

MEDALS TO BE GIVEN VICTORY LOAN WORKERS

Captured German Cannon Melted and Cast Into Suitable Designs Showing Patriotic Service of Wearers.

Volunteer workers during the Victory Liberty Loan will be awarded medals made from captured German cannon. The Victory Loan medal will be the size of a half dollar. On one side it will bear certification of participation in the loan, with space for engraving the name of the worker, and on the obverse reproduction of the Treasury Department building at Washington. Recipients of this medal will have something of which they may feel proud and which will be cherished in after years as a memorial of loyal service. Information was received from Washington today that the Medals will be sent out by the Treasury department.

The Publicity Department will conduct three contests, two of which are announced today.

The first is that originated by the Features Bureau, offering valuable prizes for the best fifty-word answer to the question, "Why the Victory Loan?" The first prize is a \$50 liberty bond given by Edward Cookingham, state executive director; the second prize \$30 in war saving stamps given by J. C. Alsworth, state publicity director, and the third prize, \$20 in stamps given by the War Saving Stamp committee. This contest will close April 10th.

The second contest is for a yell to be used in theaters of the state, originated by the Theater Bureau. The prizes will be announced later, but will be comparably valuable and worth a lot of yelling. This contest will close April 16th.

The third will be an essay contest open to the school children of Oregon. It will open April 21, and full particulars, including the list of prizes will be announced soon.

LILLIAN GISH HAS CHARMING ROLL IN BIG GRIFFITH FILM

Paramount Star Rollicking Girl in "The Greatest Thing in Life."

To see Miss Lillian Gish as Jeanette in "The Greatest Thing in Life", is to see her in a role entirely different from any in which she has recently appeared. The picture is an Arcraft production by David Wark Griffith and will be shown at the Dreamland theatre next Sunday and Monday, April 6 and 7.

It presents Miss Gish as a rollicking girl, half hoyden, half dreamer. Her old father, who is homesick for his native France, keeps a little tobacco and news-stand in New York City. Jeanette has to tidy up the living rooms, and attend customers.

Very happy is she with today, but tomorrow is of great interest, too, for then will come her hero, a strong brave man who loves the world as she does, and likes to dream too. At first she thought Edward Livingston might be the man. He was an elegant New York chap, but he called her a stimp one day, and left before she could really express her thoughts with the rigorous force they deserve.

Then she went to France with her Daddy. When a young giant with a basket of vegetables arrived for the daily delivery at her Aunt's shop, and found the American girl wonderful Jeanette had a new hero to consider. But he would eat garlic, and Cupid near rode to conquest on the waves of garlic fumes.

Livingston visited France, crossing the ocean to deller an ayology. He shared her delight in poetry and he was clean and fine, but he hated children. She knew then he would never be her ideal, and she returned to Mon. le Bebe. Then war changed manythings for little Jeanette. It changed Livingston too. And in the end she knew Livingston was her ideal.

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)



Stockmen Attention!

The Oregon & Western Col. Co. has a large amount of Range Land for sale or lease in Malheur County. Parties wishing to purchase or lease should apply at once and avoid trespassing, for Range Riders will be placed on the unleased lands in the near future. Write or call on

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The highest-quality petroleum grease used in Mica Axle Grease would alone make good axle grease, but the powdered Mica makes it better. Gives cooler, smoother bearings—no hot boxes, and the grease lasts twice as long. Ask your dealer. Buy by the pail.

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DELAYED DORMANT SPRAY GETS APHIDS AND SCAB

Indications Point to Damage to Apple Crop Unless Growers Apply Suitable Remedy.

Oregon Agricultural College, Corvallis, March 31.—Injury to Oregon apple orchards by green and rosy aphids may be expected again this year, cautions Frank H. Lathrop, department of entomology. He bases this probability on the number of aphids hatching as the buds open.

"The delayed dormant spray for the destruction of these pests, as well as for the control of scale and certain fungus diseases, will soon be due," he says. "Use commercial lime-sulphur solution 1 to 8 with the addition of three-fourths pint of Blackleaf Forty to each 100 gallons of the mixture. The application should be made as soon as the leaves project from one-half to five-eighths of an inch beyond the bud scales, which will be within the next two weeks in most districts."

"In spraying on a small scale three-

fourths teaspoonful of Blackleaf Forty may be added to each gallon of the dilute lime-sulphur spray."

NEWSPAPERS PULL CARS FROM OUT MUDHOLES

A resourceful motorist whose car has been stuck in the mud does not always have to fall back on a pair of mules to get free. For such an emergency the United States Tire Company offers some suggestions that have proved valuable.

The first calls for having stored away somewhere in the car a stack of old newspapers. When the car gets stuck and the wheels refuse to take hold, feed in some of the old papers between the tires and the mud. Usually only a few will have to be worked in before the wheels will begin to grip and the car start forward. This method of handling a difficult situation is so simple and so uniformly successful, that every motorist should know of it and carry a pile of old newspapers, unless he is equipped with some other apparatus for such a contingency.

Here is the other method suggested by the United States Tire Company: Put the car in low, and if you cannot feed the gas with your foot evenly, so that the wheels will revolve slowly, put your emergency brake on. Do not put it on so that the wheels will not revolve at all, but tightly enough

to keep them from revolving rapidly. With the wheels turning slowly, the maximum pull is delivered to them by having the car in low gear, and so long as they turn slowly they can get the benefit of the tremendous power.

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