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 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.

STANDARD OIL COMPANY
(California)

RED CROWN GASOLINE

BORING

Ed. Siefer and sons went smelt-fishing Saturday evening. They returned just in time to turn the clock ahead. Then, to do it up brown, Mr. Siefer made early morning calls on his neighbors, giving each a very generous breakfast treat.

Henry Hoffmeister, who has been wintering in Arizona, writes home that he is feeling fine and is enjoying the sunny, dry climate.

Mr. and Mrs. Fred Anderson, of Lents, are visiting friends and relatives and incidentally introducing their baby daughter, Nettie Irene.

Thomas McCausland has purchased a Ford truck to deliver eggs to his Portland patrons.

If you wish to see beautiful fields, hitch up "Lizzie" and take a ride our way. Even with old Dobbin and the buggy it will prove a joy ride. The young wheat is indeed beautiful at this stage.

Dan Turner, formerly of Fairview, has recently purchased the Will Osborn farm, and in addition has leased the France place, where the family will live while the new house is being built on the Osborn place.

Mr. Roberts, on the Embrey place, is another one of our new neighbors. Mr. Roberts comes from Estacada.

SANDY BLUFF

Mr. and Mrs. Brook gave a dance in honor of their son, Jerome, who has just returned from France. A large number of friends and neighbors gathered, making a very enjoyable evening for all. A very interesting feature of the evening was the reading of an ariginol poem, "Home Again," written by Mrs. Mamie Caldo, in honor of Jerome.

Mr. and Mrs. Ed. Tallman, Olaf Hansen and Mrs. A. J. Crose visited at the home of Mr. and Mrs. A. J. Ault Sunday. Mr. and Mrs. Tallman are uncle and aunt of Mrs. Ault. Their coming was a surprise, as she has not seen them for many years. They are moving to Portland, where Mr. Tallman will be a member of the Columbia ship yard band.

Mr. and Mrs. Kretz and daughter visited Sunday with Mrs. Kretz' mother, Mrs. M. Widner, and grandmother, Mrs. Laura Barnes.

For a Bad Cold.
Take Chamberlain's Cough Remedy. It has stood the test of time and can be depended upon.—Adv.

Try a want ad. Phone 701.

TROUTDALE

Edgar Russell, son of Mr. and Mrs L. Russell of Troutdale, has returned from the service of Uncle Sam. He was discharged at Bremerton, Wash., March 20, after coming from New York, where he left his ship, the U. S. S. Preble in convoy service from New York across to Europe.

Vern Slater, son-in-law of Mr. and Mrs. L. M. Russell, living near Troutdale(was discharged from the aero service last week, coming home from Camp Lewis Wednesday. He saw considerable service in the war over in France.

Harold Hudson, son of Mayor and Mrs. John S. Hudson, was operated on Friday morning at Good Samaritan hospital for appendicitis. It was an aggravated case, the appendix having burst before the operation, and his condition is quite serious.

Some very fine special music was rendered at the community sing at the church Saturday evening, especially the two solos by Rev. Earl B. Cotton, the minister. Those present enjoyed the singing very much, and in compliance to requests, another gathering of the same nature is being arranged for the near future.

Mrs. Tom Low was a charming hostess Saturday evening at a 500 party, about forty guests being present, a few friends from Troutdale and the majority being old neighbors from their recent home at Pleasant View. Cards were enjoyed till a late hour, when Mrs. Low served delicious refreshments. All voted the party a great success.

Church and Sunday school will be held in one service next Sunday at 11 o'clock. Miss Nellie M. Curtiss from the Deaconess Home in Portland will be present, and address the meeting.

The Red Cross workers urgently request contributions of old clothes which are wearable, to be used in relief work in France and Belgium. Parcels may be brought to the Red Cross work room in the basement of the church next Thursday afternoon, the regular work day.

Whooping Cough.
Give Chamberlain's Cough Rehedy to keep the cough loose and expectoration easy. It is excellent.—Adv.

Tailoring
For men and women—cleaning, pressing and repairing done well. Peter Lenard, Powell street.

A Bank Account
is your best backing in this game of life. The result of a little systematic saving, no matter how small the start, will surprise you by its rapid increase. None of us know just when we may be made unable to work. That is the time that a snug bank account speaks for itself.

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Cut this out, carry it for reference.

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BONDED CARS :: CAREFUL DRIVERS

Leave Gresham, Corner Main and Powell Streets
A. M. 8:00, 9:30, 10:35, 11:30, **P. M. 12:35, 1:30, 2:35, 3:30, 4:35, 5:30, 6:30, 7:35**

Leave Portland, Stand between Washington and Alder on First Street, Routed over Powell Valley Road Only
A. M. 8:40, 9:40, 10:40, 11:40, **P. M. 12:40, 1:40, 2:40, 3:40, 4:40, 5:30, 6:40, 7:40**

March 12, 1919 Subject to Change Without Notice

DEBATE ON BILL 45

Continued from page 1

To get back to the schools—less frills for Mr. Mulkey, if you please. More attention to the major subjects—to the fundamentals of education, which Mr. Mulkey claims receive more attention in the rural than in the city schools. In his opinion, the bill will not bring us better schools. He thinks that the bill would simply vest in the county school superintendent autocratic power, some of which the superintendent now secures through diplomacy. He is inclined to ridicule the idea of five directors administering the school affairs of the county, as outlined in the bill.

"Do you need a central board to buy everything from school teachers to brooms?" asked Mr. Mulkey. "No!" bellowed his listeners. Mr. Mulkey called attention to the fact that while all other consolidation measures met with a speedy and painless end at the recent legislature, this Senate Bill 45, was reserved as a small dose to try out on the voters of Multnomah county, by way of an experiment. He denounced the measure as "half-baked and raw."

In his brief reply, Mr. Smith indignantly denied the imputation that the consolidation scheme was being tried out "on the dog." He urged his listeners to secure a copy of the bill, to read it, study it, and vote with open minds on the measure.

Following the debate everybody repaired to the school basement where the ladies of Powell Valley district served refreshments. Other districts would do well to follow Powell Valley's progressive example in arranging for this discussion that so vitally concerns all of us.

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To be at his best a man must have sound, refreshing sleep. When wakeful and restless at night he is in no condition for work or business during the day. Wakefulness is often caused by indigestion and constipation, and is quickly relieved by Chamberlain's Tablets. Try a dose of these tablets and see how much better you feel with a clear head and good digestion.—Adv.

CULL POTATOES wanted for feed. E. W. Aylsworth, phone 43. tf

E. J. Gradin buys cattle and hogs. Phone 359.—Adv. tf

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Home-made Sausage and Lard, Sweet-Cured Ham and Bacon.
We buy Beef Cattle, Calves, Hogs, Hides, Etc.
FARMERS, ATTENTION!
We Smoke Your Meat
Phone 881

We Have Heard a Lot
about the compliments that our patrons are paying us, and we want to say right here and now, "Mr. and Mrs. Customer, we thank you. Your kind words are sending your friends to this shop, and we are going to treat them right. Again, we thank you."

GRESHAM MARKET A. J. W. BROWN, Prop. Gresham, Ore.

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Allows us to compete with all rivals. The ingredients of our bread and pastries are in strict conformity with the war regulations and the neatness of our bakery has given us the highest sanitary rating. Patronize a home industry.

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