

## SPECIFICATIONS FOR MOTOR GASOLINE.

As Recommended by the Committee on Standardization of Petroleum Specifications, in Its Report of October 2nd,

1918—Bulletin No. 1.

**Quality.**—Gasoline to be high grade, refined, and free from water and all impurities, and shall have a vapor tension not greater than 10 pounds per square inch at 100 degrees Fahrenheit temperature, same to be determined in accordance with the current "Rules and regulations for the transportation of explosives and other dangerous articles by freight," paragraph 1824 (k), as issued by the Interstate Commerce Commission.

**Inspection and Tests.**—Inspection—Before acceptance the gasoline will be inspected. Samples of each lot will be taken at random. These samples immediately after drawing will be retained in a clean, absolutely tight closed vessel and a sample for test taken from the mixture in this vessel directly into the test vessel.

**Test.**—One hundred cubic centimeters will be taken as a test sample. The apparatus and method of conducting the distillation test shall be that described in Bureau of Mines Technical Paper No. 1666, Motor Gasoline.

(a) Boiling point not to be higher than 60 degrees C. (140 degrees F.).

(b) Twenty per cent of sample must distill below 105 degrees C. (221 degrees F.).

(c) Forty-five per cent must distill below 135 degrees C. (275 degrees F.).

(d) Ninety per cent must distill below 180 degrees C. (356 degrees F.).

(e) The end or dry point of distillation must not be higher than 220 degrees C. (428 degrees F.).

(f) Not less than 95 per cent of the liquid will be recovered from the distillation.

Approved April 17, 1919.

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RESOLUTION No. 11.

*Joint resolution providing for the appointment of a commission to promote the project of establishing a deep water way connection for ocean-going vessels between the Great Lakes and the Atlantic Ocean, and to promote the construction thereof, and to act in conjunction with commissions appointed by other states.*

WHEREAS, The public's right to have the internal waterways of the country so improved and so used as to return the fullest benefit to the people in the reduction of distribution costs, is a natural right that should be developed by the improvement of the waterways systems so far as such improvement is economically wise.

**WHEREAS,** The connection of the Great Lakes with tidewater water so as to admit the passage of ocean-going vessels to the heart of the continent enabling the empire of the central west to reach the markets of the world without breaking bulk would in the opinion of this body be of inestimable value and economic importance, and

**WHEREAS,** The extent to which the Great Lakes region and those rich vast sections are to serve the world in ores, grain, butter, meats, livestock and manufactures, depends upon reaching the markets of the world at a minimum cost and her ability to load her products at the ports on the Great Lakes and send them to every market of the world without breaking bulk, and

**WHEREAS,** In view of the serious experiences of our country with congestion of traffic upon our railroads and at Atlantic sea-ports during the stress of war, and now under the strain of peace, any movement to bring the "Atlantic to the Heart of the Continent" becomes a matter of vital economic importance, and

**WHEREAS,** The government of Canada has now under construction and well along towards completion a ship canal extending from Port Colburn on Lake Erie, a distance of 25 miles, to Port Weller on Lake Ontario, with locks of sufficient capacity to accommodate ships of 30-foot draft, 800 feet in length and 80 feet wide, and

**WHEREAS,** Work on this canal which was suspended during the war has now been resumed and will be carried on to completion as rapidly as possible, and

**WHEREAS,** The remaining link in the chain to be completed necessary to admit ocean-going vessels to the ports of the Great Lakes is the enlarged canalization of the St. Lawrence River from Montreal west, and

**WHEREAS,** The congress of the United States did at the session of congress ending on March 4th, 1919, pass an act empowering the International Joint Commission created by the treaty between the United States and Great Britain, relating to boundary waters between the United States and Canada, to investigate what further improvement of the St. Lawrence River between Montreal and Lake Ontario is necessary to make the same navigable for ocean-going vessels, together with the estimated cost thereof, and report to the government of the Dominion of Canada and to the congress of the United States; and

**WHEREAS,** Strong opposition has developed in certain parts of the United States to the carrying out of this project, and an organized campaign has been started to defeat said project; and,

