N IS AFTER CAROLINE ISLANDS

he Way Spot Subject to Scientific Interest

ever the political future of roline Islands, which Japan om Germany, they are bound erations to come," according bjects of scientific interest lletin just issued by the Na- eographic Society.

built the massive stone es which give evidence of a gree of civilization at some ric time?

t was the origin of the stone , some 'coins' of which ve tons?

e are but two of the many s which the Pacific Islands ry present," the bulletin con-

stone ruins extend from island toward the east of up, to Yap on the west.

Yap are great stone terraces, ments and roads, composed ly laid stone blocks, stone s and enormous chambers ing council lodges with gab- all pillars, frequently carved.

ape discloses the 'Pacific There the ruins are partly ed. Apparently they once an island city, unless their connected with other is- fore a terrific upheaval in- them.

nt study has confined the be- these mighty megaliths nts antedate the present na- ulation of the Carolines.

t remains today is more if a hundred rectangular slets, projecting above the of a lagoon. There is an goon, separated by a break- hree miles long. In all this tion huge basalt blocks were Apparently they were un- by iron tools.

ding reefs not inhabited islands number more than f the total land area of 300 miles, 207 square miles is d in Ponape, Yap, Kusaie olu or Truk. In 1911 the pulation was about 55,000 these fewer than 400 were ns.

islands extend for about les, east and west. They lie n 1,500 miles to the east of lippines and about 1000 rth of New Guinea."

MAYORS ASKED TO AID BUILDING MOVEMENT

Local Own Your Own Home Campaigns Started in 20 Cities

Mayors of cities everywhere in the United States are asked to co-operate with the United States department of labor in its nation-wide Own Your Own Home campaign, which is being conducted for the following reasons:

First. Work must be provided for returning soldiers and sailors and for labor turning from war to peace industries.

Second. Immediate stimulation and resumption of home-building activity is necessary in most communities. At present the shortage of dwellings in the United States is estimated at not less than 500,000, and it is probably even greater than the half-million figure. Home building virtually ceased with our entrance into the war. Its resumption means local benefit and profit.

Third. Home ownership makes for better living conditions, thrift and increased efficiency. It provides comfort for the busy years of work and assures a safe harbor in old age.

Fourth. The immediate future holds no promise of a reduction of the price of building materials. To delay important and necessary building in the expectation of a decided fall in prices, seems ill-advised. Prof. Irving Fisher, of Yale University, a foremost authority, has stated:

"We are on a permanently higher price level, and the sooner the business men of the country take this view and adjust themselves to it the sooner they will save themselves and the nation from the misfortune that will come to us if we persist in our present false hope."

The United States department of labor has prepared a Manual of Information telling how to proceed in the formation of local Own Your Own Home organizations. These local organizations have been formed in 20 cities, where the work of stimulating building is already bringing about satisfactory results. Women's clubs and civic associations have rallied to the aid of the movement, which is not confined to the effort to encourage the immediate construction of much-needed dwellings, but is also concerned with the speeding up of public buildings, schoolhouses, and community structures of every sort.

URGENT NEED OF CONSERVING GASOLINE

That there is urgent need of conserving the supply of gasoline if the ever increasing demand is to be met, is pointed out elsewhere in this issue in an announcement by the Standard Oil Company. Everybody interested in gasoline including the oil refiners, automobile engineers and the government itself, is giving a great deal of thought to this problem.

The war called the attention of the people to the drastic need of avoiding waste. What the food administration did to conserve food is still vividly in the memory of everybody in the country. What the fuel administration did, while just as valuable, was not so spectacular, and there are many facts about the conservation of gasoline and other petroleum products which have not hitherto been brought out.

For the past few years the petroleum and automobile industries have both been making great efforts to keep the supply of gasoline up to the demand. The oil producers have been stimulated to find new sources of supply, and have sunk many new wells. Oil refiners and chemical engineers have been improving processes of refining, which have made the crude oil yield more gasoline than was thought possible ten years ago. Automobile engineers have constantly improved the efficiency of engines and the methods of carburization, so that the gasoline used will give the greatest power and mileage.

In spite of all that has been done the war made it necessary to take still further measures to keep up the supply. The demand had become so great that the fuel administration was forced to prohibit in eastern states 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. Fortunately the motorist on the Pacific Coast was not required to undergo this hardship. Enough gasoline was produced in California for all Pacific Coast needs and its distribution did not require the use of transportation facilities needed for war purposes.

However, so great was the need of conserving gasoline in all parts of the country that President Wilson appointed a government committee last summer to determine on and adopt standard specifications for gasoline and other petroleum products. This committee consisted of the U. S. fuel administration and representatives of the war and navy department, the U. S. shipping board, the director general of railroads, the bureau of standards. It was assisted and advised by technical experts from each of these departments and bodies. After extended discussions, tests and experiments this committee adopted specifications for gasoline, not only for aviation purposes, but also for general motor use. They were drawn up with a view to providing a grade of gasoline that would meet every requirement and yet allow the greatest production. They mean that our petroleum resources will be conserved to the best advantage and that a reasonable price to the motorist will be maintained.

