

Keeps spindles smooth as glass

The surface of any spindle shows rough through the microscope. But the powdered mica in Mica Axle Grease fills up this roughness and makes spindles smooth as glass. Then the grease works better and lasts twice as long. No hot boxes. Ask your dealer. Buy by the pail.

STANDARD OIL COMPANY (California)



Geo. W. Milholland, Special Agent, Standard Oil Company Heppner, Oregon.

- GILLIAM & BISBEE, Heppner
- PEOPLES HARDWARE CO., Heppner
- SAN HUGHES CO., Heppner
- MINOR & CO., Heppner
- PHILDS GROCERY CO., Heppner
- THOMSON BROS., Heppner
- GEA. M. SCHEMPF, Heppner
- LEACH BROS., Lexington
- W. F. BARNETT, Lexington
- F. BERGJOYE, Lexington
- G. A. BLEAKMAN, Hardman
- W. P. PROPHET, Hardman
- ASHBAUGH BROS., Hardman
- C. A. WALTON, Long Creek
- JOHN SEMAS, Monument
- W. T. HAMILTON, Hamilton, Ore.
- W. A. SWEEK, Hamilton, Ore.
- G. McHALEY, Hamilton, Ore.
- E. J. GRIMES, Parkers Mill, Ore.
- E. H. CARPENTER, Eight Mile, Ore.

County Court Holds Meeting

(Continued From Page One)

