

PAVING MARION COUNTY

One hundred miles of market road pavement for Marion county, to be laid during five years, is a program upon which the Roads Committee, Taxpayers' Committee and Grange Committee have substantially agreed. A county bond issue of \$340,000 is involved. The roads would be paved by the county court instead of by contract. As none of the roads would have heavy truck traffic, it is expected that the lighter quality of paving laid by the county court would stand up. The paving laid by the county court in Marion county during the last four years has stood up fairly well, and has proven of inestimable benefit to the districts reached. It totals only a few miles, however—just a mile or two on each of different roads leading out of Salem. Light as the paving is, compared to a first class quality, it has been of great benefit, and the county likes the idea of getting more of it.

The fact that the different interests of the county, hitherto conflict-

ing, have gotten together on the preliminaries of this plan is a good sign. Heretofore these interests have been at sword's point. The kind of paving laid by the Marion county court, while far from the solidist, is a whole lot better than none and a whole lot cheaper than none, considering the cost of keeping gravel or macadam roads in condition.

With a hundred miles of paved market roads in the county, Old Marion will develop rapidly. The loganberry industry has made wonderful strides there, but its success is limited by road conditions. With more paving, there will be more loganberry production. This will mean not only happier and more contented farmers, but heavy increases in property values and in tax returns. With Marion county united on a good roads program, there would seem no limit to what may be accomplished in any part of Oregon.—Oregon Voter.

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THE MULTIFARIOUS BOARDS

At the national convention of Governors and Mayors there was lament that government was trying to do too much for the people.

Lieut. Governor Oglesby of Illinois thought the prolific creation of multifarious boards should cease for a time at least.

"It would be well if private industry was allowed to catch up with itself and be allowed to make arrangements with its employees."

"If government officials would take their hands off of business and stop trying to meddle in everyone's private affairs, our business men and our laboring men would soon come together and there would not be an unemployment problem."

MARRIAGE LICENSES

Anna Lillian Hickerson, Salem, to Ole Jacobson, Dayton.
Gladys Lorena Hall, Newberg, to John Emmerson Cass, Newberg.
Edna Smith, McMinnville, to Edwin Ernest Collom, McMinnville.

HORSE STILL A GOING CONCERN

Horses are hardly maintaining their number on farms in this country. In consequence of the auto truck, the automobile, and the needs of the war, and yet there are nearly as many in the country now as a year ago, according to the Bureau of Crop Estimates of the United States Department of Agriculture. Furthermore, there are now one-third of a million more than at the beginning of the war. It was expected that the war would stampede the horse market in this country and would send prices high enough to rob farms of a large number of much needed work animals, but there was no such shock as was expected. From 1910 to 1915 horses on farms increased a little each year, usually over 1 per cent, and since 1915 the increase of four years has apparently been over 300,000. The present total, according to the estimate, is 21,534,000 horses. The exports of horses during the war to December 31, 1918, have been slightly more than 1,000,000; at the pre-war rate the normal exports would

have been about 120,000. As far as covered by domestic exports, the war made an extra demand on farmers for almost 900,000 horses. To this must be added the extra demand of the United States Government. By January 11, 1919, the War Department had shipped overseas nearly 39,000 horses, and on November 2, 1918, that department had in this country nearly 165,000 horses. The apparent figures of extra demand on the farmers of the United States by this country and the allies for horses on account of the war make a total of about 1,100,000 horses in exports and in the service of the War Department. The actual number is greater by the normal exports, and hence about 1,200,000 horses are indicated as the horse contribution of the farms to the war, not including private purchases and the United States Government outside of the War Department.

OLD BOOZE

(Walt Mason)

Old Booze is dead, so toll for this old maudlin knave; the mourners raise a joyful yell as they stand by the grave. Old Booze hung on with teeth and nails, he tried to dodge the tomb; he hoped to sell his gins and ales until the crack of doom. He hoped to do his ancient task till Father Time is gone; but we've outgrown the jug and flask, outgrown the demijohn. Old Booze is dead, at rest he lies, cashed in beyond recall; he never helped a man to rise, but made a million fall. Old Booze will sleep beneath the loam until the bright sun pales; he never built a toiler's home, but he filled many jails. Old Booze has crossed the great divide to see what's doing there; and we'll have less of suicide and less of black despair. And we'll see less of women's tears, of children needing bread, of wages gone for foaming beers, since Old Man Booze is dead. He'll dish no more the poison drink to knock the good man down; his funeral would make you think a circus is in town. The sextons chortle as they work and dig the clammy clay, and in the shadow of the kirk the pastor yells "Hooray!" The undertaker is on hand, with festive hits and runes, and by the fence the village band is playing ragtime tunes.

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The War and Your Gasoline

The first of a series of three statements

For obvious reasons the following facts of interest to the public could not be published during the war. They affected a vital war necessity regarding which the Government required secrecy. But now that the war is won, we are at liberty to make the following statement of facts:

Highly volatile gasoline for fighting aeroplanes was one of the war needs. The output of this special gasoline by all the refineries east of the Rocky Mountains was not enough, so California was called upon to furnish a large part of the supply. At the request of the United States Government the Pacific Coast Petroleum War Service Committee apportioned California's quota among such of the large refiners as were able to make this special gasoline.

The Standard Oil Company, being the largest of these, had the greatest quota to fill. We were glad to do our part. We supplied more than our quota of aviation gasoline.

Aeroplane engines, operating high in the air under conditions of extreme cold and rarefied atmosphere, require a different gasoline from engines operating on the ground. In fact, the needs are so special that the gasoline manufactured for aeroplane use (often used at altitudes of from 20,000 to 25,000 feet) would be utterly indifferent for use in automobile or other internal-combustion engines operated on land or sea.

Aviation gasoline has to be highly volatile. It must vaporize rapidly even in the extreme cold of very high alti-

tudes. On its rapid vaporization alone must often depend the lives of the men in the aeroplane. This gasoline would not be good for general use. It would lack power on the ground, its loss in storage by evaporation would be great, and it would be expensive.

Making aviation gasoline for the Government took a very considerable part of the low boiling point or highly volatile constituents of the crude oil, and, as a result, the gasoline left available for regular use lacked those qualities which assure easy starting of the automobile engine.

The Government's demand for aviation gasoline reached its maximum in the late fall of 1918, and then for a period of about six weeks the deficiency of Red Crown gasoline in low boiling-point constituents, or easy-starting qualities was most apparent.

Now that the war is won and the great demand for aviation gasoline has ceased, we are again able to offer the same grade of Red Crown gasoline as formerly, with the same full and continuous chain of boiling points—from the low to the high—which is necessary for easy starting, quick and smooth acceleration, high power and long mileage.

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