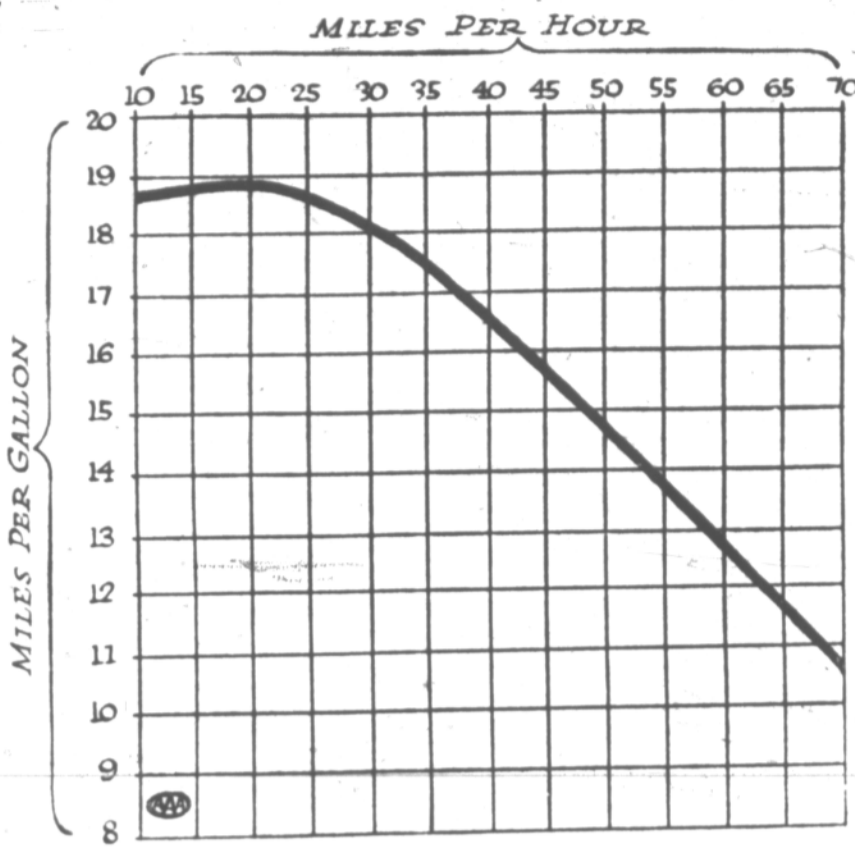


How Miles Per Gallon Drop as Miles Per Hour Rise



This graph prepared by the Oregon State Motor Association shows the sharp decrease in miles per gallon of gasoline received when miles per hour are increased. The graph was drawn from figures furnished by the U. S. Bureau of Standards. As a part of the AAA plan to conserve gasoline, the Oregon State Motor Association is urging all motorists to decrease their average driving speeds to cut the consumption of gasoline.

Slower Driving Possible Means of Saving Needed Gasoline Supply

Motorists throughout the country have been alarmed by the reports that soon we will be having "gasolineless Sundays" and other forms of government rationing of gasoline. The situation is really a serious one. As the present time the east coast areas are the ones directly affected. The American Petroleum Institute has submitted a detailed report to the Office of Production Management showing that an acute transportation problem has been caused by the transfer of oil tankers from the coastal trade to Great Britain and the United States Navy. The report emphasized that we have no fear of shortage from actual production of petroleum products but that the matter of transporting the oil to distribution centers is the problem. Even now substitute transportation systems, such as pipelines, are being completed to meet the emergency. Until these are in use next year, the shortage will be felt.

virtually all phases by the special Petroleum Conservation of the District of Columbia. The average American motorist is an extravagant driver. Speeding along the highway, getting off to sudden starts in city driving, and operating cars not adjusted for maximum fuel consumption efficiency, the nation's motorists each year burn millions upon millions of gallons of gasoline unnecessarily. During times of petroleum overproduction these extravagant habits had an unfavorable effect only on the motorist's pocketbook. Today, when shortages threaten certain sections of the country because of transportation difficulties, it is imperative that motorists do their waste and begin conserving gasoline.

Rationing Can Be Prevented
Immediately following the publication of the API report, President Thomas P. Henry, of the American Automobile Association (the Oregon State Motor Association is the local affiliate) sent a letter to Petroleum Coordinator Harold Ickes inclosing the AAA plan to prevent rationing and "gasolineless Sundays". The AAA plan is simple and with the whole-hearted co-operation of the motoring public will save up to twenty per cent of present consumption of gasoline.

AAA Plan Explained
The plan is this:
1. Every motorist reduces his average driving speed.
2. Every motorist avoids "jack rabbit" getaways and other wasteful driving practices.
3. Every motorist has his car adjusted for maximum fuel capacity.

