


TECHNICAL DEPARTMENT BULLETIN

TO ALL DEALERS:

For your information we wish to advise that in our experiments and tests here at the factory with our new Eight Cylinder car, we have been able to secure uniformly better results with Standard Oil Company's Zerolene motor lubricant than with any other which we have used.

Please understand, however, that we do not wish this to be construed as an attempt on our part to dictate the brand of oil which you should use, but merely to call your attention to the fact that this particular brand has given us better results than any others which we have tried, and are giving you this for your information.

Yours very truly,
THE PEERLESS MOTOR CAR COMPANY



ZEROLENE

the Standard Oil for Motor Cars

ENDORSED BY PEERLESS MOTOR COMPANY—because their technical department was "able to secure uniformly better results with Standard Oil Company's Zerolene motor lubricant than with any other."

That's because Zerolene is correctly refined from asphalt-base crude by methods especially developed by the Standard Oil Company.

Less wear and more power because Zerolene keeps its lubricating body at cylinder heat. Less carbon because it burns clean and goes out on exhaust.

Zerolene is the oil for your car.

For sale by dealers everywhere and at our Service Stations

STANDARD OIL COMPANY
(CALIFORNIA)

NEW MEXICO OUR GREATEST WARSHIP

With Simple Ceremonies Giant Sea Fighter Was Launched.

HAS TWELVE 14-INCH GUNS

Can Fire as Far as the Human Eye Can See, Although One of England's Vessels Is Carrying Fifteen Inch Guns—Burns Oil Exclusively and Equipped With Electric Drive.

When the superdreadnought New Mexico was launched in the New York navy yard the other day the biggest ship in the United States navy took to the waters. There was a marked difference this time from previous launchings at the navy yard. The last dreadnought launched there was the Arizona in June, 1915, when thousands of invitations issued resulted in a multitude of spectators being on hand. This time the spectators were confined to the naval officials and the governor's party from New Mexico, numbering only about 300 instead of the 30,000 who saw the Arizona slip from the ways.

The Arizona is 608 feet long and of about 1,000 tons less displacement than the New Mexico. The New Mexico has the same armament, however, in her main battery, twelve fourteen-inch guns. Her speed is expected to be better than twenty-one knots.

There has been no disposition on the part of the navy department to conceal the facts about the new battleship, official announcement having been sent out giving the principal measurements of the ship and particulars as to her complement, etc.

Statistics of the Warship.

The principal dimensions of the new dreadnought are as follows: Length, 624 feet; breadth, extreme, to outside of armor, 97 feet 4 1/2 inches; displacement, 32,000 tons; mean draft, 30 feet. Her armament consists of twelve fourteen-inch guns, twenty-two five-inch, ten six-inch, four anti-aircraft and four three-pounders. She will be manned by 50 officers and 1,400 men.

The New Mexico is a sister ship of the Mississippi, recently launched at the yards of the Newport News Shipbuilding and Drydock company, and of the Idaho, still on the ways at the works of the New York Shipbuilding company at Camden, N. J. The keel of the New Mexico was laid on Oct. 14, 1915. Although her construction has been materially delayed, due to difficulty and delays in obtaining material and the scarcity of skilled labor, it is expected to finish her within the thirty-six months allowed by the contract. When launched she was about 67 per cent completed.

The navy yard is a busy place these days, with between 6,000 and 7,000 men employed. A short time after the launching of the New Mexico preparatory plans for the construction of the new superdreadnought Tennessee were begun. She will be still more powerful than the New Mexico.

The New Mexico will burn oil exclusively and will be the first battleship built by any nation equipped with the electric drive. This system of propulsion has been thoroughly tried out in service on the collier Jupiter and has proved extremely satisfactory.

It has been pointed out by naval critics that the main battery armament apparently is not as powerful as that of the Queen Elizabeth and other modern fighting ships of the British navy, but that an inch difference in the big gun caliber could not have an appreciable effect in a great sea fight.

Guns Shoot Far Enough.