Drafted as they were by impartial experts these specifications are today generally considered the most practical standard for gasoline since they insure efficient and satisfactory fuel at a reasonable cost.

These specifications for gasoline are for the benefit of the public as a whole. They make certain a satisfactory gasoline and at the same time assure a future supply by using the crude oil to the best advantage by eliminating all waste.

The Standard Oil Company reports that Red Crown gasoline is now refined to conform with these United States government standard specifications. It is gasoline having the full and continuous chain of boiling points, from low to high, which is absolutely essential in a full powered, dependable gasoline. It has low boiling points for easy starting, medium points for quick and smooth acceleration and high boiling points for power and milage.

Beet pulp is not as valuable as corn silage for food.

Sheep kept in unclean yards or in soggy pastures soon become subject to foot rot.

It is not advisable to have salt alone in any kind of container at the free disposal of hogs.

SUMMONS

IN THE JUSTICE COURT FOR DISTRICT NO. ONE, COLUMBIA COUNTY, OREGON.

H. D. Larsen and E. S. Larsen, co-partners, doing business as Larsen & Co., Plaintiffs.

vs.

G. W. Moore and Jane Doe Moore, true name unknown, husband and wife, Defendants.

To G. W. Moore and Jane Doe Moore, the above named defendants:

In the name of the State of Oregon, you are hereby required to appear and answer the complaint filed against you in the above entitled court and cause on or bedore the 26th day of April, 1919, said day being after the expiration of six weeks from the date of the first publication of this summons; and if you fail to appear, for want whereof, the plaintiffs will apply to the Court for the relief prayed for in their complaint, to-wit:

For a judgment against each of you in the sum of $86.50, and for their costs and disbursements of this action.

This summons is published by order of M. F. Hazen, Justice of the Peace for District No. One, Columbia County, Oregon, which order was made and entered on the 12th day of March, 1919, and the time prescribed for the publication thereof is six weeks, beginning with the issue of the 14th day of March, 1919, and ending with the issue of the 25th day of April, 1919.

M. F. HAZEN,
Justice of the Peace

GLEN R. METSKER,
Attorney for Plaintiffs.
Residence and Post Office address, St. Helens, Oregon.

NOTICE OF FINAL SETTLEMENT

IN THE COUNTY COURT OF THE STATE OF OREGON FOR COLUMBIA COUNTY.

In the Matter of the Estate of Matilda J. Beavers, Deceased.

Notice is hereby given that the undersigned as administrator of the estate of Matilda J. Beavers, deceased, has filed his final account in the County Court of the State of Oregon for Columbia County, and that Monday, the 28th day of April, 1919, at the hour of 10 o'clock in the forenoon of said day and the court room of said court, has been appointed by said court as the time and place for hearing objections thereto and the settlement thereof, and the distribution of said estate.

Dated and first published, March 28th, 1919.

J. H. BEAVERS,
Administrator of the Estate of Matilda J. Beavers, Deceased.

W. A. Harris, Attorney for Administrator. 15-19-5t

NOTICE OF FINAL ACCOUNT

IN THE COUNTY COURT OF THE STATE OF OREGON FOR COLUMBIA COUNTY.

In the Matter of the Estate of Susanna Bachmann, Deceased.

Notice is hereby given that the undersigned, as executor of the estate of Susanna Bachmann, deceased, has filed his final account in the said County Court of the State of Oregon for Columbia County, and that Saturday, the 19th day of April, 1919, at the hour of 9 o'clock in the forenoon of said day and the Courtroom of said Court has been fixed by said Court as the time and place for the hearing of objections thereto, if any, and the settlement thereof.

Dated and first published March 21, 1919.

LOUIS BACHMANN,
Executor.

Glen R. Metsker,
Attorney for Executor 15-18-5t

NOTICE OF HEARING OF FINAL ACCOUNT

IN THE COUNTY COURT OF THE STATE OF OREGON FOR COLUMBIA COUNTY.

In the Matter of the Estate of E. P. Kester, Deceased.

Notice is hereby given that the undersigned as the executrix of the estate of E. P. Kester, deceased, has filed in the above entitled court, her final account in said estate, and said court has set said account for hearing on the 12th day of April, 1919, at the hour of ten o'clock of said day. All persons interested in said estate are hereby required to file their objections, if any, to said account on or before said date, or be forever barred from asserting same.

Date of first publication, March 14, 1919.

Date of last publication, April 11, 1919.

JOHANNA E. KESTER,
Executrix.

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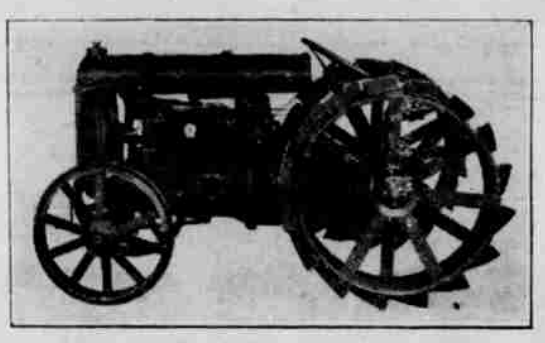

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