Rebecca Penland, for log.	515.00	J. C. Ashbaugh, gen road.	50.75
A. Z. Barnard, gen road.		Lexington Garage, gen road	2.00
freight	3.77	Standard Oil Co, gen road.	39.65
S. W. Spencer, road dist no		Jack McCullough, gen road	16.84
9	7.00	L. Hiatt, road dist no 5.	6.00
S. W. Spencer, gen road	111.65	Holt Mfg Co, gen road	118.47
J. A. Yeager, dist scaler	8.74	J. M. Hayes, road dist no 8	32.00
W. A. Richardson, envel-		J. R. Olden, road dist no 7	14.00
opes for school supt.	15.89	F. Darlow, road dist no 8	112.00
Arthur L. Hunt, bounty	5.00	J. L. Padberg, road dist no	
G. L. McMillan, bounty	33.50	6	320.00
W. T. Campbell, salary	75.00	W. J. Davis, road dist no 6	50.00
E. M. Shutt, salary	166.66	First Nat'l Bank, gen road.	32.50
W. C. Cason, salary	100.00	J. S. Corrigan, tax rebates	91.84
Geo. McDuffee, salary	110.00	J. Jenkins, road dist no 2.	60.75
K. E. Waters, sal dep clerk	83.33	A. P. Ayers, road dist no 2	57.30
J. A. Waters, salary	166.66	L. V. Root, road dist no 2.	80.00
T. J. Humphreys, salary	41.66	W. H. Niefford, road dist no	
J. J. Wells, salary	100.00	2	80.00
Hannah Wilson, salary	60.00	Geo Cummings, road dist	
Lena Snell Shurte, salary	100.00	no 2	47.25
W. M. Ayers, salary	70.00	Geo. Niefford, road dist no	
C. C. Chick, sal co phy	10.00	2	28.00
First Nat'l Bank, road dist		Roy Ran, road dist no 2.	6.75
no 5	35.00	C. K. Mulkey, road dist no	
First Nat'l Bank, road dist		2	6.75
no 6	171.50	L. Packard, road dist no 2	4.50
First Nat'l Bank, gen road	6.50	Wm. Buschke, road dist no	
Dan Rice, bounty	36.00	no 5	18.00
Patterson & Son, supt.	3.65	W. F. Barnett, road dist no	
Patterson & Son, ct house	13.60	6	23.00
Patterson & Son, jail	3.55	Ed Burchell, road dist no	
Patterson & Son, co fair	1.65	6	35.00
First Nat'l Bank, circuit		Hodson - Freenaughty, gen	
court	97.40	road	35.17
Martin Reid, co fair	125.74	Phil Higgins, road dist no 5	7.00
Heppner Light & Water Co		Holt Mfg. Co, gen road	114.10
court house	43.55	Loy M. Turner, gen road	10.50
Jas. Cowin, bounty	20.00	W. L. McCaleb, gen road	7.20
Arthur Hunt, bounty	26.00	Loy Turner, road dist nos 5	
Andy Cook, circuit court	2.20	and 6	16.00
W. T. Campbell, gen road	69.30	Andy Cook, road dist no 5.	28.40
D. C. Wells, jail	5.15	J. F. Barlow, road dist no 6	10.00
Gazette-Times, county court	11.90	First Nat'l Bank, road dist	
Gazette-Times, tax collec-		no 3	20.00
tion	27.35	First Nat'l Bank, road dist	
Elkhorn Restaurant, jail	21.79	no 5	64.00
Pac Tel & Tel Co, ct hse exp	20.10	First Nat'l Bank, road dist	
M. S. Corrigan, tax rebates	91.84	no 6	53.50
J.A. Waters, emergency		First Nat'l Bank, road dist	
fund	50.00	no 7	5.00
McRoberts-Cohn Auto Co		First Nat'l Bank, road dist	
sheriff exp	6.50	no 8	20.50
M. L. Case, fair grounds	24.30	First Nat'l Bank, road dist	
M. L. Case, gen road	1.00	gen road	121.08
Bushong & Co, clerk	22.19	Boardman Lumber Co, road	
C. C. Patterson, ct house	5.00	dist no 2	28.98
Thomson Bros, ct house	12.90		
E. M. Shutt, sheriff exp	28.57		
Lena Snell Shurte, school			
supt exp	13.50		
Margaret Crawford, clerk			
exp	11.25		
Glass & Prudhomme jus ct	5.64		
Glass & Prudhomme, ct exp	4.19		
McEntire Bros, tax rebates	22.10		
E. J. Starkey, fair grounds	4.00		
E. J. Starkey, court house	1.50		
L. W. Briggs, tax roll exp.	64.00		
Hudson Land Co, assessor			
exp	2.50		
White Carbon & Ribbon Co			
clerk's office	10.00		
E. M. Shutt, sheriff exp	45.50		
Vaughan & Son gen road	3,723.00		
A. A. Finley, ct court	7.00		
O. V. Gibson, ct court	7.00		
J. W. Hawk, ct court	5.60		
W. Castle, ct court	16.60		
Edmond Puyar, ct court	5.60		
Edward Malvaney, ct court	4.00		
Ed Browning, ct court	2.20		
B. F. Sorenson, gd jury	13.80		
L. D. Neill, gd jury	13.80		
Ed Lucas, gd jury	9.20		
B. Chapman, gd jury	14.60		
Geo. E. Sperry, gd jury	9.20		
W. F. Barnett, gd jury	10.80		
Anna Puyar, ct court	5.60		
Grace Cochran, ct court	5.60		
Marvin Brown, ct court	2.20		
Wm. Hall, ct court	2.20		
R. Brown, salary Feb and			
March	50.00		
Widow's Pensions.			
Mattie Adkins	10.00		
Harrist Baird	10.00		
Charlotte Brown	10.00		
Mary McDavid	32.50		
Sarah F. Sperry	10.00		
Coris Walker	10.00		
Daisy P. Pickett	25.00		
Road Fund.			
First Nat'l Bank, dist road			
no 5	187.50		
W. L. McCaleb, sal gen road	200.00		
Oscar Keithley, road dist			
no 8	62.00		
Hardman Garage, gen road	17.83		
Harry Selby, gen road	26.00		
Dan Hanshaw, road dist no			
5	16.50		
Peoples Hdw Co, gen road	88.65		

Mumsy Lines in Kiddie Frocks



"Sixteen to one" advocates can find some very new and distinctive lines in spring frocks and things which are close patterns of "Mumsy's" Easter duds. The dolman on the little miss of six is of blue velour with a narrow varnished leather strip supporting the new collar. The hat is velour with a rough blue straw and a wool tassel. Her larger companion is happy in a collarless frock of golden brown wool jersey with guimpe of navy taffeta. The two at the right have summery frocks, the little tot in frenchy georgette of pleats with a dark blue velvet bird applied. The older girl has a spring velour de laine in brick red with a ribbon jabot the same tint.