I present the following table tabulated by the United States Bureau of Standards following exhaustive tests. The results show the startling increase in gas consumption with even moderate increases in speed.

Mi. per Hr.	Mi. per Gal.
10	18.7
20	18.9
30	18.0
40	16.4
50	14.6
60	12.6
70	10.6
80	8.6

Answer, Voluntary Conservation
I think that everyone will agree if we can meet this threatened shortage by the voluntary cooperation of everyone, the problem has been solved in an American way. Secretary Ickes has heartily endorsed this AAA plan of conservation and the plan has been adopted

Grass Valley Man Injured; Car Wrecked

Bert Cox was injured Saturday evening, when he was returning home from Kent where he was working. At the turn on Peters hill he had a blow out which caused his car to turn over several times. One ear was badly injured and he was cut on the right arm and thumb. Ed Alley took him to The Dalles where several stitches were taken in his thumb.

Mr. and Mrs. Wren Hogue, Roy Hogue and Mr. and Mrs. Marcus Eslinger of The Dalles motored to Lost Lake Sunday to spend the day picnicking.

Glen Karnes was a business visitor in The Dalles Wednesday. Mrs. Charles Lemley, Mrs. T. M. Rolfe, Mrs. Glen Karnes, Mrs. Maude Garrett and Miss Anna Schwartz attended the bridal shower at Wasco Thursday afternoon in honor of Miss Gertrude Cannell.

Wayne Kelley of Hermiston spent Thursday and Friday here visiting his family.

Mr. and Mrs. W. C. Todd were business visitors in The Dalles Monday.

Mrs. Verna Block came over Sunday from Bakeoven to bring her mother, Mrs. John Hays, home after spending several weeks there.

Mr. and Mrs. Earl Clevenger and Mr. and Mrs. Harold Rhodes and daughter, Jean of Yakima, Wn. visited Mr. and Mrs. C. M. Clevenger Sunday.

Miss Janet Wilcox left Wednesday for a visit of several days in The Dalles, Portland and Cottage Grove.

Mr. and Mrs. Arden Squire and family of Gresham were dinner guests at the Dell Olds home Saturday evening. They spent several days visiting Mr. and Mrs. Eben Kee before returning home.

Mrs. A. M. Zevely and daughters and Mrs. Glen Karnes and son Lloyd were business visitors in The Dalles Monday.

Kenneth Crews who has been working in The Dalles is now employed in Karnes Market.

Mr. and Mrs. Artzell Lemley and family and Jacqueline Tetz, who is visiting here from Grants Pass, were visitors in The Dalles Sunday.

Mrs. John Brogan of Antelope called briefly at the Sam Holmes place on her return home from The Dalles Monday, where she had visited her sister, Cassie Holmes.

Mr. and Mrs. Ernest Block were in The Dalles Sunday visiting relatives.

I. D. Lemley and his grandson, Ed Vandecar, of Longbeach, California were over night guests at the home of Mr. and Mrs. Charles Lemley Saturday.

The fire department was called out Monday morning to extinguish a grass fire back of the Pauline Wilcox house. It was put out before any of the buildings burned.

Mr. and Mrs. A. F. Balzer and son, Clair spent Sunday in The Dalles visiting Mr. and Mrs. C. R. Bruckert.

Grover Young and son Harry, were business visitors in The Dalles Thursday.

Among the Grass Valley visitors in The Dalles Friday were F. L. Stradley, Mrs. Herman Schilling, Miss Barbara Walpole, Mrs. Arch Cantrell, Mrs. Ted Everett, Mrs. Ed Alley and daughter, Lila Lee.

Mr. and Mrs. Arch Cantrell drove to Hermiston Sunday to see Mr. and Mrs. Kendrick Dunlap. Their son, Everett, went to Nyssa to stay several days visiting.

T. W. Alley was the first to bring grain to the elevator Monday having started harvesting that morning. Roy Barnet was the first at Kent to bring wheat to the elevator.

Mr. and Mrs. James Walkinshaw and his mother, Mrs. Walkinshaw of Hubbard left Saturday after spending several days visiting at the home of Mr. and Mrs. Dell Olds.

Mr. and Mrs. Dean Reynolds were visitors in The Dalles Sunday.

Mr. and Mrs. Henry Tetz left Wednesday for Canada where they attended the Rotary convention. They plan on being gone a week before returning here to spend the rest of their vacation with Mr. and Mrs. Charles Lemley.

Mrs. Roy Schilling entertained the junior bridge club and additional guests at her home Wednesday afternoon. Contract was at play at three tables with high scoring honors going to Mrs. Don Smith and Miss Barbara Walpole.

