

# A Conversation You May Hear At Any Time



Mrs. A.—My but isn't everything high?

Mrs. B.—Yes everything but meat.

Mrs. A.—Meat? Goodness sakes it is surely high enough.

Mrs. B.—No, I don't find that meat is so high, in fact, excepting pork. My butcher doesn't charge me any more than I have paid in the spring for several years.

Mrs. A.—Why I don't understand; I know that I am paying more than I ever did before. Where in the world do you trade?

Mrs. B.—At Stilwell's Market on North Fir St., next door to Dyal's Furniture Store.

Mrs. A.—I knew that Mr. Stilwell opened a market over there last fall, but I didn't know that it was still there. If you save so much by trading there I am going to give him a trial, too.

Mrs. B.—Well, it is still there and from all indications it is going to stay. Yes, a trial will convince you that it is real economy to trade there, lower prices is not all that I have to say for him, the quality of his meat is good, it is a nice clean place, the service is fine, the only thing you can object to is the fact that he makes everyone pay cash; but Mr. Stilwell assures me that he could not sell for the lower price if he did not get the cash for his meat. They have a good delivery. I pay the delivery man and have no trouble at all.

Mrs. A.—I am surely thankful to you Mrs. B. for telling me about the place and I shall give him an order today.

We believe there are scores of Mrs. A.'s in La Grande, who do not know that we sell meat for less; that the quality is always good, and that the service is of the best at our market.

We will give you an additional 5 per cent discount if you pay your bill in advance or buy a coupon book.

Phone 700

Free Delivery



## STILWELL'S MARKET

North Fir St. Across the Tracks  
Four doors south of Harris' Grocery  
M. A. STILWELL, Prop.

## BRITISH BABIES DYING AS FAST AS BRITISH SOLDIERS

To Make Good the Tremendous War Toll—A Ministry Of Health Will Be Added to the Government Whose Duty It Will Be To Check the Terrible Mortality of Children in Infancy.

BY J. W. PEGLER  
(United Press Staff Correspondent)

London, April 19.—(By Mail)—To make good the tremendous war-toll on British manhood, a Ministry of Health will soon be added to the government, charged with the task of preventing 50,000 infant deaths every year. Authorities on infant welfare estimate that at least 1,000 children, younger than one year, die needlessly every week. They declare that if the virility of the race is to be maintained in spite of the battlefield losses, this mortality must be checked. The estimate includes a large percentage of preventable pre-natal losses, due to various causes arising from poverty.

A falling birth-rate, in spite of increased marriages, will probably cause the baby-bonus to insured mothers to be increased from seven dollars to \$25. In 1915 England and Wales had the lowest birth rate on record, opposed to the highest marriage rate. The provisional estimate of births in 1916 is only 22.6 to every thousand of population, a figure slightly above that of 1915.

The proposed ministry will try to do away with over-lapping efforts by various branches of the medical profession. Lord Rhondda, in preparing the Health Ministry Bill, will be aided by the advice of the British Medical Association which represents most of the doctors. The Health Minister will have power to act in all matters of public health.

In addition to the \$25 birth-premium it is hoped that poor mothers embraced in the insurance scheme will receive an increased sick-benefit during convalescence. When Lloyd George brought out the insurance act he placed the premium payments at a rate within reach of the poor. He was careful to divorce the act from all governmental charities and his policy will be carried out in the administration of the health department.

It will be impossible to tackle the housing problem in a positive manner until after the war. Meantime the proposed ministry can check any further deterioration in neighborhoods where physical conditions are notoriously adverse to child life. The ministry also will be able to give immediate relief in the food situation by

controlling a sufficient quantity of milk to feed poor mothers and children. As the state already controls the coal output it will be a simple matter to insure the heating of poor people's homes.

The child will not pass beyond the health ministry's benefits on reaching the "safe" age of one year. The government will consider it a wise economy to maintain the health of school-children so that they may take full advantage of the nation's educational facilities. Right now, 20 per cent of the school-children are said to be too poorly nourished to reap the full benefit of their schooling.

If the estimated infant mortality is found to be correct, England's loss of soldiers killed during the winter only slightly exceeded the deaths of babies. Last summer's losses on the Somme ran into many thousands every week and frightful casualties have been predicted in the House of Commons for the coming summer's fighting.

It will be up to the Health Ministry to check the loss of potential soldiers and war workers.

### Get Rid of Your Rheumatism.

Now is the time to get rid of your rheumatism. You will find Chamberlain's Liniment a great help. The relief which it affords is alone worth many times its cost.—Adv

The largest number of sheep grazed on any single National Forest is 315,740, finding pasturage on the Humboldt in Nevada, while the largest number of cattle—75,818 head—is found on the Tonto in Arizona. The value of the average annual meat product of these two National Forests is estimated at \$2,000,000.

