

## 'Gasolineless Sundays' May Be Averted By Care

Auto Association Offers Plan Already Proving Effective

By DR. E. B. McDANIEL,  
President, The Oregon State  
Motor Association.

Motorists throughout the country have been alarmed by the reports that soon we will be having 'gasolineless Sundays' and other forms of government rationing of gasoline.

The situation is really a serious one. At the present time the east coast areas are the ones directly affected. The American Petroleum Institute has submitted a detailed report to the Office of Production Management showing that an acute transportation problem has been caused by the transfer of oil tankers from the coastal trade to Great Britain and the United States navy.

The report emphasized that we have no fear of shortage from actual production of petroleum products but that the matter of transporting the oil to distribution centers is the problem. Even now substitute transportation systems (such as pipelines) are being completed to meet the emergency. Until these are in use next year, the shortage will be felt.

Immediately following the publication of the API report, President Thomas P. Henry, of the American Automobiles association (the Oregon State Motor association is the local affiliate) sent a letter to Petroleum Coordinator Harold Ickes inclosing the AAA plan to prevent rationing and "gasolineless Sundays."

The AAA plan is simple and with the whole-hearted cooperation of the motoring public will save up to twenty per cent of present consumption of gasoline.

The plan is this:

1. Every motorist reduces his average driving speed.
2. Every motorist avoids "jack-rabbit" getaways and other wasteful driving practices.
3. Every motorist has his car adjusted for maximum fuel capacity.

I present the following table tabulated by the United States Bureau of Standards following exhaustive tests. The results show the startling increase in gas consumption with even moderate increases in speed.

Miles per Hour	Miles per Gallon
10	18.7
20	18.9
30	18.0
40	16.4
50	14.6
60	12.6
70	10.6
80	8.6

I think that everyone will agree if we can meet this threatened shortage by the voluntary cooperation of everyone, the problem has been solved in an American way.

Secretary Ickes has heartily endorsed this AAA plan of conservation and the plan has been adopted in virtually all its phases by the special Petroleum Conservation of the District of Columbia.

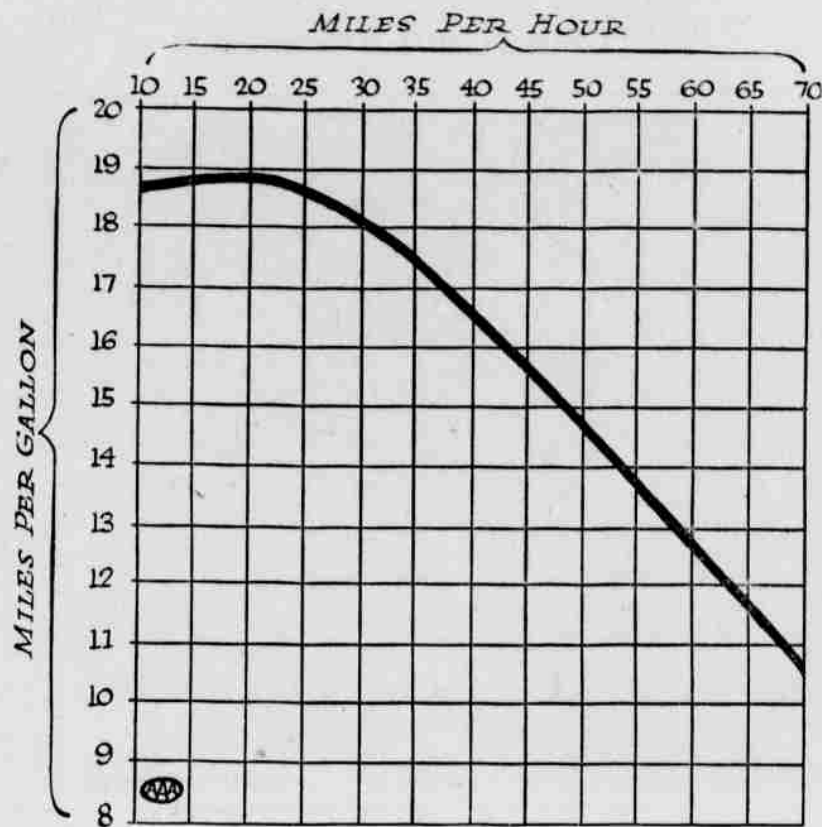
The average American motorist is an extravagant driver. Speeding along the highway, getting off to sudden starts in city driving, and operating care not adjusted for maximum fuel consumption efficiency, the nation's motorists each year burn millions upon millions of gallons of gasoline unnecessarily. During times of petroleum overproduction these extravagant habits had an unfavorable effect only on the motorist's pocketbook. Today, when shortages threaten certain sections of the country because of transportation difficulties, it is imperative that motorists stop this waste and begin conserving gasoline.