Rivers & Ackley



Look for us in the repair shop of Heppner Garage.

Best equipped machine and auto repair shop in Morrow County. We rebuild batteries, do Oxy-acetylene welding and all kinds of machine work and auto repairing, and guarantee all our work.

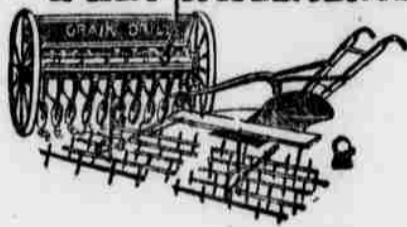
A Trial is all We Ask

We drive a Super-Six and will go any place any time.

Rivers & Ackley

PHONE MAIN 81

FARM IMPLEMENTS



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

ASKED TO FLY EAGLE ACROSS ATLANTIC



This man, Commander J. H. Towers, United States navy, has been asked to uphold the reputation of our nation as always being first in everything and to now fly across the Atlantic. All of the best flyers and every resource of the navy's flying equipment have been placed under Commander Towers' orders.

EMERY CRAWFORD NOW SAILING CHINESE SEAS

Mrs. George Moore, of this city, is in receipt of the following letter from her brother, Emery Crawford, who is now on the U. S. S. Wilmington, and in Chinese waters. He writes under date of March 1st, from Shanghai, China.

Dear Sister and All: Have been putting off writing since we came up here but will try now. Was expecting a letter from you on the boat that came in yesterday—got a letter from Mabel and Sadie, but none from you. I hope you are all well by this time. I am feeling fine and having a good time and like this place lots better than Manila. The climate here is better, weather conditions are more like we have in the States. It is just cold enough to be nice once in a while, the fog comes up the river for three or four hours but one can put on warmer clothes and feel fine. We are not on the sea any more and are now in the Whang-poo River. We left Manila Feb. 5 and got here the 11th, and sure had some bad trip. We ran into a storm the second day out and this lasted two days. I was some sea sick those two days; I wanted the ship to go down, that's how sick I was. Oh you don't know how sick one can get, and it is different from any other kind of sickness.

I have been making up the time since I arrived here, there are so many things I have never seen before. The Chinamen do everything by hand, having no machinery. They carry everything instead of hauling it, and make horses of themselves. I have seen eight or ten of them pulling a big cart load that was enough for two horses, and the rig we ride in, that takes the place of a buggy, auto or street car, is a little cart just big enough for one and it is pulled by a Cooly. They are the poorer class of Chinamen and they can travel almost like a horse, running for three or four hours without stopping. It is lots of fun to ride in these carts. Lots of these people live on the river all the time in little boats—some of them they do not allow to go ashore at all. They live on fish and rice—they would surely die if they did not have rice. Most of them go bare-footed the year around, the same when the snow is on the ground as when the sun is shining.

Of all the old buildings, and oddly built you ever saw, they are here. The native men and women all dress alike and one cannot tell them apart. The women all work like the men on the river and they can run the boats just as well. They have a peculiar superstition here. When a little kid or any one falls in the river the second time he is a goner. He may be able to swim and tries to get out, but he is caught and held under the water until he dies. They have the superstition that the devil is in the water and if one falls overboard the second time, the devil wants him and if he is not given up the entire family will be taken. So they shove him under and do not think anything about it.