### Best Remedy for Whooping Cough.

"Last winter when my little boy had the whooping cough I gave him Chamberlain's Cough Remedy," writes Mrs. J. B. Roberts, East St. Louis, Ill. "It kept his cough loose and relieved him of those dreadful coughing spells. It is the only cough medicine I keep in the house because I have the most confidence in it." This remedy is also good for colds and croup.—Adv

## Good Roads For Oregon

By E. J. ADAMS, State Highway Commissioner

**Autos Pay Off Bonds.**  
The provision of the law now in force doubling the motor vehicle license fees and putting the proceeds in the State Road Fund, as it does, will furnish from this one source alone sufficient funds to pay all of the interest and all of the principal upon the \$6,000,000 bonds, retiring the bonds as fast as the law will permit, namely 1-20 each year commencing with the sixth year, and accumulate a surplus of about \$9,000,000 in addition thereto.

The receipts from the motor vehicles license fees alone will pay the interest and principal of both issues of bonds, or a total of \$7,800,000, and

AUTO FEES PAY	
Interest in Full,	\$4,500,000
Principal in Full,	\$7,800,000
Yield in Addition,	\$7,000,000

provide a surplus of practically \$7,000,000 in addition

**Where Burden Is Placed.**  
Therefore, we are building the roads that the motor traffic demands, and at the same time we are placing the burden of this cost upon the shoulders of the owners of the motor vehicles, or the people that wear the roads out.

**Illinois Copying Oregon Plan.**  
This is a most equitable arrangement and this system is the cleverest plan for the construction and maintenance of a State's principal highways that has ever been conceived. We should be proud to know that it was conceived in Oregon, and we should also be proud to know that the great State of Illinois is now following in the footsteps of Oregon and considering the passage of a similar bill for that State.

**Basis for Estimates.**  
In estimating the receipts from motor vehicle license fees, I have tried to do so on a very conservative basis. These license fees have increased each year over the preceding year since 1911 33 1-3 per cent, and in January and February of this year there are 29,086 licenses issued, as compared with 19,045 during the same two months last year; in other words, these fees increased the first two

months of this year 50 per cent over the same two months of last year, but I have not estimated the increase of 50 per cent or 33 1-3 per cent as a year's income, but I have estimated on a basis of an increase of 20 per cent each year for three years, and following that an increase of 10 per

### WHAT AUTOS WILL YIELD

1918—Olcott Estimate \$478,000  
1918—Adams' Estimate \$320,000

Present ratio of increase 33 1-3 per cent to 50 per cent  
Adams' estimate of increase—  
First three years, only 20 per cent  
Next three years, only 10 per cent

Following years, None  
This is the basis upon which Mr. Adams shows that autos will pay interest, retire bonds and yield \$7,500,000 surplus.

cent each year for three years, and following that no increase at all. Instead of starting with \$478,000 net receipts available for the Highway Fund, as estimated by the Secretary of State, I have only used \$320,000 as the net receipts for 1918, or \$158,000 less than our Secretary of State has estimated they will be in 1918.

From this basis I have estimated the increase, as above stated. I submit to you: Is it not an ultra-conservative estimate?

**Not Voting on Increase**  
The bill providing for the doubling of the license fees, is now the law and will take effect August 1st. It is in nowise attached to, or connected with, this bonding bill we are to vote upon.

**What Autoists Ask.**  
We will take these fees from the auto owners whether the bond bill passes or not, but I submit to you, it is only fair that, as we take these fees, we should give them roads to use.

They ask us to borrow \$6,000,000 at 4 per cent and build roads with it that they may have the use of them while they pay for them.

**Capitalizing Waste.**  
If they can have the use of these good roads, they will be able to save many times the amount of their license fees in tires, gasoline and machines, and thereby the burden is transferred from their shoulders to

Ask For

## PALM OIL SOAP

Softens the Skin and Beautifies the Complexion . . . . .

SPECIAL 3 BOXES FOR 25c

LEVY-VOGEL DRUG CO.

the producers of these tires, gasoline and machines, and we are, in effect, capitalizing waste.

Also saves Teaming Cost.  
In addition to this, I want to submit to you these facts:

The farms in Oregon now produce approximately 3,500,000 tons of products that are transported to the markets. The average haul is a small fraction under ten miles. The cost of

hauling is 23 cents per ton mile over our present roads. If our roads were improved, as they should be, this cost would be reduced to 8 cents per ton mile, or 1-3 of the present cost. In other words, the farmers of Oregon are today paying an annual mud tax of over \$3,500,000. It would be very wise and economic for the State of Oregon to build good roads and stop this waste.

## NEW TELEPHONE DIRECTORY

As we are about to issue a new directory we request all subscribers who wish any change or correction made in their listing, or who intend moving at an early date, to notify us at once. Also all who contemplate having a phone installed and who wish to get their names in the directory.

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