in nearly every case to be very close to the actual power produced at 1000 feet per minute piston speed.

* * *

Is it advisable to have a broken spring leaf welded? The main leaf broke but I was told it could be welded at small cost; or do you think another leaf ought to be used? Is the cantilever better than the semi-eliptic?—John Tobin.

It will be better to get a new leaf. Some spring welds hold but the leaf costs comparatively little and it is better in the end to get a new one.

Not necessarily. The type of spring is no indication of its qualities. Many factors enter into spring suspension aside from the mere type of spring.

* * *

Isn't it true that in a water pump cooling system the water stops circulating when the motor stops and in the thermo-syphon system the water keeps on circulating even if the engine is not running.—Frederick H. Jones.

Yes, though there is a little syphonic action in the pump system too.

* * *

There are two bearing in my Ford which pounds up right after being tightened. I do not know why it is but I can take up on the cap and in 200 miles they are loose again. Is it the bearing or what?—Oscar.

I am sure it is yourself. You do not fit the bearing properly, probably taking it up too much. Taking up a bearing is wrong anyway. It should be scraped to fit, and then it must not be too tight.

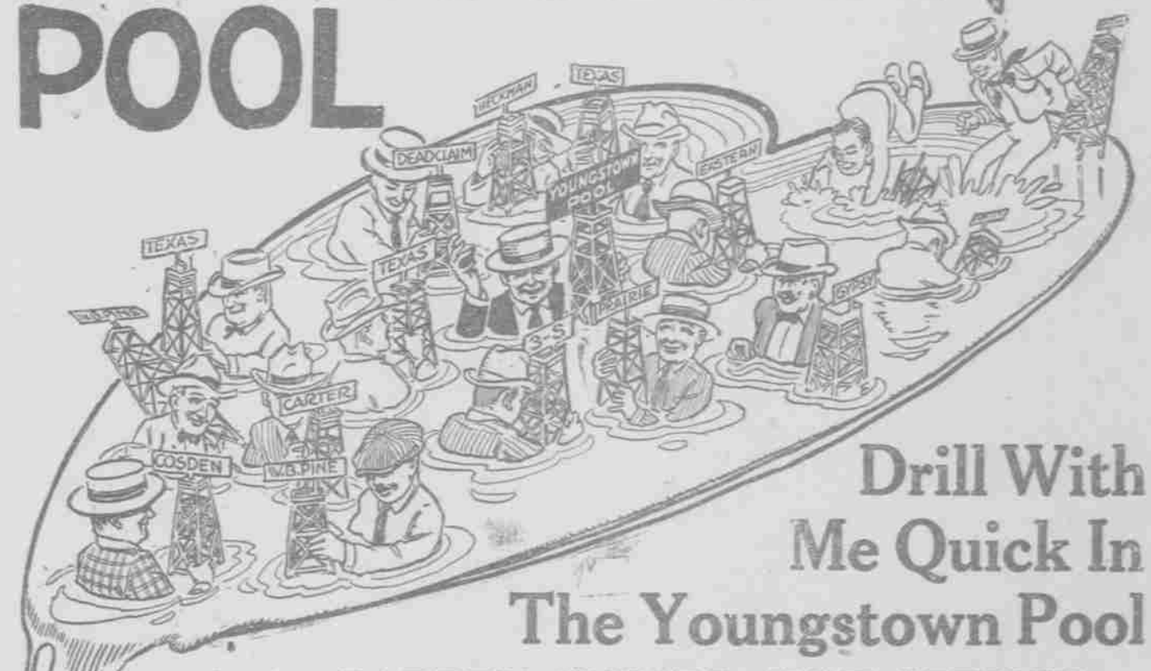
* * *

Do you recomend tire filler? I imagine that this is a good time to save a bit in my tire bill and repair bill and would like your opinion on fillers.—J. M.

Do you recommend tire filler? I any passenger car use both because of its effect on tire wear in summer and the cost per mile of tire service.

A department for the maintenance and housing of women workers in munition plants has been created in the war department and is directed by Miss Mary van Kleeck.

YOUNGSTOWN POOL



Drill With Me Quick In The Youngstown Pool

2,000 BARREL GUSHER JUST STRUCK READ THIS CLIPPING—ACT NOW

OKMULGEE, Okla., June 2.—(Special.)—One of the largest and most important deals in oil properties ever recorded in the eastern Oklahoma oil fields was closed when F. A. Young and associates bought the entire holdings of Kimbley & Cook in the Okmulgee and adjoining fields. The deal includes the transfer of more than 1000 acres of leases, considerable oil and gas production, pipe lines, tanks, trucks, teams, drilling outfits, well equipment and all properties held jointly by E. W. Kimbley and Harry Cook, who have been among the largest individual operators here. The deal did not include properties held by Kimbley alone or by Kimbley and other men. The consideration was not announced, but was between $500,000 and $1,000,000. Young is the general manager of the Okmulgee Producing and Refining company, the discoverer of the Youngstown pool, one of the richest oil producing properties in the country and practically all of the leases taken over from Kimbley & Cook are in and around Youngstown pool, on the west side of Okmulgee county. Much of this acreage is in the immediate vicinity of the sensational well of the Okmulgee Producing and Refining company on the Lucy Johnson 80 acres, section 1-12-11, which was brought in Saturday and which has indications of being the biggest producer ever brought in in this county. Just in the top of the sand this well was making 1000 barrels and is rated as good for 2000 barrels per day at least on deeper drilling. The sand was found at 2327 feet.