Mr. and Mrs. Eli Beeler and daughter came last Monday from Hillsboro to spend several days visiting Mr. and Mrs. John Rolfe. Robert Rolfe, Everett Dunlap and Mrs. Roy Wells were business visitors in The Dalles Thursday.

Mrs. Ellen Potter and daughters of The Dalles were business visitors here one day last week. W. H. Ragsdale and son Harry, of The Dalles, were visitors recently at the George Wilcox home.

Miss Barbara Walpole left Monday for Portland where she will spend several days visiting an aunt. Mrs. McClure of Grants Pass spent several days recently visiting Mr. and Mrs. W. C. Todd. Mr. and Mrs. Ken Clevenger of Corvallis spent last week end visiting Mr. and Mrs. C. M. Clevenger.

Guests To Have Charge of Services

According to announcement by the pastor, Rev. Gerald C. Dryden, the First Baptist church of Grass Valley, there will be special guests in charge of the morning services next Sunday.

They are Rev. and Mrs. Rex Steward Lingquist and Miss Theresa Moore, all of Omaha, Neb. Rev. Mr. Lindquist is pastor of Grace Baptist Church of that city, an instructor in the Omaha Bible Institute and also in charge of the "Singing Church" program over radio station KOIL. Mr. Lindquist plays the trumpet. Miss Moore will render numbers on the Piano Accordion.

At a get acquainted hour on Saturday evening at 8:30 p. m. members of Christian work in Omaha and Minneapolis will be shown.

These services are part of a Series of Youth Rallies being held throughout the western states. Every one is invited "from the nursery to the nineties."

PROOF?
The bus conductor handed back the shilling to the woman passenger.

"This coin is no good," he told her. "It's spurious."

"Ridiculous!" she said, examining the coin. "Why it's dated 1921. It would have been noticed before this if it had been bad."

COUNTY COURT
Continued from page one.

gon Citation	70.00
E. M. Alley, Coroner's fees and mileage	7.80
W. B. Rice: Sheep killed by dogs, (County Dog Tax Fund)	42.01
West Publishing Co.: (Law Library Fund)	25.00
Stevens-Ness Law Publishing Co.: (Law Library Fund)	25.00
The Frank Shepard Co.: (Law Library Fund)	12.00
Lancroft-Whitney Co.: (Law Library Fund)	18.00

CLAIMS PRESENTED AND ALLOWED AGAINST THE ROAD FUND, JULY TERM, 1941

Claimant	Account	Amount
L. L. Peetz: Road Master (General roads)		\$69.40
E. McPherson: road labor		31.00
W. Kelley: road labor		14.20
C. Bagenholt: road labor		24.00
C. Hearing: road labor		35.00
C. Mersinger: road labor		42.00
A. Shearer: road labor		27.50
E. McPherson: road labor (Market roads)		40.20
C. Mersinger: road labor (Market roads)		15.50
L. L. Peetz: Road Master, (General roads)		90.30
E. McPherson: road labor		55.30
W. Kelley: Road labor		\$36.40
Mileage \$4.95; Less Gasoline \$14.49;		29.86
C. Bagenholt: road labor (General roads)		48.60
C. Hearing: Gen. road labor		48.30
C. Mersinger Gen. road labor		41.00
A. Shearer Gen. road labor		22.50
F. McPherson: M. road labor		16.90
C. Bagenholt: Bridge labor		19.20
C. Hearing: Bridge labor		19.20
C. Mersinger: Bridge labor		8.50
Mileage \$12.50;		21.00
A. Shearer: Bridge labor		8.50
E. McPherson: Bdge labor		7.15
Mileage 9.65		16.80
Union Pacific Ry. (Co.: Freight		