I wish you could see the little boats they have here, I would not undertake to count them, they are here by the thousands and in sight all the time. The river is only about a quarter of a mile wide here and we are tied up to a buoy in the middle of the stream. Can go ashore most any time we want to on Saturday afternoon, Sundays and Wednesday afternoon, and any other days after four o'clock, so you see we have lots of liberty—more liberty than money to spend, but have a good time just the same.

I have a good job now, being store room keeper in the fire room. I look after the tools and keep them clean and don't have to stand any watches. All the rest of the fire room gang have to stand watches when their turn comes—three on every four hours. They work four hours and are off eight and are obliged to get up all times of the night. I am on the job from eight in the morning until eleven-thirty, and one until four in the afternoon, and I do not have to get up in the night, so you see I am getting along fine.

I ran on to a fellow that knows Uncle Walter at Red Rock, Oklahoma. He seen him in 1916. He worked in Panama a year or two. With love to all of you. EMERY.

UNITED STATES TIRE NEWS.

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 another 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.

It is not always wise to fill the hole with stones or bricks, for their rough edges are hard on tires. Small branches of trees are better, as they offer much better tractive space. Should this method fail, quite often a slight push that would not much more than move a baby buggy will furnish just the added amount of power necessary to get the car going.

The Need of Conserving Gasoline.

That there is urgent need of conserving the supply of gasoline if the ever increasing demand is to be met, is pointed out elsewhere in this issue in an announcement by the Standard Oil Company. Everybody interested in gasoline including the oil refiners, automobile engineers, and the government itself, is giving a great deal of thought to this problem.

The war called the attention of the people to the drastic need of avoiding waste. What the Food Adminis-

tration did to conserve food is still vividly in the memory of everybody in the country. What the Fuel Administration did, while just as valuable, was not so spectacular, and there are many facts about the conservation of gasoline and other petroleum products which have not hitherto been brought out.

For the past few years the petroleum and automobile industries have both been making great efforts to keep the supply of gasoline up to the demand. The oil producers have been stimulated to find new sources of supply, and have sunk many new wells. Oil refiners and chemical engineers have been improving processes of refining, which have made the crude oil yield more gasoline than was thought possible ten years ago. Automobile engineers have constantly improved the efficiency of engines and the methods of carburization, so that the gasoline used will give the greatest power and mileage.

In spite of all that has been done the war made it necessary to take still further measures to keep up the supply. The demand had become so great that the Fuel Administration was forced to prohibit in Eastern States 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. Fortunately the motorist of the Pacific Coast was not required to undergo this hardship. Enough gasoline was produced in California for all Pacific Coast needs and its distribution did not require the use of transportation facilities needed for war purposes.

However, so great was the need of conserving gasoline in all parts of the country that President Wilson appointed a Government committee last summer to determine on and adopt standard specifications for gasoline and other petroleum products. This committee consisted of the U. S. Fuel Administration and representatives of the War and Navy Departments, the U. S. Shipping Board, the Director General of Railroads, the Bureau of Standards. It was assisted and advised by technical experts from each of these Departments and bodies. After extended discussions, tests, and experiments this committee adopted specifications for gasoline, not only for aviation purposes, but also for general motor use. They were drawn up with a view to providing a grade of gasoline that would meet every requirement and yet allow the greatest production. They mean that our petroleum resources will be conserved to the best advantage and that a reasonable price to the motorist will be maintained.

Drafted as they were by impartial experts these specifications are today generally considered the most practical standard for gasoline since they insure efficient and satisfactory fuel at a reasonable cost.

These specifications for gasoline are for the benefit of the public as a whole. They make certain a satisfactory gasoline and at the same time assure a future supply by using the crude oil to the best advantage by eliminating all waste.

The Standard Oil Company reports that Red Crown gasoline is now refined to conform with these United States Government Standard Specifications. It is gasoline having the full and continuous chain of boiling points from low to high, which is absolutely essential in a full powered, dependable gasoline. It has low boiling points for easy starting, medium boiling points for quick and smooth acceleration and high boiling points for power and mileage.