Big oil operators are drilling all around our lease. They're after oig production. They're so sure that they can get it here that they're moving heaven and earth to get their drills into the sand. A few gushers close to us will bring big offers—perhaps a million—for our acreage. A few big gushers near and people will be begging to get our stock. You can buy it now, all you can carry, if you act—next week may be too late.

The name OKMULGEE is known wherever newspapers go as one of the BIG oil fields of the world. The YOUNGSTOWN and BEGGS POOLS are PART of the OKMULGEE gusher field.

Our Lease Is Very Valuable Now

The Youngstown Pool Oil Company has a lease of 80 acres right in the heart of this great oil development between the Beggs and Youngstown pools—from ¾ to 1½ miles from big wells to the northeast and southwest. This lease is in Sec. 18, Twp. 14 N., R. 12 east, Okmulgee county, Okla. The Youngstown Pool Oil Company lease is very valuable. Well after well has been struck in this section reported as making from 600 to 4,000 barrels a day. On May 4 and 5 FOUR wells were struck in the Youngstown pool, averaging about 1,000 barrels each. Think of it! There's about $9,000 A DAY FROM FOUR WELLS. And our lease is near. Would you sell? No, sir. We're going to drill. Are you with us? Do you want to share with us in this wonderful prospect?

SHARE AND SHARE ALIKE

You'll be in on the "ground floor." Every dollar of yours will draw just as much dividends as a dollar of any of the five men who put up the money for the lease. Isn't that fair? And the beauty of it is that we only have a capital of $100,000. Many oil companies are capitalized from $300,000 up into the millions. A gusher strike in a company with a small capitalization like ours means BIG PROFITS for every stockholder. So you see that we offer you a part in a big lease in the heart of a rich producing field—and in a company with a capital so low that a good strike means enormous profits for every stockholder.

Stock is selling fast. We can't guarantee that you'll be able to buy it a week from today. Now 20 cents a share—next week or the week after it may be 30 or 50 cents a share. In the oil business things move fast. The man who wins acts quickly.

Small Capital Stock--Big Profits

The Okmulgee Producing and Refining Company has the largest wells in the Youngstown pool. This company is producing about 10,000 barrels a day. The par value of their stock is $ 5. It sold as high as $11. Their capital is $3,000,000. Ours is $100,000. Their capital is 30 times ours. If wy should get 10,000 barrels a week then our stock may go up to 30 times or $10 for every 20 cent share. Then a $10 investment would be worth $500. Cases are said to be on record where a $10 investment in oil stock has been sold for ten, twenty, or thirty or even for $40,000. But suppose we strike it BIG and a $10 investment is worth only $50 or $100—that still would be pretty good—wouldn't it?

Remember our lease is almost right in the heart of the biggest oil development in ALL OKLAHOMA.

SUCCESS ALMOST SURE

This isn't a "wildcat." It's in producing territory—territory that looked good enough to us to put our money into—and near, mind you, near some of the biggest wells that have been brought in this year in the whole United States. We think it's absolutely sure. We're figuring on a BIG STRIKE—on a well up in the thousands of barrels a day.

$5,400,000 A YEAR

There's the possibility of it. Room for 20 wells on this lease. Figure on an average of 400 barrels per well per day. That's 8,000 barrels per day—at $2.25 per barrel or $18,000 daily. Now for 300 days a year (and an oil well works 365 days a year), and there's $5,400,000 a year—$54 for every dollar in the capital stock. Do you blame us for getting enthusiastic? Well, don't overlook that we're figured on only 400 barrel wells. And remember that there are reported 3,500 and 4,000 barrel wells in this Youngstown pool. We may strike a 10,000 barrel well.

BUY NOW. This is the opportunity you've been waiting for. Gushers are coming in almost every week. Fortunes are being made over night. Don't put everything you have into it—but take all you can. The price is low at 20 cents a share for such a prospect. In fact, it's cheap at almost any price. The wise man is the one who sees the opportunities that the other fellows miss. A hundred dollar investment may make you rich—as it has other investors in oil stocks.

And don't forget that our money is right in with yours and that you share in the big profits just the same as we do.

Fill out the order blank—enclose check, draft, money order or cash in a registered letter—and mail it TODAY.

—ACT NOW—

"The man who hesitates is lost." If you are afraid, stay out. If you are ready to dare with the rest of us—to take a real red-blooded man's business opportunity of cleaning up BIG PROFITS—QUICKLY—invest whatever you can without inconvenience—$10, $50, $500—but do it at once. A big strike on the edge of our lease may put this stock off the market. Act NOW.

USE THIS FORM—BUY NOW

Youngstown Pool Oil Company,
502 X Baltimore Building,
Oklahoma City, Oklahoma.

I hereby subscribe for .....shares of the treasury stock of the Youngstown Pool Oil Company at present price of 20 cents per share, and enclose.....

..... Dollars, with the understanding that this stock is fully paid, non-assessable, all common and that it shares pro-rata with all other stock in all leases, equipment, profits and property of the company.

Name .....

Address .....

100 Shares ....$20 400 Shares ....$80 1000 Shares ..$200
250 Shares ....$50 500 Shares ...$100 2000 Shares ..$400

Youngstown Pool Oil Co.

WM. R. BASS, President.
502 X Baltimore Bldg. Oklahoma City, Oklahoma.