on parts (Gen. roads)	.67	J. K. McKean: General supplies (General roads)	48.02
State Industrial Accident Commission—Employees Protection (Gen. roads)	22.63	Moro Garage: Machinery repair (General Roads)	105.45
Munnell & Sherrill: Tires & Tubes (Gen. roads)	44.38	Victor Anderson: Re: Permit to crush and remove gravel from Anderson premises (General roads)	200.00
Moro Garage: Repair on truck (Gen. roads)	2.00	Christina McCoy: Right of way Deed, Wasco-Fulton Canyon Road (General roads)	15.00
City of Moro: Water Moro Machine shed (Gen. roads)	1.75	Herbert Root, et ux: Right of way Deed, (General roads) Fulton Canyon-Wasco road	30.00
Pacific Power & Light Co. May statement Wasco shed \$1.00; May statement Moro shed \$1.00; (General roads)	2.00	Geo. W. Kaseberg, et ux: Right of way Deed (General roads) Fulton Canyon-Wasco Road	12.00
J. E. Norton: General supplies (General roads)	2.14	Marion M. Powell, et ux: Right of way Deed (General roads) Fulton Canyon-Wasco Road	25.00
Roy P. Barnet: Freight (General roads)	60.00	Nina and Fred Hennagin: Right of way Deed (General roads) Fulton Canyon-Wasco road	20.00
O'Meara Supply & Implement Co.: Machinery Repair, (General roads)	12.32	Victor Anderson: Right of way Deed (General roads) Fulton Canyon-Wasco road	200.00
Interest Tractor & Equipment Co. machinery parts (General roads)	53.10	O. G. Hilderbrand: For permit to crush, stock-pile and remove 7500 cubic yards of Gravel from Hilderbrand premises (General roads)	200.00
Columbia Equipment Co. Machinery parts, (General roads)	2.51	H. A. and Rosalie White: Right of way Deed (General roads) Fulton Canyon-Wasco Road	60.00
Standard Oil Co.: Gas - May Statement (Gen. roads)	143.65		
Union Oil Co.: Gas - May Statement (General roads)	29.68		
National Hospital Association: Protection Road Employees (General roads)	8.00		
Sherman J. Frank: Explosives (General roads)	232.40		
S. W. Searcy: General supplies (General roads)	66.43		
City of Moro: June water Moro machine shed (General roads)	1.75		
Geo. A. Potter: Road Expense (Market Road)	7.25		
W. G. Armsworthy: Tool Sharpening (Market roads)	22.70		
Pike's Garage: Gasoline: (General roads)	1.13		
Joe's Motor Service: Labor on Truck (General roads)	12.05		
Geo. Wilds Garage: Labor on truck (General roads)	10.70		
Moro Lumber & Fuel Yard: 273 Posts (General roads)	40.95		
Moro Lumber & Fuel Yard: Bridge material (Bridge Fund)	90.62		

EASY WASHER
SAFE New rubber agitator stops wringer rolls
Trade your old washer as down payment. Phone 161 for trial
HAMPTON FURNITURE
The Dalles, Ore.

FOR DEFENSE
BUY UNITED STATES SAVINGS BONDS AND STAMPS
BUY AT YOUR POST OFFICE OR BANK

AMERICA ON GUARD!
Above is a reproduction of the Treasury Department's Defense Savings Poster, showing an exact duplication of the original "Minute Man" statue by famed sculptor Daniel Chester French. Defense Bonds and Stamps, on sale at your bank or post office, are a vital part of America's defense preparations.

More About New Defense Bonds

Q. What happens if I suddenly need the money I put into a Defense Savings Bond?
A. You can cash your Bond at any time, after 60 days, for the full amount paid, plus any interest due you.

Q. Do many Bond owners cash their Bonds?
A. No. People want to help arm America against all attacks. In many cases, people are putting every cent they can spare into Defense Bonds and Stamps. Some are doing this by asking employers or banks to withhold part of their salaries in order to buy these Bonds or stamps for them.

Note: To purchase Defense Bonds and Stamps, go to the nearest post office or bank, or write for information to the Treasurer of the United States, Washington, D. C.

85 YEARS of Knowing How to make FINE BEER

1856

1941

UNIFORM GOODNESS

IT'S BREWED TO SATISFY YOU!

Blitz-WEINHARD Beer
GUARANTEED SATISFYING

WRITTEN GUARANTEE In Every Case

BLITZ-WEINHARD CO. PORTLAND, OREGON

In the spring of 1856, Henry Weinhard, graduate of one of Europe's famed brewers' schools, docked at Fort Vancouver. Already Northwest farmers were raising hops and barley. The climate was excellent and the water perfect for brewing fine beer. So, before the year's end, young Weinhard built a small brewery and produced the first professionally brewed beer in the Northwest, predecessor to the present famed Blitz-Weinhard beer.

In 1862 Henry Weinhard moved to Portland. Here, far from the center of town, with only a single road leading to it he built his brewery. The present modern Blitz-Weinhard brewery still stands on that site. Here operations have been carried on without interruption from that day to this. Yet, in 85 years there has been no substitute for Henry Weinhard's rigid principle of fine beer, carefully brewed.

Today Blitz-Weinhard is the largest-selling beer in Oregon. More Blitz-Weinhard beer is sold in this state than any other two brands of beer. There is a reason for Blitz-Weinhard's continuing and ever-increasing popularity. Good, sound reason. It's brewed from finest ingredients, with modern equipment, backed by 85 years of experience...and it's brewed to satisfy you!

You can get it at---
Zeigler's Quality Store
Supplies for Harvest when hard working men need good food and lots of it.
Quality -- Price -- Dependability