

GRAVITY TEST NO GOOD, SAYS EXPERT

State Gasoline Law Declared Practically Useless.

GENERAL SHORTAGE SURE

Spirits Derived From Bituminous Coal Coming More Widely Into Favor for Motor Transport.

Specific gravity is practically useless in determining the quality of gasoline, says Henry M. Parks, director of the state bureau of mines, in a statement prepared for the Oregon State Motor association.

Director Parks also states that a general gasoline shortage is inevitable, quoting government statistics to prove it.

However, he tells of the progress made during the past two years in completing processes for the manufacture of motor spirits as a substitute for gasoline, processes which he states have already passed the experimental stage. Motor spirit, according to Director Parks, can be produced cheaper than gasoline and is giving excellent service in Chicago, where it is used exclusively in the operation of 2500 taxis.

"Specific gravity is practically useless in determining the quality of gasoline," reads Director Parks' statement. "It is not even mentioned in approved government specifications. An illustration will show how impractical is a gravity test.

Oregon Gasoline Preferred.

"It is a matter of common knowledge that gasoline sold in eastern Oregon during the last summer was superior to that which was sold in neighboring counties in Idaho. A decided preference was shown for Oregon gasoline all along the state line. Effective use was made of the fact at the recent special session of the legislature in opposing repeal of the Oregon law, to prove the superior quality of Oregon gasoline which was regulated by law, over unregulated Idaho gasoline.

"In the argument, however, the fact was overlooked that this same superior Oregon gasoline had actually a lower gravity than the inferior Idaho gasoline. The Idaho gasoline was at the time furnished from eastern fields while Oregon gasoline came from California producers.

"At the present time when gasoline manufacturers have difficulty in providing and distributing sufficient quantities to supply the trade, the effect of the Oregon specific gravity law is to require the manufacturers to make a special refinery product for this state alone. It is scarcely to be expected during a time like this that they will have as their first concern the supplying of Oregon with sufficient volume of special gasoline.

"It is more logical to expect that the trade which requires a special specification will be the first to be neglected.

In response to a query regarding prospects for a general shortage in the future Director Parks said:

Production Increase Marked.

"Statistics, published by the United States of mines, show that there has been a marked increase in the production of crude oil during the nine years prior to 1919, being about 45 per cent. By improved methods of manufacture during these same nine years the quantity of gasoline made in the United States has increased by 569 per cent, while the demand, as indicated by the number of gas engines in use, has increased 1700 per cent. These comparative figures show plainly that supply is not keeping pace with demand.

"Notwithstanding this tremendous demand, however, it is expected that manufacturers will be able to meet the situation by enlarging their refinery capacity and by improved methods, enabling them to get a greater proportion of gasoline from crude oil.

"Touching on the prospects for relief through the manufacture of gasoline substitutes, great progress has been made, especially during the last two years, in completing processes for obtaining motor spirits from oil shales and coal.

"These processes are well beyond the experimental stage. As an illustration, it may be mentioned that the Yellow Taxicab company in Chicago, use nothing but motor spirits derived from bituminous coal. The next few years will undoubtedly see heavy investments in the United States in the extraction of motor spirits from coal, as it can be done at a cost which will successfully compete with gasoline. It has also been demonstrated that such motor spirits are highly satisfactory in the modern automobile, giving more miles to the gallon than average grades of commercial gasoline."

TRACTORS TO BE SUPPLIED

Farm Machinery Will Get Gasoline First at Hood River.

HOOD RIVER, Or., May 15.—(Special.)—Standard officials here believe that Hood River has sufficient gasoline to prevent a tieup of spray machines and orchard tractors, provided owners of pleasure cars and orchardists themselves co-operate in conservation. At present all orchardists get a preference in the purchase of gasoline. The oil company is demanding, however, that the gasoline be mixed with kerosene.

Following the shortage here the first of the week, a run was begun on Washington distributing stations. Six hundred gallons of gasoline were sent to Kibbe and Kern Construction companies, needed to keep a battery of Columbia river highway gravel trucks running. It was suggested that the Washington supply, which, however, does not conform to the Oregon gravity test, be brought here by private parties for their own use. The Washington stations, however, now decline to sell more than sufficient gasoline to fill the tanks of motor cars calling.

PROPOSAL MADE TO TEST LAW

Gravity Statute Declared Beyond Power of Legislature.

SALEM, Or., May 15.—(Special.)—That the gasoline gravity law now in operation in Oregon is unconstitutional and will be so held whenever the act is tested in the courts was the statement made by S. B. Huston, senator from Multnomah county, in a letter received at the executive offices today.

"Referring to the agitation concerning the gasoline law, I wish to make a suggestion," said Senator Huston in his letter. "The law is unconstitutional and will be so held whenever the matter comes into court, in my opinion. The legislature has no au-

CHILDREN DEMONSTRATING SCHOOL WORK IN WINDOWS DRAW CROWDS IN BUSINESS SECTION.



