

# Advance in the Price of Gasoline

The price of Red Crown gasoline was advanced 1½ cents a gallon on Wednesday, December 17, 1919.

This advance is due to the fact that the Oregon state law specifies that gasoline shall be of 56 degrees gravity, Baume test, to be saleable in the state, which law necessitates our refining a special gasoline for sale in Oregon. In refining this special gasoline a lower yield is secured from the crude oil than in refining our regular gasoline, with consequent increase in the cost of the special gasoline.

The advance of 1½ cents a gallon in the price does not fully represent the additional cost to us of manufacturing the special gasoline. At the same time, the higher price of the special gasoline does not secure for the user, any greater value than is given in our regular gasoline.

The 56 degrees gravity gasoline that we must specially refine and furnish in Oregon is a less efficient gasoline than that regularly produced by this Company and sold in Washington, California and elsewhere. Our regular gasoline comes within the United States Government Standard Specifications. It is refined to a set specification of a chain of boiling points determined by our experts as being that which will give the maximum of power and mileage consistent with due regard to gasoline conservation and the maintenance of reasonable prices to the consumer.

## Gravity a False Test of Gasoline Value

Gasoline is regularly refined by us with regard to its range of boiling points—the only true measure of gasoline value. The Oregon State law establishes a gravity standard for gasoline, which is not indicative of gasoline quality. That "the gravity test is of little or no value in determining the quality of gasoline" was stated by the United States Government's Committee on Standardization of Petroleum Specifications in its report to the Government. Later the United States Government adopted standards for gasoline based on boiling points.

## Boiling Points Are the Only True Measure of Gasoline Value

Boiling points determine the vaporizing and combusive, or power, qualities of gasoline. They are the only true measure of gasoline value. The gravity test simply compares the density of the liquid gasoline with the density of water at sea level. It can tell nothing about the vaporizing and combusive, or power, values of gasoline. Only the range of boiling points can do that.

## The U. S. Government Standard Specification for Gasoline

The United States Government standard specifications for gasoline are based on boiling points—not gravity. Drafted as they were by impartial Government experts, they are generally considered, in the light of conditions today, as the most practical standard for gasoline. They insure an efficient and satisfactory gasoline and at the same time have due regard for the best utilization of our petroleum resources and the maintenance of reasonable prices to the consumer.

## The Gasoline Problem

The demand for gasoline is increasing faster than the supply. To hold down the increasing disproportion between the demand and the supply, it is important that every possible drop of gasoline be extracted from the crude oil refined. At the same time the producers must continue their constant search for new sources of crude-oil supply, and the automotive engineers must continue their efforts to get more power and mileage out of the gasoline consumed.

## The Oregon State Law Defeats Conservation

The Oregon State law, by specifying a gravity standard for gasoline, limits the possible extraction of gasoline from the crude oil and thus operates directly against gasoline conservation, making less plentiful and more costly the supply.

## STANDARD OIL COMPANY

(California)

### Items From Arago.

Mr. and Mrs. Geo. Laingor, of Powers, are visiting at the C. E. Schroeder home over Christmas.

W. D. Newton has been quite ill the past week, having had a blood vessel burst inside his head.

Mr. and Mrs. Chas. Planalp, of Albany, arrived here last Saturday to be the guests at W. D. Newton's home.

A fourth little daughter came to live at Mr. and Mrs. E. M. Beckham's home last Friday night.

Miss Bessie Finley, of Johnson's Mill, was operated on in Coquille Monday night for appendicitis.

The Grange held an all day meeting at Arago last Saturday. Election of officers and a very good time was enjoyed by all.

Geo. Hathaway, a former rancher of Fat Elk but now the owner of a large wheat ranch at Farmington, Washington, said when he left there that there was three feet of snow and he expected to find it warmer down

here but happened in on our cold wave. Mr. Hathaway visited his cousin, Glenn Collier, last week.

Gus Schroeder purchased 30 acres of land near Grenada, Calif., last week.

