

The Gasline 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. Rogan, 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 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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Price at Heppner: 2 1/4-ton, \$2250; 1 1/4-ton, \$1575.

Alf's, who runs a wheat business in Heppner on Saturday and says his grain is coming along fine.

These Jim Bentley was over from Pendleton to attend the funeral of the late Mrs. Wallace on Sunday. He remained over for a day or two to visit with Jake, Clyde and Dick Wallace of this city.

Mr. and Mrs. Bert Smith, who reside on the Olin Hodson farm north east of Lexington, were Heppner visitors Saturday. Mr. Smith is feeling good over crop prospects and says his grain is coming along fine.

C. L. Keithly has disposed of his small place just west of town to Ernest Moyer. Mr. Moyer and family have moved onto the premises and Mr. and Mrs. Keithly have moved up to town, taking the residence vacated by Mr. Wallace and family.

Mrs. C. L. Keithly, who has been at the Frank Anderson home on Eight Mile for the past three weeks, nursing Mrs. Anderson, returned to Heppner Sunday evening. She reports Mrs. Anderson much improved.

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