WHEREAS, The project of connecting the Great Lakes with tidewater by a deep waterway channel is of vital interest to all of the people of the state of Minnesota and to those residing in the central and western part of the country, but, in order to secure the success and adoption of such a plan it is necessary to educate and arouse public opinion to the value and importance of the completion of such project, and, to this end, to co-operate with the states of Wisconsin, Illinois, Michigan and other states; now therefore,

BE IT RESOLVED by the senate of the state of Minnesota, the house of representatives concurring, that the project of connecting the Great Lakes with the Atlantic Ocean via the Welland Canal and the St. Lawrence River so as to permit the passage of ocean-going vessels from all ports on the Great Lakes to tidewater without breaking bulk, is of vital importance to the commercial, industrial and agricultural interests of this state as well as to all classes of labor, and that it would constitute a natural, adequate and automatic means of reducing transportation rates on all commodities between the Mississippi Valley, the great Northwest and the Atlantic seaports, and would have a marked effect in widening the markets of all agricultural and manufactured products produced in this and adjoining states, and would tend to reduce the cost of the necessities of life, and be of great benefit to the entire body of the people of this state.

RESOLVED, FURTHER, That the governor of this state is hereby authorized to appoint a commission of three citizens of this state, which commission shall be known as "The Great Lakes-St. Lawrence Tidewater Commission," and said commission is hereby authorized, empowered and directed to study and cause to be investigated the feasibility, desirability, value and importance to the people of this state of the project to connect the Great Lakes with the Atlantic seaboard, via the Welland Canal and the St. Lawrence River, so as to permit the passage of ocean-going vessels from ports on the Great Lakes to tidewater without breaking bulk, said commission to serve without pay.

Said commission is further authorized and directed to publish, from time to time, in such form and manner as it shall deem advisable, the results of its investigations to the end that the people of this state may be informed as to the value and importance of said proposed project, and as to the effect the completion and putting into operation of said plans, for direct connection with tidewater transportation, will have on the agricultural, commercial and industrial interests of this state.

Said commission is further authorized and empowered to consult and co-operate with similar commissions or bodies representing the state of Wisconsin, Illinois, Michigan or other states, and working to the same end, and whether officially created by the legislature

of said state or not, to the end that the people of the Northwest may become advised and informed of the value and importance of the adoption of said proposed project of a deep waterway connection with tidewater.

Provided, however, that the expenses of said commission in carrying out the provisions hereof shall not exceed the sum of \$12,500 for the biennial.

Approved April 21, 1919.

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#### RESOLUTION No. 12.

*A concurrent resolution creating a commission for the codification and revision of the laws relative to legal publications.*

WHEREAS, officials, attorneys and newspaper publishers within notices in newspapers in the state of Minnesota are in many instances not sufficiently explicit as to the form and style of such legal notices so required to be published, and

WHEREAS, Officials, attorneys and newspaper publishers within the state recognize the importance and necessity of a revision of the laws relating to the publication of legal notices, to the end that a uniform system may be adopted, and

WHEREAS, The State Editorial Association of Minnesota at its annual meeting held on February 21-22, 1919, adopted a resolution asking the present legislature for the appointment of a commission to take up the work of compiling and revising the laws relating to legal publications, therefore be it

RESOLVED, By the house of representatives, the senate concurring, that the attorney general, the public examiner, the state expert printer, and Frank J. Meyst, of Minneapolis, be and are hereby appointed a commission whose duty it shall be to compile all laws now on the statute books of Minnesota relating to legal notices required to be published in newspapers, and to draft a proposed revision of such laws, to the end that a uniform system as to form and style of legal notices required to be published in newspapers may be secured. The said commission herein named shall report its findings to the legislature to be convened in 1921, together with any recommendations the said commission may deem advisable. Be it further

RESOLVED, That the state expert printer be and he is hereby directed to have 500 copies of the report of the commission printed at the expense of the state.

RESOLVED, That the sum of one hundred dollars (\$100.00) or so much thereof as may be necessary, is hereby appropriated from the state revenue funds to defray the stenographic expenses of the commission.

Approved April 25, 1919.