

CHEHALEM OBITUARY

George Young arrived home from the East last Sunday.

Frank Hemmiller motored to Portland Friday, going out to Sandy River.

Mrs. A. Liest, of Graham, was a visitor at the J. D. Crater home Sunday.

Mr. and Mrs. Wm. Small, Miss Gladys and Elwin motored to Portland to visit friends Sunday.

Mrs. Cyrene Palmer and Miss Mary Atkinson visited friends in the neighborhood during the past week.

"Men, Maids and Match Makers." O, yes, they will furnish fun and laughter at the school house next Saturday evening, April 5.

Wm. K. Graves, son of Mr. and Mrs. John Graves, was killed by accident in the Northwestern ship yards at Portland, Friday morning, March 28. Will was a highly esteemed young man, well known and respected by all. He leaves a young wife and little daughter, Rose Kathryn, besides his parents, one brother and four sisters. Rev. Standard and Rev. Pollard, of Newberg, conducted the funeral services at the Chehalis Center church. Interment at the Newberg cemetery. His brother, Alvin, died so recently at Corvallis of spinal meningitis. Friends and neighbors of the grief stricken family did all in their power to comfort with love and sympathy in their hour of bereavement.

FERNWOOD

R. L. Jones is not much improved at this writing.

Harold Ross, of Vancouver, was a visitor in Fernwood Sunday.

Mr. and Mrs. A. B. Scherf made a business trip to Portland Friday.

L. A. Baxter is the owner of a new Chevrolet which he purchased of the Anderson Motor Co.

Miss Pearl Livengood was the guest of Miss Grace Riley, at Springbrook, Saturday and Sunday.

Dr. Romig was called out to attend John Halbgewachs Monday. He has not been well for some time.

Miss Dena Offel has finished her course in sewing at the Singer school in Portland, and came home last week.

Mr. and Mrs. E. W. Mueller are visiting with Mr. Mueller's parents in Oregon City this week.

Mrs. W. B. Baker and daughter, Miss Mildred, the Fernwood teachers, attended the teachers' institute Saturday.

Mrs. Goldie White arrived home from Junction City Thursday where she has been visiting relatives for the past week.

Arthur Weatherhead was down from Corvallis and spent the week end with his parents, Mr. and Mrs. E. H. Weatherhead.

Miss Alnetta Parrish spent Thursday and Friday in Portland. Her sister, Miss Freda, who is attending college there, accompanied her home and stayed until Sunday.

Fernwood was well represented at the Third Annual Convention of the Yamhill County Christian Endeavor Union held in Newberg March 28, 29 and 30 at the Presbyterian church.

Mrs. Louise Hobson and family left Friday to make their future home at Wasco, in Eastern Oregon. They are old residents of this neighborhood, having lived here for over

twenty-five years. Best wishes of a host of friends go with them to their new location. Numerous informal parties were arranged in their honor prior to their departure.

WEST CHEHALEM

On Friday evening, March 28, the Ladies' Aid Society of the West Chehalis church and the West Chehalis Red Cross unit gave a joint entertainment and pie social at the church. A program consisting of some very good musical numbers, several recitations and a bunch of hot air, camouflage and a little of everything else disguised as a reading, by Bill Dolph, occupied the fore part of the evening, after which the crowd adjourned to the basement where N. F. Nelson auctioned off a very select lot of pies, S. M. Calkins paying the scandalously high price of \$10 for the privilege of eating pie with the District No. 10 school ma'am, which privilege was much coveted by certain of the bachelors of the community, but they did not have the financial courage to meet the competition. The lucky number for the Red Cross quilt fell to N. F.

Nelson who immediately turned the quilt back to the Red Cross and it was put up at auction Frank Nelson bid it in at \$13 and gave it back. It was put up again and sold to B. F. Yergen for \$12. The pie sales netted the Ladies' Aid \$87.39, and the Red Cross realized \$70 for their quilt and \$5.50 for a piece of drawn work. The attendance was in the neighborhood of a hundred and everybody had a good time.

Community spirit is growing in West Chehalis. We are looking ahead to bigger, better things. The fundamental asset of a community is, after all, its people. We want that West Chehalis shall be noted as a place which raises up real men and women. The Sunday school and church are gaining momentum. People are wanting to know how to make the best use of their lives. Jesus Christ said "I am the way, the truth and the life," and again He said, "I came that you might have life and that you might have it more abundantly." The church must show men that that is the truth or it has failed. The Sunday school is looking forward to Easter Sunday. There will be a special program on that day. A chorus choir will be needed. Recruits are wanted. Anyone who likes to sing and wants to be useful will be gladly welcomed. Come Sunday and find out about it. Service is the password.

