IN THE OIL FIELDS

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OIL MARKET QUOTATIONS.

Kan. and Okla.	$1.35	North Lima	[illegible]
Healdton	1.20	Wooster	2.10
Corsicana (light)	2.85	Indiana	2.25
Corsicana (heavy)	1.40	Princeton	[illegible]
Cushing	2.25	Somerset	2.25
Caddo (light)	[illegible]	Buckeye	[illegible]
Caddo (heavy)	[illegible]	Illinois	[illegible]
Henryetta	[illegible]	Canada	2.25
Caddo (Pettit)	[illegible]	Kalkaska, Way	1.75
Duncan	[illegible]	Cabell (light)	[illegible]
Cleveland	[illegible]	Texas Creek	1.25
Canada	[illegible]	Big Muddy	1.50
South Lima	[illegible]		

Labor Day.

Today is the day that labor celebrates. It has been set apart as a national holiday for the man that works with his hands and there never has been a time in the history of the country when labor was more needed to keep moving the wheels of civilization.

Right now there is a great need for the laboring man who operates railroads in moving the record-breaking crops of Texas to the markets of the world. Texas this year is producing more corn than any state other than Iowa and Illinois and the country needs the corn.

It might be a labor of love on every railroad man to make every bushel of corn needed to feed the world. Corn is king and within 90 days from now there will be full as much effort made to stop the rapid decline in corn as there is now to send it on its downward way.

This is a great country of ours and it demands of every man his very best efforts. There is nothing gained by fighting as a man with a grouch, but on the other hand there is much to win by putting the shoulder to the wheel and getting as much of the present good wages as can be had.

Wages are higher in Tulsa than in many places and necessarily so, but the main thing is to keep Tulsa building to the limit and see to it that a home is provided for every man who seeks to locate here.

We have won the war, but the war is not over yet, for the labor question must be settled and all our boys must be taken care of. It is up to us to see that they are at least situated as well as before they left us to fight for the cause of liberty.

Texas Production Coming Back Strong.

The Burkburnett pool again takes the lead in the Texas fields with an increase of 6,750 barrels, while Desdemona follows a close second with an increase of 6,000 barrels. The Ranger district received another set-back and is credited with a decrease of about 4,000 barrels, while Stephens county registers only a slight decrease. The increase in production at Burkburnett and Desdemona is accounted for by the bringing in of some mighty fine wells the past week and several extensions to the fields have been reported. The production of the principal field is as follows:

	Barrels.
Ranger district	58,500
Burkburnett	91,870
Stephens county	42,000
Desdemona	46,500
Total production	238,870

The production of the other fields in Texas, which are of lesser importance, is as follows:

	Barrels
Electra	11,200
Hull	3,400
Iowa Park	900
West Columbia	29,100
Humble	8,000
Goose Creek	22,800
Sour Lake	6,550

Wells in Ranger Field Show Large Decline.

The Ranger wells are said to be declining at the rate of 14 per cent and is based upon an average decline of all wells in the field from the time of their completion to date.

In considering the significance of this percentage of decline several things are to be taken into consideration, and the situation is more encouraging than it would appear at first sight.

According to the 14 per cent monthly decline the life of the wells in the Ranger field would only be about eight months. It is shown in production statements that some of the wells in the county have been producing longer than eight months, and even as long as the field has been in existence. The high rate of decline is due, in a large way, to the falling off of wells from their initial production. It is further shown by careful analysis that the Ranger field wells show a decline of 40 per cent for the first two months of their lives and this decline stabilizes from permanently. Ranger is responsible for the high average of decline for all the wells of the field in the time of the company's existence.—(Oil Weekly.)

The Fuel Problem.

The following is a speech of Charles F. Kettering read at the Automotive Fuel dinner in New York on August 21, 1919:

"The fuel problem as it stands today involves two general classes, one of which belongs to the automotive manufacturers and the other belongs to the fuel manufacturers. However, a common solution in either case is impossible without the hearty co-operation of both industries.

"It has been only in the last two or three years that the automotive engineers have been faced with the so-called fuel problem. The reason for that has been that gasoline which was formerly used was of such a high volatility as to entirely eliminate this from consideration. The volatility is not to be regarded as an essential or a non essential of a satisfactory fuel, but it has so happened that in the case of our force feed pump has been to a certain extent a measure of the efficiency of a fuel when the difference between the highest part of a fuel and the heaviest parts was relatively small.

"The entire problem naturally resolved to the devising of such pieces of mechanism as are necessary for a proper distribution of the fuel to the cylinders. Volatile fuels are easier distributed than fuels which have to be atomized.

"In addition to this the motor builders can put in additional temperature controls for holding temperatures of both air and cylinder walls within closer limits.

"When all of these things are done we still fall short of getting the result that should be expected were this problem purely one of mechanical treatment of fuel and mixture.

"The internal combustion engine is essentially a chemical device and until we begin to analyze the conditions which take place after the fuel starts to burn in the cylinders, we shall be disappointed in the results obtained after the things mentioned previously have been done.

"The one important thing in lower gravity fuels is the fact that they give rise to the phenomenon commonly known as the 'knock' variously understood to be 'premature,' and supposed to be brought about by the deposition of carbon in the combustion chamber. It has been conclusively demonstrated and repeatedly checked, that the 'knock' which occurs in a motor and supposed to be due to carbon is not caused by preignition, but is produced by the nature of the combustion, which, in turn is controlled entirely by the molecular structure of the fuel.

"It is a well known fact that gravity is in no wise a measure of this knocking phenomena, as oils from the California crudes of very low gravity, one familiarly known as 'Twenty-seven Plus Fuel Oil,' gives a great deal better satisfaction than a 50 gravity oil refined from Pennsylvania crudes. The reason for this is that in the California crudes there is a large percentage—roughly 40—of the so-called cyclic compounds.

"A great deal of work has been done under the writer's supervision the last three or four years in the determination of what takes place when the heavier fuels burn in a cylinder and a few conclusions have been arrived at, which may be briefly expressed as follows:

"With lower gravity fuels it has been necessary to lower the compression. Lowering the compression, in turn, has facilitated the formation of carbon and carbon, in turn, has aggravated the 'knock.' The reason is simply this. Increasing compressions results in higher instantaneous temperatures, and the high instantaneous temperatures result in a type of combustion which makes possible an exceedingly rapid rise in pressure. This rise being of very short duration. Lowering the compression gets away from this, with the result that if the engine is running at low throttle, a precipitation of carbon in the combustion chamber is caused. This deposited carbon forms the best possible type of heat insulator and permits, again, the temperatures of combustion to rise above the critical point, which had been eliminated by reducing the compression.

"This discussion is mentioned here for the simple purpose of showing that lowering compression is only a temporary remedy. Lowering compressions, increasing bores of cylinders only decreases the efficiency of the engine and as long as the fuel burns as it is produce these abnormally high pressures, we will face the 'knock' trouble sooner or later.

"It has been proved positively that certain things can be added to the fuel which would not necessarily increase its gravity, but which render the engine free from 'knock.' The additions to the fuel can tangibly be divided into two classes, the high percentage class and the low percentage class. By high percentage class we mean from 20 to 40 per cent and by low percentage class we mean from [illegible] per cent.

"[illegible]

"[illegible]

"[illegible]