It is admitted that the fifteen inch guns of the Queen Elizabeth have a greater range than the fourteen inch rifles of the New Mexico by something less than a mile. But according to naval experts the New Mexico's fourteen inch rifles will shoot as far as the spotter's range finders and fire control officers can see, and when a battleship is engaged by the enemy at sea, what is the use of additional range when it is impossible to spot the shells as they fall or record hits when the aim is right?

Officers say the fourteen inch guns of the New Mexico will throw shells as far as the result of the shots can be noted. If this is true, they ask, what is the use of too much range during a naval engagement? The vessel armed with the heavier guns would have to come into range of the one carrying guns which shoot as far as the spotter can see.

The New Mexico will have a concentrated bow and stern fire of half of the guns brought to bear in her broadsides. When she fires a broadside it will cost about \$12,000. The estimated expense of firing a fourteen inch rifle is \$1,000.

The naval constructor in charge of the building of the New Mexico is Captain G. H. Rock. He has done his work during one of the busiest periods of American naval construction, and the New Mexico is regarded as one of the best examples of modern marine architecture ever devised.

Rear Admiral Nathaniel R. Usher, commandant at the yard, made strict police regulations in connection with the launching, and no one who could not show proper credentials was allowed to approach within 100 feet of the navy yard gates.

Fresh STRAWBERRIES


Fresh Asparagus
Cauliflower
Rhubarb
Spinach
Beets
Turnips
Cabbage

Radishes
Green Onions
Head Lettuce
Hot House Lettuce
Fresh Peas
Celery

Now is the time to Make Garden—We have Seeds of all kinds

The City Grocery & Bakery

The Home of Fancy Groceries
PHONE MAIN 75



TAKE A FEW OF MCCARTHY'S IMPERIALS ALONG

when you go out. You'll not be likely to run against many such good cigars as ours. You surely won't meet any better. Buy our cigars by the box. It is the most economical way and it enables you to keep your pockets filled and to have first-class cigars in the house when your friends call.

W. D. MCCARTHY

Red Cross Work in Portland.

Portland, Ore., May 7.—(United Press)—Preparing for the days when American boys will be wounded on the battlefields of France, the work-room of the Portland chapter of the

American Red Cross was thrown open today to all who desire to assist in making bandages, hospital linens and surgical dressings. Three classes of instructors working under the direction of Miss Maybelle L. Feuser, of San Francisco, completed their course

last week; and are ready to give instruction. The workrooms will be open from 10 to 12 and from 1 to 4 on Mondays, Tuesdays, Thursdays and Fridays each week. The rooms are located in a down-town department store.



Enduring! Certain-teed

Certain-teed is a name which has come thru the storm of business competition stronger than ever. It stands for quality, dependability, satisfaction and fair dealing. On the reputation of this name there has been built the world's largest manufacturer of roofing and building papers.

Certain-teed Roofing

is the most efficient type of roof for factories, office buildings, farm buildings, garages, etc. It costs less to buy, less to lay and less per year of life than other types of roofing. It does not rust, is proof against gases, coal smoke, acids, fumes, etc. It is a non-conductor of heat and cold, is fire retardant and weather-proof.

The cost of laying prepared roofings is the same whether you use good materials or poor. Therefore, it pays to get CERTAIN-TEED, which is the best. It is guaranteed for 5, 10 or 15 years according to thickness (1, 2 or 3 ply), and it will remain efficient longer after the time when a poor quality roof would have had to be relaid.

For residences, CERTAIN-TEED Slate Surfaced Asphalt Shingles have all the advantages of CERTAIN-TEED Roofing, plus artistic beauty. They need no paint, are pliable, eliminate waste and misfits, cannot curl, buckle, rot or crack. Guaranteed for ten years.

Investigate CERTAIN-TEED before deciding on any type of roof. For sale by dealers everywhere.

Certain-teed Paints and Varnishes

are good, reliable products made by experienced paint men who know how to make good paints and varnishes.

These men have at their command all the machinery, equipment, materials and resources necessary to manufacture good paints and varnishes economically. They also have at their disposal the extensive selling organization and warehouse system of the Certain-teed Products Corporation, which materially reduces the cost of distributing and marketing.

