

CLASSIFIED ADS

FOR SALE

FIVE PASSENGER FORD—In good condition for sale at \$340. Call Black 651. 5tfc M&C.

BUFF ORPINGTON—Cockereis, excellent strain, well developed. J. H. Gray. 5tfc

FOR SALE—Single comb White Leghorn chicks from fine laying strain. Dr. Howard Gove. 14tfc

FOR SALE—400 half blood Hampshire lambs (yearlings in April) 275 fine wool ewes (will lamb April 10) 11 head full blood Hampshire bucks. For particulars call or write A. B. Matthews, Box 413, Prineville, Oregon. 19t2p

FOR SALE OR TRADE—My piano for sale or will trade it for cattle. For further particulars call Rural 96, Mrs. E. T. Clark. 19tfc

FOR SALE—7-passenger Dorris touring car. Practically new. Will be price if taken at once. Inquire at Journal office. 18t2p.

FOR SALE—3 lots opposite the public school. \$750 if sold at once. See Mrs J. H. W., 345 E E St 18t4p

FOR SALE—Fine corner lot on E. First St. Price \$400 cash. See Mrs. J. H. W., 345 East E Street. 18t4p

For Sale—Willamette valley farm of 35 acres. Well improved, good soil, one mile to Cottage Grove, J. S. Coleman, owner, Cottage Grove, Oregon. 18tfc

FOR SALE—100 head of two, and three-year-old steers and 50 head of yearling heifers. John H. Harrison, Fort Rock, Oregon 17tfc

GOOD OPPORTUNITY—for someone 160-acre ranch, 2 1/2 miles from Prineville on the Ochoco Project. 59 acres under the ditch. 60 acres dry land can be plowed. Good soil. Will rent for two years from this Fall free for clearing. For further particulars address Box 445, Prineville, Oregon. 18tfc

WANTED

WANTED—All kinds of plain sewing and especially children's garments. Mrs. R. V. Constable.

WANTED—Anyone wishing services of experienced nurse please call Mrs. Custer, Black 163. 9tfc

WANTED—Men and teams by People's Irrigation Co. Phone or call on Wm. S. Ayres. 16tfc

WANTED—To buy seed potatoes, address W. S., Journal 17tfc

WANTED—Position on a ranch for man and wife. Call at 604 E 6th St. Prineville, Oregon. 18t2p

WANTED—To buy a good team of horses, harness and wagon, Address W. S., Journal. 17tfc

LOST

LOST—Tire rim and tire 30x3 1/2 between Powell Butte, Prineville and Dry Creek. Finder notify Peter Pauls, Powell Butte and receive reward. 16tfc.

FOUND

FOUND—On the street, a ring. The owner can have same by calling at the court house, proving property, and paying for this adv. Ray Putnam. 17tfc

FOUND—Gold Elk Pin, No. 336, Salem. Pin has a bunch of cherries attached. Owner may have same by paying for this adv. 17tfc

ESTRAYED

ESTRAYED—Three young steers, 1 black, 1 bl'k and white, 1 red, nder sloped in each ear. Red has crop and split in right ear and half undercut in left ear. All branded with 17 with quarter circle under it on left ribs. F. T. Cox. 10tfc

ESTRAY—A black white face yearling heifer. No brand ear mark on right ear cut off. Owner can have same by proving property and paying for feed and ad.. Pete Jordan, Roberts, Oregon. 18tfc

DENTISTS

DR. H. G. DAVIS—Dentist. New modern shop, in Kamstra Building. 18tfc

OPHTHALMOLOGIST

DR. F. H. DAY—Physician, ophthalmologist, neurologist. Specialty of eyes and nerves. Glasses fitted. Hours: 9 to 11:30 a. m.; 1:30 to 5 p. m. Evenings by appointment. Prineville Hotel, Prineville, Or. 1t

ATTORNEYS

WILLARD H. WIRTZ—District Attorney. Office Crook County Bank Building, Prineville, Oregon 1t

M. R. ELLIOTT—Attorney at Law Court House St., Prineville, Ore

PHYSICIANS

BELKNAP & EDWARDS—Chas. S. Edwards, H. P. Belknap, Physicians Surgeons and Oculists, Prineville, Oregon. 1t

OPTICIANS

DR. J. G. TURNER—Eye Specialist from Portland; regular monthly visits to Prineville; watch this paper for dates. 4tfc

Dr. Turner, Eye Specialist, will visit Prineville every 1st and 3rd Friday of each month. Consult him at the Prineville Hotel.

Homing pigeons will help protect the forests of the Northwest from fire if experiments planned in the office of District Forester George H. Cecil, Portland, result successfully.