Upper—Cartoonist and artists at the Mathis clothing store. The wringer forms the press for the linoleum block-printing expert. Lower—Three grammar school girls busy at Roberts Bros.

Several hundred children of the Portland public schools in the last three days participated in the first living educational window display of the kind ever held here. Cooking, sewing, art metal work, home nursing, military, commercial methods, penmanship, physical training, these and many other branches of the course of study were demonstrated. The purpose was to bring before the parents the need for the 2-mill elementary school tax.

Exceptionally fine handiwork featured the exhibits in 20 downtown places of business, and the children from all over the city attracted much attention. Each group came from school and worked an hour and a half shift. Efforts were made to appeal for practical rather than esthetic appreciation of the more diversified brands of class work.

authority to pass a law prohibiting the sale of anything except those things which affect the health, morals or the public safety of the people.

"Now, the sale of gasoline testing lower than 56 degrees gravity is neither unhealthful, immoral or unsafe. There is not the slightest difference in this regard between gasoline testing higher than that testing lower than provided by law. The legislature can, in order to prevent the people from being defrauded, require a label or a statement showing the quality of the thing offered for sale but it cannot prohibit the sale of gasoline below a certain test any more than it could prohibit the sale of fir wood, unless, of course, as we have said, that it could be shown that it affected in some way the safety of the public or its health or morals.

"It seems to me that the safest and quickest way to solve this trouble is to let some man make a sale, with the understanding that he shall be protected, then have him arrested, and let him sue out a writ of habeas corpus and bring it before the supreme court or any other way as quickly as possible, and I feel quite confident that that will be the end of the gasoline law."

Two Ex-Service Men, 79 and 19, Study Together.

Students in Knights of Columbus Class at Tacoma Are Great Pals.

TACOMA, Wash., May 15.—(Special.)—There's just 60 years difference in the ages of the oldest and youngest student veterans at the Tacoma Knights of Columbus free night school for ex-service men. Seventy-nine and 19 are bridging the chasm of a half century and join hands as "buddies" in the automobile, typewriting, salesmanship and other classes that the school offers.

They are great friends these two, Vincent R. Cashman, who enlisted in the United States navy from 1861 to 1864. Hannan saw the historic fight between the Monitor and Merrimac, chased the blockade runner and participated in many a sharp skirmish on the seas.

Now the youthful flyer and the elderly sailor sit side by side as they learn to tap the keys of the typewriter for they are two of the most

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For a Greater Oregon



Oregon's Berry Production

OREGON'S PRODUCTION OF BERRIES gives added proof of her soil adaptability and ideal climatic conditions. Thanks to these natural advantages the development of berry raising is progressing steadily, year by year, and is limited only to the degree of fostering attention given it by new growers. The future importance of this industry is indicated by the following brief review of increases in cultivated production and crop values during recent years:

THE BLACKBERRY PRODUCTION FOR 1919 totaled 30,000,000 pounds. Approximately 90% of these berries grew wild on uncultivated hillsides, burned-over timber tracts and along the banks of myriad small streams. This harvest sold for an average of 8c per pound, making the total output worth \$2,400,000, an increase of \$2,318,500 over the valuation of the average yearly crop for the four years prior to 1913.

LOGANBERRIES LAST YEAR BROUGHT APPROXIMATELY \$2,000,000 for 21,000,000 pounds, the products of 3000 acres. Five years ago 730 acres produced 3,830,000 pounds, valued at \$100,470. While the new acreage is tremendous, additional acreage is limited only by the temporary inability to secure young plants.

RASPBERRIES BROUGHT 15c PER POUND LAST YEAR, a considerably larger figure than was paid for any other berry. The total production was 7,000,000 pounds, valued at \$1,050,000. The average yearly production and valuation for the years 1910 to 1913 amounted to 3,083,000 pounds, valued at only \$165,000.

STRAWBERRIES BROUGHT THE MAXIMUM FINANCIAL RETURN LAST YEAR OF \$878,000, an increase over the average yearly valuation for four years prior to 1913 of \$390,700.

GOOSEBERRIES, CURRANTS and other miscellaneous berries have increased tremendously in the last five years, both as to production and valuation. Currants particularly are assuming a considerable degree of importance in the coast section.

FOLLOWING IS A SUMMARY OF INCREASES in production and valuation of the three most important berry crops since 1913:

	Increase in Production.	Increase in Valuation.
Blackberries	27,586,000 lbs.	\$2,318,500
Loganberries	17,170,000 lbs.	1,789,530
Raspberries	3,917,000 lbs.	895,000

THE TOTAL INCREASE in the value of all berries for the dates mentioned is approximately \$6,003,930, a remarkable gain, and a safe basis for estimating the future growth of an industry that is rapidly helping to make a Greater Oregon.

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