

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For obvious reasons the following facts of interest to the public could not be published during the war.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.

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.

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.

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

tudes. 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.

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.

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.

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.

STANDARD OIL COMPANY
(California)



Bethlehem INTERNAL GEAR Trucks Dependable Delivery

A truck built to meet emergency standards quick on the get-away—steady on hills—always on time.

INTERNAL GEAR DRIVE ELIMINATES ALL LOST MOTION.

Examine a Bethlehem and see why they are Dependable, Desirable, Durable.

This truck now handled in Heppner by

McROBERTS-COHN AUTO COMPANY

Come in and look it over.

Price at Heppner: 2¼-ton, \$2250; 1¼-ton, \$1575.

RUNNING THE FORD IN COLD WEATHER

Agent Tells How Trouble Is Avoided.

"Ford owners could save themselves a lot of trouble in cold weather if they would only use a good, zero cold test oil of light body refined from California crude," said Mr. Geo. W. Milholland, Special Agent for the Standard Oil Company, in discussing cold weather lubrication yesterday.

"In the Ford motor, the clutch is combined with the engine and lubricated from the crank case. If the oil gets thick and sluggish in cold weather the discs of the clutch stick together. This is what causes hard cranking and that persistent creeping forward as if the clutch were

partly engaged.

"Zerolene Light as refined from California crude of the naphthene series has a natural zero cold test; flows freely down to zero temperature. It does not become stiff and sluggish because it contains no paraffine to congeal and thicken in cold weather. When such an oil is used there is no trouble with hard cranking, inefficient lubrication or sticky clutch."

H. C. Githens is in Portland this week, where he was called to do some work for C. C. Robbins, architect and builder of that city.

Mr. and Mrs. Roy Campbell, who reside near Lexington, were visiting in Heppner on Friday.

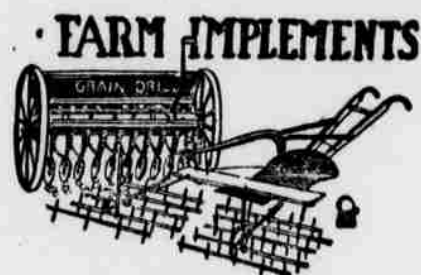
For Sale Pure Bred Belgian Stallion

BOURDON PRINCE No. (8807), was foaled June 18, 1914. Weight at present time 1975. Is full brother to Grand Champion Mare of Iowa, Jollie De Thimson No. (4117).

Will sell for cash or take in exchange young stock, horses or cattle. Would consider taking automobile in good mechanical condition.

He is sound, well broke, kind disposition, with no bad habits. Sure foal getter. Offspring can be seen at my place.

E. NORDYKE
LEXINGTON, OREGON.



Time for Spring Work Approaching

The time is rapidly approaching when it will be necessary to begin Spring farm work.

**ARE YOUR IMPLEMENT POSSESSIONS
SUFFICIENT FOR YOUR NEEDS?**

The world needs food, and more food, and it behooves every farmer to raise as large crops as possible this year.

**LET US HELP BY SUPPLYING YOU WITH
UP-TO-DATE, LABOR-SAVING
FARM IMPLEMENTS.**

Gilliam & Bisbee
Morrow County's Pioneer Hardware Dealers

Peoples Cash Market

FRESH AND CURED MEATS
POULTRY AND FISH

WATKINS & OVIATT Proprietors