### SCS MAN COMING

William Mitchell of Stanfield will report on the tenth of August at the local SCS office. Mr. Mitchell is on annual leave at the present time and will locate in Heppner.

Apartment for rent. Inquire at Curran's Ready-to-Wear.

How Miles Per Gallon Drop as Miles Per Hour Rise



This graph prepared by the Oregon State Motor Association shows the sharp decrease in miles per gallon of gasoline received when miles per hour are increased. The graph was drawn from figures furnished by the U. S. Bureau of Standards. As a part of the AAA plan to conserve gasoline, the Oregon State Motor Association is urging all motorists to decrease their average driving speeds to cut the consumption of gasoline.

## Oregon Report on Farm Adjustments Looks to Future

(Editor's Note: This is the first of a series of articles prepared by the extension service of Oregon State college on the report and recommendations of the Oregon land use planning committee on how Oregon's agricultural program may best be adjusted to meet the impacts of war and national defense.)

The Oregon land use planning committee composed of farmers from different parts of the state and representatives of state and federal agencies has adopted and forwarded to Washington, D. C., a program for Oregon agriculture for the years of the present emergency and those immediately following. This report has already been submitted to a regional land use conference where it was praised highly by federal officials as being one of the most complete and carefully prepared of those submitted by the states.

"The plans projected in this report are but a continuation and adaptation of work that has been carried on for many years by farm

people and various agencies," says Dean William A. Schoenfeld, chairman of the state committee. "In another sense, however, these plans are but a beginning in the development of an effective and adequate unified program. This is a contin-

uing and long-time job."

Plans for the preparation of the report which, as completed, covers 100 type-written pages, were initiated by the state committee early in January. The primary purpose was to recommend adjustments which would permit Oregon agriculture to contribute most towards national defense and at the same time, prepare it to withstand the impacts of the emergency period and emerge later to avoid the disasters which agriculture suffered following the first world war.

The preparation of the report was undertaken by four principal sub-committees, forestry, range livestock, general farming, and farm, home and rural life. As determined by the committee, the adjustments in Oregon agriculture for all-out defense fall into two closely related classes.

The first includes measures to meet changed and changing needs in the field of production. The second class includes measures for improving the welfare of the people so that they may meet the problems of defense with renewed vigor and with new confidence in the democratic way of life. These measures fall in the fields of health, nutrition, security and general morals. Later articles will deal with recommendations on these subjects.

## USO Drive Expected To Go Over Top

San Francisco, Cal., July 13.—As "mopping up" forces reported a national total of more than \$8,050,000, figures compiled at United Service Organizations regional headquarters here today showed \$1,004,201 out of a quota of \$1,250,000 for five

states already contributed or definitely pledged to a fund for morale-building in the armed forces.

California, with a quota of \$817,410, has reached \$779,093 and reports are still being received daily from city, county and area treasurers.

Oregon's goal is \$86,700. Of this, \$23,760 has been raised and commitments of \$50,000 from fall community fund appeals will bring the total to a certain \$78,760. State USO leaders point out, however, that many local drives started late are now in the solicitation stage.

On the basis of the national situation, the Eighth region—which is composed of the five states considered in these compilations—is keeping pace with the country as a whole, and, in the opinion of National Chairman Thomas E. Dewey, will be "right up there" when the final figures have been tabulated.

USO was incorporated, at the request of the federal government, by The Salvation Army, Y. M. C. A., National Catholic Community Service, Y. W. C. A., National Jewish Welfare board, and the National Travelers' Aid association. The government has appropriated \$15,000,000 to establish 360 service clubs, a number of which are now under construction, adjacent to army, navy and marine concentrations. The USO will raise, in the current appeal, \$10,765,000 to staff and operate the clubs for the first year. Recreational, educational, spiritual and social advantages will be provided members of the armed forces when off duty, the objective being to maintain the morale of the thousands of youths called from their homes to defend the nation.

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