

You've seen beads of moisture condense inside cold windows



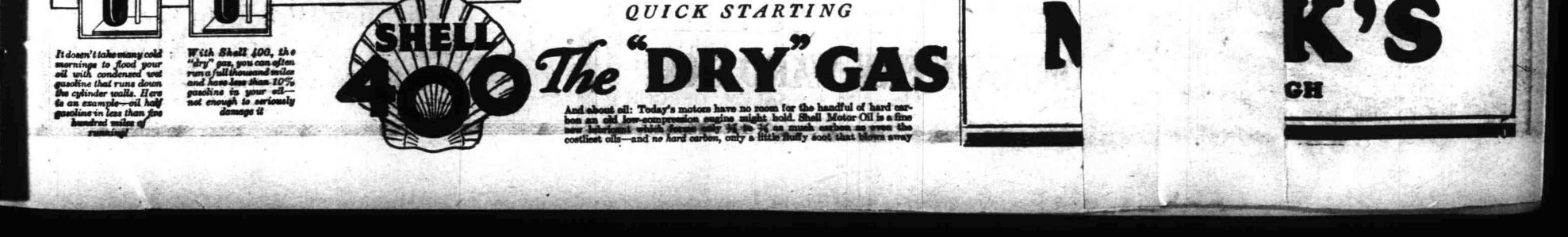
..like "WET" gasoline in a cold motor

MOIST AIR, when it hits quality of "wet" gasolines. What you need—and than and runs in droplets down the inside of the window. In just the same manner "wet" gasoline not wet with water stays vaporized. It goes "dry" but with heavy petroleum compounds - condenses in the manifold, on the piston more completely in the coldhead, the cylinder walls.

You pull out the choke and spin the starter; "wet" gasoline mixed with air floods into the motor and runs down into your oil. In five hundred miles of cold weather driving your oil is very apt to be fifty or sixty per cent gasoline! What a waste of oil and fuel! Starting troubles-battery strain-delay. You've doubtless accepted them as necessary evils of winter. They are, if you use "wet" gasolines; on it every time you fill the even the so-called winter tank.

What you need-and thanks to exact refining you may have it now-is a "dry" gas. Shell 400, the "dry" gas into your motor, starts instantly, burns more cleanly, est engine.

Shell 400, the "dry" gas, costs you no more than "wet" gasolines. All yellow and red Shell pumps contain it. No other Shell gasoline is sold. If you wish to protect your oil against disastrous thinning, to convert all your gasoline into power and miles you'll want Shell 400. And knowing in addition that Shell 400 will solve your starting problems you'll insist up-





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