COUNTY GOLD MEDAL CONTEST

A very pleasant afternoon was spent at the home of Mrs. J. C. Willis last Saturday, when at the regular W. C. T. U. meeting Miss Mildred Willis conducted a gold medal county contest. Following are the names of those participating:

Miss Lorena Stalling, McMinnville, Ever Morgan, Chehalis Center, Helen Stanbrough, Newberg, Della Hanville, Newberg.

Miss Lorena Stalling, of McMinnville, won first honors, and Della Hanville, of Newberg, second.

Among other guests from McMinnville who came by auto was our county president, Mrs. E. E. Rothacher.

Miss Ethel Morris furnished the music and readings while the judges were making their decision. Rev. Pollard, Mrs. Baker and Mrs. Sargent acted as the judges.

Light refreshments were served by the hostess during the social hour.

The Gasoline Problem of Supply and Demand

The second of a series of three statements

The war directed attention to the need of petroleum conservation. Speaking on this subject, Mark L. Requa, General Director, Oil Division, United States Fuel Administration, recently said:

"The disproportion between the supply of and demand for gasoline is enormous and constitutes a critical problem.

"Projected at the percentage of increase, 1904-1914, we should require in 1927 something like 700,000,000 barrels of petroleum. In 1918 our total production was only 350,000,000 barrels."

To meet this situation both the petroleum and automobile industries have for several years been making every effort. The problem has been approached from every angle:

- The oil producers are constantly prospecting for new fields. They have sunk many wells and are doing everything possible to increase petroleum production.
- The oil refiners, with the help of their chemical engineers, are ever devising new and improved processes of refining by which they squeeze every possible drop of gasoline out of each barrel of petroleum.
- The automotive engineers have aided much in gasoline conservation by their constant improvement of automobile engines and methods of carburization. Their efforts are to secure the operation of automobiles on grades of gasoline that permit the maximum production of this motor fuel from each barrel of crude oil and which, at the same time, will give the greatest power and mileage from each unit of gasoline consumed.

All these methods are succeeding to a marked degree, and yet gasoline consumption is increasing much faster than production.

Facing these bald facts last summer, it became evident to President Wilson and the United States Fuel Administration that there was virtually as great need for gasoline conservation as for food conservation.

In consequence the United States Fuel Administration requested Eastern states to discontinue entirely all non-essential use of passenger automobiles, and for a time this request was so extended that only automobiles in Government, emergency or war service were in use on Sunday. These limitations were not extended to the Western states, because at the time there was enough gasoline being produced in California for Pacific Coast needs and its distribution did not require the use of transcontinental transportation facilities needed for war.

It was part of this same campaign to conserve gasoline that led President Wilson to appoint a Government committee to determine and adopt standard

specifications for gasoline and other petroleum products.

This committee consisted of the United States Fuel Administration and representatives of the War and Navy Departments, the United States Shipping Board, the Director General of Railroads, the Bureau of Mines and the Bureau of Standards.

The committee was assisted and advised by technical experts from each of these departments and bodies.

After extended discussions, exhaustive tests and experimentation, this Government committee adopted standard specifications for gasoline, not only for aviation purposes, but also for general motor use on land and sea.

These United States Government specifications were drawn up with a view to providing a grade of gasoline that would meet every practical requirement and yet allow maximum production. They deal with the problem on the basis of the best utilization of our petroleum resources, and the maintenance of reasonable prices to the consumer.

Drafted as they were by impartial Government experts, these United States Government gasoline specifications are today being generally considered as the most practical standard for gasoline. They insure an efficient and satisfactory gasoline and at the same time have due regard for the necessity of petroleum conservation.

The gasoline being furnished today is more powerful and gives greater mileage than the gasoline of ten years ago. Its use is made possible by the improvements in automobile engines and methods of carburization. To go back to the gasoline of ten years ago would be to accept a more highly volatile but less powerful gasoline giving less mileage. It would also result in decreasing the production and increasing the cost of gasoline.

All Red Crown gasoline now being supplied in the Pacific Coast states is refined to conform with the United States Government standard specifications. It has the full, uniform chain of boiling points necessary for full-powered, dependable gasoline: Low boiling points for easy starting, medium boiling points for quick, smooth acceleration, and high boiling points for power and mileage.

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