



ATHENA, OREGON, APR 4 1919

PRICES WILL NOT FALL.

Many new buildings are wanted all over the country, but those who would build are waiting for prices to fall. Stocks are low in many stores, but merchants buy from hand to mouth. They wait for prices to fall. That is the reason for the stagnation in business which has prevailed since November. Everybody thought that prices had been inflated by war, and that now they would fall.

More than four months have passed since war ended, but still prices have not fallen, except in a few commodities like steel and copper, which are exceptionally affected by war. Lumbermen held a conference with the commerce department about a new level of prices, but they could not see their way to make a change.

The truth is that prices are not going to fall. Professor Irving Fisher of Yale tells us in a paper which was read at the conference of governors and mayors that "we are on a permanently high-price level," and we may as well make up our minds to it and go ahead on that level. Prices have risen higher in Europe than America, therefore we cannot expect an influx of low-priced goods. By using paper credit instead of gold as currency and by expanding the volume of credit, we have changed the conditions on which prices were based. Professor Fisher says that "to talk reverently of 1913-14 prices is to speak a dead language today," for the new price-level "is a stubborn reality." The only thing to do is to stop waiting and go ahead on the new price-level.

There are reasons peculiar to the Pacific northwest for going ahead. The forests of Europe are generally destroyed, lumber is in urgent demand and we can supply it. The food and wool growing animals of Europe have been killed by millions. Europe must have meat and clothes, and Oregon can supply both. Many orchards have been cut down, and Oregon can supply fruit. The new price-level is especially permanent for what we produce. Then we can safely build, for material prices will not fall and the price of what we have to sell will not fall, either. The man who waits is like the dog who lost the substance in grasping for the shadow.—Portland Oregonian.

Weston displays commendable gratitude toward her returning soldier sons by offering in memorial tribute a \$2500 community center building. This splendid spirit on the part of Weston citizens is in direct line with the movement proposed for Athena by B. B. Richards some time ago. Weston accomplished her object in a few days, through united effort on the part of her live commercial association and citizens. Mr. Richards' proposal remains open.

Close the schools and let's all turn out Tuesday afternoon to see the trophies taken from the German armies, on the battlefields of France. Thirty minutes, the time allotted to the train for stopping in Athena, is not very long, but is sufficient for every one in Athena and vicinity to see the exhibit, if they are at the O.-W. station promptly at 2:10 p. m., the time scheduled for the arrival of the train.

The opening day of the Victory Liberty Loan drive is set for Monday, April 21, and the Athena committee is set to go "over the top" for Athena's quota on Monday, April 21.

Paint and light does more to put pep in the appearance of a town than anything else. The former freshens up buildings and the latter lights up the freshenin'.

The way President Polk and Premier Clemenceau are giving dinners and entertaining, it would not surprise us to hear at any moment that their cooks have given notice.

The fact found from captured papers that the Germans planned a U-boat war on neutral nations ought to count in the final settlement when Germany comes pleading for milder terms.

23 Years Ago.

(From the Press of Apr. 4 1896)

Lew Shaw has returned from Arizona and will engage in business in Athena.

Athena had a fire Sunday evening when the shed stable adjoining the Commercial stable was damaged but the blaze was soon under control, owing to the valiant fighting of the fire ladders under the able direction of Chief Parker and Foreman Sharp.

The Athena band will furnish music for the republican county convention at Pendleton Thursday.

The reporter learns that the McKay boys will soon leave Canada for Colorado. The probabilities are that they will eventually come back to Athena.

Misses Iva and Ruby Callender entered the Normal school at Weston the first of the week, to take up work with the eighth grade.

The last meeting of the whist club for the season occurred at the home of Mr. and Mrs. W. J. Wilkinson on Tuesday evening.

Still another decision was rendered by Judge Hewitt yesterday. This was

in the injunction suit instituted by District Attorney James McCain, of the second district, against State Treasurer Phil Metschan to restrain him from paying the \$25,000 warrant drawn upon him for the purpose of paying for the site of the branch asylum which was located in Union county during the latter part of 1894. The court makes the injunction perpetual and the defendant will, no doubt, take an appeal to the supreme court.

The Normal school base ball club has sent a formal challenge to the Athena boys for a game on Saturday, and if agreeable they will cross bats at Weston.

A representative of Balfour, Guthrie & Co. is furnishing squirrel poison, fence posts, horse feed and seed to farmers whose lands are mortgaged to the company. The stuff is provided on time and at cost, and shows that the mortgage companies are alive to their interests.—Weston Leader.

It is reported that several mining claims have been staked off at Umatilla during the past few days, and that quite an excitement has prevailed over the operations. Gold has been washed from the Columbia sands for several years, and last year a number of men washed out quite a large amount of yellow wealth.

The Churches.

**Baptist Church Notes.**  
We announce the regular services for Sunday morning, and you are all invited to worship with us. Bible school is at 10 a. m., and preaching at 11. There will be no evening service.

**The Christian Church.**  
We expect to see everybody next Sunday in place at the church. Of course you will be there for it is our Everybody-Go-to-Church Sunday. Everybody! There are at least fifty of my flock who have not yet reported at the church since the "flu" began to spread last fall. And there are no doubt as many more friends who have not yet fallen in line. Your place is waiting, and I don't intend to put a "to let" sign on it for a long time; but don't keep me waiting too long. Come at 10 o'clock, for there will be no night service. Sunday school at 10. At night we will go to the Methodist church to hear Evangelist Shannon.  
B. B. Burton.

**Methodist Episcopal Church.**  
Services next Sunday: Sunday school at 10 o'clock; the Shannon revival meetings at 11 a. m. and 8 p. m. All invited.

Athena School Notes

[Contributed]

State Superintendent J. A. Churchill with County Supt. Green, visited our high school last Friday. Mr. Churchill is making an annual inspection of standard high schools to check up reference books, apparatus and course of study. Mr. Churchill's findings and recommendations are incorporated in a report to the local board which should be received in a few days.

A tryout of grade winners for the sectional declamatory contest was held in the school auditorium Thursday afternoon. The winners of the contest represent the Athena public school at a later contest.

Dr. Bishop will give a humorous and dialect lecture in the Auditorium, April 19, upon the subject of "The Southern Negro as I Have Known Him." Dr. Bishop has appeared in many Western Oregon cities and is scheduled for Walls Walla and Milton on the dates preceding ours. A percentage of money raised goes to our student body fund.

With the exception of horses, property valuations are being assessed on the same basis as last year.

# 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:

- (a) The oil producers are constantly prospecting for new fields. They have sunk many wells and are doing everything possible to increase petroleum production.
- (b) 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.
- (c) 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 hard 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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