Mrs. Wm. Stauff and sister, Mrs. Robt. Mumford, and little daughter, left last Sunday to spend the holidays with their parents, Mr. and Mrs. J. S. Root, and family.

Mr. and Mrs. Jim McCue and family, of Cranes Camp, are visiting over Christmas at Lute Myers' home. Mrs. McCue is a sister of Mrs. Myers.

### Growing Old Gracefully

Mr. and Mrs. H. A. Todd received their annual Christmas letter from Mrs. Ada Bliss, a friend of their youth who is now at the age of 62 years and living in her home at River Falls, Wisconsin. Mrs. Bliss has been a widow about two years but opens her large home to the Normal school students of which she has eight young men and

she makes it pleasant for them and their company, doing all the work herself. She had just joined a class in physical training at the Normal composed of between 50 and 60 married ladies of whom she was said to be the eldest and most nimble. She belongs to two study clubs, a musical club and is taking music lessons besides teaching a class of boys in Sunday School and her church work. She had just been visiting friends in St. Paul and Minneapolis, attending receptions and other social functions. She visited an old friend, Mrs. Barnes, who is now at the age of 92 years, who has retained all her faculties wonderfully until the last year when her memory was failing. Mrs. Barnes invited Mrs. Bliss to attend one of her club doings in October.

Sunset Magazine and the Sentinel are now furnished in combination for \$3, the price of the Sentinel being \$2 a year and that of Sunset \$2 and the combined price being \$1 less.

Send the Sentinel to eastern friends.

The Oregon Farmer is still furnished for \$2.15 in connection with the Sentinel, and why its publishers shouldn't ask a dollar or a dollar and a half a year for a paper as good as they furnish, we don't understand.

### Redemption Notice

All Coos County Warrants drawn on the General Road fund, and endorsed prior to July 1st, 1919, will be paid on presentation at my office, in Coquille, Ore. No interest will be allowed on any of these warrants after the 26th day of Dec. 1919.

Dated this the 26th day of Dec. 1919.

T. M. Dimmick,  
County Treasurer.

### Warrants To Be Paid

All warrants drawn on the general fund of School District No. 25 and endorsed by us June 1, 1919, will be paid on presentation at my postoffice, Sumner, Ore. No interest will be allowed on any of these warrants after Dec. 20, 1919.

Mrs. Myrtle R. Holvortott,  
Clerk District No. 25.  
Dated Dec. 19, 1919. 4913



The railroads of the United States are more than one-third, nearly one-half, of all the railroads of the world. They carry a heavy traffic so much greater than that of any other country that there is really no basis for comparison. Indeed, the traffic of our five nations may be combined, and still it does not approach the commerce of America borne upon American railroads.  
—United States Senator Connors.

## Ask Any Doughboy Who Was "Over There"

and he will tell you that American railroads are the best in the world.

He saw the foreign roads—in England and France, the best in Europe—and in other Continental countries—and he knows.

The part railroads have played in the development of the United States is beyond measure.

American railroads have achieved high standards of public service by far-sighted and courageous investment of capital, and by the constant striving of managers and men for rewards for work well done.

We have the best railroads in the world—we must continue to have the best.

But they must grow.

To the \$20,000,000,000 now invested in our railroads, there will have to be added in the next few years, to keep pace with the nation's business, billions more for additional tracks, stations and terminals, cars and engines, electric power houses and trains, automatic signals, safety devices, the elimination of grade crossings—and for reconstruction and engineering economies that will reduce the cost of transportation.

To attract to the railroads in the future the investment funds of many thrifty citizens, the directing genius of the most capable builders and managers, and the skill and loyalty of the best workmen—in competition with other industries bidding for capital, managers and men—the railroad industry must hold out fair rewards to capital, to managers and to the men.

American railroads will continue to set world standards and adequately serve the Nation's needs if they continue to be built and operated on the American principle of rewards for work well done.

*This advertisement is published by the Association of Railway Executives*

Those desiring information concerning the railroad situation may obtain literature by writing to The Association of Railway Executives, 61 Broadway, New York.

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