The result is that CERTAIN-TEED Paints and Varnishes are high grade products, sold at lower prices than you would expect to pay for good paints and varnishes.

We guarantee CERTAIN-TEED Paints and Varnishes to give satisfaction. Whether you do your own painting or hire a professional painter you will find it to your interest to see that you get CERTAIN-TEED.

Any good dealer can sell you CERTAIN-TEED Paints and Varnishes. If he does not carry them in stock he can get them for you.

CERTAIN-TEED PRODUCTS CORPORATION

General Roofing Mfg. Co., Gregg Varnish Co., Mound City Paint & Color Co.

New York	Chicago	Philadelphia	St. Louis	Boston
Cleveland	Pittsburgh	Detroit	Buffalo	San Francisco
Milwaukee	Cincinnati	New Orleans	Los Angeles	Minneapolis
Kansas City	Seattle	Indianapolis	Atlanta	Richmond
Grand Rapids	Nashville	Salt Lake City	Des Moines	Houston
Duluth	London	Sydney	Havana	

W H. Bohnenkamp Company

OPPONENTS OF ROAD BONDS JUGGLE FACTS

Counties Outside of Multnomah Will Receive More Than They Contribute.

In an effort to turn the voters of Benton, Lane, Linn and Marion Counties against the road bond bill, C. E. Spence, Master of the Grange, is making the unfounded assertion that none of the money raised from the bonds will be expended on roads in the Willamette Valley south of Multnomah County; that all of the money contributed by Willamette Valley counties in automobile licenses and in taxes from the quarter mill state road tax will be required and will be expended in completing the Columbia River Highway.

The plain facts are:

- 1st.—Reliable engineering estimates secured by the Highway Commission agree that \$1,750,000 will complete the Columbia River Highway from Astoria to The Dalles.
- 2nd.—Multnomah County pays 37 1/2 per cent of the state tax and 40 per cent of the automobile license fees but under the highway plan embraced in the road bond bill not one cent of the money so paid will be expended in Multnomah County.
- 3rd.—Multnomah County will pay in automobile fees and state road tax approximately \$2,400,000 which is more than sufficient to complete the Columbia River Highway and leave a balance of \$650,000 to be applied on other roads. These figures do not take into account the amounts that will be paid by Clatsop, Columbia, Hood River and Wasco counties which will also be available for completing the Columbia River Highway. The amounts paid into the fund by these counties will further reduce the amount of Multnomah County's contribution to the Columbia River Highway and leave a considerably larger sum than \$650,000 to be applied on the Pacific Highway and other roads contemplated in the road bond bill.
- 4th.—Not one cent of the money paid by counties of the state, other than that contributed by Multnomah, Clatsop, Columbia, Wasco and Hood River counties, will be required to complete the Columbia River Highway and the other roads outside of the counties enumerated.
- 5th.—In other words, under the \$6,000,000 road bond plan, Multnomah County automobile owners and taxpayers will not only pay sufficient funds to complete the Columbia River Highway but will also contribute to the fund that will be expended on the Pacific Highway and other roads in the Willamette Valley and in other sections of the state.

The family of Mr. Mayo, an employe of the light company, moved to their homestead near Medical Springs, yesterday.

ATTENTION

LADIES—Did it ever occur to you that no two faces, thumb prints, or figures were ever exactly alike.

Why therefore, should you compress your vitally delicate organs into a stock or ready made corset?

Bearing this in mind why not be fitted with a Bardeley, the only Custom Made Corset in La Grande.

Mrs. C. H. Scranton

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OUR SPECIAL POULTRY AND CHICK FEED

will make them thrive as they never thrived before. These feeds are of especially selected ingredients which combined form a perfect food in all respects. Try some and the result is bound to prove that the use of our special poultry feeds is a profitable investment.

IF YOU ENTRUST YOUR SHIPMENTS

to us you can count confidently upon prompt, careful service. We handle the transfer work of some of the biggest houses in town. We refer to them as to the character of our service. Our facilities are such that we still have room for additional work. We shall be glad to estimate on yours.




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