In accordance with these plans, Forest Examiner W. J. Sprout of Bend, Oregon, who has had considerable experience in handling the birds, will take five pairs of carrier pigeons with him when he returns to Bend, for experimental use on the Deschutes National Forest. Forest Examiner C. R. Seitz of Eugene plans to carry on a series of similar experiments on the Cascade National Forest. F. H. Bauers, president of the Homing Pigeon Club of Portland, has furnished some of the birds for these experiments.

Mr. Sprout believes that the birds can be used to good advantage for carrying messages, especially fire reports between isolated points on the National Forests and ranger stations, and thus supplement the telephone. They are expected to make communication possible when for any reason the telephone lines are out of commission.

Mr. Sprout says pigeons have been used as messengers for many centuries. Their use was so highly developed during the Franco-Prussia war that the Germans sought to break up their efficiency by turning loose hawks to destroy the pigeon messengers.

METHODIST MISSIONARY DRIVE

The great drive of the missionary centenary of the Methodist church will begin May 18 and end May 28. This was the announcement made here, following receipt of an announcement from C. S. Ward, financial director of the drive. Mr. Ward conducted the Y. M. C. A. drives, as well as both Red Cross drives and initiated the plans for early Liberty Loan campaigns.

The total sum to be asked is \$15,000,000 for the Methodist Episcopal church south, making a grand total of \$140,000,000.

Of the Methodist Episcopal church's asking of \$105,000,000; \$40,000,000 will go to the home mission board and be expended on city budgeting the home mission work of the church generally, erecting community centers, making it possible for churches to be open seven days in the week; on education work and on efforts to provide substitutes for the saloon.

A second \$40,000,000 goes to the foreign mission board and will be spent on the building and maintenance of foreign missions, hospitals, schools and churches, as well as colleges.

The remaining \$25,000,000 is to be spent \$5,000,000 a year on war reconstruction work in devastated Europe.

City Meat Market

J. W. HORIZAN, Prop.

Choice Home-Made Hams, Bacon and Lard

Fresh Fish and Oysters

Fruit and Vegetables in Season

The War and Your Gasoline

The first of a series of three statements

For obvious reasons the following facts of interest to the public could not be published during the war. They affected a vital war necessity regarding which the Government required secrecy. But now that the war is won, we are at liberty to make the following statement of facts:

Highly volatile gasoline for fighting-aeroplanes was one of the war needs. The output of this special gasoline by all the refineries east of the Rocky Mountains was not enough, so California was called upon to furnish a large part of the supply. At the request of the United States Government the Pacific Coast Petroleum War Service Committee apportioned California's quota among such of the large refiners as were able to make this special gasoline.

On its rapid vaporization alone must often depend the lives of the men in the aeroplane. This gasoline would not be good for general use. It would lack power on the ground, its loss in storage by evaporation would be great, and it would be expensive.

The Standard Oil Company, being the largest of these, had the greatest quota to fill. We were glad to do our part. We supplied more than our quota of aviation gasoline.

Making aviation gasoline for the Government took a very considerable part of the low boiling point or highly volatile constituents of the crude oil, and, as a result, the gasoline left available for regular use lacked those qualities which assure easy starting of the automobile engine.

Aeroplane engines, operating high in the air under conditions of extreme cold and rarefied atmosphere, require a different gasoline from engines operating on the ground. In fact, the needs are so special that the gasoline manufactured for aeroplane use (often used at altitudes of from 20,000 to 25,000 feet) would be utterly indifferent for use in automobile or other internal-combustion engines operated on land or sea.

The Government's demand for aviation gasoline reached its maximum in the late fall of 1918, and then for a period of about six weeks the deficiency of Red Crown gasoline in low boiling-point constituents or easy-starting qualities was most apparent.

Aviation gasoline has to be highly volatile. It must vaporize rapidly even in the extreme cold of very high alti-

Now that the war is won and the great demand for aviation gasoline has ceased, we are again able to offer the same grade of Red Crown gasoline as formerly, with the same full and continuous chain of boiling points—from the low to the high—which is necessary for easy starting, quick and smooth acceleration, high power and long mileage.

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**DR. TURNER,
EYE SPECIALIST**

Visits Prineville each 1st and 3rd Frday of each month. Consult him at Hotel Prineville

NOTICE!

The big war is practically over and in the course of events and the reconstruction afterwards we feel it our duty to fall in line and are so doing by changing prices on amateur finishing.

Beginning April 1 a new price list will go into effect with a slight reduction in price and developing free when prints are ordered, also we are going to give free enlargements with a certain amount of finishing which will only be good with Ansco films. Get in line, use Ansco films, they have no superior.

We finish every day except Saturday and Sunday. Why send films away when we can give you 24-hour service? Learn to buy your films for Sunday's use on Saturday. We may not be open on Sunday.

THE ART SHOP,
F. E. Lafter, Prop.